

GRANT APPLICATION SUMMARY SHEET

Grant Name: FY23 Active Transportation Infrastructure Investment Program
Department: NDOT
Grantor: U.S. DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable): TENN. DEPT. OF STATE
Total Applied For: \$9,362,389.30
Metro Cash Match: \$7,660,136.70
Department Contact: Casey Hopkins
 880-1676
Status: NEW

Program Description:

This project consists of constructing major separated bike lanes including the installation of necessary pavement markings, signs, and delineators on both sides of the following road segments:• Union Street from 2nd Avenue North to 1st Avenue North• Woodland Street from 1st Avenue North to South 11th Street• South 5th Street from Woodland Street to Davidson Street• South 10th Street from Woodland Street to Sevier Street

Plan for continuation of services upon grant expiration:

N/A

APPROVED AS TO AVAILABILITY OF FUNDS:

APPROVED AS TO FORM AND LEGALITY:

Kevin Crumkolmal 7/12/2024 | 2:22 PM CDT
 Director of Finance Date
AP GJM

Courtney Mohan 7/15/2024 | 11:40 AM CDT
 Metropolitan Attorney Date

APPROVED AS TO RISK AND INSURANCE:

Lora Fox 7/12/2024 | 2:34 PM EDT
 Director of Risk Management Services Date

Freddie O'Connell:mpw@nashville.gov 7/15/2024 | 10:33 AM PD
 Metropolitan Mayor Date
 (This application is contingent upon approval of the application by the Metropolitan Council.)

Grants Tracking Form

Part One

Pre-Application <input type="radio"/>		Application <input checked="" type="radio"/>		Award Acceptance <input type="radio"/>		Contract Amendment <input type="radio"/>	
Department	Dept. No.	Contact	Phone	Fax			
NDOT		Casey Hopkins	880-1676				
Grant Name:		Active Transportation Infrastructure Investment Program 25-29					
Grantor:		U.S. DEPARTMENT OF TRANSPORTATION			Other:		
Grant Period From:		01/01/25	(applications only) Anticipated Application Date:		06/12/24		
Grant Period To:		12/31/28	(applications only) Application Deadline:		07/17/24		
Funding Type:		FED PASS THRU	Multi-Department Grant		<input type="checkbox"/> If yes, list below.		
Pass-Thru:		TENN. DEPT. OF STATE	Outside Consultant Project:		<input type="checkbox"/>		
Award Type:		COMPETITIVE	Total Award:		\$9,362,389.30		
Status:		CONTINUATION	Metro Cash Match:		\$7,660,136.70		
Metro Category:		Est. Prior.	Metro In-Kind Match:		\$0.00		
CFDA #		20.205	Is Council approval required?		<input checked="" type="checkbox"/>		
Project Description:		Applicable Submitted Electronically? <input checked="" type="checkbox"/>					
This project consists of constructing major separated bike lanes including the installation of necessary pavement markings, signs, and delineators on both sides of the following road segments: <ul style="list-style-type: none"> • Union Street from 2nd Avenue North to 1st Avenue North • Woodland Street from 1st Avenue North to South 11th Street • South 5th Street from Woodland Street to Davidson Street • South 10th Street from Woodland Street to Sevier Street 							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
N/A							
How is Match Determined?							
Fixed Amount of \$		or	45.0%	% of Grant		Other: <input type="checkbox"/>	
Explanation for "Other" means of determining match:							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?		Yes	Fund		42021;40024 Business Unit 42403024;42408024;42411021		
Is not budgeted?			Proposed Source of Match:		FY 21 & 24 CSP		
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)							
Other:							
Number of FTEs the grant will fund:		0.00	Actual number of positions added:		0.00		
Departmental Indirect Cost Rate		18.83%	Indirect Cost of Grant to Metro:		\$3,205,341.46		
*Indirect Costs allowed? <input type="radio"/> Yes <input checked="" type="radio"/> No		% Allow.	0.00%	Ind. Cost Requested from Grantor:		\$0.00 in budget	
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)							
Draw down allowable? <input type="checkbox"/>							
Metro or Community-based Partners:							

Part Two

Grant Budget										
Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY26	\$640,000.00	\$0.00	\$0.00	\$160,000.00	24;42408020;42411021	\$0.00	\$800,000.00	\$150,640.00	\$0.00
Yr 2	FY27	\$4,361,194.70	\$0.00	\$0.00	\$3,750,068.30	24;42408020;42411021	\$0.00	\$8,111,263.00	\$1,526,409.23	\$0.00
Yr 3	FY28	\$4,361,194.60	\$0.00	\$0.00	\$3,750,068.40	24;42408020;42411021	\$0.00	\$8,111,263.00	\$1,526,409.23	\$0.00
Yr 4	FY__									
Yr 5	FY__									
Total		\$9,362,389.30	\$0.00	\$0.00	\$7,660,136.70	24;42403024;42408020	\$0.00	\$17,022,526.00	\$3,205,341.46	\$0.00
Date Awarded:					Tot. Awarded:		Contract#:			
(or) Date Denied:					Reason:					
(or) Date Withdrawn:					Reason:					

Contact: juanita.paulsen@nashville.gov
vaughn.wilson@nashville.gov

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration**

Notice of Funding Opportunity for Fiscal Year 2023 Active Transportation Infrastructure Investment Program

AGENCY: U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA).

ACTION: Notice of Funding Opportunity

SUMMARY:

The purpose of this Notice of Funding Opportunity (NOFO) is to solicit applications for Fiscal Year (FY) 2023 Active Transportation Infrastructure Investment Program (ATIIP) grants and will result in the distribution of up to \$44,550,000. The actual amount available to be awarded under this NOFO will be subject to the availability of funds.

Funds made available for FY 2023 for ATIIP are to be awarded on a competitive basis to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. *See* Section 11529(a) of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58). This NOFO describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available technical assistance during the grant solicitation period.

DATES:

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Daylight Time, on Wednesday, July 17, 2024 (the “application deadline”). Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made, until after the application deadline.

FHWA plans to conduct outreach regarding ATIIP in the form of a virtual meeting on Tuesday, April 9, 2024, at 11:00 a.m. Eastern Daylight Time. To join the Webinar, and to get teleconference line information for the audio portion of the Webinar, follow the instructions posted on https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/. The Webinar will be recorded and posted on FHWA’s Website at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/. A Telephone Device for the Deaf (TDD) is available for individuals who are deaf or hard of hearing at (202) 366-3993.

There will be an additional virtual meeting for Tribal nations on Wednesday, April 10, 2024, at 9:00 a.m. Eastern Daylight Time. To join the Webinar, and to get teleconference line information for the audio portion of the Webinar, follow the instructions posted on https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/. The Webinar will be recorded

and posted on FHWA's Website at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/. A Telephone Device for the Deaf (TDD) is available for individuals who are deaf or hard of hearing at (202) 366-3993.

ADDRESSES:

Applications must be submitted electronically through grants.gov. Refer to Catalog of Federal Domestic Assistance Number: 20.205.

FOR FURTHER INFORMATION CONTACT:

Kenan Hall
Agreement Specialist
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.
Washington, DC 20590
Email: ATIIP@dot.gov (preferred)
Phone: 202-366-1533

Alternate:

Hector Santamaria
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.
Washington, DC 20590
Email: ATIIP@dot.gov (preferred)
Phone: 202-493-2402

Office hours are from 7:30 a.m. to 4:00 p.m., Eastern Daylight Time, Monday through Friday, except Federal holidays.

FHWA will not review applications in advance, but FHWA staff are available for general questions about ATIIP and this NOFO. FHWA will not provide technical assistance for specific applications, including providing guidance on how to address any information that should be included in an application. However, FHWA will respond to, and publicly post, questions received about this NOFO; the deadline to submit technical questions and requests for clarification is Friday, May 3, 2024. FHWA intends to post answers to questions and requests for clarification at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/ and on FHWA's BIL Guidance Website at [Bipartisan Infrastructure Law – Guidance | Federal Highway Administration \(dot.gov\)](#). To ensure applicants receive accurate information about eligibility or the program, each applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

SUPPLEMENTARY INFORMATION:

Each section of this NOFO contains information and instructions relevant to the application process for ATIP grants. The applicant should read this NOFO in its entirety so that they have the information they need to submit eligible and competitive applications.

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This NOFO contains collection of information requirements subject to the Paperwork Reduction Act. The use of Standard Forms (SF) 424, 424A, 424B, 424C, 424D, and SF-LLL has been approved by the Office of Management and Budget (OMB) under 2105-0520. Notwithstanding any other provision of law, no person is required to respond to, nor shall any person be subject to a penalty for failures to comply with, a collection of information subject to the Paperwork Reduction Act, unless that collection displays a currently valid OMB control number.

FHWA uses www.grants.gov for receipt of all applications. Applicants must register and use the system to submit applications electronically. Applicants are encouraged to register in advance of the submission deadline and to register to receive notifications of updates/amendments to this NOFO. Approval of user registrations for the site may take multiple weeks. It is the Applicant’s responsibility to monitor the grants.gov site for any updates/amendments to this NOFO.

A. Program Description

1. Overview

Section 11529 of BIL established ATIIP to provide discretionary grants to eligible entities to plan, design, and construct eligible projects that provide safe and connected active transportation infrastructure in an active transportation network or active transportation spine (BIL § 11529(a)).

Active transportation networks are facilities built for active transportation, including sidewalks, bikeways, and pedestrian and bicycle trails, that connect between destinations within a community or metropolitan region (BIL § 11529(l)(2)). An active transportation network can include a sidewalk network, bike lane network, or shared use path network within a community and must connect between destinations within a community or metropolitan region, such as by connecting neighborhoods and residences to high-demand destinations like schools, workplaces, commercial centers, recreation areas, medical centers, or other community areas.

Active transportation spines are facilities built for active transportation, including sidewalks, bikeways, and pedestrians and bicycle trails, that connect between communities, metropolitan regions, or States (BIL § 11529(l)(3)). An active transportation spine can include a rail trail or rail-with-trail, walking path, or bike route and must connect between two or more communities, metropolitan regions, or States. An active transportation spine can be considered a backbone or primary active transportation route through a particular area or region.

Active transportation means mobility options that are powered primarily by human energy (BIL § 11529(l)(1)). These include bicycling and walking and may include, depending on whether the activity is powered primarily by human energy, scooting, skating, or using wheelchairs and other mobility devices. While active transportation does not include electric micromobility options that are not powered primarily by human energy (e.g., e-scooters or certain e-bikes), active transportation spines and networks may accommodate some electric micromobility options and power wheelchairs.

This NOFO will result in the distribution of up to \$44,550,000¹ for two different categories of grants: (1) Planning and Design Grants and (2) Construction Grants. For more information about the eligible activities that can be funded with each type of grant, *see* Section C of this NOFO.

The ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure and help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

¹ Section 11529(j) authorizes to be appropriated \$200,000,000 for each of FYs 2022 through 2026. The Consolidated Appropriations Act, 2023 (Pub. L. 117-328) first appropriated \$45,000,000 for ATIIP. Pursuant to Section 11529(d)(3), which allows FHWA to set aside not more than \$2,000,000 of appropriated ATIIP funds to cover the costs of administration, research, technical assistance, communications, and training activities under ATIIP, FHWA set aside \$450,000, leaving \$44,550,000 available for grants.

The ATIIP grants will allow communities to identify, prioritize, and implement improvements to the largest barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity through the development of infrastructure that will provide substantial additional opportunities for walking and bicycling. Eligible organizations will be able to create plans or implement *active transportation networks* that connect destinations within or between communities or create plans or implement an *active transportation spine* connecting two or more communities, metropolitan regions, or States. The ATIIP also provides an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.

2. Administration Priorities and Departmental Strategic Plan Goals

The DOT seeks to fund projects that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation as described in the [DOT Strategic Plan, Research, Development and Technology Strategic Plan](#), and in executive orders.²

DOT seeks to fund projects under this NOFO that, in combination with the merit selection criteria, advance the following:

i. Safety

DOT is committed to advancing safe, efficient transportation, including in ATIIP.

The National Roadway Safety Strategy (NRSS), issued January 27, 2022, commits DOT to respond to the current crisis in roadway fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero roadway deaths through a Safe System Approach (SSA).³ The SSA considers five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care – in an integrated and holistic manner to address roadway safety challenges.⁴ The outcomes anticipated from the projects funded by ATIIP should align with the NRSS.

Applicants should respond to this Administration priority when discussing Merit Criteria 3, 5, and 6, as appropriate. More information on these Merit Criteria can be found in Section E of this NOFO.

ii. Climate Change and Sustainability

DOT seeks to fund projects under ATIIP that reduce greenhouse gas (GHG) emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce lifecycle GHG emissions from project materials, avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, and address the disproportionate negative

² Executive Order (E.O.) 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619), E.O. 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009), E.O. 14025, Worker Organizing and Empowerment (86 FR 22829), and E.O. 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335).

³ <https://www.transportation.gov/NRSS>

⁴ <https://www.transportation.gov/NRSS/SafeSystem>

environmental impacts of transportation on disadvantaged communities, consistent with E.O. 14008, “Tackling the Climate Crisis at Home and Abroad (86 FR 7619).”⁵

Applicants should respond to this Administration priority when discussing Merit Criteria 1 and 6, as appropriate. More information on these Merit Criteria can be found in Section E of this NOFO.

iii. Equity

DOT seeks to award projects under ATIIP that will create proportional impacts to all populations in a project area, significantly decrease transportation related disparities from all populations in a project area, and increase equitable access to project benefits, consistent with E.O. 13985, “Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009).”

Applicants should respond to this Administration priority when discussing Merit Criteria 2, 5, and 6, as appropriate. More information on these Merit Criteria can be found in Section E of this NOFO.

iv. Workforce Development, Job Quality, and Wealth Creation

DOT intends to use ATIIP to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages, consistent with E.O. 14025, “Worker Organizing and Empowerment (86 FR 22829),” and E.O. 14052, “Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335).” DOT also intends to use ATIIP to support wealth creation, consistent with the [Department’s Equity Action Plan](#) through the inclusion of local inclusive economic development and entrepreneurship such as the use of Disadvantaged Business Enterprises (DBE), Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

Applicants should respond to this Administration priority when discussing Merit Criterion 6. More information on this Merit Criterion can be found in Section E of this NOFO.

Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program’s selection criteria, and the Administration’s Priorities and Departmental Strategic Plan Goals as appropriate.

3. Additional Information

The ATIIP is described in the Federal Assistance Listings under the assistance listing program title “Highway Planning and Construction” and assistance listing number 20.205.

FHWA is committed to considering project funding decisions holistically among the various discretionary grant programs available in BIL. FHWA also recognizes that applicants may be seeking funding from multiple discretionary grant programs and opportunities. An applicant

⁵ See U.S. Department of Transportation Strategic Framework FY 2022–2026 (December 2021) at <https://www.transportation.gov/administrations/office-policy/fy2022-2026-strategic-framework>

may seek the same award amounts from multiple DOT discretionary opportunities or seek a combination of funding from multiple DOT opportunities.

The applicant should identify any other DOT programs and opportunities they intend to apply for (or use if the Federal funding is already available to the applicant), and what award amounts they will be seeking, in the appropriate sections of this NOFO, including Section D.1.ii.

Applicants may review the FHWA [Bicycle and Pedestrian Planning, Program, and Project Development Guidance](#) which provides background information and guidance on Federal legislation and policies, and reference materials related to bicycle, pedestrian, and shared micromobility programs and projects, including power wheelchairs.

B. Federal Award Information

1. Award Amount Available

For FY 2023, up to \$44,550,000 is available for ATIIP Discretionary Grant Program awards under this NOFO. Of the \$44,550,000:

- FHWA may award up to **\$41,550,000** in Construction grants.⁶ Of that \$41,550,000, at least 30 percent (\$12,465,000) will be set aside for projects that construct active transportation networks (BIL § 11529(d)(1)(A)), and at least 30 percent (\$12,465,000) will be set aside for projects that construct active transportation spines (BIL § 11529(d)(1)(B)).⁷
- FHWA may award up to **\$19,620,000** in Planning and Design grants.⁸ At least \$3,000,000 will be set aside for Planning and Design grants (BIL § 11529(d)(2)).
- FHWA will award at least \$3,000,000 in Planning and Design grants, at least \$12,465,000 in Construction grants for active transportation networks, and at least \$12,465,000 in Construction grants for active transportation spines. FHWA reserves the right to award the remaining \$16,620,000 in remaining funding on any type of grant.

Any award under this NOFO will be subject to the availability of funding.

⁶ The Consolidated Appropriations Act, 2023 (Pub. L. 117-328) appropriated \$45,000,000 for ATIIP. BIL § 11529(d)(2) requires at least \$3,000,000 to be set-aside for Planning and Design grants, and FHWA set aside \$450,000 to cover the costs of administration under BIL § 11529(d)(3). Therefore, up to \$41,550,000 is available under this NOFO for Construction grants.

⁷ Pursuant to Section 11529(d)(1), subject to Section 11529(d)(2) and (3), at least 30 percent of ATIIP funds must be obligated for projects that construct active transportation networks and at least 30 percent must be obligated for projects that construct active transportation spines. Of the \$41,550,000 available for Construction grants, FHWA will provide at least \$12,465,000 for projects that construct active transportation networks and at least \$12,465,000 for projects that construct active transportation spines.

⁸ Pursuant to Section 11529(d)(2), FHWA must award at least \$3,000,000 in Planning and Design Grants. Of the \$41,550,000 available for Construction grants, after the 30 percent set-aside for active transportation networks and the 30 percent set-aside for active transportation spines, FHWA may provide the remaining \$16,620,000 for Planning and Design grants. Combined with the required \$3,000,000 set-aside, FHWA may provide a total of up to \$19,620,000 in Planning and Design grants.

2. Award Size

FHWA expects to award multiple Planning and Design grants and fewer Construction grants, depending on the availability of funding and the number of applications received, for projects satisfying the minimum project cost requirements in Section § 11529(l)(6)(B) that are described in the section further below. DOT reserves the right to make more, or fewer, awards.

i. Planning and Design Grants

Pursuant to Section 11529(l)(6)(B)(ii) of BIL, Planning and Design grants must be for projects that have planning and design costs of not less than \$100,000. There is no maximum statutory award size for Planning and Design grants. FHWA expects ATIIP awards for Planning and Design grants to range between a minimum of \$100,000 and an expected maximum of \$2,000,000.

It is important to note that this statutory minimum represents the total planning and design costs of the project, which includes the requested amount of ATIIP funding and any matching funds. FHWA reserves the discretion to consider award sizes above and below the minimum award sizes listed above, assuming that the total planning and design costs in the application are at least \$100,000.

ii. Construction Grants

Pursuant to Section 11529(l)(6)(B)(i) of BIL, Construction Grants must have a total project cost of at least \$15,000,000. There is no maximum statutory award size for Construction grants. It is important to note that this statutory minimum represents the total cost of the project, which includes the requested amount of ATIIP funding and any matching funds. In terms of suggested minimum and maximum amounts of ATIIP funds applicants may request, FHWA intends to award a minimum of \$7,500,000 in ATIIP funds for any given Construction grant, and a maximum of \$15,000,000 in ATIIP funds for qualifying disadvantaged communities or \$12,000,000 in ATIIP funds for all other Construction grant applicants. FHWA reserves the discretion to consider award sizes above and below the minimum award sizes listed above, assuming that the total project costs for the application are at least \$15,000,000.

3. Type of Award

If the successful applicant is a State department of transportation (State DOT), or a State DOT will serve as a pass-through entity to a non-State DOT entity, ATIIP funds will be awarded upon the execution of a project agreement, which is a type of grant agreement for administration of funds to a State DOT in Fiscal Management Information System (FMIS).

If the successful applicant is a non-State DOT, ATIIP funds will be awarded upon the execution of a grant agreement with FHWA. A determination will be made if the successful applicant will administer the grant, or at the request of the successful applicant, an applicable State DOT will administer the project.

4. Availability of Funds

The ATIIP awards should be obligated by a signed grant agreement by September 30, 2026.

Obligation of an ATIIP grant occurs when a selected applicant enters a project agreement with FHWA and FHWA authorizes the project to proceed. For construction, this is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements and compliance with Title 23, Code of Federal Regulations (CFR), Part 635, subpart C for State DOT applicants or 2 CFR 200.318-.327 for non-State DOT applicants.

5. Period of Performance

If a grant recipient will be a State DOT or if a State DOT will serve as a pass-through to a non-State DOT entity awarded a grant, the DOT Payment System will be “Current Bill” in FMIS. The start of the period of performance will begin on the date of authorization for the project FMIS and end on the project end date in FMIS.

If a grant recipient will be a non-State DOT entity, the DOT Payment System will be “DELPHI iSupplier” and the start of the period of performance will begin on the date of the grant agreement executed by FHWA which will obligate ATIIP and end on the period of performance that is listed in the grant agreement.

FHWA expects the period of performance to be no more than 2 years for Planning and Design grants and 5 years for Construction grants.

C. Eligibility Information

To be selected for an ATIIP grant, an applicant must meet the eligibility requirements under this section, including Eligible Organization; Eligible Project; Statutory Cost Sharing or Match requirements; and, if the project is partially on Federal land, entry into a cooperative agreement with the Federal Agency with jurisdiction over the Federal land. Applications that do not meet these eligibility requirements will not be evaluated under the criteria in Section E.1.

1. Eligible Organizations

Pursuant to Section 11529(l)(5) of BIL, eligible organizations are the following:

- A local or regional governmental organization, including a metropolitan planning organization (MPO) or regional planning organization or council;
- A multicounty special district;
- State;⁹
- A multistate group of governments; or
- An Indian Tribe.¹⁰

2. Cost Sharing or Matching

i. General Federal Share

Except as stated below for projects in disadvantaged communities in Section C.2.ii, the Federal share of the cost of a project carried out with an ATIIP grant shall not exceed 80 percent of the

⁹ The term “State” means any of the 50 States, the District of Columbia, or Puerto Rico (23 U.S.C. 101(a)(28)).

¹⁰ The term “Indian Tribe” has the meaning given the term in section 4 of the Indian Self-Determination and Education Assistance Act, which is codified at 25 U.S.C. 5304 (BIL § 11529 (l)(7)).

total project cost (BIL § 11529(f)(1)). Such awardees must provide at least a 20 percent matching share of the total project cost. The total project cost consists of the total Federal share, matching funds, and any additional non-ATIIP Federal funds that are not eligible for match. Other Federal funds may be used as matching funds, but only if specifically allowed by statute. Tribal applicants may use their Tribal Transportation Program funding as non-Federal match in accordance with Title 23, United States Code (U.S.C.), Section 120(k). For more information on Federal share, see 2 CFR 200.306.

Additional information on non-Federal matching requirements can be found at https://www.fhwa.dot.gov/legsregs/directives/policy/memonfmr_tapered20190515.htm.

FHWA will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2 as awarded funds.

See Section D.2.ii for information about documenting cost sharing in the application. Applicants should also note that while projects meeting the 20 percent matching share requirement will be eligible, projects with a greater matching share may receive a higher rating under Merit Criterion 4, as described in more detail in Section E.1.

For each project that receives a grant under this NOFO, FHWA expects the project to be completed using at least the level of non-Federal funding that was specified in the application.

ii. Federal Share for Disadvantaged Communities

For projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the project, the Federal share is 100 percent of the total project cost (BIL § 11529(f)(2)). For such projects, this means that no matching funds are required for the project to be eligible. In addition, such projects will automatically receive the highest rating under Merit Criterion 4, as described in Section E.1.

To identify as such a disadvantaged community and be eligible for a 100 percent Federal share, applicants must provide FHWA with sufficient information that the proposed project would serve communities with a poverty rate of over 40 percent based on the majority of census tracts served by the project, including identifying each census tract that will be served by the project, the poverty rate of each of those census tracts, and how the project serves each identified census tract. Applicants should explain how the proposed project may serve census tracts outside of the census tract(s) where the proposed project is located.

It is important to note that FHWA will make the final determination of whether a project is eligible for the 100 percent Federal share under BIL § 11529(f)(2). For that reason, it may be advisable for applicants who believe they are eligible for the 100 percent Federal share described in this section to nonetheless provide information indicating that, alternatively, they can provide a 20 percent non-Federal share. Otherwise, if FHWA determines that the application is not eligible for the 100 percent Federal share and the applicant does not provide additional information, that application would be deemed ineligible and would not receive ATIIP funds under this NOFO.

One method of determining the poverty rate of the census tracts surrounding your project is as follows:

1. Go to data.census.gov.
2. Click Advanced Search below the search bar.
3. In the sidebar, click Geography > Census Tract > [Your state] > [Your county].
4. Either choose the census tracts you know your project impact or choose “All Census Tracts within [Your county].”
5. In the sidebar, click “Search for filter” and type in “Poverty.” Check the box labeled “Poverty” and then click the X on the top right of the window will.
6. Next, click the “Maps” tab on the top navigation, then select “S1701 | POVERTY STATUS IN THE PAST 12 MONTHS.” You should now see a map with the census tracts of your selected geography displaying the percentage of residents living below the poverty level among the population for whom poverty status is determined using the most up-to-date Census data.
7. Next, click “Classes” in the map toolbar at the top of the window. Add a break value of 40 percent. The map classification will update to clearly show which census tracts have a poverty rate above 40 percent.

3. Eligible Projects Partially on Federal Land

Any eligible organization that submits a project located in part on Federal land must have a cooperative agreement with the appropriate Federal Agency with jurisdiction over the Federal land before submitting an application (BIL § 11529(b)(2)). For projects located in part on Federal land, the eligible organization must include a copy of that cooperative agreement.

This is an eligibility requirement, and a project partially located on Federal lands that does not submit a copy of such a cooperative agreement will not be eligible for ATIIP funds under this NOFO.

4. Other

i. Eligible Projects

To be eligible to receive ATIIP funds, projects must consist of an active transportation project or group of projects within or between a community or group of communities, at least one of which falls under the jurisdiction of the applicant (BIL § 11529(l)(6)(A)).

Applicants may apply for more than one grant. Applicants may apply for both a Planning and Design grant and a Construction grant; however, the applications must be for separate projects. If an applicant applies for a Planning and Design grant and a Construction grant for the same project, it will be treated as a Construction grant. Construction grants may include the full range of planning and design activities that may be undertaken as part of a Planning and Design grant.

Projects must also abide by the minimum project costs described in Section B.2 to be eligible. This means that projects seeking Planning and Design grants must have planning and design costs of at least \$100,000 (BIL § 11529(l)(6)(B)(ii)), and projects seeking Construction grants must have total project costs of at least \$15,000,000 (BIL § 11529(l)(6)(B)(i)).

Applicants can seek a Planning and Design grant for projects that develop a plan for an active transportation network or spine project. Applicants with an existing plan may also apply for a Planning and Design grant to update and further develop their plan.

ii. Eligible Project Costs

a. Planning and Design Grants

Planning grants may be used to fund:

- Public engagement activities, including community visioning, outreach to affected disadvantaged populations, or other place-based strategies for public input into project plans;
- Design and planning studies that support the development of a construction project such as traffic studies supporting an active transportation outcome, active transportation network plans, connectivity analyses, asset inventories, and data collection of active transportation network gaps;
- Conceptual and preliminary engineering tied to projects in an approved plan;
- Other related transportation planning activities for active transportation networks or spines.

b. Construction Grants

Construction Grants may be used to fund, among other things:

- Property acquisition;
- Site preparation, demolition, or development;
- Payment of bonds/notes;
- Fees in connection with execution and financing of the project;
- Cost of studies, surveys, plans, permits, insurance, interest, financing, tax and assessments;
- Cost of construction, rehabilitation, reconstruction;
- Cost of land improvements;
- Contractor fees;
- Training and education related to safety of users as part of project.

All costs must conform with applicable law to be eligible, including 23 U.S.C.; 23 CFR; and 2 CFR part 200, as applicable.

D. Application and Submission Information

1. *Address to Request Application Package*

All grant application materials can be accessed at grants.gov.

Once at grants.gov, select the Search Grants tab. Then enter one of the following:

- Opportunity Number: 693JJ324NF00012
- Opportunity Name: Active Transportation Infrastructure Investment Program
- Assistance Listing Number: 20.205

When at one of these pages, select the Opportunity, which will open to a page with several tabs. The first tab is a synopsis of the opportunity. Select the “Application Package” tab to download the forms needed to submit an FY 2023 ATIIP application.

For a Telephone Device for the Deaf (TDD), please call (202) 366-3993. If potential applicants are unable to download the application package from the internet, they may send a written request for a paper copy to the below address. Requests should be sent to:

Kenan Hall
 Agreement Specialist
 Office of Acquisition and Grants Management
 Federal Highway Administration
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE.
 Washington, DC 20590
 Email: ATIIP@dot.gov (preferred)
 Phone: 202-366-1533

Alternate:
 Hector Santamaria
 Agreement Officer/Team Leader
 Office of Acquisition and Grants Management
 Federal Highway Administration
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE.
 Washington, DC 20590
 Email: ATIIP@dot.gov (preferred)
 Phone: 202-493-2402

2. Content and Form of Application Submission

Planning and Design Grants and Construction Grants have distinct application submission and supporting document requirements. The FHWA strongly recommends use of the template provided below. All applications should submit the following: SF; Narrative; and Budget.

i. Application

All applications must be submitted electronically through grants.gov.

Note: FHWA may share application information within FHWA or with other Federal Agencies if FHWA determines that sharing is relevant to the respective program’s objectives.

a. Standard Forms

All applicants must submit the following SFs:

Required Forms for Planning and Design Grant Applications:	Required Forms for Construction Grant Applications:
SF 424 (Application for Federal Assistance)	SF 424 (Application for Federal Assistance)

Note: Applicants may leave fields 5a, 5b, 6, 7, and 13 blank. The Project Narrative must be added as an Attachment to Item 15 of the SF-424.	Note: Applicants may leave fields 5a, 5b, 6, 7, and 13 blank. The Project Narrative must be added as an Attachment to Item 15 of the SF-424.
Grants.gov Lobbying Form (Certification Regarding Lobbying)	Grants.gov Lobbying Form (Certification Regarding Lobbying)
Disclosure of Lobbying Activities form (SFLLL)	Disclosure of Lobbying Activities form (SFLLL)
SF 424A (Budget Information for Non-Construction Programs) Note: The form should be supported by a budget narrative explaining each element of cost.	SF 424C (Budget Information for Construction Programs) Note: The form should be supported by a budget narrative explaining each element of cost.
SF 424B (Assurances for Non-Construction Programs)	SF 424D (Assurances for Construction Programs)

All mandatory SFs of the 424 family are available for download at <https://www.grants.gov/forms/forms-repository/sf-424-family>.

b. Project Narrative

The project narrative should clearly state whether the application is for a Planning and Design grant or a Construction grant.

FHWA recommends that the project narrative follow the outline below. Following the outline will also assist evaluators in locating relevant information.

I. Basic Project Information – Description, Location, and Parties	See D.2.i.b.I
II. Grant Funds, Sources, and Uses of all Project Funding	See D.2.i.b.II
III. Merit Criteria	See D.2.i.b.III
IV. Project Readiness and Environmental Risk	See D.2.i.b.IV
V. Administration Priorities and Departmental Strategic Plan Goals	See D.2.i.b.V
VI. FHWA Priority Selection Considerations	See D.2.i.b.VI
VIII. Letters of Support	

The project narrative should provide information, including a table of contents, maps, and graphics as appropriate, necessary for FHWA to determine that the project satisfies project requirements described in Section C and to assess the merit criteria specified in Section E.1.

To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by FHWA. FHWA may, but is not required to, request additional information, including additional data, to clarify supporting data and documentation submitted in an application, but FHWA encourages applicants to submit the most relevant and complete information they can provide. FHWA also encourages applicants, to the extent practicable, to provide data in a form that is publicly available or verifiable. To ensure a fair and unbiased evaluation of applications submitted under this NOFO, FHWA will not request additional information to perfect incomplete applications.

FHWA recommends that the project narrative be prepared with standard formatting preferences (i.e., a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). For Planning and Design Grants, the project narrative should not exceed 15 pages; for Construction Grants, the narrative should not exceed 20 pages. Appendices may include documents supporting assertions or conclusions made in the 15- or 20-page project narrative and do not count toward the page limit. If possible, Website links to supporting documents should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. FHWA recommends using appropriately descriptive final names (e.g., “Project Narratives,” “Maps,” “Memoranda of Understanding and Letters of Support,” etc.) for all attachments.

I. Basic Project Information – Project Description, Location, and Parties:

a) Project Description

The applicant should provide a concise description of the project, including a discussion of the project’s history and a description of any previously incurred project costs. This section should describe what improvements the project will provide for the relevant active transportation network or spine, describe the communities impacted by the project and how the proposed project will reduce emissions by providing low or zero-emission transportation options, improve access to economic opportunity and community economic benefits, and increase safety for those communities, and any other high-level background information that would be useful to understand the rest of the application. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

b) Project Location

The application should provide a concise description of the project, including a detailed geographical description of the proposed project, a map of the project’s location and connections to existing transportation infrastructure, and geospatial data describing the project location (shapefiles will be accepted under 200 MB file size). This section should also describe current barriers to community connectivity, including to safe mobility, access, or economic development, as well as a description of the surrounding community impacted by the project. This section should include a detailed geographic description and map of the project area location and identify elements of the existing transportation network.

If the applicant is requesting a 100 percent Federal share under Section C.2.ii of this NOFO, the applicant should clearly indicate which communities the project is serving, how the project serves those communities, and the poverty rates of those communities.

The application should include whether the project is located in an urban or rural community. For the purpose of this NOFO, FHWA will consider communities that are within Urbanized Areas (i.e., areas with a population of 50,000 or more) to be urban communities and all other communities to be rural. FHWA will rely on the digital maps and geographic shapefiles for the 2020 Census urban areas depicted on FHWA HEPGIS maps of [MPO and 2020 Census Urban Areas - FHWA HEPGIS Maps \(dot.gov\)](#) (refer to the “MPO and Air Quality Tab” and then scroll to “MPO and 2020 Census Urban Areas”) which correlates the definitions of “urban”¹¹ and “rural areas”¹² under 23 U.S.C. and Bureau of the Census (Census Bureau) data. A list of 2020 census designated urban areas is available in the Census Bureau’s [December 29, 2022 Federal Register Notice](#) (87 FR 80114).”

c) Lead Applicant

This section of the application should provide details about the lead applicant. The details should include the lead applicant’s demonstrated experience with receipt and expenditure of Federal-aid highway program funds under 23 U.S.C. FHWA will consider the degree of experience as part of the project readiness evaluation. If an application is rated highly under other criteria, but the applicant has no or limited experience with the receipt and expenditure of Federal-aid highway program funds, FHWA may contact the applicant prior to final selection of FY 2023 awards to discuss technical resources that may be available to assist the applicant in obtaining the capacity and expertise to ensure compliance with all applicable Federal requirements and timely delivery of the project.

d) Other Public and Private Parties

The applicant should describe in detail all of the other public and private parties who are involved in delivering the project, including a specific description of the role of each entity in delivering the project.

The applicant should state whether or not a private or non-private entity will receive a direct and predictable financial benefit if the project is selected for award. This includes, but is not limited to, private and non-private entities directly benefitting from completion of the proposed project. If this project directly involves or benefits a specific private corporation, a non-public entity, or a public entity, please identify the full name of each entity, separated by a comma.

¹¹ The term “urban area” means an urbanized area or, in the case of an urbanized area encompassing more than one State, that part of the urbanized area in each such State, or urban place as designated by the Census Bureau having a population of 5,000 or more and not within any urbanized area in each State, or urban place as designated by the Census Bureau having a population of 5,000 or more and not within any urbanized area. (23 U.S.C. 101(35)). The term “urbanized area” means an area with a population of 50,000 or more designated by the Census Bureau, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to approval by the Secretary. Such boundaries shall encompass, at a minimum, the entire urbanized area within a State as designated by the Census Bureau. (23 U.S.C. 101(36)).

¹² The term “rural areas” means all areas of a State not included in urban areas. (23 U.S.C. 101(25)).

II. Grant Funds, Sources, and Uses of all Project Funding

In addition to the information provided in the mandatory forms described above, as part of the project narrative, applicants should describe the project's budget in detail and the plans for covering the full cost of the project from all sources.

The project budget should show how different funding sources will share in each major project activity and present those data in dollars and percentages. The budget should identify other Federal funds the applicant is applying for or has been awarded, if any, that the applicant intends to use. Funding sources should be grouped into three categories: (1) Non-Federal; (2) ATIIIP Funds; and (3) Other Federal Funds, with specific amounts from each funding source.

The project budget should identify all Federal funds to be used for future eligible costs of the project, including the requested ATIIIP grant amount, other Federal grants that have been awarded to the project or for which the project intends to apply in the future, and any Federal formula funds that have already been programmed for the project or are planned to be programmed for the project. For each category of Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds should be provided.

If a project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the project satisfies ATIIIP statutory cost-sharing requirement described in Section C.2, if applicable, and those associated with each category of Federal funding.

The application should include information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used, availability, and funding commitments. For example, if a source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction. Complete information about project funds will ensure that FHWA's expectations for award execution align with any funding restrictions unrelated to FHWA, even if an award differs from the applicant's request.

This section of the narrative should also identify any other Federal programs and opportunities the applicant has applied for and intends to apply for and describe any additional non-ATIIIP funding that is available to the applicant.

III. Merit Criteria

The applicant should describe how the proposal meets the merit criteria listed in Section E.1. FHWA encourages applicants to address each criterion. Insufficient information to assess any criterion will negatively impact the project rating. Applicants should note that merit reviewers will focus on this section of the application and will not be required to reference the other

sections in the application package; therefore, all relevant information to demonstrate alignment with the merit criteria as described in Section E.1 should be included in this section of the application. Applicants should describe the merit criteria in the order in which they are described in the NOFO and address each criterion separately. Guidance describing how FHWA will evaluate projects against the merit criteria is in Section E.1 of this NOFO. Applicants should review that section before considering how to organize their application.

IV. Project Readiness and Environmental Risk

The application should include information that, when considered with the project budget information, is sufficient for FHWA to evaluate whether the project is reasonably expected to begin construction in a timely manner. All applications should include a detailed project schedule.

Applications for Construction grants will be reviewed for Project Readiness and assigned three separate readiness evaluation ratings: Environmental Risk Assessment, Technical Capacity Assessment, and Financial Completeness Assessment. Therefore, this section for Construction grant applications should include information that addresses the Environmental Risk Assessment and Technical Capacity Assessment described in Section E. The Financial Completeness Assessment will be based on information contained throughout the application.

Applications for Planning and Design grants will be reviewed for Project Readiness and assigned two evaluation ratings: Technical Capacity Assessment and Financial Completeness Assessment. Therefore, this section for Planning and Design grant applications should include information that addresses the Technical Capacity Assessment described in Section E. The Financial Completeness Assessment will be based on information contained throughout the budget section of the application. An Environmental Risk Assessment will not be performed for planning applications, so applications for Planning and Design grants do not need to provide information related to this assessment.

Applications are not required to follow the specific format described here, but should be organized, address each relevant area of project readiness, as applicable, and promote a clear discussion that assists project evaluators.

a) Technical Feasibility (Construction, and Planning and Design grants)

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed. The applicant must demonstrate compliance with Title VI/Civil Rights requirements, to ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability.

b) Environmental Risk (Construction grants only)

This section of the application should include sufficient information for FHWA to evaluate whether the project is reasonably expected to begin construction in a timely manner consistent with all applicable Federal, State, and local requirements. To assist FHWA's project environmental risk review, applicants should provide the information requested on project schedule, required approvals, and risk and mitigation strategies, each of which is described in greater detail in the following sections.

1. Detailed Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the statewide transportation improvement program (STIP)); start and completion of review under the National Environmental Policy Act (NEPA) and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- All necessary activities will be completed to allow ATIIP funds to be obligated on a timely basis and that any unexpected delays will not put the funds at risk of expiring before they are obligated; and
- All real property and right-of-way acquisition necessary for the project will be completed in a timely manner in accordance with 49 CFR 24, 23 CFR 710, and other applicable legal requirements or a statement that no acquisition is necessary. A plan for securing any required right-of-way agreements should be included. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

2. Required Approvals

i. Environmental Permits and Reviews.

The application should provide documentation of receipt (or the schedule for anticipated receipt) of all environmental approvals and permits necessary for the project to meet the project delivery timeline specified in the project schedule, and necessary to meet the statutory obligation deadline if applicable, including satisfaction of all Federal, State, and local requirements and completion of the NEPA process. Specifically, in this section the applicant may elaborate on the NEPA evaluation process. If the final agency action with respect to NEPA occurred more than 3 years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements. This section should also provide:

- Any information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies, indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate

compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a Website link or other reference to copies of any reviews, approvals, and permits prepared.

- Environmental studies or other documents—preferably through a Website link—that describe in detail known project impacts, and possible mitigation for those impacts.
- A description of discussions with FHWA regarding the project’s compliance with NEPA and other applicable Federal environmental reviews and approvals.
- A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.

ii. State and Local Approvals

The applicant should demonstrate receipt (or the schedule for anticipated receipt) of State and local approvals on which the project depends, such as State and local environmental and planning approvals, and STIP or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

iii. Federal Transportation Requirements Affecting State and Local Planning

The planning requirements applicable to the Federal-aid highway program apply to all ATIP projects.¹³ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each grant will be specified in the project-specific agreements signed by FHWA and the grant recipients, will be based on critical path items that applicants identify in the application, and will be consistent with relevant State and local plans.

iv. Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, pushback from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that

¹³ In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, TIP, and STIP). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a grant.

the lead applicant and any project partners have undertaken or will undertake to mitigate those risks.¹⁴ The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent an applicant is unfamiliar with the Federal-aid highway program, the applicant should contact the FHWA Division Office in their State as found at <https://www.fhwa.dot.gov/about/field.cfm> for information on what steps are prerequisite to the obligation of Federal funds to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

c. Administration Priorities and Departmental Strategic Plan Goals

Applications should discuss the administration priorities outlined in Section A and how the project addresses them along with the respective corresponding merit criteria.

I. Safety

Applicants should address how their project provides substantial safety benefits in Merit Criteria 3, 5, and 6, as applicable. Prior to receiving funds, all projects are expected to, at a minimum, identify and mitigate to the extent practicable any significant safety risks that could result after the project's completion. Applicants should include how their project will not negatively impact the overall safety of the traveling public.

II. Climate Change and Sustainability

Applicants should address how the project will consider climate change and environmental justice in the planning stage and in project delivery in Merit Criteria 1 and 6, as applicable. In particular, applicants should address how the project reduces GHG emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, and reduces the lifecycle GHG emissions from the project materials. Applicants should provide information on the potential of the project to avoid emissions caused by high-emission forms of transportation, such as single-occupancy vehicles, by providing opportunities for active transportation trips. Applicants should also address the extent to which the project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, as well as address disproportionate negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery.

III. Equity

Applicants should address how the project will consider equity in the planning stage and in project delivery in Merit Criteria 2, 5, and 6, as applicable. Applicants should address how their project will include an equity assessment which evaluates whether the project will create proportional impacts and remove transportation related disparities to all populations in a project area. Applicants should demonstrate how meaningful public engagement will occur throughout a project's life cycle. Applicants should address how project benefits will increase affordable

¹⁴ FHWA considers an applicant's lack of experience with receipt and expenditure of Federal-aid highway funds under 23 U.S.C. a material risk.

transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and/or improve access to resources and quality of life.

IV. Workforce Development, Job Quality, and Wealth Creation

Applicants should address how their project will create good-paying jobs with the free and fair choice to join a union; promote investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships, with a focus on women, people of color, and others that are underrepresented in infrastructure jobs (people with disabilities, people with convictions, etc.); and change hiring policies and workplace cultures to promote the entry and retention of underrepresented populations in Merit Criterion 6. Applicants should address how the project promotes local inclusive economic development and entrepreneurship such as the utilization of DBEs, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

d. FHWA Priority Selection Considerations

The applicant should describe how the proposal meets the FHWA Priority Selection Considerations listed in Section E.1. The applicant should include a section to highlight any priority considerations the project will address. Detailed information demonstrating how the project supports the priority consideration(s), and references to earlier sections of the narrative along with supporting documentation should be included in the application.

3. Unique Entity Identifier (UEI) and System for Award Management (SAM)

Effective April 4, 2022, the Data Universal Numbering System (DUNS) number is no longer required for entities doing business with the Federal Government and has been replaced by the SAM UEI. As of that date, applicants are required to use a UEI issued during the SAM.gov registration process. Active registrants in SAM.gov have had their SAM UEI automatically assigned and it is currently viewable within SAM.gov. There is no additional action necessary for registered entities to take to obtain their SAM UEI. If you are a new entity or your registration has expired, you must register your entity in SAM.gov and you will be assigned a UEI.

Each applicant is required to: (i) Be registered in SAM.gov before submitting an application; (ii) Provide a valid UEI in their application; and (iii) Maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal Agency.

Please see <https://www.grants.gov/web/grants/applicants/applicant-faqs.html#UEI> for more information on the transition from DUNS to SAM UEI, including what UEI to enter into the UEI field on grants.gov and on application package forms.

FHWA may not make a Federal award to an applicant until the applicant has complied with all applicable UEI and SAM requirements. If an applicant has not fully complied with the requirements by the time FHWA is ready to make an award, FHWA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant.

NOTE TO APPLICANTS: The SAM.gov requires the registrants to provide a UEI number to complete the registration. These processes can take several weeks to complete so should be started well before the application deadline.

4. Submission Dates and Times

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Daylight Time on Wednesday, July 17, 2024.

5. Intergovernmental Review

An application under this NOFO is not subject to the State review under E.O. 12372.

6. Funding Restrictions

Unless authorized by FHWA in writing after FHWA's announcement of FY 2023 ATIIP awards, any costs incurred prior to FHWA's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement or to count as cost share.

Grant funds may not be used to support or oppose union organizing, whether directly or as an offset for other funds.

7. Other Submission Requirements

i. Scalable Project Options

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project or a bundled project at the full requested amount. If an applicant advises that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. FHWA may award a lesser amount whether or not a scalable option is provided.

ii. Submission Location

The complete application must be submitted via www.grants.gov.

iii. Consideration of Applications

Only applicants who comply with all submission deadlines described in this NOFO and electronically submit valid applications through grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

iv. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact atiip@dot.gov prior to the application deadline with the username of the registrant and details of the technical issue experienced. The applicant must provide:

- Details of the technical issue experienced;
- Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
- The "Legal Business Name" for the applicant that was provided in the SF-424;
- The Point of Contact name submitted in the SF-424;

- The UEI associated with the application; and
- The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its Website; (3) failure to follow all instructions in this NOFO of funding opportunity; and (4) technical issues experienced with the applicant’s computer or information technology environment.

After FHWA reviews all information submitted and contacts the Grants.gov Help Desk to validate reported technical issues, FHWA staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. FHWA will not accept appeals of an FHWA decision to approve or deny a request for a late application. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

Compliance with Section 508 of the Rehabilitation Act of 1973

FHWA encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

E. Application Review Information

1. Criteria

FHWA will award ATIP funds based on an evaluation of merit criteria, project readiness, and responsiveness to the FHWA Priority Selection Considerations as described in this section.

i. Merit Criteria

FHWA will evaluate FY 2023 ATIP grant applications using the following merit criteria:

Criterion #1: Mobility and Community Connectivity

FHWA will assess whether the eligible organization submitted a plan for an eligible project that is likely to provide substantial additional opportunities for walking and bicycling, including effective plans to (1) create an active transportation *network* connecting destinations within or between communities, including schools, workplaces, residences, businesses, recreation areas, and other community areas, or create an active transportation *spine* connecting two or more communities, metropolitan regions, or States; and (2) integrate active transportation facilities with transit services, where available, to improve access to public transportation.

The application should include a plan for the proposed project, preferentially one that includes a description and map of the proposed project. The plan should include information on how the project will provide opportunities for walking and bicycling and the extent of those opportunities, including access to key destinations and economic benefits associated with those opportunities, the sizes, and kinds of destinations that the project would connect to, and the percentage of the community’s population living within walking or biking distance of the project. For active transportation networks, the plan should also describe the community destinations the project would connect, including schools, workplaces, residences, businesses, recreation areas,

and other community areas. For active transportation spines, the plan should describe how the project will connect two or more communities, metropolitan regions, or States.

In addition, the plan should show or describe the locations at which the active transportation facilities will integrate with transit services, if available, and the extent to which the project will improve access to public transportation, such as by showing how the project would extend or complement public transit trips. The application should also describe how physically integrated the transit network currently is with active transportation facilities.

High: For projects related to active transportation networks, the plan substantively and comprehensively demonstrates how the project will connect community destinations and, if available, public transit facilities, to improve access to jobs, schools, and key destinations. For projects related to active transportation spines, the plan substantively and comprehensively demonstrates how the project will connect two or more communities, metropolitan regions, or States. For all projects, the plan demonstrates that the project is likely to provide substantial additional opportunities for active transportation and access to jobs, schools, and key destinations, including demonstrating how the proposed active transportation infrastructure would extend or complement public transit trips, if available in the project area.

Medium: For projects related to active transportation networks, the plan is moderately responsive in demonstrating how the project will connect community destinations and, if available, public transit facilities, to improve access to jobs, schools, and key destinations. For projects related to active transportation spines, the plan is moderately responsive in demonstrating how the project will connect two or more communities, metropolitan areas, or States. For all projects, the plan demonstrates that the project is likely to increase active transportation trips and access to jobs, schools, and key destinations.

Low: For projects related to active transportation networks, the plan minimally demonstrates how the project will connect community destinations and, if available, public transit facilities, to improve access to jobs, schools, and key destinations. For projects related to active transportation spines, the plan minimally demonstrates how the project will connect two or more communities, metropolitan areas or States. For all projects, the plan demonstrates that the project is likely to only minimally increase active transportation trips and access to jobs, schools, and key destinations.

Non-Responsive: The plan is not likely to provide additional opportunities for walking and bicycling.

Criterion #2: Community Support

FHWA will assess whether the eligible organization demonstrates broad community support through the use of public input in the development of transportation plans, and the commitment of community leaders to the success and timely implementation of an eligible project.

Applications should demonstrate support from municipalities in the project area, relevant community leaders, and other partners like private sector entities. Applications should include documentation of this support, such as through letters of support. Applications may also include evidence of partnerships leveraged within the project area, such as with other governmental

entities, nongovernmental organizations, private sector entities, academic institutions, and other relevant stakeholders to achieve project benefits. The application should describe the commitment community leaders have made to the success and timely implementation of the project.

Applications should also provide a history of transportation planning in the project area, particularly with respect to the proposed project, and evidence of public involvement, including public involvement of disadvantaged communities. Public involvement may be shown through community benefit agreements and discussions with relevant stakeholders, such as private sector and community groups. Applications should demonstrate how public input has impacted transportation planning, particularly with respect to the proposed project, if applicable.

High: The application shows comprehensive and substantial community support in the development of transportation plans, including the plan for the proposed project, and comprehensive and substantial community support in the implementation of the proposed project from a broad cross-section of the community within and around the project area, including disadvantaged communities. If applicable based on community feedback received, the project advances the aims of disadvantaged communities. The application demonstrates full support from community leaders and organizations critical to the timely completion of the project to ensure its success.

Medium: The application shows moderate community support of the project in the development of transportation plans and the implementation of the proposed project or only shows extensive support from a limited cross-section of the community within and around the project area. The project does not negatively impact disadvantaged communities, based on community feedback received from such communities. The application demonstrates some support from community leaders and organizations that may likely lead to its timely completion and may likely ensure its success.

Low: The application shows limited community support in the development of transportation plans and the implementation of the proposed project. The project does not negatively impact disadvantaged communities, based on community feedback received from such communities. The application does not fully demonstrate that community leaders and organizations critical to the timely completion and success of the project support it.

Non-Responsive: The application does not demonstrate community support, or the application demonstrates that disadvantaged communities will be negatively impacted by the proposed project based on community feedback from such communities.

Criterion #3: Commitment to Increasing Walking, Biking, and Other Types of Active Transportation

FHWA will assess whether the eligible organization provides evidence of the following that facilitate significant increases in walking and biking:

- Commitment to and improvement of traffic safety,

- Regulations (such as development/land use codes that support/enable active transportation),
- Financial incentives (such as transportation demand management strategies), or
- Community design policies (such as policies or design guidance that prioritize safety, comfort, and accessibility of pedestrians and bicyclists).

Applications should detail the specific steps they are taking to provide a commitment to traffic safety, and any regulations, financial incentives, or community design policies related to active transportation. Applications should detail how those commitments, regulations, financial incentives, and design policies have facilitated increases in walking and bicycling and the extent of that increase. Where possible, applicants should demonstrate how the project integrates principles from DOT’s NRSS and the SSA.

High: The application demonstrates commitment to traffic safety, regulations, financial incentives, or community design policies that facilitate significant increases in walking and bicycling. The application shows how these commitments, regulations, financial incentives, or community design policies have significantly improved safety, in line with the NRSS and SSA.

Medium: The application demonstrates commitment to traffic safety, regulations, financial incentives, or community design policies that facilitate increases in walking and bicycling. The application shows how these commitments, regulations, financial incentives, or community design policies have improved safety.

Low: The application explains minimally how the applicant has demonstrated commitment to traffic safety, regulations, financial incentives, or community design policies that facilitate increases in walking and bicycling; or the application explains how the applicant has demonstrated commitment to traffic safety, regulations, financial incentives, or community design policies that facilitate limited increases in walking and bicycling.

Non-Responsive: The application does not address how the applicant has shown a commitment to traffic safety, regulations, financial incentives, or community design policies, or the application does not show how those are connected to increases in walking and bicycling, or the application demonstrates or suggests that the project will result in negative safety outcomes.

Criterion #4: Financial Completeness

FHWA will assess the extent to which the eligible organization demonstrates commitment of State, local, or eligible Federal matching funds, and in-kind contributions such as land, in addition to the local match required under subsection C.2, unless the applicant qualifies for an exception under subsection C.2.ii, in which case the application will receive a *High* score for this criterion.

More detail on required information to be included in the project narrative regarding grant funds, sources, and uses of all project funding is presented in Section D. 1.ii.b of this NOFO. More detail on cost sharing or matching is presented in Section C.2 of this NOFO.

High: The application demonstrates fully committed funding that goes above and beyond the 80 percent match requirement, or the project qualifies for a 100 percent Federal share pursuant to Section C.2.ii of the NOFO.

Medium: The application demonstrates fully committed funding that meets the 80 percent match requirement.

Low: The applicant demonstrated funding that meets the 80 percent match requirement, but one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured.

Non-Responsive: The application does not demonstrate a full commitment of funding to meet the 80 percent match requirement.

Criterion #5: Equitable Development

FHWA will assess the extent to which the eligible organization demonstrates that the project will address existing disparities in bicyclist and pedestrian fatality rates based on race or income level or provide access to jobs, schools, and services for low-income communities, disadvantaged communities, and people with disabilities.

Applications should describe how they intend to measure change in existing disparities and what metrics the applicant will use throughout the lifecycle of the project. Applicants are encouraged to use the FHWA [Screening Tool for Equity Analysis of Projects](#) to understand what groups will be impacted by the proposed project, as applicable.

Applicants should provide a plan for how they will identify groups based on race or income level with existing disparities to the general population of the community in terms of bicyclist and pedestrian fatality rates. The application should explain how the project intends to decrease such disparities, such as through an equity analysis and how the project intends to measure changes and what metrics will be used.

The application should also describe how it intends to provide access to jobs and services for low-income communities and disadvantaged communities (e.g., children, seniors, Black, Latino, Indigenous and Native Americans, Asian Americans and Pacific Islanders, other persons of color, persons with disabilities, persons who live in rural areas, and persons otherwise adversely affected by persistent poverty or inequality), and how the project would support economic competitiveness and wealth creation, such as through increased mobility and expanded connectivity.

Applicants are strongly encouraged to use the [DOT Equitable Transportation Community \(ETC\) Explorer](#) to understand how their project area is experiencing disadvantage in terms of existing disparities in bicyclist and pedestrian fatality rates or access to jobs and services and use the analysis to help explain how the proposed project will positively impact the root causes of disadvantage.

High: The application demonstrates that the project will reduce existing disparities in bicyclist and pedestrian fatality rates based on race or income level *and* provide access to jobs, schools,

and other key destinations. The application provides how the project will measure effectiveness over its lifecycle in terms of decreasing disparities and includes relevant metrics to be tracked.

Medium: The application demonstrates that the project will reduce existing disparities in bicyclist and pedestrian fatality rates based on race or income level *or* demonstrates how it will provide access to jobs, schools, and other key destinations.

Low: The application demonstrates that the project will reduce existing disparities in bicyclist and pedestrian fatality rates based on race or income level only to a limited degree *or* will only provide limited access to jobs, schools, and other key destinations.

Non-Responsive: The project did not address the Equitable Development criterion, or the project negatively impacts disadvantaged communities, or the project increases disparities faced by disadvantaged communities.

Criterion #6: Other DOT Goals and Priorities

FHWA will assess whether the eligible organization demonstrates how their investment in active transportation will advance:

- Safety for pedestrians and cyclists,
- Access to jobs and key destinations,
- Economic competitiveness,
- Environmental protection, and
- Quality of life.

In addressing this criterion in applications, applicants should not present duplicative information already supplied in their application. The focus of this criterion is on demonstrating how the applicant’s investment in active transportation will advance mode shift to reduce GHG emissions, improve access for people of all ages and abilities, and address workforce considerations.

The applicant should describe how its investment in active transportation, especially through the proposed project, advances the above key priorities and the metrics the applicant will use to measure progress made in achieving these priorities throughout the life cycle of the project.

In terms of safety, applications should demonstrate how the implementation of the proposed project advances safety for all pedestrians and cyclists, including through the incorporation of the [Complete Streets Design Model](#).

In terms of access to jobs, schools, and key destinations, applications should demonstrate how the implementation of the proposed project, advances and improves access to jobs, schools, and key destinations.

In terms of economic competitiveness, applications should describe how the implementation of the proposed project, advances workforce development goals, such as by incorporating strong labor standards for skilled construction labor needed on the project (e.g., wages and benefits at or above prevailing; use of project labor agreements or registered apprenticeship programs); committing to supporting training opportunities as part of the project, including pre-

apprenticeship or apprenticeship readiness programs, youth corps, and conservation corps; tracking and publishing aggregate workforce data, including information demonstrating that employment opportunities are available for historically underserved or disadvantaged individuals in the community; and furthering local inclusive economic development and entrepreneurship, such as by utilizing DBEs, Minority-owned Businesses, Women-owned businesses, or 8(a) firms.

In terms of environmental protection, applications should describe how the implementation of the proposed project advances environmental protection goals, such as through an analysis of the project's anticipated increase in the percentage of person trips by active transportation and by transit integrated with active transportation facilities; resultant reductions in air pollution and GHG emissions; and any changes in land-use patterns that may reduce emissions. Where applicable, applications should also explain how the project incorporates climate resilience measures and features, reduces lifecycle GHG emissions from project materials, avoids adverse environmental impacts, and addresses the disproportionate negative impacts of transportation on disadvantaged communities. Applications should incorporate analysis of emissions reduction strategies for transportation infrastructure such as those considered in a State Carbon Reduction Plan or TIP or equivalent local plan.

In terms of quality of life, applications should describe how the implementation of the proposed project, is comfortable for and accessible to the needs of all active transportation users, including young children, older adults, and people with disabilities.

High: The application demonstrates how the project's investment in active transportation will support all five goals described above: improvement in safety for pedestrians and cyclists; improvement in access to jobs and key destinations; improvement in economic competitiveness; improvements in environmental protection; *and* improvement in quality of life by showing how the project will support accessibility for all users and abilities.

Medium: The application demonstrates how the project's investment in active transportation will support three of the five goals described above: improvement in safety for pedestrians and cyclists; improvement in access to jobs and key destinations; improvement in economic competitiveness; improvements in environmental protection; and improvement in quality of life by showing how the project will support accessibility for all users and abilities.

Low: The application demonstrates how the project's investment in active transportation will support one of the five goals described above: improvement in safety for pedestrians and cyclists; improvement in access to jobs and key destinations; improvement in economic competitiveness; improvements in environmental protection; *or* improvement in quality of life by showing how the project will support accessibility for all users and abilities.

Non-Responsive: The application does not address how investment in active transportation will advance any of the five goals described above: improvement in safety for pedestrians and cyclists; improvement in access to jobs and key destinations; improvement in economic competitiveness; improvements in environmental protection; or improvement in quality of life by showing how the project will support accessibility for all users and abilities.

ii. **Project Readiness**

FHWA will consider project readiness to assess the likelihood of a successful project.

Projects applying for Construction grants will be reviewed for Project Readiness and assigned three evaluation ratings: Environmental Risk Assessment, Technical Capacity Assessment, and Financial Completeness Assessment.

Projects applying for Planning and Design grants will be assigned two evaluation ratings: Technical Capacity Assessment and Financial Completeness Assessment. An Environmental Risk Assessment will not be performed for applications for Planning and Design grants. For applications for Construction grants, applications should contain a section that explicitly addresses Environmental Risk. The Technical Capacity Assessment and Financial Completeness Assessment will be completed for all applications based on information contained throughout the application.

For Construction grants, the Environmental Risk Assessment analyzes the project’s environmental approvals and the likelihood of the necessary approval affecting project obligation, resulting in a rating of “high risk,” “moderate risk,” or “low risk.”

The Technical Capacity Assessment will be reviewed for all eligible applications and will assess the applicant’s capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient’s experience working with Federal Agencies, civil rights compliance (including compliance with Title VI of the Civil Rights Act of 1964 and accompanying FHWA regulations, the Americans with Disabilities Act of 1990 (ADA), and Section 504 of the Rehabilitation Act), previous experience with DOT or FHWA discretionary grant awards, and the technical experience and resources dedicated to the project. The Technical Capacity Assessment for each application will result in a rating of “certain,” “somewhat certain or unknown,” or “uncertain.” Lack of previous project delivery experience according to Federal requirements is not a sufficient justification by itself for a rating of “uncertain,” but may result in a rating of “unknown.”

The Financial Completeness Assessment will be reviewed for all eligible applications and will review the availability of matching funds and whether the applicant presented a complete funding package. The Financial Completeness Assessment for each application will result in a rating of “complete,” “partially complete,” or “incomplete.” For projects that receive a rating of “complete” and include funding estimates that are based on early stages of design (e.g., less than 30 percent design) or outdated cost estimates, without specified contingency, evaluators may add a comment to note the potential for uncertainty in the estimated project costs. All applicants should describe a plan to address potential cost overruns and future maintenance and preservation costs and how those costs will be funded.

The Project Readiness Ratings described above will be translated to a high, medium-high, medium, medium-low, or low rating, using the tables below:

Rating	1	2	3
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Technical Capacity	Uncertain: The team is not confident in the applicant’s capacity to deliver this project in a manner that satisfies Federal requirements	Somewhat Certain/Unknown: The team is moderately confident in the applicant’s capacity to deliver the project in a manner that satisfies Federal requirements	Certain: The team is confident in the applicant’s capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in time to meet the project’s construction schedule	Partially Complete/Appears Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project’s construction schedule	Complete, Stable and Committed: The Project’s Federal and non-Federal sources are fully committed and there is demonstrated funding available to cover contingency/cost increases
Environmental Review and Permitting Risk (ONLY for applications for Construction grants)	High Risk: The project has not completed or begun NEPA and there are known environmental, or litigation concerns associated with the project	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet their project schedule	Low Risk: The Project has completed NEPA, or it is highly likely that they will be able to complete NEPA and other environmental reviews in the time necessary to meet their project schedule

To determine the overall Project Readiness rating for applications for Construction grants, FHWA will use the following table:

Rating	Description
High	All 3’s
Medium-High	Two 3’s, one 2
Medium	One 3, two 2’s
Medium-Low	All 2’s
Low	Any 1’s

To determine the overall Project Readiness rating for applications for Planning and Design grants, FHWA will use the following table:

Rating	Description
High	All 3's
Medium-High	One 3, one 2
Medium	All 2's
Low	Any 1's

iii. Overall Application Rating

FHWA will assign each eligible application an overall rating of 'Highly Recommended,' 'Recommended,' or 'Not Recommended' on the following basis:

Overall Merit Rating	Individual Criteria Rating
Highly Recommended	<u>Merit Criteria</u> <ul style="list-style-type: none"> At least three 'High' ratings; and No more than one 'Low' rating; and No 'Non-Responsive' ratings; and <u>Project Readiness</u> <ul style="list-style-type: none"> At least a Medium-High rating
Recommended	<u>Merit Criteria</u> <ul style="list-style-type: none"> At least one 'High' rating; and No more than one 'Low' rating; and No 'Non-Responsive' ratings; and <u>Project Readiness</u> <ul style="list-style-type: none"> At least a Medium rating
Not Recommended	<u>Merit Criteria</u> <ul style="list-style-type: none"> One or more 'Non-Responsive' ratings; or Combination of ratings that do not fit within the definitions of Highly Recommended, Recommended; or <u>Project Readiness</u> <ul style="list-style-type: none"> A Medium-Low or Low rating

iv. Priority Selection Considerations

After completing the merit review, among projects of similar merit, FHWA will prioritize FY 2023 ATIIP projects that meet the following:

- Projects that connect key community institutions through active transportation infrastructure, particularly schools; and
- Projects that provide substantial benefits to disadvantaged communities within or around the project area.

2. Review and Selection Process

FHWA will conduct an application intake and eligibility review by providing an initial eligibility screening based on the criteria in Section C. Only eligible projects will be evaluated against the merit criteria and for project readiness as described in Section E.1. The ATIIP application evaluation and selection project consists of (1) a Technical Review, (2) an FHWA Senior Review, and (3) Project Selections.

i. Technical Review

The evaluation of eligible applications will be conducted by a Technical Review Team who may consist of FHWA staff with broad expertise in the subject areas included in the criteria. The Technical Review Team will evaluate each eligible application against the merit criteria in Section E.1.i. and assign an overall application rating as defined under Section E.1.iii. The Technical Review Team will also evaluate the Project Readiness Rating in Section E.1.

Based on the outcome of these reviews, the Technical Review Team will assign an overall rating of Highly Recommended, Recommended, or Not Recommended to each application as outlined in Section E.1.iii.

All of the Highly Recommended and Recommended applications will be reviewed by the FHWA Division Office in the State in which the project is located. The Divisions will review the respective applications and evaluate whether there are any aspects in the delivery of the proposed projects that may prevent the project from timely moving forward upon receipt of an ATIIP grant.

The Technical Review Team will also evaluate each Highly Recommended and Recommended application against its responsiveness to the FHWA Priority Selection Considerations.

ii. Applications Recommended for Consideration by the FHWA Senior Review Team (SRT)

The Technical Review Team will send to the FHWA SRT the overall application rating for each eligible ATIIP application and evaluation of responsiveness to the FHWA Priority Selection Considerations for all Highly Recommended and Recommended projects.

iii. FHWA SRT Process

The FHWA SRT consists of senior FHWA officials who have been requested to serve by the FHWA Administrator. The SRT, which may include the FHWA Administrator's participation in the SRT review process, advises the FHWA Administrator which Highly Recommended and Recommended projects the FHWA Administrator should select for funding.

The FHWA SRT may also propose the selection of a project that is rated Recommended over a Highly Recommended project. When proposing a Recommended project over a Highly Recommended one, the FHWA SRT will select Recommended projects by considering how well the project addressed the merit criteria and number of criteria rated High, as well as the responsiveness to the FHWA Priority Selection Considerations.

When identifying applications to recommend to the FHWA Administrator, the FHWA SRT may consider geographic diversity including, as applicable, the need for a balance between the needs

of rural and urban communities. They may also consider an application's responsiveness to the DOT Priority Selection Considerations.

iv. Project Selections

The FHWA Administrator makes final project selections and will select among the projects advanced by the FHWA SRT. The review process gives the Administrator the discretion to determine which applications best address program requirements, advance the Administration's Priorities and Departmental Strategic Plan Goals, and should be selected. When selecting projects, the Administrator may also consider geographic diversity including the need for a balance between the needs of rural and urban communities, and selecting projects that ensure the effective use of Federal funding.

In selecting projects, the Administrator will ensure that the funding requirements described in Section B.1 of this NOFO are met.

FHWA is not obligated to make any award as a result of this NOFO.

3. Risk Assessment

Prior to entering into a grant agreement, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. The DOT must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System [FAPIIS]). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. FHWA will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

4. Additional Information

FHWA may, during the selection process, enter into discussions with an applicant that may include mutually agreeing upon a lesser amount of a potential award than originally requested in the application if necessary due to the quantity, size, and scope of the applications received in response to this NOFO and the results of the application review process. However, at no times will grants be awarded for projects that would fall beneath the minimum total project cost thresholds of \$100,000 in planning and design costs for Planning and Design grants and \$15,000,000 in total costs for Construction grants. Discussions may include scalable project options as described under Section D.6.i of this NOFO.

Because award recipients under this program may be first-time recipients of Federal funding, FHWA is committed to implementing the program as flexibly as permitted by statute and to provide assistance to help award recipients through the process of securing a grant agreement.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in Section E, the FHWA Administrator will announce awarded projects by posting a list of selected projects at

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/. Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, FHWA will contact the point of contact listed in the SF- 424 to initiate negotiation of the project agreement for authorization. If the negotiations do not result in the execution of a grant agreement, FHWA reserves the right to decline to fund the announced project.

Recipients of ATIIP Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, FHWA will reimburse ATIIP Grant funds only after a project agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Unless authorized by FHWA in writing after FHWA's announcement of FY 2023 ATIIP awards, any costs that a recipient incurs before FHWA executes a project agreement for that recipient's project are ineligible for reimbursement and are ineligible match for cost share requirements.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR Part 200, as adopted by DOT at 2 CFR Part 1201. Applicable Federal laws, rules, and regulations set forth in title 23, U.S.C., and title 23 of the CFR, shall apply to awards provided under this program.

In connection with any program or activity conducted with or benefiting from funds awarded under this NOFO, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the DOT and FHWA; and applicable Federal financial assistance and contracting principles promulgated by OMB. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied, or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If FHWA determines that a recipient has failed to comply with applicable Federal requirements, FHWA may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

In particular, E.O. 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. Any grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carriers Safety Regulations (FMCSR), or vehicles that are exempt from FMVSS or FMCSR in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

i. Program Requirements

a. Critical Infrastructure Security, Cybersecurity and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience, and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Each applicant selected for Federal funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by DOT and the U.S. Department of Homeland Security, will be required to do so before receiving funds.

b. Domestic Preference Requirements

As expressed in E.O. 14005, "Ensuring the Future is Made in All of America by All of America's Workers," (86 FR 7475), the policy of the executive branch is to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Funds made available under this NOFO are subject to the domestic preference requirements for steel, iron, and manufactured products found in 23 U.S.C. 313, as implemented by 23 CFR 635.410, and the domestic preference requirements for construction materials found in the Build America, Buy America Act (Pub. L. 117-58, div. G §§ 70901-70927), as implemented by 2 CFR part 184. FHWA expects all applicants to comply with those requirements.

The applicability of Federal requirements to a project may be affected by the scope of the NEPA reviews for that project. For example, under 23 U.S.C. 313(h), FHWA's Buy America requirements regarding steel, iron, and manufactured products apply to all contracts that are eligible for assistance under title 23, U.S.C. and are carried out within the scope of the NEPA finding, determination, or decision, regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds.

c. Civil Rights and Title VI

As a condition of a grant award, grant recipients should demonstrate that the recipient has a plan for compliance with civil rights obligations and nondiscrimination laws, including Title VI of the Civil Rights Act of 1964 and implementing regulations (49 CFR § 21), the ADA, and Section 504 of the Rehabilitation Act, all other civil rights requirements, and accompanying regulations. This should include a current Title VI Plan, completed Community Participation Plan, and a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards. FHWA Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

d. Federal Contract Compliance

As a condition of grant award and consistent with E.O. 11246, "Equal Employment Opportunity (30 FR 12319, and as amended)," all federally assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women, in addition to goals that vary based on geography for construction work hours and for

work being performed by people of color. Under Section 503 of the Rehabilitation Act and its implementing regulations, affirmative action obligations for certain contractors include an aspirational employment goal of 7 percent workers with disabilities.

The U.S. Department of Labor’s (DOL) Office of Federal Contract Compliance Programs (OFCCP) is charged with enforcing E.O. 11246, Section 503 of the Rehabilitation Act of 1973, and the Vietnam Era Veterans’ Readjustment Assistance Act of 1974. The OFCCP has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined under “Scheduling” on DOL’s Website: <https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

3. Reporting

i. Progress Reporting on Grant Activities

Each applicant selected for ATIIP grant funding must submit semi-annual progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in ATIIP.

ii. Performance and Program Evaluation

As a condition of grant award, ATIIP grant recipients may be required to participate in an evaluation undertaken by FHWA, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The DOT may require applicants to collect data elements to aid the evaluation and/or use information available through other reporting. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; (4) access to right-of-way to contractor or FHWA staff for long-term data and observation collection; and (5) follow evaluation procedures as specified by the evaluation contractor or FHWA staff.

Recipients and sub-recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal Awarding Agencies and Federal assistance recipients and sub-recipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment

needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR Part 200).

iii. ATIIIP Project Specific Reporting Requirements

Each applicant selected for ATIIIP grant funding must collect and report to FHWA information on the project's performance based on performance indicators FHWA identifies related to program goals and other information as requested by FHWA. Program goals include: 1) improving safety for people walking, bicycling, and rolling; 2) promoting equity throughout the active transportation planning, design, funding, implementation, and evaluation process; 3) achieving safe, accessible, comfortable, and connected multimodal networks; and 4) getting more people walking, bicycling, and rolling. Performance indicators should include measurable goals or targets that FHWA will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of ATIIIP. FHWA will work with the grant recipient to establish a recommended two to four performance measures that enable FHWA to measure and evaluate the outcomes of the individual grant. Performance reporting continues for several years after project construction is completed.

Each applicant selected for ATIIIP grant funding must report to FHWA on 1) best practices in implementing their project and 2) impediments experienced in developing and shifting to active transportation.

iv. Reporting of Matters Related to Recipient Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal Awarding Agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. § 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

v. Other

FHWA reserves the right to request additional information, if deemed needed, to better understand the status of the project. The successful applicant will provide additional financial reporting beyond the semi-annual reporting, if such statements are necessary to address FHWA's Stewardship and Oversight responsibility of the funds. The successful applicant also agrees to allow periodic project inspections and FHWA will provide notice for such inspections.

G. Federal Awarding Agency Information

For questions concerning this NOFO and ATIIIP, [please contact](#):

Kenan Hall
 Agreement Officer
 Office of Acquisition and Grants Management
 Federal Highway Administration

U.S. Department of Transportation
1200 New Jersey Avenue, SE.
Washington, DC 20590
Email: ATIIP@dot.gov (preferred)
Phone: 202-366-1533

Alternate:

Hector Santamaria
Agreement Officer/Team Leader
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.
Washington, DC 20590
Email: ATIIP@dot.gov (preferred)
Phone: 202-493-2402

A TDD is available for individuals who are deaf or hard of hearing at (202) 366-3993.

Office hours are from 7:30 a.m. to 4:00 p.m., Eastern Daylight Time, Monday through Friday, except Federal holidays.

H. Other Information

1. Protection of Confidential Business Information

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) State on the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If FHWA receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, FHWA will follow the procedures described in its FOIA regulations at 49 CFR 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

2. Publication/Sharing of Application Information

Following the completion of the selection process and announcement of awards, FHWA may publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. This includes unsuccessful applicants. Except for the information properly marked as described in Section H.1, FHWA may make application narratives publicly available or share application information within DOT or with other Federal Agencies if FHWA determines that sharing is relevant to the respective program’s objectives.

3. Feedback on Applications

Debriefs by FHWA are available to applicants not selected for award to receive information about the evaluation of their application.

4. Grant Application Resources

FHWA intends to provide resources to help interested applicants understand ATIIP discretionary grant programs through Webinars, frequently asked questions, and other materials provided such as the ATIIP program Website https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/. Additional grant applications resources for this and other Departmental grant programs can be found on the DOT Navigator at www.transportation.gov/dot-navigator. User-friendly information and resources regarding DOT’s discretionary grant programs relevant to rural applicants can be found on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Website at www.transportation.gov/rural. Resources on meaningful public involvement can be found at <https://www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making>.

5. Definitions

Term	Definition
Active Transportation	Mobility options powered primarily by human energy, including bicycling and walking. <i>See</i> BIL § 11529(1)(1).
Active Transportation Network	Facilities built for active transportation, including sidewalks, bikeways, and pedestrian and bicycle trails, that connect destinations within a community or metropolitan region. <i>See</i> BIL § 11529(1)(2).
Active Transportation Spine	Facilities built for active transportation, including sidewalks, bikeways, and pedestrian and bicycle trails that connect between communities, metropolitan regions, or States. <i>See</i> BIL § 11529(1)(3).
Community	A geographic area that is socioeconomically interdependent and may include rural, suburban, and urban jurisdictions. <i>See</i> BIL § 11529(1)(4).
Complete Streets	Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

Term	Definition
	Complete Street policies are set at the State, regional, and local levels and are frequently supported by roadway design guidelines.
Disadvantaged Community	Communities with a poverty rate of over 40% based on the majority of census tracts served by the proposed project. <i>See</i> BIL § 11529(f)(2).
Indian Tribe	<p>Has the meaning given the term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304, defined below):</p> <p>Any Indian Tribe, band, nation, or other organized group, or community, including pueblos, rancherias, colonies and any Alaska Native Village, or regional or village corporation as defined in or established pursuant to the Alaska Native Claims Settlement Act, which is recognized as eligible for the special programs and services provided by the United States to Indians because of their status as Indians. <i>See</i> BIL § 11529(1)(7).</p>
State	Any of the 50 States, the District of Columbia, or Puerto Rico. <i>See</i> 23 U.S.C. 101(a)(28).
Safe System Approach	The SSA is a data-driven, holistic, and equitable method to roadway safety that fully integrates the needs of all users, anticipates the possibility of errors by drivers and other road users, and manages crash impact forces to levels tolerated by the human body. The SSA includes five elements: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: <input type="text" value="Completed by Grants.gov upon submission."/>	4. Applicant Identifier: <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/>		5b. Federal Award Identifier: <input type="text"/>
State Use Only:		
6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>	
8. APPLICANT INFORMATION:		
* a. Legal Name: <input type="text" value="Metropolitan Government of Nashville-Davidson County"/>		
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="62-0694743"/>	* c. UEI: <input type="text" value="LGZLHP6ZHM55"/>	
d. Address:		
* Street1:	<input type="text" value="1 Public Square"/>	
Street2:	<input type="text"/>	
* City:	<input type="text" value="Nashville"/>	
County/Parish:	<input type="text"/>	
* State:	<input type="text" value="TN: Tennessee"/>	
Province:	<input type="text"/>	
* Country:	<input type="text" value="USA: UNITED STATES"/>	
* Zip / Postal Code:	<input type="text" value="37201-5007"/>	
e. Organizational Unit:		
Department Name:	<input type="text"/>	
Division Name:	<input type="text"/>	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix:	<input type="text"/>	* First Name: <input type="text" value="Casey"/>
Middle Name:	<input type="text"/>	
* Last Name:	<input type="text" value="Hopkins"/>	
Suffix:	<input type="text"/>	
Title:	<input type="text"/>	
Organizational Affiliation: <input type="text"/>		
* Telephone Number:	<input type="text" value="6158801676"/>	Fax Number: <input type="text"/>
* Email:	<input type="text" value="casey.hopkins@nashville.gov"/>	

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

X: Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

Metropolitan Government

*** 10. Name of Federal Agency:**

DOT Federal Highway Administration

11. Catalog of Federal Domestic Assistance Number:

20.205

CFDA Title:

Highway Planning and Construction

*** 12. Funding Opportunity Number:**

693JJ324NF00012

* Title:

Active Transportation Infrastructure Investment Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

East Nashville Spokes Form "(Formerly known as East Nashville backbones)"

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="9,362,389.30"/>
* b. Applicant	<input type="text" value="7,660,136.70"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="17,022,526.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

Project Narrative File(s)

* **Mandatory Project Narrative File Filename:**

To add more Project Narrative File attachments, please use the attachment buttons below.

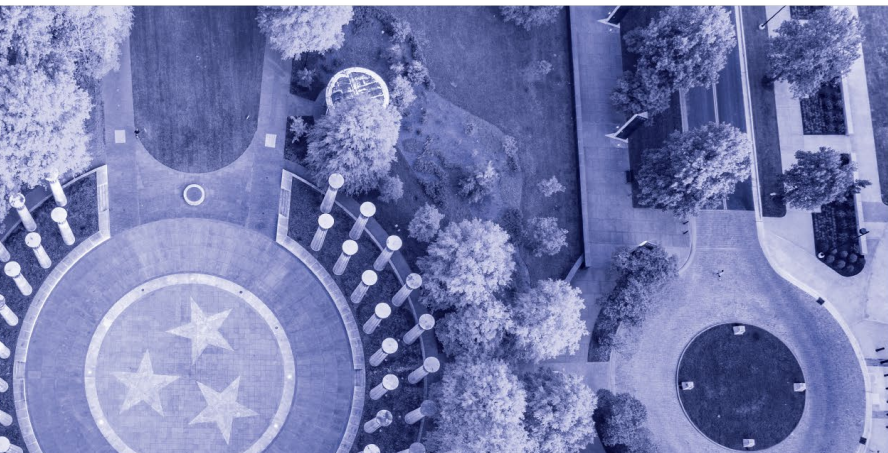


Application for Active Transportation Infrastructure Investment Program

(ATIIP) Grant Program

NDOT

*Nashville Department of
Transportation & Multimodal
Infrastructure*



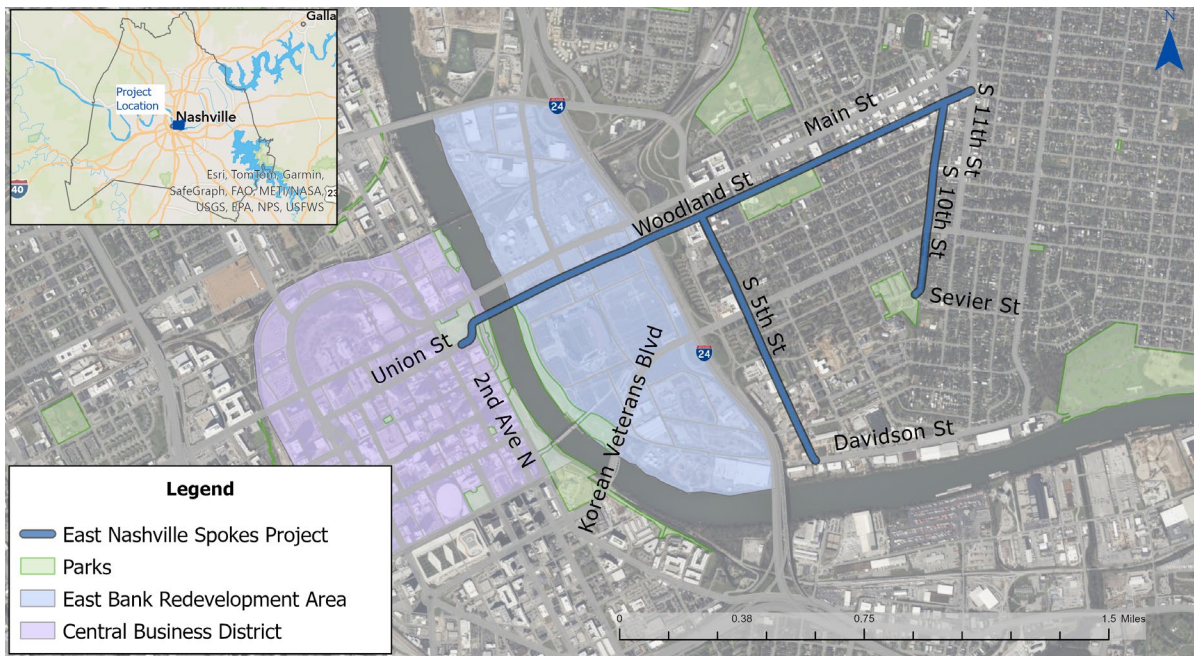
JULY 2024

Basic Project Information

Description, Location, and Parties

Project Description

Imagine a street that tells a story of safety, connection, and economic vitality. The East Nashville Spokes project¹ transforms this vision into reality by reimagining key corridors. The project will connect a historically underserved neighborhood with the economic opportunities of downtown Nashville and the massive East Bank redevelopment by providing safe transportation options and connections across Interstate 24 and the Cumberland River. Spanning Woodland and Union Streets from 2nd Avenue N to S 11th Street, and sections of S 5th and S 10th Streets, this initiative addresses critical barriers to mobility and economic vitality. By integrating dedicated bikeways and pedestrian pathways, the project ensures safe, seamless travel for all residents, fostering a thriving, interconnected urban environment.



The East Nashville Spokes Project, identified in the TIP and formerly known as East Nashville Backbones, is a comprehensive initiative aimed at enhancing the active transportation network in Nashville, particularly in the East Nashville area. Originating from community-driven efforts and supported by city planning, the project seeks to address challenges such as limited transportation options, safety concerns, and environmental sustainability. In 2021, the Nashville Mayor and Metropolitan Council adopted legislation (RS2021-1055) approving the initial funding for design and construction of the East Nashville Spokes project for protected bike lanes on Union Street from 2nd Avenue N to 1st Avenue N, Woodland Street from 1st Avenue N to S 11th Street, S 5th Street from Woodland Street to Davidson Street, and S 10th Street from Main Street to Sevier Street (Fed. Project No. STP-M-9312(122), State Project No. 19LPLM-F3-166, PIN 128886.00.) Since that time, conceptual design has been completed, and public outreach and NEPA review are underway as the project continues to have broad support from elected officials and the public.

1. <https://www.nashville.gov/departments/transportation/projects/bikeways/east-nashville/east-nashville-spokes>

Historically, infrastructure investment in East Nashville has not been equitable when compared to other parts of the city, leading to transportation inequities and reduced access to economic opportunities. Mobility in Nashville and the surrounding region is hindered by the lack of safe multimodal connections, auto dependency, heavy congestion with long commute times, and outdated infrastructure. Additionally, I-24 and the Cumberland River act as barriers between East Nashville and communities west of the Cumberland River, including downtown. The Spokes project emerged as a response to these issues, with a focus on promoting sustainable and equitable modes of transportation.

WalknBike², Nashville’s strategic plan for walking and biking, identifies East Nashville Spokes as one of the highest scoring projects on the countywide Priority Bikeway Network, and the East Nashville Spokes project is included in the 2022-2024 Work Plan for Bikeways. WalknBike priorities include safety, connectivity, access to transit, and health and equity.

The Spokes project proposes key improvements including protected bike lanes, better connections to public transit infrastructure, traffic signal upgrades, and improved pedestrian amenities. The cross-sections contain high quality, low stress bikeways and improved pedestrian facilities. These enhancements aim to increase the number of people biking, walking, and riding transit, thereby reducing reliance on less affordable transportation methods, lowering emissions and improving air quality and quality of life. By prioritizing low cost and zero-emission options such as biking and walking, the project aligns with broader equity and sustainability goals and mitigates the cost burden of auto dependency as well as the environmental impact of transportation.

Project Location

The East Nashville Spokes project includes community engagement, design, and construction of bikeways and other multimodal transportation improvements for the following streets in the urban community of East Nashville, in Nashville, Davidson County Tennessee, within Tennessee’s US Congressional District 6:

Existing

Proposed

S 5th Street between Woodland and Davidson Streets



S 5th STREET BETWEEN SHELBY AND DAVIDSON



S 5th STREET WOODLAND AND SHELBY

2. https://www.nashville.gov/sites/default/files/2022-10/NDOT_WalknBikePlan2022_2022.08.26.pdf?ct=1666110014

Existing

Proposed

Woodland/Union Streets between 2nd Ave N downtown and S 11th Street in East Nashville



S 10th Street between Woodland and Sevier Streets



The western terminus of the East Nashville Spokes project is 2nd Ave N in downtown Nashville. The project corridor extends east, spanning the Cumberland River, on the Woodland Street Bridge. Between the Cumberland River and I-24 the corridor passes through the 338-acre East Bank redevelopment area, Nashville’s “Next Great Neighborhood,” and creates a safe crossing underneath I-24. The project corridor continues through East Nashville to S 11th Street, connecting residences with community resources and commercial establishments, including Cumberland Park, East Park and community center, Warner Elementary Arts Magnet School, and the Five Points business district at the eastern end of the corridor. Two “spokes” extend on S 5th St to Davidson St and on S 10th St to Sevier St, providing additional safe transportation connections into the East Nashville neighborhood and destinations including Martha O’Bryan Center and Explore! Community School, Kirkpatrick Community Center and KIPP Kirkpatrick Elementary School, and Shelby Park.

The project serves Census Tracts 195.03, 193, and 192. Coordinates for the approximate center of the project at the intersection of Woodland St and S 5th St are 86.7646819°W 36.1718923°N.

Communities Served

The East Nashville Spokes project will improve access and safety for underserved and historically disadvantaged communities, including the Metropolitan Development and Housing Agency (MDHA) neighborhood of Cayce Place. For these communities, the new bikeway represents a safe option and connection to opportunities in East Nashville, downtown, and beyond. Most of the East Nashville Spokes project is in the historically underserved Census Tract 193 (Davidson County, TN). This census tract is identified as a USDOT Transportation Disadvantaged Community based on disparities in transportation access, environmental hazards, economic factors, and resiliency :

- **Transportation Access:** In this area people spend more and take longer to get where they need to go.
- **Environment:** There is a disproportionately high level of certain pollutants and high potential presence of lead-based paint in housing units.
- **Economic:** This area has high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- **Resiliency:** This area has a higher vulnerability to natural hazards caused by climate change.

By improving access to economic opportunities and community amenities, such as businesses and recreational areas, the East Nashville Spokes project aims to foster economic growth and enhance overall quality of life. Furthermore, the emphasis on safety measures, such as separated bike lanes and improved intersection designs, will contribute to reducing crashes and injuries, particularly among vulnerable road users. These safety and mobility improvements are crucial for ensuring equitable access to safe transportation options for all members of the community.

II. Grant Funds, Sources, and Uses of all Project Funding

Project Costs

The East Nashville Spokes project is applying for an ATIIIP grant to support design and construction of all the bicycle and pedestrian facilities. Planning and conceptual design for the East Nashville Spokes project started in 2022, with contributions from a USDOT Surface Transportation Block Grant (STBG) and the required local match for that grant. The planning, community engagement, and concept design phase for the Spokes project has continued through 2023 and into 2024. The total planning, environmental review, final design, and construction cost is estimated to be \$18.6 million, which includes a 20% contingency to cover unanticipated cost increases. The table below summarizes the funding sources supporting the project.

Project Element	Federal (ATIIIP)	Local Match (ATIIIP)	Federal (STBG)	Local Match (STBG)	Total
Planning and NEPA	\$ 0	\$ 0	\$ 381,520	\$ 95,380	\$ 476,900
Design	\$ 640,000	\$ 160,000	\$ 640,000	\$ 160,000	\$ 1,600,000
Construction	\$ 8,722,389	\$ 7,500,136	\$ 269,980	\$ 67,495	\$ 16,560,000
Total Cost	\$ 9,362,389	\$ 7,660,136	\$ 1,291,500	\$ 322,875	\$ 18,636,900



Sources and Uses of Funds

NDOT is requesting a total of \$9,362,389 in ATIIIP funds. Metro Nashville will provide the 45% match in the amount of \$7,660,136. Surface Transportation Block Grant (STBG) funds and the associated local match have funded planning/concept design and NEPA and will partially fund design and construction. Because the local budget is providing all matching funds, there are no conditions to satisfy in order to make the funding available.

Documentation of Non-Federal Funding Commitments

The source of the local match comes from the Metropolitan Government of Nashville Capital Spending Plan (CSP), which allocated \$94.6 million to NDOT in FY2024. Nashville has already budgeted \$1,070,800 in match-eligible local funds for constructing the project. The CSP includes \$5 million for active transportation and bikeways projects, and \$2.5 million for the local match component of funding opportunities such as the ATIIIP grant. NDOT has currently committed the grant match from these existing funding sources.

Funding Source	CSP Identifier	Local Funds Amount
TIP Construction Funds	2018-16-070	\$ 1,070,800
Active Transportation/Bikeways	22PW0006	\$ 4,089,336
Restoration & Resiliency, Partnership Funding	22PW0004	\$ 2,500,000
Total Cost		\$ 7,660,136

III. Merit Criteria

3.1 Criterion #1: Mobility and Community Connectivity

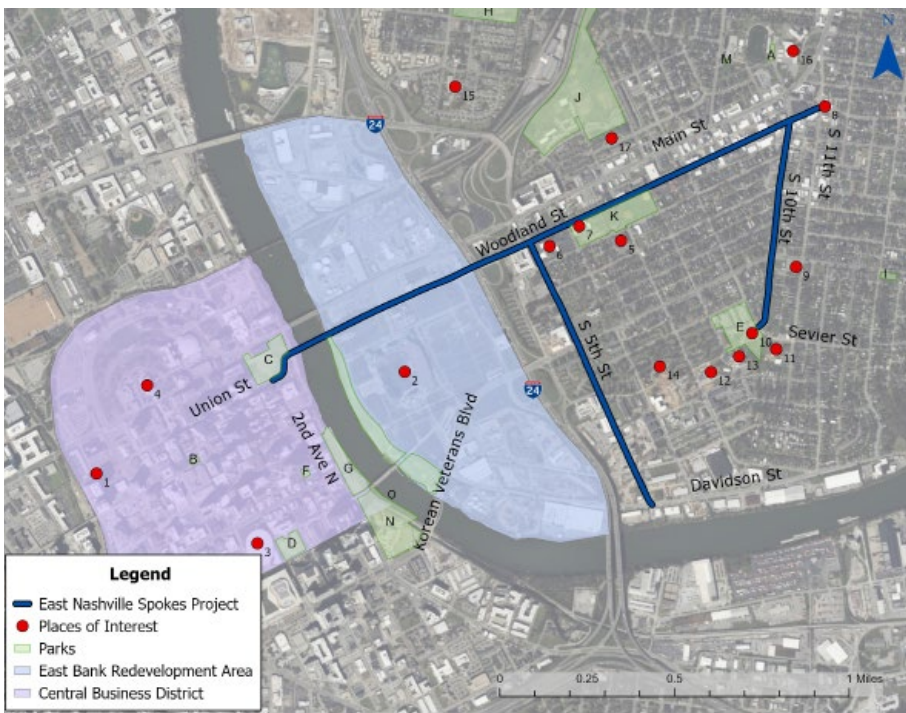
Located within a highly developed area of Nashville, the East Nashville Spokes project reconstructs vital connectors within the area to enhance the ability of all users of the transportation system to safely travel to the multitude of destinations in the surrounding area. The core of the East Nashville Spokes project is to enhance connectivity among these destinations. The existing transportation network in the project area connects three schools, four parks and recreation facilities, two churches, a community center, and recreation center, including Cumberland Park, East Park and community center, Warner Elementary Arts Magnet School, and the Five Points business district at the eastern end of the corridor. The area between the project’s S 5th St and S 10th St corridors includes the Martha O’Bryan Center which provides educational programs for all ages and a variety of anti-poverty programs. The center is located within the MDHA Cayce Place redevelopment area³. On S 5th St to Davidson St and on S 10th St to Sevier St are planned safe transportation connections into the East Nashville neighborhood and destinations including Martha O’Bryan Center and Explore! Community School, Kirkpatrick Community Center and KIPP Kirkpatrick Elementary School, and Shelby Park. Likewise, two of Nashville’s largest regional attractions are located close to the project. Bridgestone Arena is a multi-purpose indoor arena in downtown Nashville and home to the Nashville Predators professional hockey team. Immediately adjacent to Woodland Street is Nissan Stadium, home to the NFL’s Tennessee Titans. The project connects to the massive East Bank redevelopment, which will

3. <https://www.nashville-mdha.org/envision-cayce-2/>

include a new performing arts center, affordable housing, additional parks and transit infrastructure, trails, and high density housing.

The multitude of local amenities and facilities in the Spokes project area are distributed among a residential population of approximately 11,662 in the three Census Tracts where the project is located. Census Tract 195.03 at the western edge of the project includes most of downtown Nashville. The remaining tracts have a population of approximately 8,172 over a land area of 2.034 square miles, for a population density of 4,283 people per square mile. Within Census Tracts 192 and 193, 90.2% of individuals are estimated to be below 150% of the federal poverty level⁴.

Due to the population density of the area, a considerable number of the area residents would be within a reasonable walking and biking distance from the East Nashville Spokes project. Using 2020 Census block data⁵, approximately 9,985 people reside in the Census blocks within a quarter mile of the project. Within a one-half mile of the project, the number of residents increases to 16,857.



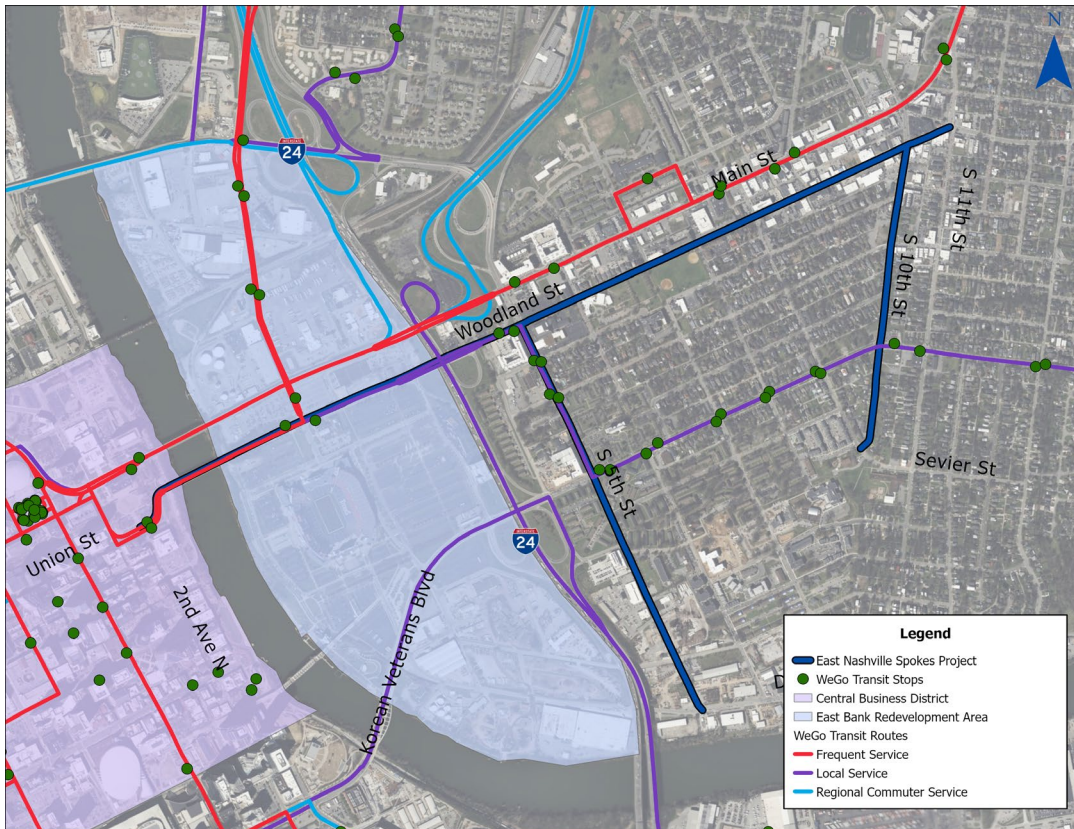
- 1 Tennessee State University
- 2 Nissan Stadium
- 3 Bridgestone Arena
- 4 State of TN Capitol Building
- 5 Warner Elementary School
- 6 Church
- 7 East Recreation Center
- 8 Five Points Commercial Area
- 9 Church
- 10 Kirkpatrick Community Center
- 11 Kirkpatrick Elementary School
- 12 Martha O'Bryan Center
- 13 Explore Community School
- 14 Cayce Place
- 15 Ida B. Wells Elementary School
- 16 East Nashville Middle & High
- 17 Meigs Middle School Area

- | | | |
|---------------------------------|-------------------------------|---------------------------------|
| A East Jr. Tennis Courts | F Commerce Center Park | K East Park |
| B Church Street Park | G Riverfront Park | L Shelby Park |
| C Public Square Park | H McFerrin Park | M Ross School Playground |
| D Walk of Fame Park | I Shelby Walk Park | N Riverfront Park |
| E Kirkpatrick Park | J Fred Douglas Park | O Cumberland Park |

WeGo Public Transit provides transit services for Davidson County and regional connections, including commuter routes to outlying communities. The project area is well served by transit, with twelve stops directly on the project corridor. Four of WeGo's fixed routes directly service the project corridor: 4- Shelby (local), 14- Whites Creek (local), 23 - Dickerson Pike (frequent), and 41 - Golden Valley (local). Each of these routes provides connections in the broader transit system. The East Nashville Spokes project will enhance the ability of users to quickly and safely access the WeGo

4. <https://www.atsdr.cdc.gov/placeandhealth/svi/index.html>
 5. <https://www.census.gov/cgi-bin/geo/shapefiles/index.php?year=2023&layergroup=Blocks+%282020%29>

system, from vital last mile connections all the way to regional connectivity. Every WeGo bus is equipped with bike racks⁶ enabling people biking to travel greater distances in the area through the transit system and transition back to their bicycle to get to their final destination.



A “Gold Standard” bus rapid transit (BRT) corridor with a dedicated right-of-way for transit is the centerpiece of the East Bank 338-acre redevelopment area⁷. Slated to be Nashville’s “Next Great Neighborhood,” the East Bank extends downtown in character and economic productivity, while also providing multimodal transportation options for the new Tennessee Titans stadium. Five planned transit stations – at Cleveland Street, River North Drive, Jefferson/Spring Street, James Robertson Parkway, and Shelby Street/Korean Veterans Boulevard – place BRT within a 10-minute walk of the entire East Bank, with frequent transit service located on intersecting streets. A planned multimodal hub at the intersection of Woodland Street, the new East Bank Boulevard, 2nd Street, and James Robertson Parkway will serve as an extension of the WeGo Central transit facility, providing a one-seat transit ride to many locations throughout Nashville. The hub will also serve other mobility options, including biking, micromobility, and rideshare.

3.2 Criterion #2: Community Support

The Spokes project has broad support from the local community. NDOT has involved public, private, and community partners in an inclusive and comprehensive public and stakeholder engagement process. The NDOT project team engaged a stakeholder committee of community members to guide the project throughout planning and conceptual design. Broader outreach for the East Nashville Spokes project took place during a variety of community events, including the East Nashville Tomato Art Festival, Nashville’s Earth Day Festival, South Inglewood Bike Festival, the Martha O’Bryan Center

Back to School Bash, and project-specific events at the East Park Community Center. Planning activities incorporated feedback from business owners and residents, including disadvantaged communities that have been historically excluded from transportation planning. Outreach events such as open houses provided “kid-friendly” activities such as a bike rodeo to remove barriers to attendance. During these events the community identified a desire for a multimodal network that equally values people walking and biking, including protected bike lanes and pedestrian improvements.



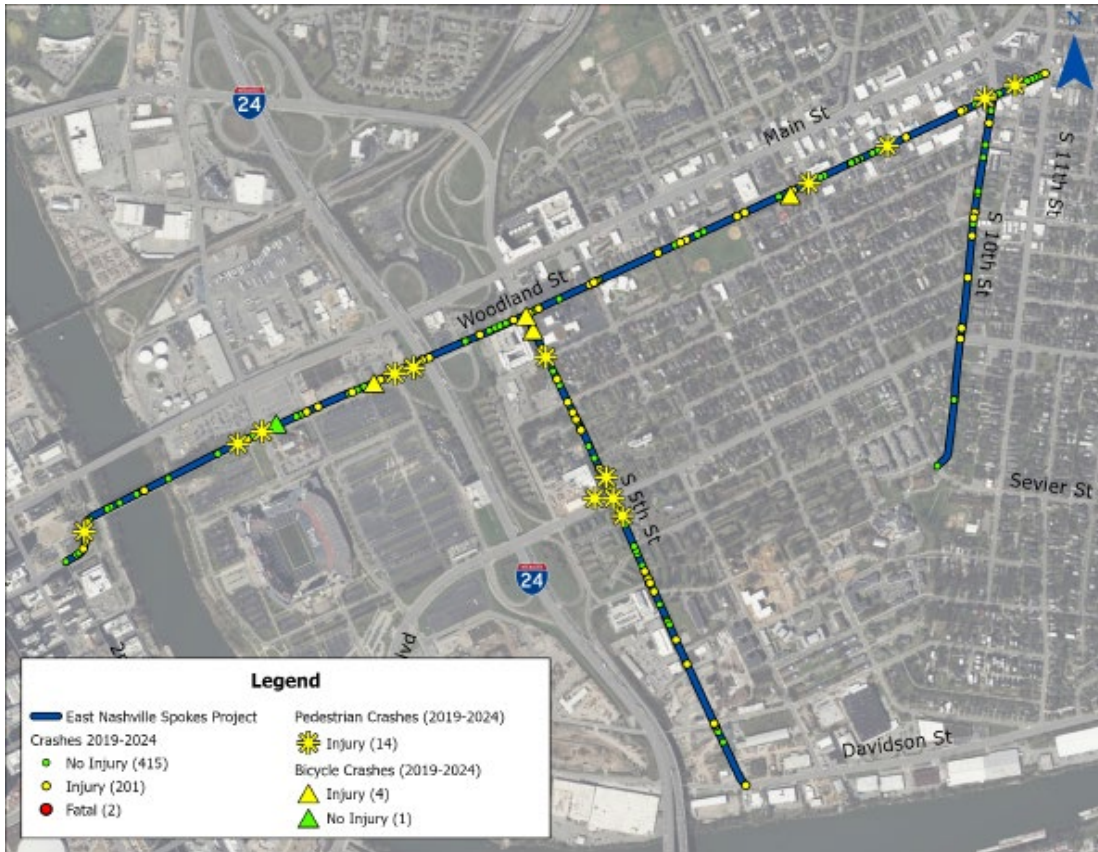
Community leaders and partners have shaped and participated in planning and concept design the project, and the project team evaluated all ideas and contributions, incorporating feedback as changes to the project when possible. The project team convened a stakeholder committee to reflect the diverse perspectives within the project area, with representatives from neighborhood associations, biking and other community-based organizations, Metro departments, local businesses, and faith-based organizations that would be directly impacted by the Spokes project.

In summer 2023, the project team conducted a survey of 320 people who use or are impacted by the East Nashville Spokes project. Most respondents who frequently travel the corridor stated that biking in the corridor was unsafe. The top concerns identified included missing bicycle lanes, high speeds, and inadequate space between bicyclists and cars. Additionally, over 80% of respondents indicated that dedicated bicycle facilities would make them more likely to travel by bicycle in the project corridor. Letters of support from elected officials, non-profits, public agencies, and other organizations are included in this proposal.

3.3 Criterion #3: Commitment to Increasing Walking, Biking, and Other Types of Active Transportation

The Nashville Vision Zero Action Plan is clear about traffic safety: those who live in the most vulnerable areas, like the neighborhoods adjacent to the East Nashville Spokes project, are over-represented in traffic deaths and severe injuries. Between 2019 and 2024, there were almost 618 crashes and two fatalities within the East Nashville Spokes corridor, indicating the streets are currently serving as a barrier between the underserved East Nashville neighborhoods and employment and educational

opportunities in downtown Nashville and elsewhere in the city. Of the recent crashes, 14 involved pedestrians, and 5 involved bicyclists. Within the broader area of the East Nashville Spokes project (excluding I-24), the number of crashes during the same 2019-2024 timeframe increases to 3,554 or 2.3% of Davidson County’s total crashes during that time. Of the 3,554 crashes within the East Nashville Spokes area, 6 resulted in fatalities, 116 crashes involved pedestrians, and 17 crashes



The East Nashville Spokes project is one of the highest priority bicycle improvements in the city and will provide a regional model for a safe, multimodal, and user-friendly corridor. The Spokes design promotes an inclusive culture of safety emphasizing biking and walking and providing access to transit, while allowing for safe and predictable motor vehicle movement. Preliminary traffic analyses show a potential modal shift of 9.2% from vehicle trips to active transportation⁸. The proposed design includes physically separated bicycle lanes and sidewalks for the length of the corridor. This separation will include landscaping for trees and water infiltration where possible, with concrete barriers in other locations. Pedestrian crossings will be enhanced with markings and signs, including flashing lights as appropriate. Motor vehicle lanes will be narrowed to improve safety and predictability for all users. Signal improvements are planned to minimize conflicts between vulnerable users and motor vehicles. The East Nashville Spokes project will provide people biking and walking with the ability to travel from east to west between multiple neighborhoods in a safe, dedicated space separate from motor vehicles.

Speed is the number one factor that contributes to crashes, representing a significant contributor to deaths on our roadways and a particular hazard to people walking. The East Nashville Spokes project

will have a target design speed of 25 miles per hour (mph), an important threshold for reducing the severity and frequency of crashes per the Institute for Transportation Engineers.⁹

NDOT is committed to reducing deaths and serious injuries on Nashville streets. The project will incorporate actions and activities identified in USDOT's National Roadway Safety Strategy in the following ways:

- **Safer Speeds:** The design of the East Nashville Spokes will adhere to a 25 mph target speed, a critical threshold below which pedestrian death rates decrease significantly.
- **Safer Roads:** The East Nashville Spokes design will incorporate proven safety countermeasures, including separated bicycle lanes, high visibility crosswalks, the removal of driving lanes, and narrower driving lanes.
- **Safer People:** By incorporating safer design into the project, the East Nashville Spokes project will encourage people to drive at safer speeds in the project corridor.

The East Nashville Spokes project will improve access and safety for many of Nashville's underserved and historically disadvantaged communities, including the MDHA neighborhood of Cayce Place. For these communities, the new bikeways represent safe options and connections to opportunities in East Nashville, downtown, and beyond.

NDOT is committed to improving active transportation and facilitating increased rates of walking and bike through regulations, financial incentives, and community design policies. NDOT provides a transportation demand management (TDM) program, Nashville Connector . Nashville Connector uses proven TDM strategies, such as targeted marketing to help engage residents about travel options, to reduce congestion with a goal of improving air quality. By consulting with large employers, Nashville Connector¹⁰ offers tailored solutions for employees to shift their transportation mode to walking, biking, transit, carpooling or other more sustainable options. Nashville Connector also works with land use planners and development review engineers to ensure new developments incorporate facilities to reduce driving alone. Nashville Connector also cultivates partnerships with nonprofits and transportation service providers and uses technology to encourage mode shift.

In 2023, the Metro Council expressed interest in using American Rescue Plan (ARP) Act funds to provide subsidies to residents of Nashville and Davidson County to purchase an e-bike. This effort was widely popular among Nashville residents and representatives. Ultimately Metro was not able to implement the program due to funding availability of ARP dollars. However, NDOT in partnership with the Mayor's Office submitted a Carbon Pollution Reduction Grant through the EPA that, if awarded, provides Metro Nashville through NDOT the ability to implement an e-bike rebate program, achieving the Greater Nashville Regional Council (GNRC) Metropolitan Planning Organization (MPO) goal as articulated in the GNRC Priority Climate Action Plan (PCAP).

3.4 Criterion #4: Financial Completeness

The cost estimate for the East Nashville Spokes project has been diligently prepared with ample contingency. Metro is prepared to completely fund its local match as federally required. The financial completeness of the project is discussed further in Section 2.

8. https://www.nashville.gov/sites/default/files/2023-10/Draft-Mode_Shift_Methodology_Memo.2023.06.16_Spokes.pdf?ct=1698163996

9. <https://highways.dot.gov/public-roads/winter-2022/05>

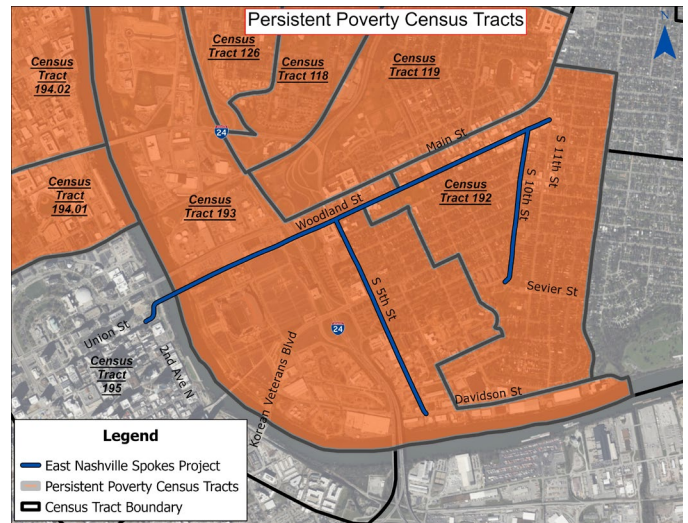
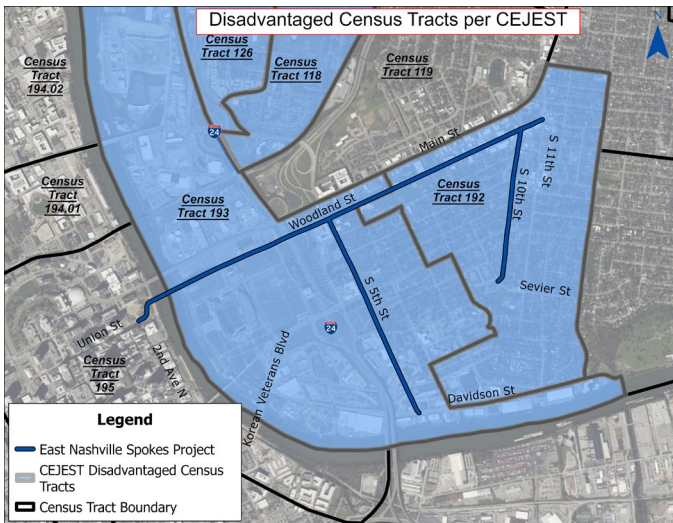
10. <https://nashconnector.org/>

3.5 Criterion #5: Equitable Development

In its effort to include equity considerations in transportation planning, NDOT uses the Degrees of Vulnerability index (DOV) developed by GNRC. The DOV index identifies vulnerable and highly vulnerable areas by measuring disparities for an array of demographic attributes, including active transportation users, carless households, race, gender, income and cost burden, employment status, disability, age, tenancy, language, and educational attainment. NDOT applies the DOV to prioritize active transportation capital projects—including the East Nashville Spokes project—through the WalknBike plan and three-year WalknBike work plans. NDOT continuously measures progress on delivering the active transportation network in vulnerable areas and will use the DOV and progress markers to measure change throughout the lifecycle of the project, including evaluating and monitoring the project after construction. NDOT also applies the DOV to the Vision Zero action and implementation plans to understand demographic disparities across safety conditions and crash history, with a focus on vulnerable areas and vulnerable road users such as people walking, biking, rolling, and using transit.

NDOT prioritized the Spokes project based on existing disparities as well as existing conditions including level of traffic stress (LTS). The Spokes project will reduce disparities by providing high quality, low stress multimodal facilities, reducing LTS for people biking and walking and improving safety and mobility for all users. The Spokes project will also provide affordable transportation options for vulnerable populations, providing access to jobs, services, and institutions, with an anticipated mode shift of 9.2%.

The East Nashville Spokes project crosses three Census tracts, two of which are identified as High Poverty Areas by the USDOT . Moreover, the Census tracts adjacent to the project area to the north are also classified as High Poverty Areas. The Centers for Disease Control and Agency for Toxic Substances and Disease Registry (CDC/ATSDR) Social Vulnerability Index (SVI) also classifies Census Tract 193 as having a high level of vulnerability. Moreover, the Council on Environmental Quality identifies the area as Disadvantaged based on the 2010 Census.



As evidenced by the disadvantaged status and persistent poverty of the project area’s Census tracts, the East Nashville Spokes project will enhance low-income and disadvantaged communities. Improving pedestrian facilities and providing protected bike lanes will enhance overall mobility and connectivity in the area. The project provides disadvantaged communities with access to a high concentration of local and regional attractions in the area. Enhancing the transportation network will assist the local population in accessing employment, educational, and recreational opportunities. The increased ability for residents in the area to access employment destinations and transit will make the area more economically competitive, assisting the community in generating and retaining wealth. As residents are better able to move through the area safely and conveniently, they are better able to access opportunities and maintain stable employment. Likewise, a functioning transportation system is inherently necessary for attracting economic development and retaining current economic generators.

Comparing the data for the three Census tracts where the project is located as well as Census Tract 119 immediately north of Main Street reveals the disparities that exist in the area relative to Davidson County as a whole. This is particularly true of Census Tract 193.

Project Element	Davidson County	Census Tract 192	Census Tract 119	Census Tract 193	Census Tract 195.03
Per Capita Income	48,105	59,835	36,753	22,695	48,105
Median Income	42,120	52,080	45,808	23,413	72,738
Below 150% of Poverty Level	20.60%	16.60%	41.40%	73.60%	13.50%
No Vehicle Available	3.20%	4.40%	8.30%	18.90%	11.50%
1 Vehicle Available	30.70%	21.90%	32.10%	49.90%	49.80%
Public Transportation to Work	1.40%	4.30%	0.52%	4.80%	3.25%
Race Other than White	7.5%	36%	53%	76%	32%

As shown in the table, in Census Tract 193, which includes a large segment of Woodland Street and all of S 10th Street within the project, 73.6% of the population is below 150% of the federal poverty level. The same Census Tract also includes a substantially higher population (18.9%) with no vehicle available than Davidson County as a whole (3.9%) and a per capita income 47% lower than the county. Similar disparities exist between the other Census Tracts and the countywide totals except for Census Tract 195.03, which includes higher-income residents in downtown.

The large amount of the population in the project area without a vehicle helps explain the high percentage of people commuting to work via public transportation in Census Tracts 192 and 193. Enhancing the biking and walking network in these areas will provide much needed affordable and sustainable active transportation options for the local population, which relies disproportionately on modes other than a private vehicle for their transportation needs.

3.6 Criterion #6: Other DOT Goals and Priorities

Safety for Pedestrians and Cyclists

At its core, the East Nashville Spokes project improves safety and comfort for people walking and biking in Nashville. The entire length of the project includes protected bike lanes, better connections to public transit infrastructure, and improved pedestrian facilities, ensuring that these streets are designed and operate to enable safe access for all users, consistent with a Complete Streets Design Model. Protected bike lanes, sidewalks, and enhanced crossings for vulnerable users are all proven infrastructure components that advance safety for pedestrians and cyclists.

Access to Jobs and Key Destinations

As previously discussed in section 3.1, the East Nashville Spokes project improves access to jobs, schools, and other key destinations. The project will provide better, safer connections to three schools, four parks and recreation facilities, two churches, a community center, a recreation center, Bridgestone Arena, and Nissan Stadium. The area between the projects S 5th St and S 10th St corridors includes the Martha O'Bryan Center which provides educational programs for all ages and a variety of anti-poverty programs. The center is located within the Cayce Place redevelopment area managed by the MDHA. MDHA has been consistently constructing elements of the Cayce Transformation campus revitalization plan, including new residences and other amenities. Likewise, two of Nashville's largest regional attractions are located close to the project: Bridgestone Arena, a multi-purpose indoor arena and home to the Nashville Predators professional hockey team, and Nissan Stadium, home to the NFL's Tennessee Titans.

The multitude of local amenities and facilities are dispersed amongst a residential population of approximately 10,859 amongst the three Census Tracts the project occupies. Excluding Census Tract 195.03 at the western edge of the project which includes most of downtown Nashville, the remaining tracts have a population of approximately 7,351 over a land area of 2.034 square miles for a population density of 3,614 people per square mile. Within these two Census tracts, 90.2% are estimated to have an income below 150% of the federal poverty level.

Economic Competitiveness

The project will boost economic competitiveness not only by improving local residents access to jobs but also by creating jobs associated with construction of the project. NDOT is committed to using local women-owned and minority-owned businesses (W/MBE) in contracting for the East Nashville Spokes project. Through procurement regulation changes underway, Nashville is implementing a race- and gender-neutral program that establishes a contract threshold under which certain contracts become eligible by designation to only be bid on by small business in accordance with Small Business Administration (SBA) guidelines. The program will also provide more time for prime contractors and subcontractors to plan for and prepare timely bids. The purpose of the program is to increase the ability for firms to form joint ventures or teaming arrangements and to obtain any needed support services. Metro is developing an enhanced communications plan for how it will better assist the W/MBE community in understanding Metro programs, implementation, and future procurement opportunities. NDOT is committed to identifying the best ways of using the USDOT United Certification Program (UCP) in contracting. For projects like the East Nashville Spokes project, the aspirational goals for overall MBE and WBE participation are 24% and 16% respectively

for design, and 13% and 12% respectively for construction.

Environmental Protection

Nashville’s transportation sector produces significant greenhouse gas (GHG) emissions that contribute to climate change. According to Nashville’s 2019 Greenhouse Gas Emissions Inventory, community emissions totaled roughly 11.25 million metric tons – with over half derived from the transportation sector alone. In February 2022, Metro adopted a resolution to reduce GHG emissions by 80 percent from 2014 levels by 2050 with a comprehensive set of strategies and actions. The Spokes project will encourage travelers to shift to more environmentally friendly modes of transportation. VMT is reduced, which reduces VOC, NOx, CO and PM2.5 emissions, improving air quality and reducing localized health effects, especially for vulnerable groups.

Quality of Life

The separated bikeway design for the East Nashville Spokes project reduces LTS so that the corridor is more comfortable and accessible for the needs of all active transportation users, especially young children, older adults, and people with disabilities. LTS is a transportation planning method to evaluate the anticipated stress a person biking will experience while biking on a facility. LTS also correlates facility type to the type of rider likely to feel comfortable biking on the facility. The Spokes project will reduce LTS in the project corridor to 1 so that all transportation users are comfortable using the facility and improving their quality of life through walking and biking.



IV. Project Readiness and Environmental Risk

Technical Feasibility

The East Nashville Spokes project design is based on similar successful projects implemented in Nashville, one of which, the 12th Avenue South Complete and Green Street, has received multiple regional and national awards and recognition for outstanding engineering. The Spokes project design has demonstrated technical feasibility in Nashville, and the concept was analyzed through a rigorous traffic evaluation process to understand the impacts of implementing the project. The traffic analysis showed that LTS could be reduced for people biking and walking with minimal delay to motor vehicles. Additionally, a mode shift study showed that the project could result in over 9% mode shift from driving to active transportation.

During design, the project team has focused on right-sizing the road through capacity analysis and roadway reconfiguration. The design includes an intentional focus on intersections due to the risk of conflict between vulnerable users and motor vehicles. The project corridors feature several different typical sections with varying widths and roadway components.

The estimated cost of the project is \$18M. This cost estimate was created using analogous and bottom-up cost estimating. A generous contingency of 20% is added to mitigate risk. Other risk mitigation methods include applying a project scope based on similar, successful projects implemented in Nashville and limiting the project to the existing right-of-way, ensuring minimal right-of-way impact.



NDOT is prepared to fund potential cost overruns through the department budget, which will also fund future maintenance and preservation costs.

The project will provide significant multimodal safety and operational improvements by constructing dedicated, protected bikeways, ADA improvements to sidewalks and curb ramps, and new pedestrian crossings. The project features raised medians and pavement markings as components of protected intersections, vertical separation for bikeways, and traffic calming. Landscaping within raised medians and buffers provides beautification and reduces the urban heat island effect. Median refuges and curb extensions reduce crossing distance and exposure to motor vehicle, improving pedestrian safety. Traffic signal improvements will include dedicated bike signals and protected pedestrian phases. The Five Points intersection of Woodland Street, S 11th Street, and Clearview Ave, currently a confusing signalized intersection, will be converted to a traffic circle to improve safety and traffic operations.



Basis of Design / Typical Sections (Design Speed 25 MPH)

<p>S 5th St to S 10th St</p> <ul style="list-style-type: none"> 2-10' travel lanes 2' raised bikeway buffer 10' two-way cycle track Variable width (0'-5') grass strip Variable width (5'-8') sidewalks Woodland St from S 10th St to S 11th St Raised, coplanar "festival" street 20' two-way, shared travel way 2' valley curb 8' parallel parking 	<p>S 5th Street</p> <ul style="list-style-type: none"> 2-10' travel lanes 2' raised bikeway buffer 10' two-way cycle track Variable width (0'-5') grass strip Variable width (5'-8') sidewalks 	<p>S 10th Street</p> <ul style="list-style-type: none"> 2-10' travel lanes 3' raised bikeway buffer 10' two-way cycle track 8' parallel parking Variable width (0'-5') grass strip Variable width (5'-8') sidewalks Woodland
	<p>S 5th Street</p> <ul style="list-style-type: none"> 2-10' travel lanes 2' raised bikeway buffers 5' bike lanes 8' parallel parking Woodland St from S 10th St to S 11th St 	<p>S 10th Street</p> <ul style="list-style-type: none"> 2-12.5' shared travel lanes with vertical and horizontal deflection for traffic calming

NDOT has successfully identified and secured matching funds for the project as described in the Project Budget and Funding Commitment sections, backed by the full faith and credit of the Metropolitan Government of Nashville and Davidson County. Metro's bond ratings are "Aa2" (Moody's) and "AA" (S&P Global), and the State of Tennessee has a "AAA" bond rating, indicating a stable outlook.

As demonstrated by its successful track record of completing federally funded projects, NDOT does not anticipate any cost overruns on this project. In the unlikely event that a cost overrun occurs, NDOT has the financial capacity to absorb additional costs.

Past performance plays a crucial role in demonstrating the effectiveness and impact of implementing a federally funded grant program. Metro and, more specifically NDOT, has extensive experience working with federal agencies through numerous formula and discretionary grant programs. Among the more notable recent grant partnerships include:

- Successful completion of a Vision Zero Action and Implementation Plan in 2022 using \$470,000 of a \$1,500,000 Congestion Mitigation and Air Quality (CMAQ) grant. The grant program was delivered under budget.
- Development of a Metro Nashville Connector Transportation Demand Management (TDM) program in 2022 using the remainder of the \$1.5 million in CMAQ grant funding. The program was delivered under budget and received a second CMAQ grant award for three years of operation.
- A \$1.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant in 2022 for the Charlotte Avenue/Dr. Martin L King, Jr. Boulevard Transit Headways and Congestion Management project. This project is conducted in partnership with the Tennessee Department of Transportation (TDOT) and is currently on schedule.

NDOT is highly experienced in managing locally funded sidewalk and bikeway projects. NDOT's annual budget for sidewalk and bikeway improvements is approximately \$10 million and \$5 million, respectively. NDOT partners with a team of engineering firms to manage the sidewalk and bikeway programs. NDOT also has on-call contracts with engineering firms to perform design and construction engineering inspection services (CEI) and contractors to construct sidewalk, bikeway, and paving projects. In cooperation with NDOT staff and under NDOT's supervision, this team has improved delivery time for sidewalk and bikeway projects and reduced the cost of these projects. The team recently completed the 12th Avenue S Complete and Green Street Project - a 1.6-mile corridor consisting of new water line, protected bike lanes, 17 transit stop upgrades, green stormwater management infrastructure, and ADA compliant sidewalk and pedestrian safety improvements.

This experience with federal grants and requirements demonstrates NDOT's ability to work with federal agencies and comply with all civil rights legislation, including compliance with Title VI of the Civil Rights Act of 1964 and accompanying FHWA regulations, the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act, Buy America Build America (BABA), Davis-Bacon Act, Contract Work Hours and Safety Standards Act, and the recently updated USDOT DBE requirements. NDOT will follow all applicable local, state, and federal regulations and guidance



during the development and completion of this project. There are no outstanding legal, technical, or financial issues that make this a high-risk project.



Environmental Risk

Detailed Project Schedule

Planning for the East Nashville Spokes project has been in progress since the beginning of 2022, allowing ample time for an inclusive public engagement process and meaningful coordination. Conceptual design for the project is complete, and preliminary design will follow the NEPA process in 2024. Sixty percent design will start in 2025, with final design in 2026, construction in 2027, and completion in 2028. The project has been designed so that there is no environmental impact, further minimizing project risks and increasing the likelihood for a quick delivery.

Phase	2023	2024				2025				2026				2027/28
Project Management	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Planning	■													
30% Design		■	■	■										
NEPA Studies/ Documents			■	■	■									
60% Design						■	■	■	■					
Construction Easement										■	■	■	■	
Final Design											■	■	■	
Permitting												■	■	■
Construction														■
Performance Program Reporting														■

Required Approvals

Environmental Permits and Review

NDOT possesses the necessary capabilities to coordinate and implement this federally funded project successfully and on time. The preliminary engineering for the project exists within the footprint of existing right-of-way, so there will be no or minimal environmental impact. NDOT has recently been collaborating with staff in the TDOT Local Programs Development Office to conduct NEPA planning to ensure a successful project. No environmental permitting will be required for the project to move forward.

Conversations with TDOT concerning the project’s NEPA class of action and other environmental reviews and approvals have indicated that the project is likely to qualify for a Categorical Exclusion (CE). A Section 106 Historic Architecture Study will also be required. While NDOT is not planning to acquire or alter properties, it will have to make minor adjustments to driveway aprons to meet ADA requirements. NDOT expects to receive NEPA approval by February 2025. All existing and forthcoming project environmental studies and other relevant documents, such as the traffic analysis and summary of public outreach, are available on the project website¹².

Public and stakeholder engagement for the project has occurred early and often. The team created and maintains a dedicated and regularly updated project web presence and develops project materials. A project stakeholder committee was established and met on several occasions to provide feedback. The project team has attended and hosted many community events to share information on the project and communicate with neighbors and stakeholders.

State and Local Approvals/Federal Transportation Requirements Affecting Planning

The East Nashville Spokes project received notice to begin NEPA planning from TDOT on January 25, 2022. This approval allowed NDOT to conduct concept engineering, including NEPA planning and approval. The project enjoys broad public support, and additional funding is included in the Choose How You Move ballot initiative, which will appear on the Davidson County ballot in November 2024.

The East Nashville Spokes project is identified by the GNRC as TIP Project 2018-16-070 (formerly known as “East Nashville Backbones.”)

Assessment of Project Risks and Mitigation Strategies

Environmental project risks have been minimized by starting NEPA planning early and limiting other project risks. The project requires no real estate acquisition, does not rely on legislative approval, and is entirely within the footprint of the existing roadway. The project has broad support from the community and minimizes the project impact on motor vehicle mobility, so the project is unlikely to be impacted during ongoing outreach. The project also has support from elected officials, ensuring that the match will be available to implement the project in accordance with federal requirements.

V. Administration Priorities and Departmental Strategic Plan Goals

Safety

The East Nashville Spokes project provides substantial safety benefits to the people living around and using the project corridor. By providing protected and separated bikeways, improved pedestrian facilities, and right-sized roadways, the project implements proven safety measures that will positively impact the overall safety of the traveling public after completion. The project team continues to identify and mitigate all significant safety risks through engineering design. The safety benefits of the project are discussed further in sections 3.3, 3.5, and 3.6. (Merit Criteria 3, 5, 6.)

Climate Change and Sustainability

By implementing improved walking and biking facilities in a historically underserved community, the East Nashville Spokes project considers and acts upon climate change environmental justice issues.

¹² <https://www.nashville.gov/departments/transportation/projects/bikeways/east-nashville/east-nashville-spokes>



The project aims to shift transportation users from high-emission forms of transportation to active transportation trips. By shifting the modal split to active transportation, the project seeks to reduce the disproportionate impact of climate change and pollution on the local community. The climate change and sustainability benefits of the project are discussed further in sections 3.1 and 3.6 (Merit Criteria 1, 6.)

Equity

Equity continues to be a priority of NDOT and the East Nashville Spoke project, continuously included in project planning and decision-making. The project is prioritized in the WalknBike plan using the regional Degrees of Vulnerability index DOV, a measure of equity, and is being implemented in an area of persistent poverty and a USDOT disadvantaged community. Multiple public engagement activities have occurred in the neighborhood, and engagement will continue throughout final design and construction. The project will provide affordable transportation options, improve safety, connect Nashvillians with good-paying jobs, address climate change, and improve quality of life, as elaborated upon in sections 3.2, 3.5, and 3.6. (Merit Criteria 2, 5, 6.)

Workforce Development, Job Quality, and Wealth Creation

NDOT is committed to utilizing MBEs and WBEs for the East Nashville Spokes project to create good-paying jobs with a focus on women, people of color, and others that are underrepresented in infrastructure jobs. The project will have goals for overall MBE and WBE participation during design and construction. These benefits are expanded upon in section 3.6 (Merit Criteria 6.)

VI. FHWA Priority Selection Criteria

Connecting key community institutions through active transportation infrastructure, particularly schools

The East Nashville Spokes project will connect key community institutions through active transportation infrastructure, particularly schools. The project will provide better, safer connections to three schools, four parks and recreation facilities, two churches, a community center, and a recreation center. Some highlights include the Martha O'Bryan Center within the Cayce Place (MDHA), the Bridgestone Arena, and Nissan Stadium. This information is elaborated upon in Sections 1, 3.1, 3.5, and 3.6.

Providing substantial benefits to disadvantaged communities within or around the project area.

The East Nashville Spokes project will provide substantial access and safety benefits to Nashville's disadvantaged communities within and around the project area. The project is mainly located within Census Tract 193, identified by the USDOT as a Transportation Disadvantaged Community, and includes the MDHA neighborhood of Cayce Place. The project creates safe routes that cross I-24 and the Cumberland River, which separate disadvantaged communities from other neighborhoods and economic opportunities. This is elaborated upon in Sections 1, 3.1, 3.5, and 3.6.

VII. Letters of Support are included in the attachments.



Metropolitan Nashville and Davidson County, TN

Legislation Details (With Text)

File #:	RS2024-194	Name:	
Type:	Resolution	Status:	Passed
File created:	1/26/2024	In control:	Budget and Finance Committee
On agenda:	2/20/2024	Final action:	2/20/2024
Title:	An initial resolution determining to issue general obligation bonds of The Metropolitan Government of Nashville and Davidson County in an aggregate principal amount of not to exceed \$514,055,000.		
Sponsors:	Delishia Porterfield		
Indexes:			
Code sections:			
Attachments:	1. Exhibit A, 2. Proposed Amendment - RS2024-194 - Toombs		

Date	Ver.	Action By	Action	Result
2/23/2024	1	Metropolitan Council	advertised	
2/21/2024	1	Mayor	approved	
2/20/2024	1	Metropolitan Council	adopted	
2/20/2024	1	Budget and Finance Committee	approved	
2/6/2024	1	Metropolitan Council	deferred	
1/30/2024	1	Metropolitan Council	filed	

An initial resolution determining to issue general obligation bonds of The Metropolitan Government of Nashville and Davidson County in an aggregate principal amount of not to exceed \$514,055,000.

WHEREAS, it is necessary and in the public interest of The Metropolitan Government of Nashville and Davidson County (the "Metropolitan Government") to issue general obligation bonds in an aggregate principal amount of not to exceed \$514,055,000 (the "Bonds") for the purposes hereinafter provided; and,

WHEREAS, pursuant to Section 9-21-205, Tennessee Code Annotated, prior to the issuance of any general obligation bonds, the governing body of the local government proposing to issue said bonds shall adopt a resolution determining to issue the same; and,

WHEREAS, for the purpose of complying with the requirements of said statute, the Metropolitan County Council of the Metropolitan Government adopts this Resolution.

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

Section 1. Purpose. For the purposes of financing: (a) all or a portion of the costs of the acquisition of land for and the planning, design, development, construction, renovation, modification, improvement, upgrade, expansion, repair, maintenance, rehabilitation, equipping and/or acquisition of the following public works projects (as defined in Section 9-21-105, Tennessee Code Annotated): (1) school buildings and facilities, including equipment upgrades and acquisitions related thereto and monies for ADA compliance, environmental remediation, furniture and equipment, safety and security, technology facility infrastructure improvements, and school vehicles and fleet; (2) new Juvenile Justice Center; (3) bikeways, sidewalks, roads, streets, bridges, and rights-of-way, including streetscape improvements, street lights, parking equipment and meters, drainage improvements, lighting, signage and signalization including system upgrades, roadway improvements related

File #: RS2024-194, **Version:** 1

to traffic management and traffic calming, and other safety or transportation improvements, including plannings and studies related to the foregoing; (4) facilities related to transit centers and shelters, including improvements; (5) public transportation (including monies for grant matches and bus fleet and vehicles replacements); (6) district energy system's facilities and infrastructure; (7) buildings, property and equipment for solid waste and recycling; (8) parks, parks' facilities, greenways, and equipment related to the foregoing; (9) public libraries and related facilities; (10) Metropolitan Government buildings, facilities and land or property acquisitions, including planning and studies related thereto; (11) public safety buildings and facilities, including buildings and facilities for the police and fire departments, and technology improvements related to the foregoing; (12) software for Metropolitan Government departments and agencies, including cloud-based services, and equipment related to the foregoing; (13) communications and information technology infrastructure and networks, and equipment related to the foregoing; (14) public works projects of the Metropolitan Government, including planning and studies related thereto; and (15) stormwater system construction and improvements (collectively, the "Projects"), as all such Projects are more specifically set forth on Exhibit A attached hereto; provided, however, that the specific portion of total funding allocated to each Project as set forth on Exhibit A may hereafter be amended by legislation of the Metropolitan Council; and further provided that such Projects with an estimated value in excess of \$5,000,000 are more specifically set forth on collective Exhibit B attached hereto; and further provided that the Council's CIB Project Prioritization List, attached as Exhibit C, was considered when determining such Projects; (b) acquisition of all property, real and personal, appurtenant to the foregoing and acquisition or construction of certain public art as required by Ordinance No. BL2000-250 as codified in Chapter 5.10 of the Metropolitan Code of Laws (as amended); (c) legal, fiscal, administrative, architectural and engineering costs incident to all the foregoing; (d) all other costs authorized to be financed pursuant to Section 9-21-109, Tennessee Code Annotated, including without limitation, costs of issuance of the Bonds; and (e) the payment or reimbursement of the payment of principal of and interest on any bonds, notes or other debt obligations issued in anticipation of the Bonds, the Metropolitan County Council hereby determines to issue the Bonds in an aggregate principal amount of not to exceed \$514,055,000.

Section 2. Authorization. The Bonds described herein shall be issued pursuant to the Charter of the Metropolitan Government and/or the Local Government Public Obligations Act of 1986, as amended, codified as Title 9, Chapter 21, Tennessee Code Annotated, and no referendum or election shall be required for the issuance of the Bonds unless a petition for an election relating to their issuance is filed within the time and in the manner provided for in said statute.

Section 3. Interest. The maximum rate of interest of the Bonds shall not exceed seven and one-quarter percent (7.25%) or the maximum rate permitted by applicable law.

Section 4. Source of Payment. Debt service on the Bonds shall be payable from and secured by ad valorem taxes on all taxable property in the General Services District and Urban Services District, fully sufficient to pay all such debt service falling due prior to the time of collection of the next succeeding tax levy; provided, however, taxes so levied in the General Services District shall be levied in an amount sufficient to pay that portion of such debt service attributable to school projects and projects in the General Services District financed by the Bonds; and the taxes so levied in the Urban Services District shall be levied in an amount sufficient to pay that portion of such debt service attributable to projects in the Urban Services District financed by the Bonds; provided, further, however, that the Metropolitan Government shall be unconditionally and irrevocably obligated to levy and collect ad valorem taxes without limit as to rate or amount on all taxable property within the Metropolitan Government to the full extent necessary to pay all debt service on the Bonds, and the full faith and credit of Metropolitan Government shall be irrevocably pledged to the payment thereof.

Section 5. Publication of Resolution. The Metropolitan Clerk is hereby directed to cause this Resolution, upon its adoption, together with the statutory notice required by Section 9-21-206, Tennessee Code Annotated, to be published in full once in a newspaper published and having general circulation in the Metropolitan Government.

File #: RS2024-194, **Version:** 1

Section 6. Effective Date. This Resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government requiring it.

Analysis

This initial resolution authorizes the issuance of up to \$514,055,000 in general obligation bonds to provide funding for various projects contained in the Mayor's proposed capital spending plan.

This initial resolution provides \$387,177,000 for the General Government, \$105,878,000 for Metropolitan Nashville Public Schools, and a total contingency amount of \$21,000,000.

Exhibit A to the initial resolution provides a list of the capital projects to be funded through this capital spending plan. Information for each project includes the cost allocation and the identifying FY24 Capital Improvements Budget project number. The specific funding allocation for each project may only be amended by Council legislation.

Exhibit B to the initial resolution includes the capital project cost itemization forms required by Ordinance No. BL2019-77, which provide project funding history and projected itemized costs for projects with an expected capital expenditure over \$5 million. Approval of this initial resolution would allow the Metropolitan Government to use its commercial paper program to provide short-term financing to commence construction prior to the authorization, issuance, and sale of the long-term general obligation bonds.

Exhibit C to the initial resolution includes Council's FY24 CIB Prioritization List as required by Rule 21 of the Council Rules of Procedures.

A memo from the Director of Finance was provided to Council in accordance with Metro Code of Laws Section 5.04.110.

This resolution was deferred at the February 6 Council meeting in accordance with Council Rule 21.

Once adopted, the full resolution along with specific statutory notice will be published in a newspaper as required by state law.

Fiscal Note: This resolution would authorize issuance of up to \$514,055,000 in general obligation bonds to provide funding for the Mayor's proposed capital spending plan.

Congress of the United States
House of Representatives
Washington, DC 20515-4206

June 28, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, DC 20590

In re: Funding for the East Nashville Spokes Project from the Federal Highway Administration's Active Transportation Infrastructure Investment Program

Dear Administrator Bhatt:

I am writing today in regard to the East Nashville Spokes Project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements in East Nashville will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices. The East Nashville Spokes Project will also stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs.

Within your rules and regulations, I ask that you give their application your full consideration. Should you have any questions, please contact my Deputy District Director, Ray Render, at ray.render@mail.house.gov or 615-691-1173.

Sincerely,



John Rose
Member of Congress

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY



FREDDIE O'CONNELL
MAYOR

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for maintaining quality of life in our city.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more connected and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, thus promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Freddie O'Connell".

Freddie O'Connell

Mayor, Metropolitan Government of Nashville and Davidson County

OFFICE OF THE MAYOR
METROPOLITAN COURTHOUSE • NASHVILLE, TENNESSEE 37201
PHONE: (615) 862-6000 • EMAIL: mayor@nashville.gov



Metropolitan Council
Office of the Vice Mayor

June 11, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to share my strong support for the East Nashville Spokes Project, which will significantly enhance multimodal transportation infrastructure in our community. Investing in safe, sustainable transportation options is crucial for Nashville's growth and Nashvillian's well-being, and this project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP).

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more accessible and vibrant neighborhood. The goals of the project align with broader citywide efforts to improve connectivity, safety, and accessibility, and the proposed bikeway will significantly enhance connections between East Nashville and Downtown Nashville. Residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities.

The East Nashville Spokes Project aligns with Nashville's commitment to an integrated transportation system by strategically linking active transportation facilities with existing transit services. Investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeway networks become more effective, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Please consider this letter as my enthusiastic endorsement of the East Nashville Spokes Project. If you need any further information or support, please do not hesitate to reach out to me.

With appreciation,

Angie Emery Henderson
Vice Mayor

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, Tennessee 37201
Office: 615-880-3357 | angie.henderson@nashville.gov



HEIDI CAMPBELL
20TH SENATORIAL DISTRICT

425 JOHN LEWIS WAY NORTH
CORDELL HULL BUIDLING, SUITE 770
NASHVILLE, TENNESSEE 37243
615-741-6679

Tennessee State Senate

COMMITTEES:

ENERGY, AGRICULTURE AND
NATURAL RESOURCES

TRANSPORTATION

FISCAL REVIEW

May 29, 2023

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Campbell', written in a cursive style.

Senator Heidi Campbell

sen.heidi.campbell@capitol.tn.gov

JEFF YARBRO
21ST SENATORIAL DISTRICT

CORDELL HULL BUILDING, SUITE 768
425 5TH AVENUE NORTH
NASHVILLE, TENNESSEE 37243
(615) 741-3291

Tennessee State Senate

NASHVILLE

MEMBER OF COMMITTEES:

FINANCE, WAYS AND MEANS
STATE & LOCAL GOVERNMENT
HEALTH AND WELFARE
FISCAL REVIEW
COUNCIL ON PENSIONS
RULES

June 6, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Administrator Bhatt:

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. Investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville and aligns with broader citywide efforts to improve connectivity, safety, and accessibility for all Nashvillians. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation and reduce dependence on cars. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

Investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, creating jobs, and saving Tennesseans money on the cost of car travel. As bikeways become more accessible, local businesses will thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

sen.jeff.yarbro@capitol.tn.gov

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Best,

A handwritten signature in black ink that reads "Jeff Yarbro". The signature is written in a cursive, flowing style.

Jeff Yarbro

sen.jeff.yarbro@capitol.tn.gov

AFTYN BEHN
STATE REPRESENTATIVE
HOUSE DISTRICT 51

425 5TH AVENUE NORTH, SUITE 574
NASHVILLE, TN 37243-0167
PHONE: (615) 741-3229

ABIGAIL PLEMMONS – LEGISLATIVE
ASSISTANT

EMAIL:
rep.aftyn.behn@capitol.tn.gov

House of Representatives
State of Tennessee

NASHVILLE

COMMITTEES

HEALTH
EDUCATION INSTRUCTION
EDUCATION INSTRUCTION
SUBCOMMITTEE

May 29, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more

accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read "Aftyn Behn". The signature is fluid and cursive, with the first name "Aftyn" and the last name "Behn" clearly distinguishable.

Representative Aftyn Behn



Sean Parker
Metro Council Member

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Sean Parker
Council Member, District 5
Chair, Transportation and Infrastructure Committee

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201
U.S. Mail | PO Box 196300 | Nashville, TN 37219



Quin Evans Segall

Metro Council At-Large

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my unequivocal support for the East Nashville Spokes project, which seeks to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is vital for Nashville's continued growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more accessible, sustainable and vibrant neighborhood. These goals align seamlessly with our broader citywide efforts to enhance connectivity, safety, accessibility, and a sustainable future. The proposed bikeway will significantly improve the connection between East Nashville and Downtown Nashville, providing safe and accessible routes for both residents and visitors to key destinations such as employment centers, schools, recreational areas, and medical facilities. This seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance the overall quality of life for our community.

The East Nashville Spokes Project is a testament to our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. This project will offer commuters convenient options to combine biking or walking with transit, promoting sustainable travel choices.

Additionally, investing in active transportation infrastructure has significant economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses will thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. Should you require any further information or support, please do not hesitate to reach out to me.

Yours very truly,



Quin Evans Segall Council Member At-large
Vice Chair, Transportation & Infrastructure Committee
Traffic & Parking Commissioner

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201
U.S. Mail | PO Box 196300 | Nashville, TN 37219



Delishia Porterfield

Metro Council At-Large

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Delishia Porterfield, Council Member At-large
Chair, Budget & Finance Committee

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201
U.S. Mail | PO Box 196300 | Nashville, TN 37219



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

Burkley Allen
Council Member At-Large

METRO COUNCIL
One Public Square, Ste 204
Nashville, TN 37201

(615) 432-1343
burkley.allen@nashville.gov

June 3, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in blue ink that reads "Burkley M. Allen". The signature is written in a cursive, flowing style.

Burkley M. Allen
Metro Council Member At-Large



Clay Capp

Metro Council Member

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Clay Capp
Council Member, District 6

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201
U.S. Mail | PO Box 196300 | Nashville, TN 37219



Jacob Kupin

Metro Council Member

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Jacob Kupin
Council Member, District 19

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201
U.S. Mail | PO Box 196300 | Nashville, TN 37219



Emily Benedict
Metro Council Member

May 28, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Emily Benedict
Council Member, District 7

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201

U.S. Mail | PO Box 196300 | Nashville, TN 37219



One Public Square,
Suite 204 Nashville,
Tennessee 37201

TONYA HANCOCK
Councilor, District 9

(615) 398-1373
(615) 432-1309
tonya.hancock@nashville.gov

Wednesday, June 5, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC, 20590

Subject: Support East Nashville Spokes Project

Dear Administrator Bhatt,

I urge you to support the East Nashville Spokes project, which will enhance multimodal transportation infrastructure in our community. I believe investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements on Woodland/Union, South 5th, and South 10th Streets will make for more vibrant and accessible neighborhoods. This aligns with citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. This will promote active transportation, reduce congestion, and enhance our quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems by strategically linking active transportation facilities with existing transit services. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices. This investment will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community. Furthermore, the project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Tonya Hancock
Metro Councilor, District 9



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

COMMISSIONER'S OFFICE
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2848

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

June 3, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Letter of Support for the East Nashville Spokes Project - Nashville, TN

Dear Administrator Bhatt:

On behalf of the Tennessee Department of Transportation (TDOT), I am writing to express support for Metro Nashville's Active Transportation Infrastructure Investment Program (ATIIP) grant for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in Tennessee's capital city.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The East Nashville Spokes Project aligns with TDOT's and Metro Nashville's commitment to integrated transportation systems and supports greater multimodal connectivity for all transportation users. By strategically linking active transportation facilities with existing transit services, these investments aim to improve access to public transportation. The East Nashville Spokes Project also aims to stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs.

If selected for funding, TDOT will coordinate with Metro Nashville throughout the project development process for final approval for any work within the State right-of-way. TDOT will work with Metro Nashville to ensure proper design, oversight, traffic control, and other state and federal standards are met and are consistent with the State's Stewardship & Oversight Agreement with the Federal Highway Administration (FHWA). Additionally, to maintain ongoing and efficient coordination, TDOT will work with Metro Nashville to execute the correct maintenance agreement to ensure these improvements remain in good condition and are maintained for years to come.

I am confident that this proposal firmly aligns with the values and goals of the Active Transportation Infrastructure Investment Program, and I thank you for your consideration of Metro Nashville's application. Should you or your staff have any questions relative to TDOT's involvement or support of this proposal, please contact TDOT's Assistant Bureau Chief Dan Pallme at Daniel.Pallme@tn.gov or (615) 741-4031.

Sincerely,

A handwritten signature in blue ink that reads "Howard H. Eley".

Howard H. Eley
Commissioner of Transportation



June 3, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Letter of Support for Active Transportation Infrastructure Investment Program Grant Application – Nashville, TN

Dear Secretary Buttigieg,

I am pleased to offer this letter of support for the Nashville Department of Transportation's (NDOT) Active Transportation Infrastructure Investment Program application. NDOT's proposal to construct separated bicycle lanes, improved signage, and other safety improvements for bicyclists and pedestrians will not only improve safety for people walking and biking in the area but will ensure connectivity between Downtown and East Nashville.

GNRC is an association of local governments that convenes local and state leaders for the purposes of planning and programming state and federal investments into a range of social services and public infrastructure projects. GNRC serves as administrator of the Nashville Area Metropolitan Planning Organization (MPO) and staff to its Transportation Policy Board which represents the seven county Nashville metropolitan planning area which includes the Tennessee counties of Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson.

NDOT is committed to a vision zero approach across its roadway network and has had prior success delivering projects to improve non-motorized safety. This grant will allow NDOT to further build out its active transportation network in a critical area with high demand. The grant will also help leverage existing funds already awarded to the project through the MPO's Active Transportation Program

The project will be designed to accommodate all users and is a top priority for NDOT. It will also advance GNRC's regional planning efforts by improving safety for the traveling public. GNRC supports NDOT's commitment to improving its active transportation network.

Thank you for your consideration of NDOT's grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MS', is written over a faint, light blue circular watermark or background.

Michael Skipper
Executive Director

Connecting Communities. Empowering People.

44 Vantage Way, Suite 450 • Nashville, TN 37228 • GNRC.org



May 29, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink that reads "Lucy A. Kempf". The signature is written in a cursive, flowing style.

Lucy Kempf, Executive Director

FREDDIE O'CONNELL, MAYOR



METROPOLITAN BOARD OF PARKS AND RECREATION

Centennial Park Office
Park Plaza at Oman Street
Nashville, TN 37201

(615) 862-8400
Fax (615) 862-8414
www.nashville.gov/parks

Monique Horton Odom, Director

June 4, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Re: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

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Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Monique Horton Odom, Director
Metro Parks and Recreation

"It is the mission of Metro Parks and Recreation to sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community"



FOR ADA ACCOMMODATIONS, PLEASE CONTACT 615-862-8400

WE ARE AN EQUAL OPPORTUNITY EMPLOYER

Metropolitan Development and Housing Agency
701 SOUTH SIXTH STREET * NASHVILLE, TENNESSEE 37206 * TELEPHONE (615) 252-8400
TELEPHONE DEVICE FOR DEAF (615) 252-8599

Dr. Troy D. White
Executive Director

Mailing Address: P. O. Box 846
Nashville, TN 37202

June 7, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,


On behalf of the Metropolitan Development and Housing Agency (MDHA), I write to express my support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in the community.

MDHA manages federal housing programs in Nashville, Tenn. and is currently redeveloping its Cayce Place property located one mile east of Nashville's Central Business District. The proposed multimodal transportation improvements along Woodland/Union Streets, South Fifth Street and South 10th Street align with MDHA's Cayce Transformation plans and will create a more vibrant and accessible neighborhood. In addition, the proposed bikeway will enhance connectivity between East Nashville and Downtown Nashville.

The East Nashville Spokes project aligns with MDHA's commitment to supporting integrated transportation systems. As bikeways become more accessible, local businesses can thrive and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

If you have any additional questions or comments regarding this, please do not hesitate to reach out to me at white@nashville-mdha.org or 615-252-8412.

Sincerely,



Troy D. White
Executive Director

June 7, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590



Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

As a stakeholder involved throughout the process and representative of Walk Bike Nashville, an organization that has worked for 25 years to make Nashville more walkable, bikeable, and livable, I write to express my strong support for the East Nashville Spokes Project.

East Nashville is one of Nashville's best niches for walking and biking, but it lacks connectivity. The infrastructure to get in and out of East Nashville is hostile, particularly for people walking, biking, and riding the bus. There are a number of ongoing projects working to address this fragmentation including the redevelopment of the East Bank, the reconfiguration of Main Street / Gallatin Pike, and the East Nashville Spokes Project. Each of these projects are vitally important and complementary to one another. Without the spokes project, bus riders will have less safe paths to walk or bike home from the bus stop, for example.

While spokes will benefit East Nashville most directly, it is a project for all of Nashville. The plan will double the number of safe multimodal paths across the Cumberland River, for example. For people like me that cross the river every day for work, this will make walking, biking, and taking the bus a more realistic and enjoyable transportation option.

At present, East Nashville feels largely disconnected from downtown Nashville and other urban neighborhoods, due in large part to car-dependent built environment and large physical barriers like the Cumberland River, interstate and related infrastructure, and multi-lane pikes. The aforementioned group of projects are going a long way to transform the built environment here, which will have a positive effect on the health, vibrancy, and mobility of thousands of Nashvillians. The East Nashville Spokes Project is as crucial as the larger projects for ensuring our most vulnerable road users (and most environmentally efficient travelers) are prioritized.

Please consider this letter as a wholehearted endorsement of the project from Walk Bike Nashville.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Wesley Smith".

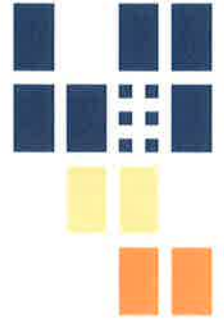
J. Wesley Smith
Advocacy Manager

WALK BIKE NASHVILLE
1 SOUTH 7TH STREET • NASHVILLE, TN 37206 • WWW.WALKBIKENASHVILLE.ORG



Civic Design Center

138 2nd Avenue North, Suite 106
Nashville TN, 37201
O: 615.248.4280



June 3, 2024

Administrator Shailen Bhatt
FHWA Administrator
Federal Highway Administration
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. This project supports the Civic Design Center's Guiding Principles for Civic Design by providing health-promoting features that respond to neighborhood attributes, it furthers development of an equitable and desirable transportation infrastructure, and it celebrate streets as places that address neighborhood needs and facilitate community interactions.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life. By strategically linking active transportation facilities with existing transit services, it aims to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community. Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Gaston".

Gary Gaston
Civic Design Center, CEO

Our mission is to advocate for civic design visions and actionable change in communities to improve quality of life for all.

civicedesigncenter.org

June 7, 2024

Administrator Shailen Bhatt
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590
Subject: East Nashville Spokes Project Funding Request

Dear Administrator Blatt,

On behalf of the East End Neighborhood Association, I write to encourage your support for the Nashville Department of Transportation's (NDOT) request for funding for the East Nashville Spokes project.

East End sits squarely within the project footprint, as two of the four streets that form our neighborhood boundaries—South 10th Street and Woodland Street—are two of the three streets included in this project. If funded, the proposed safety changes to these streets would be transformative for our neighborhood and tens of thousands of other Nashvillians.

Like most of my neighbors, I was attracted to this neighborhood specifically for its proximity to everything from schools to parks to shops to restaurants to veterinary services, as well as downtown Nashville just two miles away, with transit lines into the city to our north and south. From a map view, we appear ideally situated for active transportation and car-light lifestyles. But at the ground-level, that proximity does not fully translate into accessibility due to unsafe street crossings and a lack of separation for cyclists, particularly on choke-point routes across the Cumberland River into downtown. Even when choosing (or forced) to drive, residents and visitors to our neighborhood rely on curbside parking which often leaves unsafe streets and intersections between parking spaces and destinations. In my six years on the neighborhood board and three as president, the most common request among neighbors is for safer streets for walking, biking, play, and access to the many amenities tantalizingly close to our homes.

I participated in the stakeholder engagement process for Spokes from the beginning, where I joined representatives from other neighborhoods and business groups in providing feedback and guidance based on our knowledge and experience not just with these streets, but with prior plans that refused to compromise even small conveniences for motorists for the basic viability of active alternatives. This time, I was proud of how persistent our group was in pushing NDOT to truly protect cyclists and pedestrians. I am even more proud of NDOT's willingness to propose plans that do just that. In particular, protected bike lanes on Woodland Street across the river would create a newly viable cycling route into downtown for thousands who currently lack such an option, while the changes to 5th and 10th streets would create walkable connectivity to community centers, schools, grocery stores, churches, shops, a library and more between and across some of the most economically diverse neighborhoods in the city.

We are fortunate at this moment to have city leadership who understand the importance of maintaining and expanding safe infrastructure for all modes of transportation and have the courage to pursue these types of projects. We support them, and we hope you will as well.

Sincerely,



James Guthrie
President, East End Neighborhood Association
Nashville TN, 37206

Budget Narrative File(s)

* **Mandatory Budget Narrative Filename:**

[Add Mandatory Budget Narrative](#)

[Delete Mandatory Budget Narrative](#)

[View Mandatory Budget Narrative](#)

To add more Budget Narrative attachments, please use the attachment buttons below.

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Budget Narrative

Applicant Name	Metropolitan Government of Nashville-Davidson County
Opportunity Number	693JJ324NF00012
Opportunity Name	Active Transportation Infrastructure Investment Program
Assistance List Number	20.205
Total Project Costs	\$18,636,900
Total ATIIIP Grant Request	\$9,362,389
Total Matching Funds	\$7,660,136

NDOT is requesting a total of \$9,362,389 million in ATIIIP funds for the East Nashville Spokes project to support design and construction of all the bicycle and pedestrian facilities. Planning and conceptual design for the East Nashville Spokes project started in 2022, with contributions from a USDOT Surface Transportation Block Grant (STBG) and the required local match for that grant. The total planning, environmental review, final design, and construction cost is estimated to be \$18.6 million, which includes a 20% contingency to cover unanticipated cost increases. Metro Nashville will provide the 45% match in the amount of \$7,660,136. Surface Transportation Block Grant (STBG) funds and the associated local match have funded planning/concept design and NEPA and will partially fund design and construction. The table below summarizes the funding sources supporting the project.

Costs for the East Nashville Spokes project were developed by consulting firm CDM Smith, and are based on a combination of bottom-up estimating and top-down, analogous estimating based on levels of effort, quantities, and costs from the recently completed, award-winning 12th Avenue S Complete and Green Street Project. Costs not allowable for participation are the previously-awarded STBG grant and the associated match.

1. Administrative and legal expenses - \$200,000

The administration fees are costs incurred by NDOT and the Tennessee Department of Transportation (TDOT) Engineering Services (ES). These costs include design review fees for each design milestone (30%, 60%, 90%, 100%/Final) as well as grant reporting during and after construction of the project. This was estimated at 1.5% of construction cost and is based on analogous estimating from other TDOT project inspection fees for NDOT grant-administered projects.

2. Land, structures, rights-of-way, appraisals, etc - \$200,000

The project will require temporary construction easements to adjust driveways and sidewalks to meet ADA requirements. Each of these easements will require an appraisal and review. There are no costs associated with land or structures. The cost estimate is based on similar work conducted on the 12th Avenue S Complete and Green Street Project.

3. Relocation expenses and payments - \$0

There is no relocation as part of the project.

4. Architectural and engineering fees - \$400,000

The estimated construction management and construction engineer for the construction phase. This was estimated at 2.5% of construction cost.

5. Other architectural and engineering fees – \$1,730,750

This cost category includes budget for the Planning, NEPA, and Design phases of the project. Costs not allowed for participation are the previously awarded STBG grant and its associated local match. Planning & NEPA has already been budgeted and contracted to consulting firm Kimley Horn for completion in early 2025. The Planning & NEPA estimate is included on the next page. The Design budget was estimated by CDM Smith and verified by Kimley Horn using analogous cost estimating based on the recently completed 12th Avenue S Complete and Green Street Project.

Project Element	Federal (ATIIP)	Local Match (ATIIP)	Federal (STBG)	Local Match (STBG)	Total
Planning & NEPA			\$381,520	\$95,380	\$476,900
Design	\$640,000	\$160,000	\$640,000	\$160,000	\$1,600,000
Construction	\$8,722,389	\$7,500,136	\$269,980	\$67,495	\$16,560,000
Total	\$9,362,389	\$7,660,136	\$1,291,000	\$322,875	\$18,636,900

East Nashville Backbones April 13, 2022 City of Nashville, Tennessee		Kimley-Horn and Associates, Inc. PE-NEPA										
TASKS	ACTIVITIES	Senior Engineer Drake Danley	Project Manager David Corley	Project Engineer - Ben Vondenbrink	Project Analyst - Jacob McGhee	Senior Environmental Planner - Doug Delaney	Environmental Planner - Laura Moribe	Senior Transportation Planner - Kevin Tilbury	Traffic Engineer - Brad Waldschmidt	Traffic Analyst - Laura Kelly	Project Accountant - Chelsea Williamson	TOTAL
1	Project Management											
	Project Coordination with City of Nashville	3.0	30.0	16.0	6.0				8.0		63.0	
	Project Coordination with TDOT Local Programs	3.0	24.0	12.0	4.0				8.0		51.0	
	Project Kick-off Meeting		2.0	2.0	2.0						6.0	
	Project Review Meetings		2.0	2.0							4.0	
	Project Administration and Accounting	3.0	16.0	8.0	4.0					12.0	43.0	
											167.0	
2	Existing Conditions Survey											
	Data Collection		8.0	8.0	8.0						24.0	
	Survey Review and Coordination		6.0	6.0	6.0						18.0	
											42.0	
3	NEPA Documentation											
	TDOT Environmental Division Coordination					4.0	12.0				16.0	
	Development of Purpose and Need Statement					4.0	12.0				16.0	
	Agency Coordination					4.0	16.0				20.0	
	Environmental Technical Studies						48.0				48.0	
	Document Preparation and Approval					12.0	56.0				68.0	
											168.0	
4	Public Engagement Services											
	Public involvement coordination		24.0	8.0	4.0			4.0	12.0		52.0	
	Steering committee meetings		24.0	8.0				4.0	12.0		48.0	
	Community engagement		16.0	8.0	4.0			4.0	12.0		44.0	
											144.0	
5	Traffic Analysis											
	Data Collection								8.0	48.0	56.0	
	Traffic Forecasting							4.0	16.0	72.0	92.0	
	Mode Shift Potential Evaluation							4.0	16.0	96.0	116.0	
	Capacity Analysis							4.0	20.0	100.0	124.0	
	Safety Analysis							4.0	20.0	80.0	104.0	
	Reporting							4.0	16.0	88.0	108.0	
											600.0	
6	Conceptual Design Services											
	Bike lane street section options review/selections		8.0	8.0					4.0	4.0	24.0	
	Concept design corridor #1 (Woodland St/Union St) - 3 alternatives	8.0	24.0	36.0	32.0						100.0	
	Concept design corridor #2 (S 5th St) - 3 alternatives	8.0	24.0	36.0	32.0						100.0	
	Concept design corridor #3 (S 10th St) - 3 alternatives	8.0	24.0	36.0	32.0						100.0	
	Conceptual design alternative summaries	4.0	20.0	20.0	8.0						52.0	
	Conceptual design visual renderings		4.0	8.0	24.0						36.0	
	Conceptual design maps		8.0	12.0	16.0						36.0	
	Conceptual design submittal and review	12.0	16.0	12.0	8.0						48.0	
	NEPA Coordination		8.0	8.0	4.0						20.0	
											496.0	
	TOTAL PERSON-HOURS	49.00	288.00	254.00	194.00	24.00	144.00	32.00	152.00	488.00	12.00	1,637.00
	PERSON-HOUR LABOR RATES	73.25	47.50	42.50	36.50	72.00	41.50	75.00	64.50	35.00	28.50	
	PERSON-DAY LABOR RATES	586.00	380.00	340.00	292.00	576.00	332.00	600.00	516.00	280.00	228.00	
	LABOR COSTS	3,589.25	13,680.00	10,795.00	7,081.00	1,728.00	5,976.00	2,400.00	9,804.00	17,080.00	342.00	72,475.25
	\$ 72,475.25					Kimley-Horn Direct Labor						
	\$ 141,319.49					Kimley-Horn Overhead (194.99% Federal Funded)						
	\$ 22,448.45					Kimley-Horn Net Fee (10.5%)						
	\$ 236,243.19					Total Kimley-Horn Labor, Overhead and Fee						
	\$ 656.70					Kimley-Horn Direct Expenses						
	\$ 240,000.00					Subconsultant Expenses						
	\$ 476,899.89					NEPA - TOTAL PROJECT						

6. Project inspection fees - \$300,000

The project inspection fees are costs incurred by TDOT ES. In order to comply with all federal and state laws, rules, and regulations, the TDOT ES inspection fees are included to ensure that TDOT's expenses associated with the project during construction are covered. The anticipated TDOT expenses included but are not necessarily limited to Construction Inspection and Material and Testing Expenses (Quality Assurance Testing). This was estimated at 2% of construction cost and is based on analogous estimating from other TDOT project inspection fees for NDOT grant-administered projects.

7. Site work - \$200,000

8. Demolition and removal - \$50,000

9. Construction - \$12,200,000

10. Equipment - \$250,000

The cost estimate for Site work, Demolition and removal, Construction, and Equipment for implementation of the East Nashville Spokes is presented on the next page. These estimates are based on 12th Avenue S Complete and Green Street Project completion. Non-allowable costs are identified as budget from the STBG grant and associated match.

CONSTRUCTION ESTIMATE

This project is to be constructed under the Standard Specification of the Tennessee Department of Transportation Dated: January 1, 2021 and additional specifications and special provisions contained in the construction documents.

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY.	UNIT PRICE (\$)	AMOUNT
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1	\$100,000.00	\$100,000.00
202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$25,000.00	\$25,000.00
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	375	\$90.00	\$33,750.00
203-07	FURNISHING & SPREADING TOPSOIL	CY	275	\$90.00	\$24,750.00
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	75	\$350.00	\$26,250.00
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	5	\$400.00	\$2,000.00
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	7500	\$85.00	\$637,500.00
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	1250	\$110.00	\$137,500.00
303-20	PEA GRAVEL	TON	600	\$90.00	\$54,000.00
307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	320	\$200.00	\$64,000.00
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	13000	\$200.00	\$2,600,000.00
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3	\$3,000.00	\$9,000.00
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	9	\$180.00	\$1,620.00
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	85	\$3,000.00	\$255,000.00
407-02.13	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	S.Y.	8500	\$20.00	\$170,000.00
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LF	36000	\$8.00	\$288,000.00
411-02.10	ACS MIX(PG70-22) GRADING D	TON	8500	\$250.00	\$2,125,000.00
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	40000	\$16.00	\$640,000.00
611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH	15	\$2,500.00	\$37,500.00
701-03	CONCRETE MEDIAN PAVEMENT, ramps and sidewalk	C.Y.	2300	\$800.00	\$1,840,000.00
702-01	CONCRETE CURB	C.Y.	900	\$850.00	\$765,000.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	300	\$850.00	\$255,000.00
712-01	TRAFFIC CONTROL	LS	1	\$500,000.00	\$500,000.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	500	\$30.00	\$15,000.00
712-05.01	WARNING LIGHTS (TYPE A)	EACH	100	\$35.00	\$3,500.00
712-06	SIGNS (CONSTRUCTION)	SF	1200	\$13.00	\$15,600.00
712-07.02	TEMPORARY BARRICADES (TYPE II)	LF	100	\$30.00	\$3,000.00
712-07.03	TEMPORARY BARRICADES (TYPE III)	LF	200	\$30.00	\$6,000.00
712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	EACH	4	\$5,000.00	\$20,000.00
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	SF	1000	\$20.00	\$20,000.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	LF	1000	\$30.00	\$30,000.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	30	\$350.00	\$10,500.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	LF	2150	\$45.00	\$96,750.00
716-04.11	PLASTIC PAVEMENT MARKING (BICYCLE SYMBOL W/RIDER)	EACH	60	\$600.00	\$36,000.00
716-04.21	GREEN TEXTURED BIKE LANE	SY	700	\$80.00	\$56,000.00
716-12.01	ENHANCED FLATLINE THERMO PVM T MRKNG (4IN LINE)	LM	22	\$11,000.00	\$242,000.00
717-01	MOBILIZATION	LS	1	\$150,000.00	\$150,000.00
740-10.01	GEOTEXTILE (TYPE I)(SUBSURFACE DRAINAGE)	SY	6000	\$6.00	\$36,000.00
801-06.10	SHREDDED HARDWOOD MULCH(LANDSCAPING)	CY	400	\$35.00	\$14,000.00
803-01	SODDING (NEW SOD)	SY	1000	\$25.00	\$25,000.00
SPEC	FILTRATION MEDIA FOR INFILTRATION ISLANDS	CY	3000	\$120.00	\$360,000.00
SPEC	GRASSES	EACH	10000	\$70.00	\$700,000.00
SPEC	PERENNIALS	EACH	3000	\$75.00	\$225,000.00
SPEC	SHRUBS	EACH	500	\$160.00	\$80,000.00
TOTAL BASE BID AMOUNT					\$12,735,220.00

11. Miscellaneous - \$0

All costs are included in other cost classification categories and there are no miscellaneous costs to report.

12. Subtotal - \$15,530,750

Per SF424C directions, the sums of items 1 through 11

13. Contingencies – 20% - \$3,106,150

The project includes a generous 20% contingency to cover potential increases in costs or quantities.

14. Subtotal - \$18,636,900

Per SF424C directions, the sum of subtotal (12) and contingencies (13)

15. Project income - \$0

There is no project income.

16. Total Project Costs - \$18,636,900

Per SF424C directions, the difference of subtotal (14) and project income (15)

17. Federal assistance requested – 55% - \$9,362,389

The project is requesting a that DOT fund 55% of the East Nashville Spokes allowable project costs of \$9,362,389. NDOT will fund the remaining 45%.

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
--	--	--

4. Name and Address of Reporting Entity:

Prime SubAwardee

* Name:

* Street 1: Street 2:

* City: State: Zip:

Congressional District, if known:

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency: <input type="text" value="Federal Highway Administration"/>	7. * Federal Program Name/Description: <input type="text" value="Highway Planning and Construction"/> CFDA Number, if applicable: <input type="text" value="20.205"/>
---	--

8. Federal Action Number, if known: <input type="text"/>	9. Award Amount, if known: \$ <input type="text"/>
--	--

10. a. Name and Address of Lobbying Registrant:

Prefix * First Name Middle Name

* Last Name Suffix

* Street 1: Street 2:

* City: State: Zip:

b. Individual Performing Services (including address if different from No. 10a)

Prefix * First Name Middle Name

* Last Name Suffix

* Street 1: Street 2:

* City: State: Zip:

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* Signature:

* Name: Prefix * First Name Middle Name

* Last Name Suffix

Title: Telephone No.: Date:

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CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

<p>* APPLICANT'S ORGANIZATION</p> <p style="border: 1px solid black; padding: 2px;">Metropolitan Government of Nashville-Davidson County</p>	
<p>* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE</p> <p>Prefix: <input style="width: 80px;" type="text"/> * First Name: <input style="width: 200px;" type="text" value="Casey"/> Middle Name: <input style="width: 150px;" type="text"/></p> <p>* Last Name: <input style="width: 300px;" type="text" value="Hopkins"/> Suffix: <input style="width: 80px;" type="text"/></p> <p>* Title: <input style="width: 250px;" type="text" value="Policy Manager"/></p>	
<p>* SIGNATURE: <input style="width: 300px;" type="text" value="Completed on submission to Grants.gov"/></p>	<p>* DATE: <input style="width: 200px;" type="text" value="Completed on submission to Grants.gov"/></p>

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 200,000.00	\$	\$ 200,000.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 200,000.00	\$	\$ 200,000.00
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$ 400,000.00	\$	\$ 400,000.00
5. Other architectural and engineering fees	\$ 1,730,750.00	\$ 1,064,083.00	\$ 666,667.00
6. Project inspection fees	\$ 300,000.00	\$	\$ 300,000.00
7. Site work	\$ 200,000.00	\$	\$ 200,000.00
8. Demolition and removal	\$ 50,000.00	\$	\$ 50,000.00
9. Construction	\$ 12,200,000.00	\$ 281,229.00	\$ 11,918,771.00
10. Equipment	\$ 250,000.00	\$	\$ 250,000.00
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 15,530,750.00	\$ 1,345,312.00	\$ 14,185,438.00
13. Contingencies	\$ 3,106,150.00	\$ 269,062.00	\$ 2,837,088.00
14. SUBTOTAL	\$ 18,636,900.00	\$ 1,614,374.00	\$ 17,022,526.00
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 18,636,900.00	\$ 1,614,374.00	\$ 17,022,526.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 55 % Enter the resulting Federal share.			\$ 9,362,389.30

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant:, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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Standard Form 424D (Rev. 7-97)
Prescribed by OMB Circular A-102

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL <input type="text" value="Completed on submission to Grants.gov"/>	TITLE <input type="text" value="Policy Manager"/>
APPLICANT ORGANIZATION <input type="text" value="Metropolitan Government of Nashville-Davidson County"/>	DATE SUBMITTED <input type="text" value="Completed on submission to Grants.gov"/>

SF-424D (Rev. 7-97) Back

APPLICATION FOR Active Transportation Infrastructure Investment Program (ATIIP)

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

Diana W. Alarcon

5/29/2024

CCA6046554B9261...
Diana W. Alarcon, Director
Nashville Department of Transportation
and Multimodal Infrastructure

Date

Certificate Of Completion

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	Nashville, TN 37219
	Juanita.Paulsen@nashville.gov
	IP Address: 170.190.198.190

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7/12/2024 6:38:36 AM	Juanita.Paulsen@nashville.gov	
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Greg.McClarin@nashville.gov		Viewed: 7/12/2024 8:34:30 AM
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Aaron Pratt		Sent: 7/12/2024 8:34:52 AM
Aaron.Pratt@nashville.gov		Viewed: 7/12/2024 10:21:37 AM
Security Level: Email, Account Authentication (None)		Signed: 7/12/2024 10:21:46 AM
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 ID: a2839e05-a509-4458-9065-d1024a9544ae

Kevin Crumbo/mal		Sent: 7/12/2024 10:21:48 AM
Michelle.Lane@nashville.gov		Viewed: 7/12/2024 2:22:01 PM
Deputy Director of Finance		Signed: 7/12/2024 2:22:31 PM
Metro		Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.185

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Lora Fox		Sent: 7/12/2024 2:22:34 PM
lora.fox@nashville.gov		Viewed: 7/12/2024 4:33:16 PM
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Courtney Mohan
Courtney.Mohan@nashville.gov
Security Level: Email, Account Authentication (None)



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ID: dc5d4148-1d0f-4fa0-8ad8-a429e271a8f9

Kristin Wilson
Kristin.Wilson@nashville.gov
Security Level: Email, Account Authentication (None)



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Viewed: 7/15/2024 11:43:28 AM
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Freddie O'Connell:mpw@nashville.gov
mpw@nashville.gov
Security Level: Email, Account Authentication (None)



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Carbon Copy Events	Status	Timestamp
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Casey Hopkins
Casey.Hopkins@nashville.gov
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Notary Events	Signature	Timestamp
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Greg McClarin

Greg.McClarin@nashville.gov

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Signed: 7/22/2024 2:56:43 PM

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Using IP Address: 170.190.198.185

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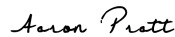
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ID: f04703a9-9bff-40fb-9305-bc8afc2399ea

Aaron Pratt

Aaron.Pratt@nashville.gov

Security Level: Email, Account Authentication (None)



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ID: f7eb53d7-80ca-4e59-b3f2-d8dfc52b5d91

Kevin Crumbo/mal

Michelle.Lane@nashville.gov

Deputy Director of Finance

Metro

Security Level: Email, Account Authentication (None)



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Courtney Mohan

Courtney.Mohan@nashville.gov

Security Level: Email, Account Authentication (None)



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Signature Adoption: Pre-selected Style

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In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Danielle Godin Danielle.Godin@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 7/23/2024 4:37:30 PM Viewed: 7/23/2024 4:48:22 PM
Sally Palmer sally.palmer@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 7/23/2024 7:45:48 AM ID: c28f30f2-216d-4a9a-9cd0-544a120b58f5	COPIED	Sent: 7/23/2024 4:37:31 PM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/22/2024 2:47:58 PM
Certified Delivered	Security Checked	7/23/2024 4:29:01 PM
Signing Complete	Security Checked	7/23/2024 4:37:27 PM
Completed	Security Checked	7/23/2024 4:37:31 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		