

GRANT APPLICATION SUMMARY SHEET

Grant Name: FY22-FY24 Congestion Relief Program 25-27
Department: NDOT
Grantor: U.S. DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable): .
Total Applied For \$10,480,420.00
Metro Cash Match: \$2,620,105.00
Department Contact: Casey Hopkins
880-1676
Status: NEW

Program Description:

NDOT is seeking a \$10 M Congestion Relief Program through USDOT to fund the Downtown Nashville Adaptive Signals and Transportation Demand Management project, which include two (2) of the 103 projects elements identified in the Connect Downtown Action Plan.

Plan for continuation of services upon grant expiration:

N/A

APPROVED AS TO AVAILABILITY OF FUNDS:

APPROVED AS TO FORM AND LEGALITY:

Kevin Crumbaker 4/19/2024 | 1:38 PM PDT
Director of Finance **Date**
AP GJM

Courtney Mohan 4/19/2024 | 3:48
Metropolitan Attorney **Date**

APPROVED AS TO RISK AND INSURANCE:

Balogun Cobb 4/19/2024 | 3:40 PM CDT
Director of Risk Management **Date**
Services

Freddie O'Connell:mpw@nashville.gov 4/19/2024 | 6:40
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:	FY22-FY24 Congestion Relief Program 25-27						
Grantor:	U.S. DEPARTMENT OF TRANSPORTATION		Other:				
Grant Period From:	11/04/24	<small>(applications only)</small> Anticipated Application Date:		04/19/24			
Grant Period To:	11/04/27	<small>(applications only)</small> Application Deadline:		04/22/24			
Funding Type:	FED DIRECT	Multi-Department Grant		<input type="checkbox"/> If yes, list below.			
Pass-Thru:		Outside Consultant Project:		<input type="checkbox"/>			
Award Type:	FORMULA	Total Award:		\$10,480,420.00			
Status:	NEW	Metro Cash Match:		\$2,620,105.00			
Metro Category:	Select Category ---->	Metro In-Kind Match:		\$0.00			
CFDA #	20.205	Is Council approval required?		<input checked="" type="checkbox"/>			
Project Description:			Applic. Submitted Electronically?		<input checked="" type="checkbox"/>		
NDOT is seeking a \$10 M Congestion Relief Program through USDOT to fund the Downtown Nashville Adaptive Signals and Transportation Demand Management project, which include two (2) of the 103 projects elements identified in the Connect Downtown Action Plan.							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
N/A							
How is Match Determined?							
Fixed Amount of \$		or		20.0% % 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	40024	Business Unit	42405024, 42407024
Is not budgeted?				Proposed Source of Match:			FY24 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:		\$2,466,828.86	
*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	FY25	\$1,844,942.40	\$0.00	\$0.00	\$461,235.60	4; 42405024, 42407024	\$0.00	\$2,306,178.00	\$434,253.32	\$0.00
Yr 2	FY26	\$7,151,549.60	\$0.00	\$0.00	\$1,787,887.40	4; 42405024, 42407024	\$0.00	\$8,939,437.00	\$1,683,295.99	\$0.00
Yr 3	FY27	\$1,483,928.00	\$0.00	\$0.00	\$370,982.00	4; 42405024, 42407024	\$0.00	\$1,854,910.00	\$349,279.55	\$0.00
Yr 4	FY__									
Yr 5	FY__									
Total		\$10,480,420.00	\$0.00	\$0.00	\$2,620,105.00	4; 42405024, 42407024	\$0.00	\$13,100,525.00	\$2,466,828.86	\$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 FY22-FY24 Congestion Relief Program**

Version dated 3/14/2024 – Amendment 4

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 or notice) is to solicit applications for FHWA’s Congestion Relief Program (the “Program”) and will result in the distribution of up to \$150 million. The actual amount available to be awarded under this NOFO will be subject to the availability of funds.

Funds made available for Federal Fiscal Years (FY) 2022, 2023 and 2024 for the Program are to be awarded on a competitive basis to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States under 23 United States Code (U.S.C.) 129(d). Specifically, the Program supports projects in urbanized areas having a population greater than 1,000,000. This notice describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available assistance during the grant solicitation period.

DATES:

Applications must be submitted electronically through grants.gov no later than 11:59 p.m., Eastern Standard Time, on April 22, 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 the Congestion Relief Program in the form of a webinar in approximately 21 days after NOFO publication. Details on the specific date, time, registration information, and weblink location for the webinar will be posted to grants.gov at a later date. The Webinar will be recorded and posted on FHWA’s Website for the Bipartisan Infrastructure (BIL) Law Key Programs under the FHWA Office of Operations¹. A Telephone Device for the Deaf (TDD) is available for individuals who are deaf or hard of hearing at (202) 366-3993.

¹ <https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/>

ADDRESSES:

Applications must be submitted electronically through grants.gov. Refer to Assistance Listing Number 20.205 - Highway Planning and Construction.

FOR FURTHER INFORMATION CONTACT:

Ryan Buck
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: congestion.relief@dot.gov
Phone: (202) 366-4229

Alternate:

Robin Hobbs
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: congestion.relief@dot.gov
Phone: (202) 366-4004

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

FHWA will not review applications in advance, but FHWA staff are available for general questions about the Program and this NOFO. FHWA will not provide technical assistance to any applicant including providing guidance on how to address any information that should be included in an application. In addition, FHWA will post answers to questions and requests for clarifications at Grants.gov under this NOFO's page, the Program's webpage at <https://ops.fhwa.dot.gov/bipartisan-infrastructure-law>, and on FHWA's BIL Guidance Website². To ensure applicants receive accurate information about eligibility or the Program, the applicant is encouraged to contact FHWA directly, rather than through intermediaries or third parties, with questions.

Applicants are encouraged to submit questions to congestion.relief@dot.gov by April 08, 2024 to ensure FHWA has adequate time to respond prior to the application deadline.

² <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/guidance.cfm>

FHWA cannot guarantee that questions received after that date will be answered prior to the application deadline.

SUPPLEMENTARY INFORMATION:

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

Table of Contents

SECTION A - PROGRAM DESCRIPTION.....	5
SECTION B – FEDERAL AWARD INFORMATION.....	8
SECTION C – ELIGIBILITY INFORMATION.....	10
SECTION D - APPLICATION AND SUBMISSION INFORMATION	15
SECTION E - APPLICATION REVIEW INFORMATION	29
SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION.....	45
SECTION G – FEDERAL AWARDED AGENCY CONTACTS.....	51
SECTION H – OTHER INFORMATION.....	52

NOTE:

This notice 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 failure 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 for any updates to this NOFO.

SECTION A - PROGRAM DESCRIPTION

1. OVERVIEW

Section 11404(a) of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58, Nov. 15, 2021), established the Congestion Relief Program (the “Program”), which is codified at 23 U.S.C. 129(d). The purpose of the Program is to provide discretionary grants to States, metropolitan planning organizations (MPO), cities, and municipalities to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States. Under the Program, projects must be located in urbanized areas with a population greater than 1,000,000. (23 U.S.C. 129(d)(1)).

The goals of the Program are to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems through:

- (1) improving intermodal integration with highways, highway operations, and highway performance;
- (2) reducing or shifting highway users to off- peak travel times or to nonhighway travel modes during peak travel times; and
- (3) pricing of, or based on, as applicable,
 - parking;
 - use of roadways, including in designated geographic zones; or
 - congestion. (23 U.S.C. 129(d)(3)).

The vision for the Program is to fund operational improvement projects³ that increase the effectiveness of existing transportation system capacity; improve and integrate travel modes other than single-occupant vehicles; and give travelers sufficient motivation to use those modes or to avoid peak-period travel; and to do so in a manner that:

- is equitable to the traveling public and affected communities;
- considers and mitigates any safety impacts;
- reduces greenhouse gas emissions and fine particulate matter; and
- considers and mitigates any potential adverse financial impacts to low-income drivers.

³ The term operational improvement means (i) a capital improvement for installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand management facilities, strategies, and programs, and (ii) such other capital improvements to public roads as the Secretary may designate, by regulation. The term does not include resurfacing, restoring, or rehabilitating improvements, construction of additional lanes, interchanges, and grade separations, and construction of a new facility on a new location. See 23 U.S.C. 101(a)(19)

2. ADMINISTRATION PRIORITIES AND DEPARTMENT STRATEGIC PLAN GOALS

Consistent with the vision for the Program, FHWA seeks to fund projects under this NOFO that, in combination with the merit criteria, advance the following:

Safety

DOT is committed to advancing safe, efficient transportation, including in the Program. The National Roadway Safety Strategy (NRSS), issued January 27, 2022, commits the 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.⁴ The outcomes that are anticipated from the projects funded by the Program should align with the NRSS.

Climate Change and Sustainability

DOT seeks to fund projects under the Program that reduce greenhouse gas emissions in the transportation sector, incorporate evidence-based climate resilience measures and features, reduce the lifecycle greenhouse gas emissions from the project materials, and avoid adverse environmental impacts to air or water quality, wetlands, and endangered species, and address the disproportionate negative environmental impacts of transportation on disadvantaged communities, consistent with Executive Order (E.O.) 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).⁵

Equity and Justice⁴⁰

DOT seeks to award projects under the Program that will create proportional impacts to all populations in a project area, remove transportation related disparities to all populations in a project area, and increase equitable access to project benefits, consistent with E.O. 14901, Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.

DOT also seeks to award projects that address equity and environmental justice, particularly for communities that have experienced decades of underinvestment and are most impacted by climate change, pollution, and environmental hazards, consistent with E.O. 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).

Workforce Development, Job Quality, and Wealth Creation

DOT intends to use the Program 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

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

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

to use the Program to support wealth creation, consistent with the Department’s Equity Action Plan⁶ through the inclusion of Local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms.

Section E of this NOFO, which outlines the FY 2022, FY 2023, and FY 2024 Program grant selection criteria, describes the process for selecting projects that further these goals. 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 grant program is described in the Federal Assistance Listings under the assistance listing program title “Congestion Relief Program” and assistance listing number 20.205 Highway Planning and Construction.

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 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 other DOT programs and opportunities they intend to apply for (or utilize 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.2.f.II.

⁶ https://www.transportation.gov/sites/dot.gov/files/2022-04/Equity_Action_Plan.pdf

SECTION B – FEDERAL AWARD INFORMATION

1. AWARD AMOUNT AVAILABLE

For FY 2022, FY 2023, and FY 2024, up to \$150 million⁷ is available for Congestion Relief Program awards under this NOFO.

2. AWARD SIZE

Under 23 U.S.C. 129(d)(5)(D), the minimum grant award under the Program must be \$10,000,000.

3. AVAILABILITY OF FUNDS

Selected projects will be funded with either FY 2022, FY 2023, or FY 2024 funds. For each of FY 2022, FY 2023, and FY 2024 Program funds available under this NOFO there is an obligation deadline as described in the chart below. Once obligated, Program grant funds are available until expended (subject to requirements and policies regarding inactive obligations).

Fiscal Year	Obligation Deadline	Expenditure Deadline
FY 2022	September 30, 2025	Available until Expended
FY 2023	September 30, 2026	Available until Expended
FY 2024	September 30, 2027	Available until Expended

Obligation of Program grant funds occurs when a selected applicant enters a grant agreement or a project agreement which is a type of grant agreement, as described in Section B.4 Type of Award, with FHWA and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

To determine whether a project selected to receive a Program grant will be funded with FY 2022, FY 2023, or FY 2024 funds, FHWA will consider the estimated project start date provided in the application. Funds will be assigned after announcement of projects selected to receive an award during the grant agreement development process.

4. TYPE OF AWARD

If the successful applicant is a State DOT or if a State DOT will serve as a pass-through entity to a non-State DOT entity, Program 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 the

⁷ Program funds from the Highway Account of the Highway Trust Fund are contract authority, which is reduced based on the imposition of the Federal-aid obligation limitation contained in the annual appropriations acts.

Fiscal Management Information System (FMIS).

If the successful applicant is a non-State DOT, 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 project or, at the request of the successful applicant, an applicable State DOT will administer the project.

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 and the start of the period of performance will begin on the date Program funds are obligated in 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 eInvoicing” and the start of the period of performance will begin on the date the grant agreement is executed by FHWA, which will obligate the Program funds, and end according to the period of performance listed in the grant agreement.

SECTION C – ELIGIBILITY INFORMATION

To be selected for a Program grant, an applicant must meet the eligibility requirements under this section including: Eligible Entity; Statutory Cost Sharing or Match requirements; Eligible Project; Minimum Total Project Costs; Urbanized Area; Financial Effects on Low-Income Drivers; and Tolling Authority if tolls are necessary to implement a Program project. Applications that do not meet these threshold eligibility requirements will not be evaluated under the criteria in Section E.1.

1. ELIGIBLE ENTITIES

Entities eligible to apply for a Program grant are:

- A State for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000; and
- Metropolitan Planning Organization (MPO), city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000. (23 U.S.C. 129(d)(1)(A)(i) and (ii)).

2. COST SHARING OR MATCHING

The Federal share of the cost of a project carried out with a grant under the Program shall not exceed 80 percent of the total project cost. (23 U.S.C. 129(d)(5)(C))

Applicants should use the following equations when determining the cost share for their Program grant project:

$$\text{Program Grant} + \text{Non-Federal Funds} = \text{Total Program Project Cost}$$

$$\text{Program Grant must be } \leq 0.80 \times \text{Total Program Project Cost}$$

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.

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

See Section D.2.f.II for information about documenting cost sharing in the application.

3. OTHER

a. Eligible Projects

Eligible Projects are projects, or an integrated collection of projects, for planning, design, implementation, and construction activities (eligible activities to carry out an eligible project) and achieve the Congestion Relief Program goals as described in Section A and 23 U.S.C.129(d)(3). These projects may include but are not limited to:

- Deployment and operation of an integrated congestion management system⁸;
- Deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing;
- Deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand micro-transit; and
- Incentive programs that encourage travelers to carpool, use nonhighway travel modes during peak period, or travel during nonpeak periods. (23 U.S.C. 129(d)(4)).

Other types of projects that achieve one of more of the Program goals may be considered. These projects may include activities that support transit-oriented development such as improving intermodal integration with highways and other congestion reducing land use strategies that align with the Program goals.

b. Minimum Total Project Cost

For Program projects, the statutory minimum grant award is \$10,000,000. (23 U.S.C. 129(d)(5)(D)). Therefore, the minimum total project cost for a Program project is \$12,500,000 in order to meet the minimum grant award amount and the 20 percent non-Federal match requirement.

c. Urbanized Area

Projects eligible for Program grants must be located in an urbanized area with a population of more than 1,000,000. (23 U.S.C. 129(d)(1)(A)(i) and (ii)). For the purposes of this NOFO, FHWA will use the population figures in the Census Bureau's "2020 Census Qualifying Urban Areas and Final Criteria Clarifications" notice⁹ (87 FR 80114) and the digital maps and geographic

⁸ Under this Program, the term "integrated congestion management system" means a system for the integration of management and operations of a regional transportation system that includes, at a minimum, traffic incident management, work zone management, traffic signal timing, managed lanes, real-time traveler information, and active traffic management, in order to maximize the capacity of all facilities and modes across the applicable region.

⁹ <https://www.federalregister.gov/documents/2022/12/29/2022-28286/2020-census-qualifying-urban-areas-and-final-criteria-clarifications>

shapefiles for the 2020 Census urban areas depicted on the FHWA HEPGIS maps of MPO and 2020 Census Urban Areas¹⁰ to determine if a project is located in an urbanized area with a population of more than 1,000,000.

d. Financial Effects on Low-Income Drivers

A project under the Program shall include, if appropriate, an analysis of the potential effects of the project on low-income drivers¹¹. (23 U.S.C. 129(d)(7)). All applicants must include a statement in their application whether the proposed project will have a potential financial effect on low-income drivers. If the project will affect low-income drivers, the applicant must include the analysis required under 23 U.S.C. 129(d)(7).

Failure to include a statement as to whether the proposed project will have a potential effect on low-income drivers and the required analysis, if the analysis is applicable, will result in a finding that the application is ineligible and will not be evaluated under the criteria in Section E.1.

e. Tolling Authority

If an application for an eligible Program project requests construction funds only and involves tolling to implement the project, then the applicant must have authority to use tolls (Federal, State, and local, as applicable) on the project prior to receiving a Program grant¹². If an application requests grant funds for planning, preliminary engineering and construction funds, the recipient may only utilize the Program funds for planning and preliminary engineering funds prior to completion of National Environmental Policy Act (NEPA) and receipt of toll authority and must have the authority to use tolls prior to the obligation of Program construction funds.

(1) Congestion Relief Program Projects Located off the Interstate System

The Program does not provide Federal tolling authority for projects that propose the use of tolls off the Interstate System. Applicants for these projects would need to have Federal tolling authority under: (1) 23 U.S.C. 129(a) the General Tolling Program; (2) 23

¹⁰<https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=MPO+Boundaries%7CMPO+and+2020+Census+Urban+Areas>

¹¹Under this program, the FHWA considers a low-income driver to be “low-income person” with a household income at or below the U.S. Department of Health and Human Services Poverty Guidelines (<https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines>).

¹² Federal tolling approval as well as authorization for construction for a project selected to receive a Program grant prior to the completion of the NEPA process for the proposed project may be used to inform the NEPA decision making process and the development of a tolling alternative for the proposed project. Selection to receive a Program grant and Federal tolling authority should not be interpreted as a statement of consistency with or a reflection of the alternatives under consideration during the NEPA evaluation process. Selection of a project under this program that is in the preliminary engineering phase and prior to a NEPA determination does not indicate the project has or will receive authority to toll.

U.S.C. 166 the High Occupancy Vehicle Facilities; or (3) the Value Pricing Pilot Program¹³.

If an application for an eligible Program project proposes the use of tolls off the Interstate System, then the applicant must identify in the application whether they already have tolling authority (Federal, State, and local, as applicable) for the project.

If an applicant does not have a suitable Federal tolling authority for the proposed project when they submit a Program application and would like to request authority with the submission of an application, the applicant must do so in the application by explicitly stating that they are requesting tolling authority and provide the following information in the application:

- i. Verifiable evidence that the applicant has State and local, as applicable, tolling authority;
- ii. A summary of any discussions the applicant has had with FHWA regarding the Federal tolling programs; and
- iii. Information about the status of compliance with (a) the Federal planning requirements under 23 U.S.C. 134 and 135, and (b) the NEPA review.

(2) Congestion Relief Program Projects Located on the Interstate System

Under the Program, the Secretary shall allow the use of tolling on the Interstate System as part of a project carried out with a Program grant. (23 U.S.C. 129(d)(6)(A)). The authority is limited to the approval of the use of tolls on the Interstate System in no more than 10 urbanized areas. (23 U.S.C. 129(d)(6)(C)).

If an application for an eligible Program project proposes the use of tolls on the Interstate System, the applicant must request authority to toll the Interstate System under 23 U.S.C. 129(d)(6)(A). This applies to Interstate highways that may already be tolling under other Federal authority, such as the Value Pricing Pilot Program. Should an entity already be tolling under a separate Federal toll authority, the applicant must agree to comply with the toll requirements of 23 U.S.C. 129(d)(6).

Under the Program, the Secretary may only approve the use of tolls on the Interstate System for Program funded projects if all statutory requirements under 23 U.S.C. 129(d)(6)(B) are met. Applicants with projects that require the use of tolls on the Interstate System must address each of these requirements in the application as follows:

- i. the application must include verifiable documentation that the eligible entity has authority under State and local law as applicable to assess the applicable toll;

¹³ Information about the Federal tolling programs can be found at https://www.fhwa.dot.gov/ipd/tolling_and_pricing/tolling_pricing/federal_tolling_programs.aspx

- ii. the application must include the formulaic equation for and a confirmation that the maximum toll rate for any vehicle class is not greater than the product obtained by multiplying the toll rate for any other vehicle class and 5;
- iii. the application must include a declaration signed by the eligible entity that toll rates will not be charged or varied on the basis of State residency;
- iv. the application must include an explanation based on appropriate verifiable and quantifiable data that the use of tolls will enable the eligible entity to achieve the Program goals the applicant identified in its application under Section E.1. Merit criterion 2 without a significant impact to safety or mobility within the urbanized area in which the project is located; and
- v. the application must include a declaration signed by the eligible entity that the use of toll revenues will comply with 23 U.S.C 129(a)(3), which requires public authorities with jurisdiction over a toll facility to ensure toll revenues are used only for:
 - debt service with respect to the projects on or for which the tolls are authorized, including funding of reasonable reserves and debt service on refinancing;
 - a reasonable return on investment of any private person financing the project, as determined by the State or interstate compact of States concerned;
 - any costs necessary for the improvement and proper operation and maintenance of the toll facility, including reconstruction, resurfacing, restoration, and rehabilitation;
 - if the toll facility is subject to a public-private partnership agreement, payments that the party holding the right to toll revenues owes to the other party under the public-private partnership agreement; and
 - if the public authority certifies annually that the tolled facility is being adequately maintained, any other purpose for which Federal funds may be obligated by a State under this title.

Failure to provide all the required information in the application will result in a determination that the proposed application is ineligible and will not move forward for evaluation under the selection criteria in Section E.1.

SECTION D - APPLICATION AND SUBMISSION INFORMATION

1. ADDRESS TO REQUEST APPLICATION PACKAGE

All application materials may be found on Grants.gov at <http://www.grants.gov>.

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

- Opportunity Number: **693JJ324NF00009**
- Opportunity Name: **Congestion Relief Grant Program**
- Assistance Listing Number: **20.205 Highway Planning and Construction**

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 2022 – FY 2024 Congestion Relief Program grant application.

For a 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:

Ryan Buck
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: congestion.relief@dot.gov
Phone: (202) 366-4229

Alternate:

Robin Hobbs
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: congestion.relief@dot.gov
Phone: (202) 366-4004

2. CONTENT AND FORM OF APPLICATION SUBMISSION

All applications must be submitted electronically through grants.gov.

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

The application package must consist of the following in this order:

Required Forms for Non-Construction Project Applications:	Required Forms for Construction Project Applications:
Standard Form 424 (Application for Federal Assistance)	Standard Form 424 (Application for Federal Assistance)
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)
Standard Form 424A (Budget Information for Non-Construction Programs)	Standard Form 424C (Budget Information for Construction Programs)

Note: All mandatory Standard Forms (SF) of the 424 family are available for download at <https://www.grants.gov/forms/forms-repository/sf-424-mandatory-family>.

a. Standard Form 424

Note: Applicants may leave fields 5a, 5b, 6, 7, and 13 blank on the form.

Note: A number of separate PDF flat files must be attached in Item 15 to provide required project information that is not included in the body of the SF-424.

Instructions for adding Item 15 Attachments:

- Click on “Add Attachments” in Item 15 to open the first pop-up window.
- Click “Add Attachment” and a second pop-up File Explorer/Directory window will appear, from which you can choose files to attach. Attachments can be added one at a time or all at once by holding down the CTRL key and selecting multiple files. Select “Open” to add the selected files as attachments.
- Click “Done” to finalize the attachments.
- Click “View Attachments” to see a list of files that have been added as attachments.

Required attachment(s) to the SF 424: the Project Narrative (see Section D.2.f) must be added as Attachments to Item 15 of the SF-424:

b. Grants.gov Lobbying Form

c. Disclosure of Lobbying Activities form (SF-LLL)

d. Required Forms for Non-Construction Projects

Applicants proposing non-construction-related projects must submit the following forms:

- Standard Form 424A (Budget Information for Non-Construction Programs)

Note: The Standard Form 424A should be supported by a budget narrative explaining each element of cost.

e. Required Forms for Construction Projects

Applicants proposing construction-related projects must submit the following forms:

- Standard Form 424C (Budget Information Construction Programs)

Note: The Standard Form 424C should be supported by a budget narrative explaining each element of cost.

f. Project Narrative

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 the eligibility requirements described in Section C and to evaluate the selection criteria specified in Section E.1. 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.f.I
II. Grant Funds, Sources and Uses of all Project Funding	See D.2.f.II
III. Merit Criteria	See D.2.f.III
IV. Project Readiness and Environmental Risk	See D.2.f.IV
V. Administration Priorities and Departmental Strategic Plan Goals	See D.2.f.V
VI. Statutory Required Project Selection Priority	See D.2.f.VI

VII. FHWA Priority Selection Consideration	See D.2.f.VII
VIII. Letters of Support	See Section E.1.a.iv. Merit Criterion 4

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). The project narrative should not exceed 30 pages in length. Appendices may include documents supporting assertions or conclusions made in the 30-page project narrative and do not count towards the 30-page limit. If possible, website links to supporting documentation 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 Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,” etc.) for all attachments. FHWA recommends applications include the following sections:

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

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. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the applicant.

Project Location

The application should provide a concise description of the project's location 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 200MB file size).

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 title 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 2022 – FY 2024 applications selected to receive Program 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.

Other Public and Private Parties

The applicant should describe in detail all 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 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.

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

The applicant 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) Congestion Relief Program 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 Program 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. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds.

If the 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 the Program statutory cost-sharing requirements under Section C.2. 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.

For projects that include eligible operation costs, the amount of Program grant funds that may be used for such costs may not exceed the amount of the cost to implement the project.¹⁴ The applicant must support the need to include the extent in time and cost for such operating assistance. Operating assistance shall be limited to costs allocable to operating the eligible system, service, or program, and may not exceed the amount of cost for the implementation, itself. For Intelligent Transportation Systems (ITS)¹⁵ projects, this would include operating assistance during the period of post-implementation system validation planned according to the required systems engineering analysis and documented in its System Validation Plan.

Complete information about project funds will ensure that the FHWA's expectations for award execution align with any funding restrictions unrelated to the FHWA, even if an award differs from the applicant's request.

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 as insufficient information to assess any criterion will negatively impact the project rating. Applicants should note that merit reviewers will focus on the project narrative 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.

¹⁴ FHWA will not reimburse such costs incurred after the period of performance. Upon the expiration of the period of performance for the project, the recipient shall be responsible for funding the continual operation and maintenance of the project.

¹⁵ Intelligent Transportation System Project is defined under 23 CFR 940.3.

IV. Project Readiness and Environmental Risk

The application should include information that, when considered with the project budget information, is sufficient for the FHWA to evaluate whether the project is reasonably expected to begin construction or implementation, as applicable, in a timely manner. To assist the FHWA's project readiness assessment, the applicant should provide the information requested for a construction or implementation project on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this suggested organization of information, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators.

a) Technical Feasibility.

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities as applicable; 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 or development; 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 as applicable and describes in detail the project to be implemented.

For planning only projects, the applicant should demonstrate how the proposed project can feasibly support desired outcomes by presenting the process model applied for congestion management in the region. Applicants should describe the level of preliminary public support achieved in applying the process model.

For projects that entail implementation of ITS, the application should include information about the portion of the respective regional ITS architecture (RITSA) that the project intends to implement and how it will be used to guide the development and implementation of the associated ITS services through the required systems engineering analysis.¹⁶ This is to include information on the eight minimum elements of the regional ITS architecture (23 CFR 940.9(d)), with emphasis on existing arrangements, or new arrangements that will be required, for system operations, including those that affect interoperability with other existing or planned ITS in the region. An appropriately detailed operational concept should be included with the application.

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.

¹⁶ 23 CFR 940.11(c)(1); 23 CFR 940.9(a)

b) Project Schedule

The applicant should include a detailed project schedule that identifies current project status and all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals. For projects with construction activities, this includes permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. For projects that entail the implementation of ITS, this includes the steps in the systems engineering analysis as would be described in the Systems Engineering Management Plan. The project schedule should be sufficiently detailed to demonstrate that:

- All necessary activities will be complete to allow Program funds to be obligated timely and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- All real property and right-of-way acquisition necessary for the project, as applicable, will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 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 right-of-way acquisition is required, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

c) 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 three years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA re-evaluation 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 statewide transportation improvement program (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 included meaningful public involvement and has community support.

iii. Federal Transportation Requirements Affecting State and Local Planning The planning requirements applicable to the Federal-aid highway program apply to all Program projects.¹⁷ Given the urbanized areas eligible under the Program, the planning requirements for designated Transportation Management Areas are applicable, including the required congestion management process under 23 CFR 450.322.

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 start date for each grant will be specified in the project-specific agreements, signed by FHWA and the grant recipients, and will be

¹⁷ In accordance with 23 U.S.C. 134 and 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP), and statewide transportation improvement program (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 metropolitan planning organization (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.

based on critical path items that applicants identify in the application, and will be consistent with relevant State and local plans.

d) Assessment of Project Risks and Mitigation Strategies

For highway construction and system implementation projects, 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 the lead applicant and any project partners have undertaken or will undertake to mitigate those risks.¹⁸ The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent they are unfamiliar with the Federal-aid highway program, applicants should contact the FHWA Division office in their State as found at FHWA's Field Offices¹⁹ Website Federal Highway Administration (dot.gov) 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.

V. Administration Priorities and Departmental Strategic Plan Goals

a) Safety

Applicants must address how their project provides substantial safety benefits. 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 completion. Applicants should include how their project will not negatively impact the overall safety of the traveling public. FHWA will assess how well the Program grant applications identify and address the potential adverse safety impacts associated with proposed congestion relief solutions under Merit Criterion 3 as described in Section E.

b) Climate Change and Sustainability

Applicants must address how the project will consider climate change and environmental justice in the planning stage and in project delivery. In particular, applicants must address how the project reduces greenhouse gas emissions in the transportation sector, incorporates evidence-based climate resilience measures and features, and reduces the lifecycle greenhouse gas emissions from the project materials. Applicants also must 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

¹⁸ FHWA considers an applicant's lack of experience with receipt and expenditure of Federal-aid highway funds under title 23, U.S.C. a material risk.

¹⁹ <https://www.fhwa.dot.gov/about/field.cfm>

negative impacts of climate change and pollution on disadvantaged communities, including natural disasters, with a focus on prevention, response, and recovery. FHWA will assess climate change and sustainability benefits of Program grant applications under Merit Criteria 1, 2, and 5 as described in Section E.

c) Equity and Justice⁴⁰

Applicants must address how their project will include an equity assessment which evaluates whether a 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 transportation options, improve safety, connect Americans to good-paying jobs, fight climate change, and/or improve access to resources and quality of life.

Applicants are encouraged to use Climate & Economic Justice Screening Tool (CEJST)²⁰, a new tool by the White House Council on Environmental Quality, that aims to help Federal agencies identify disadvantaged communities as part of the Justice40 initiative to accomplish the goal that 40 percent of benefits from certain federal investment reach disadvantaged communities. Applicants should use CEJST as the primary tool to identify disadvantaged communities (Justice40 communities). Applicants are strongly encouraged to use the DOT Equitable Transportation Community (ETC) Explorer²¹ to understand how their community or project area is experiencing disadvantage related to lack of transportation investments or opportunities. Through understanding how a community or project area is experiencing transportation-related disadvantage, applicants are able to address how the benefits of a project will reverse or mitigate the burdens of disadvantage and demonstrate how the project will address challenges and accrued benefits.

Projects should demonstrate, to the extent possible, that outcomes should target at least 40 percent of benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.

FHWA will assess equity and environmental justice benefits of the Program grant applications under Merit Criterion 5 as described in Section E.

d) Workforce Development, Job Quality, and Wealth Creation

Applicants must address how their project will create good-paying jobs with free and fair choice to join a union; promote investments in high-quality workforce development

²⁰ See Addendum to the Interim Implementation Guidance for the Justice40 Initiative, M-21-28, on using the Climate and Economic Justice Screening Tool (CEJST) (Jan. 27, 2023), <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>; <https://screeningtool.geoplatform.gov>.

²¹ <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/Homepage/>

programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeship, 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. Applicants should address how the project promotes local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms. FHWA will assess Workforce Development, Job Quality, and Wealth Creation benefits of Program grant applications under the FHWA Priority Selection Considerations in Section E.

VI. Statutory Required Project Selection Priority

Applicants should address the degree of recurrent congestion in the urbanized area in which the proposed project is located. This information will be used to assess the responsiveness of an application to the statutory required project selection priority under 23 U.S.C. 129(d)(5)(B) as described in Section E.

VII. FHWA Priority Selection Considerations

The applicant should describe how the proposal meets the FHWA Priority Selection Considerations listed in Section E. 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. Applicants should review Section E to understand how the project will be evaluated under the FHWA Priority Selection Considerations.

VIII. Letters of Support

Applicants should submit any letters of support or endorsement for consideration by FHWA, as detailed in Section E.1.a.iv

3. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD (SAM)

The Data Universal Numbering System (DUNS), required for entities doing business with the Federal government, was replaced by the Unique Entity Identifier (UEI) in the System for Award Management (SAM). Applicants must now use their UEI, issued during the SAM.gov registration process, to do business with DOT. If your entity was actively registered, then your UEI was automatically assigned and it is currently viewable in SAM.gov; there is no action for registered entities to take at this time to obtain your 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:

- Be registered in SAM before submitting their application;

- Provide a valid UEI in their application; and
- Continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by a Federal awarding agency.

Please see <https://www.grants.gov/applicants/applicant-faqs#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 the Federal awarding agency is ready to make a Federal award, the Federal awarding agency may determine that the applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another applicant.

NOTE TO APPLICANTS: The SAM.gov requires the registrant 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 Standard Time on April 22, 2024 (the “application deadline”).

5. INTERGOVERNMENTAL REVIEW

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

6. FUNDING RESTRICTIONS

a. Unless authorized by FHWA in writing after FHWA’s announcement of FY 2022 - FY2024 Program applications selected to receive an award, any costs incurred prior to FHWA’s obligation of funds for a project (“pre-award costs”) are ineligible for reimbursement.

b. 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

a. Scalable Project Options

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a 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.

b. Submission Location

Applications must be submitted to *Grants.gov*.

c. 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.

d. Late Applications

Applicants experiencing technical issues with Grants.gov that are beyond the applicant’s control must contact grants.gov at support@grants.gov or visit their support Webpage at <https://www.grants.gov/support> prior to the application deadline with the username of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov “Grant tracking number;”
- (3) The “Legal Business Name” for the applicant that was provided in the SF-424;
- (4) The Point of Contact name submitted in the SF-424;
- (5) The UEI associated with the application; and
- (6) 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; 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 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.

SECTION E - APPLICATION REVIEW INFORMATION

FHWA will award FY 2022, FY 2023, and FY 2024 Program grants based on an evaluation of the Merit Criteria and Project Readiness, and evaluation of the responsiveness to the Statutory Required Project Selection Priority and FHWA Priority Selection Considerations described in this Section under E.1 and the Review and Selection Process described in Section E.2.

1. CRITERIA

a. Merit Criteria

FHWA will evaluate the FY 2022, FY 2023, and FY 2024 Program applications using the following merit criteria:

i. Merit Criterion 1: Characterizing Congestion and Associated Impacts

FHWA will evaluate how well the application indicates a clear understanding of:

- (1) the type, extent, and duration of the congestion in the project area; and
- (2) the impacts associated with that congestion including the economy, environment, and mobility, ~~safety, and the environment~~.

The application should include the transportation system performance measures and the associated acceptability levels of performance established for the respective congestion management process that aligns with the Program goals. Where applicable, the CMAQ Transportation Performance Management measures as reported to FHWA for the Urbanized Area Congestion Reports²² should be included in the application.

Highly Responsive	<p>For each of the two discussion points for this criterion, the application provides a detailed discussion, supported by verifiable quantifiable data for:</p> <p>(1) the type, extent, and duration of congestion experienced within the project area using the multi-modal system performance measures established in the congestion management process and identifies the type and underlying causes of congestion. AND</p> <p>(2) the current impacts of the congestion on all users of the transportation system as well as communities connected to the project area including at a minimum all of the following: <i>(a)</i> economic costs; <i>(b)</i> environmental costs including air quality from vehicle emissions;</p>
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²² https://www.fhwa.dot.gov/tpm/reporting/state/urbanized_areas.cfm

	and (c) mobility including traffic flow within the project area as well regional and national highway networks connected to the project area.
Responsive	<p>The application addresses both discussion points (1) and (2) but the description does not include detailed information and quantifiable data to support each point or provides limited quantifiable data on one or both discussion points.</p> <p>OR</p> <p>The application includes quantifiable data but there is no demonstration in the application of how that data supports the applicable discussion point.</p>
Non-Responsive	<p>The application did not address both discussion points (1) and (2).</p> <p>OR</p> <p>Data provided in the application are insufficient to assess how they support an applicable discussion point. OR</p> <p>No data are provided in the application.</p>

ii. Merit Criterion 2: Congestion Management and Alignment with Program Goals and the Administrative Priority for Considering Climate Change

FHWA will evaluate how well the application:

- (1) evaluates and selects congestion management strategies for the proposed project described in the application to address the congestion and the associated impacts described under Merit Criterion 1;
- (2) describes the anticipated improvement to each of those impacts and the degree to which the associated congestion management strategies align with the Congestion Relief Program goals;
- (3) demonstrates how the congestion management process has informed the decisions and accepted approach to advance the selected strategies for the proposed project; and.
- (4) demonstrates the consideration of how the congestion management strategies considered climate change and resiliency.

<p>Highly Responsive</p>	<p>For each of the four discussion points for this criterion, the application provides a detailed discussion, supported by verifiable quantifiable data for:</p> <p>(1) how the application evaluates the selected congestion management strategies for the proposed project in addressing the congestion impacts on <u>the economy, environment, and</u> mobility, safety, and the environment identified under Merit Criteria 1, including how this evaluation provides decision makers and the public guidance on selecting effective strategies; AND</p> <p>(2) the anticipated degree of improvements to each of the impacts identified under Merit Criterion 1, including the performance measures used toward meeting the Congestion Relief Program goals for the urbanized area; AND</p> <p>(3) how the congestion management process has informed the decisions and accepted approach to advance the selected strategies for the proposed project, including how such implemented strategies will be monitored and assessed for their effectiveness toward Congestion Relief Program goals; AND.</p> <p>(4) the consideration of how the congestion management strategies considered climate change and resiliency.</p> <p>For Planning only projects, the application clearly describes how each of the four discussion points will be addressed in the scope of the project.</p>
<p>Responsive</p>	<p>The application addresses all four discussion points for this criterion, but the description does not include detailed information and quantifiable data to support each point or provides limited quantifiable data on one or more discussion points.</p> <p>OR</p> <p>The application includes quantifiable data but there is no demonstration in the application of how that data supports the applicable discussion point.</p>

Non-Responsive	<p>The application did not address one or more of the four discussion points. OR</p> <p>Data provided in the application are insufficient to assess how they support the applicable discussion point(s). OR</p> <p>No data are provided in the application.</p>
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iii. Merit Criterion 3: Safety

FHWA will evaluate how well the proposed project will address safety within the project area, including serious and fatal injuries, and how the applicant identifies and avoids or plans to mitigate potential negative safety impacts associated with the proposed project. The application should address the following:

- (1) the number and type of crashes including serious injuries, and fatalities within the project area;
- (2) whether the proposed Congestion Relief Program project (a) will maintain or will improve the current safety performance or (b) will not result in negative safety impacts to users of the surface transportation system within the project area
- (3) the strategies the applicant will incorporate into the proposed Program project to mitigate any negative safety impacts from the project with consideration for all users, including vulnerable road users;²³ and
- (4) how the proposed project supports actions and activities identified in the National Roadway Safety Strategy²⁴.

²³ A vulnerable road user is a non-motorist with a fatality analysis reporting system (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedal cyclist as defined in the ANSI D16.1-2007. (See 23 U.S.C. 148(a)(15) and 23 CFR 490.205). A vulnerable road user may include people walking, biking, or rolling. Please note that a vulnerable road user: (1) Includes a highway worker on foot in a work zone, given they are considered a pedestrian; and (2) Does not include a motorcyclist.

²⁴ NRSS available at <https://www.transportation.gov/NRSS>

<p>Highly Responsive</p>	<p>For each of the four discussion points for this criterion and actions and activities identified in the NRSS, the application provides a detailed discussion, supported by verifiable quantifiable data for:</p> <p>(1) the number and type of crashes, including serious injuries and fatalities within the project area, particularly on the highway segments subject to or otherwise affected by the proposed physical or operational changes, including changes in travel patterns; AND</p> <p>(2) how the proposed project will maintain, improve, or will not result in negative impacts to the current safety performance of the transportation system within the project area; AND</p> <p>(3) how the strategies will be used to ensure the Congestion Relief Program funded project will promote positive safety benefits for all users., including any mitigative strategies for addressing the safety concerns identified in (2) under this criterion; AND</p> <p>(4) how the proposed actions and activities align with the National Roadway Safety Strategy.</p> <p>For Planning only projects, the application clearly describes how each of the four discussion points are incorporated into the scope of the project.</p>
<p>Responsive</p>	<p>The application addresses discussion points (1) through (4) for this criterion, but the description does not include detailed information and quantifiable data to support each of these discussions or provides limited quantifiable data on one or more of these discussion points. OR</p> <p>The application includes quantifiable data, but there is no demonstration in the application of how that data support the applicable discussion point.</p>

<p>Non-Responsive</p>	<p>The application did not address one or more of the four discussion points (1) through (4). OR</p> <p>Data provided in the application are insufficient to assess how they support the applicable discussion point(s). OR</p> <p>No data are provided in the application.</p>
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iv. Merit Criterion 4: Public Engagement, Collaboration, and Partnerships

FHWA will evaluate whether and to what extent the application includes a continual and meaningful public engagement involvement plan:

- (1) with public participation that is accessible to all persons regardless of race, color, national origin, disability, age, and sex;
- (2) that includes partnerships and collaboration with community stakeholders as well as other agencies (State, local, regional, and Federal); and
- (3) that addresses how input provided during the public engagement process will be considered during the planning and project delivery processes including but not limited to project stakeholder involvement in the operation of any proposed Congestion Relief Program funded activities.

<p>Highly Responsive</p>	<p>For discussion points (1), (2), and (3) for this criterion, the application provides a detailed discussion, supported by verifiable quantifiable data that:</p> <p>(1) demonstrates there was effective public participation accessible to all persons regardless of race, color, national origin, disability, age, and sex, OR the application includes a detailed public engagement plan that demonstrates there will be effective public participation to include all persons; AND</p> <p>(2) demonstrates that the development of the project included partnerships and collaboration with community stakeholders as well as other agencies (State, local, regional, and Federal), OR the application includes a detailed plan for the development of the project will include partnerships and collaboration with community stakeholders as well as other agencies (State, local, regional, and Federal); AND</p>
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	(3) The application provides a detailed discussion about how input provided during the public engagement process was or will be considered during the planning and project delivery processes including but not limited to project stakeholder involvement in the operation of any proposed Program funded activities. The application identifies each entity that was engaged and includes letters of support for the project attached to the application including but not limited to those stakeholder and agencies that will be involved in the operation of any proposed Program funded activities.
Responsive	The application addresses all three discussion points for this criterion, but the description does not include detailed information and quantifiable data to support each point or provides limited quantifiable data on one or more discussion points. <i>OR</i> The application includes quantifiable data but there is no demonstration in the application of how that data supports the applicable discussion point.
Non-Responsive	The application did not address one or more of the three discussion points. <i>OR</i> Data provided in the application are insufficient to assess how they support the applicable discussion point(s). <i>OR</i> No data are provided in the application.

v. Merit Criterion 5: Equity and Justice⁴⁰

FHWA will evaluate how equity²⁵ and Justice⁴⁰ considerations have been or will be addressed within the Congestion Relief Program project area based on:

- (1) identification of the benefits of the proposed project beyond those discussed under Merit Criterion 2;
- (2) whether an equity assessment has been or will be conducted for the proposed project area to identify disadvantaged communities that have experienced decades of

²⁵ Definitions for “equity” and “underserved communities” are found in E.O. 14901, Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Section 10.

underinvestment and are most impacted by climate change, pollution, and environmental hazards within the project area;

(3) whether the application includes a public engagement plan specifically to include members of all disadvantaged communities within the project area;

(4) how the results of the equity assessment and public engagement will be integrated into the planning, development, implementation, and operation of a Program project; and

(5) how the proposed Program project will, to the extent possible, provide at least 40 percent of the project benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.

<p>Highly Responsive</p>	<p>The application addresses each of the five discussion points for this criterion as follows:</p> <p>(1) The application expands upon the information provided under Merit Criterion 2 and 3, with a detailed discussion with verifiable data about other benefits of the proposed project including but not limited to increasing affordable transportation options, improving safety, connecting Americans to good-paying jobs, fighting climate change, and improving access to resources and quality of life; AND</p> <p>(2) The applicant conducted an equity assessment using CEJST to identify if there are disadvantaged communities within the project area and used the DOT ETC Explorer to understand how the identified communities within the project area experiencing disadvantages related to lack of transportation investments or opportunities. The application includes a detailed discussion with quantifiable data about all of the findings of the assessment; AND</p> <p>(3) Building upon the information provided under Merit Criterion 4, based upon the findings of the equity assessment, the application provides a detailed public engagement plan specifically to including members of all disadvantaged communities within the project area. The plan includes opportunities to engage in fair and meaningful discussions to hear directly from each community about specific improvements that would reduce transportation-related disparities including reliable travel times to access opportunities and services within the project area; AND</p> <p>(4) The application includes a detailed discussion about how findings of the equity assessment and public engagement will be addressed by integrating appropriate activities into the planning, development,</p>
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	<p>implementation, and operation stages of the proposed Program project, specifically including mitigation measures to deal with any potential adverse financial effects on low-income drivers; AND</p> <p>(5) The application includes a detailed discussion about whether the proposed Program project will provide at least 40 percent of the project benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.</p> <p>For Planning only projects, the application should describe how each of these discussion points are incorporated into the scope of the project to be carried out as part of the planning project.</p>
Responsive	<p>The application addresses all five discussion points for this criterion, but the description does not include detailed information and quantifiable data to support each point or provides limited quantifiable data on one or more discussion point.</p> <p>OR</p> <p>The application includes quantifiable data but there is no demonstration in the application of how that data supports the applicable discussion point.</p>
Non-Responsive	<p>The application did not address one or more of the five discussion points.</p> <p>OR</p> <p>Data provided in the application are insufficient to assess how they support the applicable discussion point.</p> <p>OR</p> <p>No data are provided in the application.</p>

b. Project Readiness

FHWA will consider project readiness to assess the likelihood of a successful project. In this project readiness analysis, FHWA will consider three evaluation components: **(i)** Environmental Risk Assessment; **(ii)** Technical Assessment; and **(iii)** Financial Completeness Assessment.

For planning only projects, FHWA will consider (a) whether preliminary public and stakeholder involvement activities have occurred to inform the proposed study, and (b) the applicant's understanding of related planning documents covering the project study area which support the study.

Each evaluation component specifies the information to be addressed in the application, along with the basis FHWA will use for the associated rating. As indicated in Section E.1.c, Overall Rating, low scoring in Project Readiness will result in an overall rating of “*Not Recommended*” on the application.

i. Environmental Risk Assessment

The Environmental Risk Assessment analyzes the project’s environmental approvals and likelihood of the necessary approval affecting project obligation as described in Item IV of the Project Narrative and results in a rating of “*High Risk*,” “*Moderate Risk*,” or “*Low Risk*.”

ii. Technical Assessment

The Technical Assessment will assess the applicant’s capacity to successfully deliver and maintain 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 DOT regulations, the Americans with Disability Act, and Section 504 of the Rehabilitation Act), previous experience with DOT discretionary grant awards, and the technical experience and resources dedicated to the project. This review is partially based on information submitted with the application and partially based on FHWA’s knowledge of the applicant’s past performance.

The Technical Assessment will also assess the technical feasibility of the project as described in Item IV of the Project Narrative.

Technical Assessment ratings will be one of the following: “*Certain*,” “*Somewhat Certain or Unknown*,” or “*Uncertain*.”

FHWA will assign the highest rating of “*Certain*,” if the application demonstrates that:

- the applicant has extensive experience with Federal funds;
- the applicant has extensive experience completing projects with similar scope;
- the applicant has the resources to deliver the project;
- the project has minimal or no incomplete ROW acquisition;
- the project will comply with all applicable Federal requirements; and
- the applicant demonstrates the technical feasibility of the project in detail.

Lack of previous project delivery according to Federal requirements is not sufficient justification for a rating of “*Uncertain*,” but may result in a rating of “*Unknown*.”

iii. Financial Completeness Assessment

The Financial Completeness Assessment reviews the availability of funding for the project including matching funds and whether the applicant presented a complete funding package as described in Item II of the Project Narrative, and will receive a rating of “*Complete*,” “*Partially Complete*,” or “*Incomplete*.”

FHWA will assign the highest rating of “*Complete*,” if the application:

- identifies funding sources for the full project budget;
- indicates the funding level of commitment or availability;
- includes documented support such as letters of commitment;
- and indicates a plan to address potential cost overruns (by including an explicit contingency amount with a funding source, or otherwise).

FHWA will also consider whether the applicant indicated the level of development that the project is based on. A project with funding estimates that is based on early stages of development (e.g., concepts) or outdated cost estimates without specified budget contingencies may receive a lower rating. All applicants should describe a plan to address potential cost overruns and future operational and maintenance costs and how those costs will be funded.

An application could receive an “*Incomplete*” rating if significant project activities that are ineligible for Congestion Relief Program funding are included in the application package, but their funding source is not fully identified and it’s uncertain that funds will be secured to move the project forward.

The ratings for each of the three components of Project Readiness described above will follow the following table:

Note: Technical Review Team (TRT)

Component	1	2	3
Environmental Risk Assessment	<p><i>High Risk:</i></p> <p>The project has not completed or begun NEPA or secured necessary Federal permits and there are known environmental, or litigation concerns associated with the project.</p>	<p><i>Moderate Risk:</i></p> <p>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.</p>	<p><i>Low Risk:</i></p> <p>The project has completed NEPA and secured necessary Federal permits, or it is highly likely that they will be able to complete NEPA and secure necessary Federal permits and other environmental reviews in the time necessary to meet their project schedule.</p> <p>Planning only projects meet the requirements for a categorical exclusion.</p>
Technical Assessment	<p><i>Uncertain:</i></p> <p>The TRT is not confident in the applicant's capacity to deliver this project in a manner that satisfies Federal requirements.</p> <p>OR</p> <p>The TRT is not confident in the technical feasibility of the project or if the project will be successfully completed.</p>	<p><i>Somewhat Certain/Unknown:</i></p> <p>The TRT is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements.</p> <p>OR</p> <p>The TRT is moderately confident in the technical feasibility and completion of the project.</p>	<p><i>Certain:</i></p> <p>The TRT is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements, including commitment to subsequent operations and maintenance. AND</p> <p>The TRT is confident in the technical feasibility and completion of the project.</p>

Financial Completeness Assessment	<i>Incomplete:</i> 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. Plan to address potential cost overruns is not provided.	<i>Partially Complete:</i> Project funding is not fully committed but appears stable and highly likely to be secured in time to meet the project's construction schedule. Plan to address potential cost overruns is not fully provided.	<i>Complete:</i> The Project's Federal and non-Federal sources are stable and fully committed and there is demonstrated funding available to cover contingency/ cost increases. Plan to address potential cost overruns is provided.
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The Project Readiness Criterion will receive an overall rating based on the assessment of the three components using the table below.

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

c. Overall Application Rating

The Technical Review Team (TRT) will assign each eligible application a rating of “*Highly Recommended*”, “*Recommended*”, or “*Not Recommended*” for further consideration of grant award selection under the Congestion Relief Program on the following basis:

- A ***Highly Recommended*** Project is one that:
 - receives a rating of “*Highly Responsive*” for Equity and Justice⁴⁰; and
 - receives a rating of “*Highly Responsive*” in at least 3 of the 4 other Merit Criteria; and
 - receives no less than a “*Medium-High*” rating for Project Readiness.
- A ***Recommended*** Project is one that:
 - receives no less than a “*Responsive*” rating for any of the five Merit Criteria; and
 - receives no less than a “*Medium*” rating for Project Readiness; and
 - is not rated “*Highly Recommended*.”
- A ***Not Recommended*** Project is one that:
 - receives a rating of “*Not Responsive*” in one or more of the five Merit Criteria; or

- receives less than a “*Medium*” rating for Project Readiness; or
- is not rated “*Highly Recommended*” or “*Recommended*.”

2. REVIEW AND SELECTION PROCESS

FHWA will conduct an application intake and eligibility review by providing an initial eligibility screening based on the statutory eligibility criteria in Section C. Only eligible projects will be evaluated against the Merit Criteria and for Project Readiness, and responsiveness to the Statutory Required Project Selection Priority and FHWA Priority Selection Considerations. The Program application evaluation process consists of (a) a Technical Merit Review and (b) a FHWA Senior Review.

a. Technical Merit Review

The evaluation of eligible applications will be conducted by a TRT who may consist of individuals from FHWA Headquarters and Division offices. The TRT will evaluate each eligible application against the Merit Criteria and for Project Readiness under Section E.1 and assign an Overall Application Rating.

All *Highly Recommended* and *Recommended* applications will be reviewed by the FHWA Division office in the State in which the project is located. The Division offices will review the respective applications and evaluate whether there are any aspects in the delivery of the proposed project that may prevent the project from moving forward.

TRT will also evaluate each *Highly Recommended* and *Recommended* application against its responsiveness to the Statutory Required Project Selection Priority and the FHWA Priority Selection Considerations. TRT will send to the FHWA Senior Review Team the Overall Application Rating for each *Highly Recommended* and *Recommended* application and the evaluation of responsiveness to the Statutory Required Project Selection Priority and to the FHWA Priority Selection Considerations.

b. Statutory Required Project Selection Priority

Under 23 U.S.C. 129(d)(5)(B), in providing grants under the Program, the Secretary shall give priority to projects in urbanized areas that are experiencing a high degree of recurrent congestion. In applying the statutory priority, FHWA will evaluate “a high degree of recurrent congestion” using the information provided by the applicant and in the most recent posting of the Annual Delay per Commuter in the Urban Mobility Report by Texas A&M Transportation Institute.

c. FHWA Priority Selection Considerations

After completing the merit review, among projects of similar merit, FHWA will prioritize FY 2022 – FY 2024 Program projects that meet one or more of the following:

- (1) But for the award of a Program grant, the applicant would not be able to begin or

complete the proposed project;

(2) The project can begin (Program grant funds can be obligated) within 6 months of the date of the Program grant award is announced;

(3) The project includes innovative, integrated, multimodal solutions to congestion relief consistent with the required congestion management process under 23 CFR 450.322;

(4) The project includes Local inclusive economic development and entrepreneurship such as the utilization of Disadvantaged Business Enterprises (DBE), Minority-owned Businesses, Women-owned Businesses, or 8(a) firms; and

(5) The project demonstrates clear utilization of local and economic hiring preferences that ensure workers on the project come from economically disadvantaged communities.

For Planning only projects, the application should address FHWA Priorities in the following manner:

(1) But for the award of a Program grant, the applicant would not be able to begin or complete the proposed project;

(2) The project can begin (Program grant funds can be obligated) within 6 months of the date of the Program grant award is announced;

(3) The project will include consideration of innovative, integrated, multimodal solutions to congestion relief consistent with the required congestion management process under 2 CFR 450.322;

(4) The project includes local inclusive economic development and entrepreneurship such as the utilization of DBE, Minority-owned Businesses, Women-owned Businesses, or 8(a) firms; and

(5) The project demonstrates clear utilization of local and economic hiring preferences that ensure workers on the project come from economically disadvantaged communities.

d. Senior Review

FHWA Senior Review Team (SRT) consists of senior FHWA officials who have been requested to serve by the FHWA Administrator. FHWA SRT, which may include the FHWA Administrator's participation in the review process, advises the FHWA Administrator which projects the FHWA Administrator should select for funding.

FHWA SRT will determine which *Highly Recommended* projects to advance to the FHWA Administrator. FHWA SRT may also recommend for selection a project that is rated *Recommended* over a *Highly Recommended* project. When recommending a project that is rated *Recommended* over a *Highly Recommended* project, the FHWA SRT will select *Recommended* projects by considering the responsiveness to the FHWA Priority Selection Considerations and number of Merit Criteria rated *Highly Responsive*.

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

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

e. 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, because of the quantity, size and scope of the applications received in response to this notice and the results of the application review process. Discussions may include scalable project options as described under Section D.7.a. of this NOFO.

3. APPLICANT RISK ASSESSMENT

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR 200.206. FHWA must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM.gov. An applicant may review information in SAM.gov 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 SAM.gov, 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.

SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION

1. FEDERAL AWARD NOTICES

Following the evaluation outlined in Section E, the FHWA Administrator will announce projects selected to receive a Program grant by posting a list at the Webpage for the BIL Key Programs under the FHWA Office of Operations²⁶. 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. Recipients of Program grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, FHWA will reimburse Program funds to recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Unless authorized by FHWA in writing after announcement of FY 2022, FY 2023, and FY 2024 Program projects selected to receive an award, any costs that a recipient incurs before FHWA executes a grant 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 FHWA 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 DOT and FHWA; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. 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

²⁶ <https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/>

involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier 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.

a. Program Requirements

i. Critical Infrastructure Security 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 under this NOFO 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 the Department and the Department of Homeland Security, will be required to do so before receiving funds.

ii. 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 executive branch 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 at Pub. L. No 117-58, div. G §§ 70901–70927. 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(g), Buy America requirements 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, U.S.C. funds. As another example, Americans with Disabilities Act (ADA) regulations apply to all projects funded under this NOFO.

iii. 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 Part 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.

iv. Federal Contract Compliance

As a condition of grant award and consistent with E.O. 11246, EEO (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 DOL's 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. 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 Website²⁷.

v. Climate Change and Environmental Justice

Each applicant selected for Congestion Relief Program grant funding must demonstrate effort to consider climate change and environmental justice impacts. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by FHWA, will be required to do so before receiving funds for construction, consistent with E.O. 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619).

vi. Equity and Barriers to Opportunity

Each applicant selected for Program grant funding must demonstrate effort to improve equity and reduce barriers to opportunity. Projects that have not sufficiently considered equity and barriers to opportunity in their planning, as determined by FHWA, will be required to do so before receiving funds for construction, consistent with E.O. 14901, Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.

vii. Labor and Workforce

Each applicant selected for Program grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. To the extent that applicants have not sufficiently considered job quality and labor rights in their planning, as determined by DOL, the applicants will be required to do so before receiving funds for

²⁷ <https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>

construction, 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).

viii. Intelligent Transportation System Projects

For Program projects that include ITS implementation, prior to obligation of Program grant funds, the applicant must demonstrate compliance with the FHWA ITS regulations under 23 CFR Part 940. The applicant must demonstrate use of a properly tailored systems engineering analysis commensurate with the project scope, including the adherence of the ITS project to its respective regional ITS architecture.²⁸

For Planning only projects, congestion management strategies enabled by ITS technologies, as related to the regional ITS architecture and aligned with the Congestion Relief Program goals, should be appropriately considered in the planning process.²⁹ The planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures.³⁰

3. REPORTING

a. Progress Reporting on Grant Activities

Each applicant selected for Congestion Relief Program 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 the Program.

b. Performance and Program Evaluation

As a condition of grant award, 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. FHWA 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 or FHWA staff; (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 subrecipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation

²⁸ 23 CFR 940.13

²⁹ 23 CFR 450.322(4)

³⁰ 23 CFR 450.306(d)(4)

to meaningfully document and measure their progress towards meeting an agency priority goal(s). 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 subrecipients 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.” (5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

For grant recipients receiving an award, evaluation costs are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

c. Congestion Relief Program Specific Project Reporting Requirements

Each applicant selected for Program grant funding must collect and report to FHWA information on the project’s performance based on performance indicators FHWA identifies related to program goals (e.g., reduction in transportation emissions) and other information as requested by FHWA. 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 the Program. 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, relative to the Program goals (identified in Section E.1). Performance reporting continues for several years after project construction or implementation is completed.

d. 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.

e. 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.

SECTION G – Federal Awarding Agency Contacts

For questions concerning this NOFO and the Program, please contact:

Ryan Buck
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: congestion.relief@dot.gov
Phone: (202) 366-4229

Alternate:

Robin Hobbs
Agreement Officer
Office of Acquisition and Grants Management
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590
Email: congestion.relief@dot.gov
Phone: (202) 366-4004

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 Time, Monday through Friday, except Federal holidays.

SECTION 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. 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. FHWA FEEDBACK ON APPLICATIONS

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

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"/> 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"/> Metropolitan Government of Nashville-Davidson County					
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 62-0694743			* c. UEI: <input type="text"/> LGZLHP6ZHM55		
d. Address:					
* Street1:	<input type="text"/> 1 Public Square				
Street2:	<input type="text"/>				
* City:	<input type="text"/> Nashville				
County/Parish:	<input type="text"/>				
* State:	<input type="text"/> TN: Tennessee				
Province:	<input type="text"/>				
* Country:	<input type="text"/> USA: UNITED STATES				
* Zip / Postal Code:	<input type="text"/> 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"/> Casey		
Middle Name:	<input type="text"/>				
* Last Name:	<input type="text"/> Hopkins				
Suffix:	<input type="text"/>				
Title:	<input type="text"/> Policy Manager				
Organizational Affiliation: <input type="text"/>					
* Telephone Number:	<input type="text"/> 615-880-1676	Fax Number:	<input type="text"/>		
* Email:	<input type="text"/> 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:

CFDA Title:

*** 12. Funding Opportunity Number:**

693JJ324NF00009

* Title:

FY22-FY24 Congestion Relief 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:**

Downtown Nashville Adaptive Signals and Transportation Demand Management

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.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="10,480,420.00"/>
* b. Applicant	<input type="text" value="2,620,105.00"/>
* 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="13,100,525.00"/>

*** 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

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:

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

SF424_Consolidated Application_Plan_Funding Request Explanation.docx

The Downtown Nashville Adaptive Signals and Transportation Demand Management project consists of adaptive signal enhancements at 68 signalized intersections and Transportation Demand Management planning for residential, tourist, and special event traffic within Nashville, Tennessee. These elements will allow for the Nashville Department of Transportation (NDOT) to make greater strides towards alleviating congestion, increasing mobility, supporting transit operations, reducing tailpipe emissions, and sustaining the economic growth within the heart of Downtown Nashville. Additionally, this project works with existing investments in the downtown area that will result in all signals in downtown equipped with adaptive signal timing technology.

This project was identified in the Connect Downtown Action Plan, a plan that was the result of a multi-year effort to involve agency partners, local stakeholders, and the community on what the future of Nashville should look like and how it can manage the transportation concerns while focusing on sustainable growth. The Connect Downtown plan grew from one central element: inaction is not an option. Using this as a foundation, the community identified 103 projects that were then scaled over short, mid, and long-term time frames. Both the adaptive signal and TDM elements of the project are supported by stakeholders, such as WeGo Public Transit (WeGo), the Nashville Downtown Partnership (NDP), and the Tennessee Department of Transportation (TDOT), and the community at large.

As Nashville navigates resiliency, sustainability, equity, and flexibility, innovative mobility solutions become paramount. In these transformative times, Nashville seeks mobility solutions that achieve social progress, economic vitality, and environmental stewardship. The Congestion Relief Program grant opportunity stands as a pivotal step toward achieving these goals.

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Nashville Congessional District.docx

Nashville-Davidson County Congressional Districts

Districts – TN-007, TN-006, TN-005

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: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> SubAwardee * Name <input type="text" value="Metropolitan Government of Nashville-Davidson County"/> * Street 1 <input type="text" value="1 Public Square"/> Street 2 <input type="text"/> * City <input type="text" value="Nashville"/> State <input type="text" value="TN: Tennessee"/> Zip <input type="text" value="37201-5007"/> Congressional District, if known: <input type="text"/>		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: <input type="text" value="United States Department of Transportati"/>	7. * Federal Program Name/Description: <input type="text"/> CFDA Number, if applicable: <input type="text"/>	
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 <input type="text"/> * First Name <input type="text" value="Ana"/> Middle Name <input type="text"/> * Last Name <input type="text" value="Cruz"/> Suffix <input type="text"/> * Street 1 <input type="text" value="601 Thirteenth St NW"/> Street 2 <input type="text" value="Suite #250s"/> * City <input type="text" value="Washington"/> State <input type="text" value="DC: District of Columbia"/> Zip <input type="text" value="20005"/>		
b. Individual Performing Services (including address if different from No. 10a) Prefix <input type="text"/> * First Name <input type="text" value="Ana"/> Middle Name <input type="text"/> * Last Name <input type="text" value="Cruz"/> Suffix <input type="text"/> * Street 1 <input type="text" value="601 Thirteenth St NW"/> Street 2 <input type="text"/> * City <input type="text" value="Washington"/> State <input type="text" value="DC: District of Columbia"/> Zip <input type="text" value="20005"/>		
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: <input type="text" value="Completed on submission to Grants.gov"/> * Name: 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" value="Policy Manager"/> Telephone No.: <input type="text" value="615-880-1676"/> Date: <input type="text" value="Completed on submission to Grants.gov"/>		
Federal Use Only:		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)

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.

* APPLICANT'S ORGANIZATION

Metropolitan Government of Nashville-Davidson County

* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE

Prefix: * First Name: Middle Name:

* Last Name: Suffix:

* Title:

* SIGNATURE:

* DATE:

Key Contacts Form

*** Applicant Organization Name:**

Metropolitan Government of Nashville-Davidson County

Enter the individual's role on the project (e.g., project manager, fiscal contact).

*** Contact 1 Project Role:** Project Manager

Prefix:

*** First Name:** Derek

Middle Name:

*** Last Name:** Hagerty

Suffix:

Title:

Organizational Affiliation:

*** Street1:** 750 S. 5th Street

Street2:

*** City:** Nashville

County:

*** State:** TN: Tennessee

Province:

*** Country:** USA: UNITED STATES

*** Zip / Postal Code:** 37206-3805

*** Telephone Number:** 615-862-8645

Fax:

*** Email:** derek.hagerty@nashville.gov

Key Contacts Form

*** Applicant Organization Name:**

Metropolitan Government of Nashville-Davidson County

Enter the individual's role on the project (e.g., project manager, fiscal contact).

*** Contact 2 Project Role:** Project Manager

Prefix:

*** First Name:** Meghan

Middle Name:

*** Last Name:** Mathson

Suffix:

Title:

Organizational Affiliation:

*** Street1:** 750 S. 5th Street

Street2:

*** City:** Nashville

County:

*** State:** TN: Tennessee

Province:

*** Country:** USA: UNITED STATES

*** Zip / Postal Code:** 37206-3805

*** Telephone Number:** 615-862-7174

Fax:

*** Email:** meghan.mathson@nashville.gov

Key Contacts Form

*** Applicant Organization Name:**

Metropolitan Government of Nashville-Davidson County

Enter the individual's role on the project (e.g., project manager, fiscal contact).

*** Contact 3 Project Role:** Project Finance

Prefix:

*** First Name:** Tara

Middle Name:

*** Last Name:** Patterson

Suffix:

Title:

Organizational Affiliation:

*** Street1:** 750 S. 5th Street

Street2:

*** City:** Nashville

County:

*** State:** TN: Tennessee

Province:

*** Country:** USA: UNITED STATES

*** Zip / Postal Code:** 37206-3805

*** Telephone Number:** 615-880-3327

Fax:

*** Email:** tara.patterson@nashville.gov

BUDGET INFORMATION - Non-Construction Programs

OMB Number: 4040-0006
Expiration Date: 02/28/2025

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Downtown Nashville Adaptive Signals and Transportation Demand Management	20.205	\$ <input type="text"/>	\$ <input type="text"/>	\$ 480,000.00	\$ 120,000.00	\$ 600,000.00
2.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
5. Totals		\$ <input type="text"/>	\$ <input type="text"/>	\$ 480,000.00	\$ 120,000.00	\$ 600,000.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	Downtown Nashville Adaptive Signals and Transportation Demand Management				
a. Personnel	\$	\$	\$	\$	\$
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	600,000.00				600,000.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	600,000.00				\$ 600,000.00
j. Indirect Charges					\$
k. TOTALS (sum of 6i and 6j)	\$ 600,000.00	\$	\$	\$	\$ 600,000.00
7. Program Income	\$	\$	\$	\$	\$

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Prescribed by OMB (Circular A -102) Page 1A

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	Downtown Nashville Adaptive Signals and Transportation Demand Management	\$ 120,000.00	\$	\$	\$ 120,000.00
9.					
10.					
11.					
12. TOTAL (sum of lines 8-11)		\$ 120,000.00	\$	\$	\$ 120,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$	\$	\$	\$	\$
14. Non-Federal	\$				
15. TOTAL (sum of lines 13 and 14)	\$	\$	\$	\$	\$

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program		FUTURE FUNDING PERIODS (YEARS)			
		(b)First	(c) Second	(d) Third	(e) Fourth
16.	Downtown Nashville Adaptive Signals and Transportation Demand Management	\$ 240,000.00	\$ 300,000.00	\$ 60,000.00	\$ 0.00
17.					
18.					
19.					
20. TOTAL (sum of lines 16 - 19)		\$ 240,000.00	\$ 300,000.00	\$ 60,000.00	\$ 0.00

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges: \$600,000	22. Indirect Charges:
-------------------------------	-----------------------

23. Remarks: As the TDM planning elements will be contracted, all elements that are anticipated within the plan fall under the contractual line item.

ASSURANCES - NON-CONSTRUCTION PROGRAMS

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 (0348-0040), 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 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 cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. 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.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for 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).
6. Will comply with all Federal statutes relating to nondiscrimination. 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.
7. 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 or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with 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.

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Prescribed by OMB Circular A-102

9. 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.
10. Will comply, if applicable, 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.
11. 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).
12. 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.
13. 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.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. 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.
17. 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."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. 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.

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Standard Form 424B (Rev. 7-97) Back

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	\$ 115,000.00	\$	\$ 115,000.00
2. Land, structures, rights-of-way, appraisals, etc.	\$	\$	\$
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$ 1,660,815.00	\$	\$ 1,660,815.00
5. Other architectural and engineering fees	\$ 40,000.00	\$	\$ 40,000.00
6. Project inspection fees	\$ 664,326.00	\$	\$ 664,326.00
7. Site work	\$	\$	\$
8. Demolition and removal	\$	\$	\$
9. Construction	\$ 340,000.00	\$	\$ 340,000.00
10. Equipment	\$ 6,303,260.00	\$	\$ 6,303,260.00
11. Miscellaneous	\$ 1,293,703.00	\$	\$ 1,293,703.00
12. SUBTOTAL (sum of lines 1-11)	\$ 10,417,104.00	\$	\$ 10,417,104.00
13. Contingencies	\$ 2,083,421.00	\$	\$ 2,083,421.00
14. SUBTOTAL	\$ 12,500,525.00	\$	\$ 12,500,525.00
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 12,500,525.00	\$	\$ 12,500,525.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 80 % Enter the resulting Federal share.			\$ 10,000,420.00

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.

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

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text" value="Attachement F_Project Narrati"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
2) Please attach Attachment 2	<input type="text" value="Letters of Support.pdf"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
3) Please attach Attachment 3	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
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14) Please attach Attachment 14	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
15) Please attach Attachment 15	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>

FY 2022 – FY 2024 Congestion Relief Program grant application

Opportunity Number: 693JJ324NF00009

Opportunity Name: Congestion Relief Grant Program

Assistance Listing Number: 20.205 Highway Planning and Construction

Downtown Nashville Adaptive Signals and Transportation Demand Management

Contents

- 1 Basic Project Information 4
 - 1.1 Project Description 4
 - Introduction 4
 - Project History, Goals and Outcomes 5
 - Funding Downtown Nashville Adaptive Signals and Transportation Demand Management..... 7
 - 1.1 Project Location 8
 - 1.2 Lead Applicant 10
 - 1.3 Other Public and Private Parties 11
- 2 Grant Funds, Sources and Uses of all Project Funding..... 12
 - 2.1 Project Budget 12
- 3 Merit Criteria 15
 - 3.1 Characterizing Congestion and Associated Impacts 15
 - Congestion in Downtown Nashville 15
 - The Impacts of Congestions 15
 - 3.2 Congestion Management and Alignment with Program Goals and the Administrative Priority for Considering Climate Change 17
 - Addressing Congestion Impacts 17
 - Alignment with CRP Goals 17
 - Congestion Management Process 17
 - Climate Change and Resiliency 17
 - Safety 18
 - Safety in Downtown Nashville 18
 - Safety Performance 18
 - Mitigation of Negative Safety Impacts 18
 - National Roadway Safety Strategy 18
 - 3.3 Public Engagement, Collaboration, and Partnerships 19
 - 3.4 Equity and Justice⁴⁰ 20
 - Advantages Beyond Congestion Relief 20
 - Equity Assessment and Findings 21
 - Public Engagement Plan for Disadvantaged Communities 22
 - Integrating Equity Throughout the Project Lifecycle 22
 - Targeting at Least 40% of Benefits to Disadvantaged Communities 22
- 4 Project Readiness and Environmental Risk 23

- 4.1 Technical Feasibility23
- 4.2 Project Schedule.....23
- 4.3 Required Approvals24
 - Environmental Permits and Reviews 24
- 4.4 State and Local Approvals25
- 4.5 Federal Transportation Requirements Affecting State and Local Planning25
- 4.6 Assessment of Project Risks and Mitigation Strategies25
 - Pre-Implementation: 25
 - Implementation & Post-Implementation..... 26
 - Other Risks 26
- 5 Administration Priorities and Departmental Strategic Plan Goals.....27
 - 5.1 Safety.....27
 - 5.2 Climate Change and Sustainability27
 - 5.3 Equity and Justice⁴⁰.....27
 - Workforce Development, Job Quality, and Wealth Creation 28
- 6 Statutory Required Project Selection Priority29
- 7 FHWA Priority Selection Consideration29
- 8 Letters of Support30

1 Basic Project Information

1.1 Project Description

Introduction

Nashville is committed to alleviating congestion through a strategic portfolio of improvements. The **Downtown Nashville Adaptive Signals and Transportation Demand Management** project emerged from the visionary [Connect Downtown Action Plan](#). This collaborative effort involves key stakeholders such as the Nashville Department of Transportation (NDOT), WeGo Public Transit (WeGo), the Nashville Downtown Partnership (NDP), and the Tennessee Department of Transportation (TDOT).

Connect Downtown is a comprehensive 10-year action plan that aims to transform mobility for the 2.1 million residents, millions of visitors, and the commuting and traveling public within the **Nashville Davidson-Murfreesboro-Franklin, TN Metropolitan Statistical Area**. Its mission encompasses improving safety, expanding travel options, and supporting Nashville's climate goals.

As we navigate resiliency, sustainability, equity, and flexibility, innovative mobility solutions become paramount. In these transformative times, Nashville seeks mobility solutions that harmonize social progress, economic vitality, and environmental stewardship. The Congestion Relief Program grant opportunity stands as a pivotal step toward achieving these goals.

The **Downtown Nashville Adaptive Signals and Transportation Demand Management** project from the Connect Downtown action plan aims to meet these goals by focusing on 5 Big Moves; manage congestion, improve safety, move more people, create complete networks, and maximize the curb:

- **Managing congestion** through upgrading signals, improving traffic operations and better managing events to keep people moving and improve system resiliency.
- **Improving safety** through advancing Vision Zero projects and programs to make downtown's streets safer for people, especially downtown's most vulnerable travelers.
- **Moving more people** through prioritizing buses on key corridors and increasing the amount of service to provide faster and more reliable trips throughout the region.
- **Creating complete networks** through developing safe, separated and connected walking, rolling, biking and scooting facilities to help people of all ages and abilities get into and around downtown.
- **Maximizing the curb** through flexing the uses of the curb throughout the day for deliveries, service vehicles, and passenger pick-up and drop-off to support local businesses and residents.

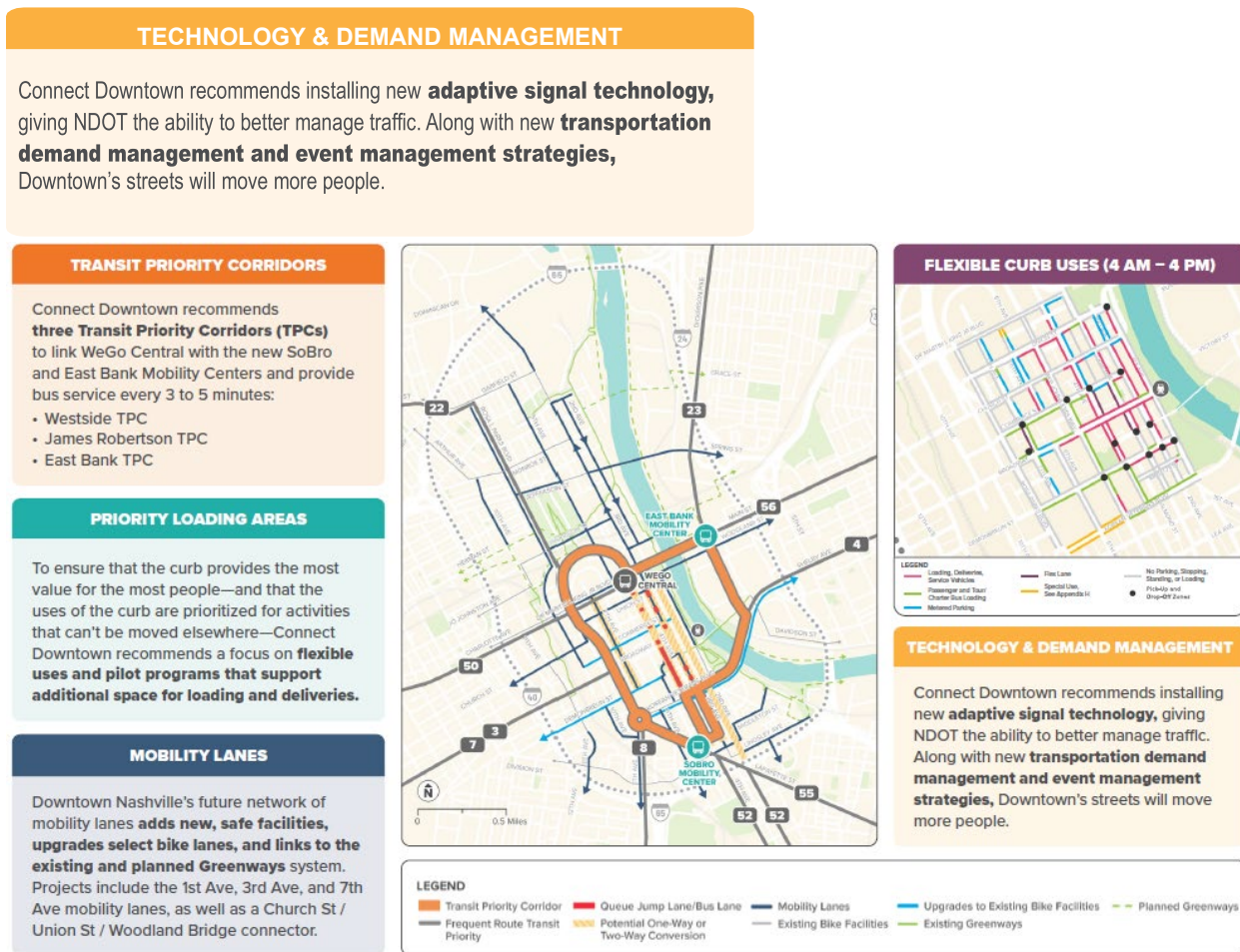
Through these 5 Big Moves, Connect Downtown is anticipated to not only relieve congestion throughout the Nashville Davidson-Murfreesboro-Franklin, TN Metropolitan Statistical Area but also, provide:

- Safer multimodal facilities for highway and non-highway users,
- Reducing greenhouse gas emissions in the transportation sector through shifting highway users to off- peak travel times or to nonhighway travel modes during peak travel times,
- Offer more multimodal options for everyone and not only signal occupancy vehicle users, which can benefit disadvantaged communities,

- Through the implementation and operations of the projects within the Connect Downtown Action Plan, the projects are expected to create good-paying jobs and through programs like NDOT’s Small Business Development Program, increase the number of minority and female businesses in the highway and bridge construction industry.

Figure 1 shows the vision for downtown as put forward in the Connect Downtown plan. This vision includes transit priority corridors, priority loading areas, mobility lanes, one-way and two-way conversions, flexible curb uses, transportation demand management (TDM), and adaptive signal technology. This funding requests focuses on TDM and adaptive signal technology installation.

Figure 1 | Connect Downtown



To pursue the goals of Connect Downtown, NDOT is requesting funding to conduct Transportation Demand Management (TDM) planning and install adaptive signals in the downtown core. These actions will set the table for the additional recommendations identified in the Connect Downtown plan.

Project History, Goals and Outcomes

The Downtown Nashville Adaptive Signals and Transportation Demand Management projects were created as part of the Connect Downtown Action Plan. Connect Downtown was introduced by the Nashville State of Downtown Mobility Report in October 2022, establishing the project’s need, vision,

and goals. This report demonstrated how rapidly Nashville is growing, bringing more residents, workers, and visitors to downtown. Connect Downtown aims to establish a transportation system that improves safety and accessibility for everyone, balances the needs of all travelers and modes, and reduces congestion. With a focus on moving more people via complete and connected networks that enhance downtown's character and support the region's growth, the Downtown Nashville Adaptive Signals and Transportation Demand Management project articulates a pathway to Connect Downtown implementation. The project's goals and outcomes can be summarized as follows:

Safe and Comfortable: create transportation networks that enhance the quality of life for all Nashvillians, especially the city's most vulnerable and underserved travelers:

- Eliminate traffic-related fatalities and serious injuries.
- Improve safety and comfort for people walking and biking.
- Improve the experience of taking transit.
- Enhance people's sense of personal safety downtown.

Connected and Convenient: Develop an integrated mobility system that seamlessly and efficiently connects downtown Nashville with easy-to-use and reliable travel options.

- Expand access to all modes of travel.
- Eliminate gaps in the street, trail/greenway, and sidewalk networks.
- Improve access to high-quality and high-frequency transit service.
- Organize and prioritize curb space for efficient pick-up and drop-off, loading and unloading, and service activities.
- Address barriers to key destinations and to neighborhoods adjacent to downtown.

Equitable and Accessible: Ensure access to mobility options that meet the needs of everyone traveling to, through, and around Downtown Nashville

- Contribute to equitable opportunities and outcomes for all people.
- Increase affordability of non-driving transportation options in Downtown Nashville.
- Increase the percentage of the transportation network that is fully accessible on a daily basis and during special events.
- Engage with vulnerable populations and invest in areas that have been adversely impacted by transportation decisions.

Sustainable and Resilient: Address the climate crisis to create a more resilient Downtown Nashville

- Improve climate resilience and adaptability of transportation infrastructure.
- Reduce transportation-related greenhouse gas emissions.
- Reduce drive-alone trips.
- Increase the number of trips, especially those less than 3 miles, made by sustainable modes.

Vibrant and Inviting: Create and maintain a more prosperous Downtown Nashville by providing a transportation system that makes it easier to do business and encourages people to spend time downtown.

- Improve non-auto access to and from Downtown homes, businesses, and commercial areas.

- Enhance community gathering places with high-quality transportation infrastructure and amenities.
- Improve access to Downtown jobs for Nashvillians and residents of Davidson County and adjacent counties.
- Provide better travel options and more space for families and people of all ages.
- Increase the number of Nashville residents frequenting downtown businesses.

Balanced and Reliable: Expand and enhance mobility choices to manage traffic and curb congestion and create a more predictable transportation system in Downtown Nashville

- Balance the mobility and street use needs of residents, employees, and visitors.
- Improve travel-time reliability and reduce delays.
- Improve system resilience to an incident or event.
- Integrate cost-effective, implementable projects with high impact projects.

These Connect Downtown goals align with the Congestion Relief Program (CRP) goals and vision. The CRP goals are to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems. Connect Downtown aims to do just that through offering more multimodal mobility options to the network users while improving the integration of those modes with one another to offer a more reliable mobility experience, while improving the highway operations and performance and shifting highway users to nonhighway travel modes during peak travel times.

The CRP vision is to fund operational improvement projects that increase the effectiveness of existing transportation system capacity, improve and integrate travel modes other than single-occupant vehicles, and give travelers sufficient motivation to use those modes or to avoid peak-period travel; and to do so in a manner that:

- is equitable to the traveling public and affected communities;
- considers and mitigates any safety impacts;
- reduces greenhouse gas emissions and fine particulate matter; and
- considers and mitigates any potential adverse financial impacts to low-income drivers.

The Connect Downtown vision echoes the vision of the CRP as listed above.

Funding Downtown Nashville Adaptive Signals and Transportation Demand Management

NDOT is seeking a \$10 M CRP through the Federal Highway Administration (FHWA) to fund the Downtown Nashville Adaptive Signals and Transportation Demand Management project, which include two (2) of the 103 projects elements identified in the Connect Downtown Action Plan.

Adaptive Signal Technology

The Downtown Nashville Adaptive Signals and Transportation Demand Management project involves upgrading 68 signals throughout the heart of downtown Nashville's urban core and will work in collaboration with awarded funding from the Greater Nashville Regional Council (GNRC), which is allocated to approximately 37 additional signals. These two projects working in tandem will provide signal technology enhancements to all signals within downtown Nashville, providing the unprecedented ability for NDOT to dynamically manage the traffic signal network during peak periods, special events, emergencies, or unexpected delays.

NDOT views this as the first step toward additional improvements including transit priority lanes, transit queue jumps, mobility lanes, and additional signal enhancements.

Transportation Demand Management

NDOT also recognizes that operational tools and improvements should be complemented with effective TDM planning and tools. As congestion decreases in downtown Nashville, transit efficiency and reliability will improve. Therefore, it is necessary to develop a TDM plan to reduce the number of single occupancy vehicles on downtown streets during peak hours while encouraging transit ridership through the development of the following:

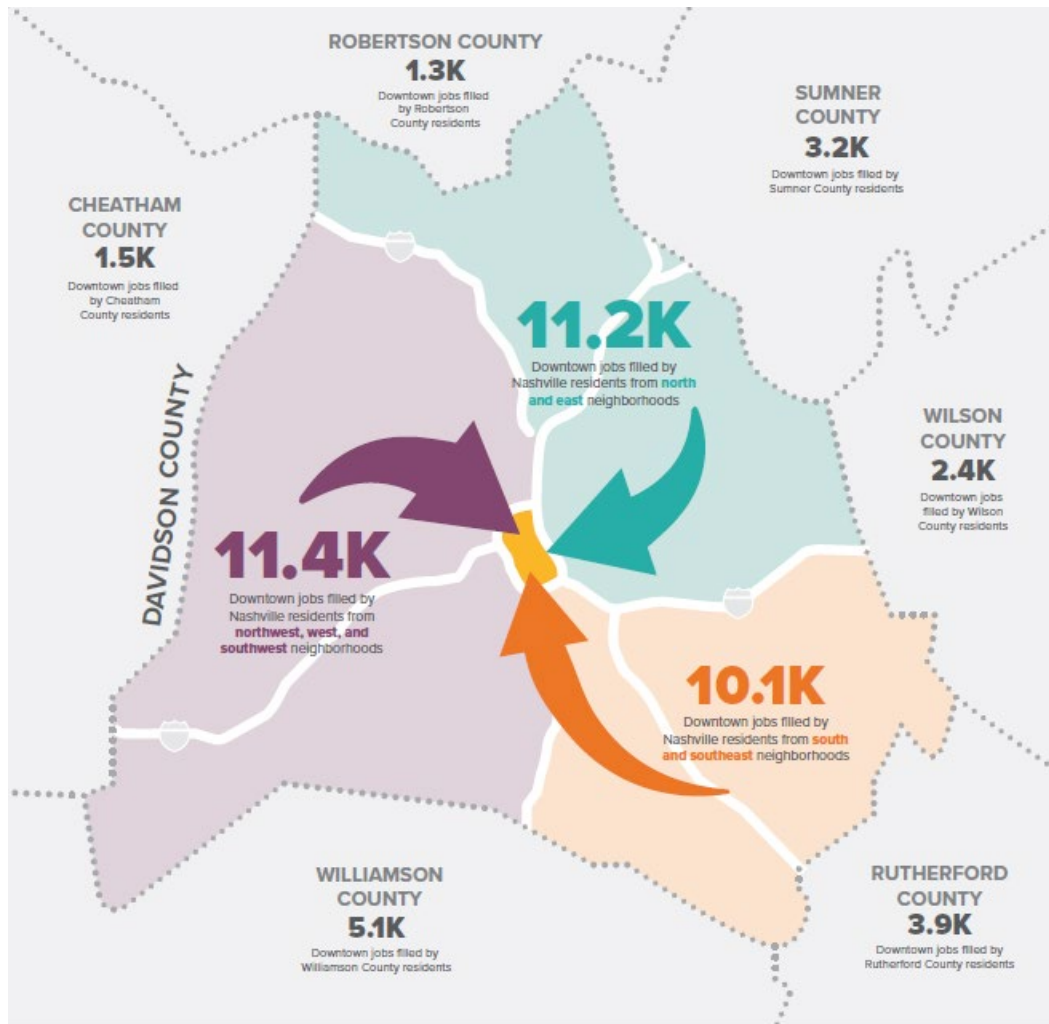
- marketing strategies,
- ride-share and mobility programs,
- incentives,
- parking management,
- employer-based programs, and
- land use and design policies.

Due to the unique mix of travelers on downtown streets, the TDM plan will identify solutions for residents, tourists and other visitors, and special event attendees.

[Nashville Connector](#) is the primary resource for residents of the Nashville region who are interested in understanding their options when it comes to commuting. NDOT is dedicated to growing Nashville Connector through development of a TDM plan for downtown Nashville. The development of this TDM plan will be supported by existing NDOT staff who are fully focused on these goals.

1.1 Project Location

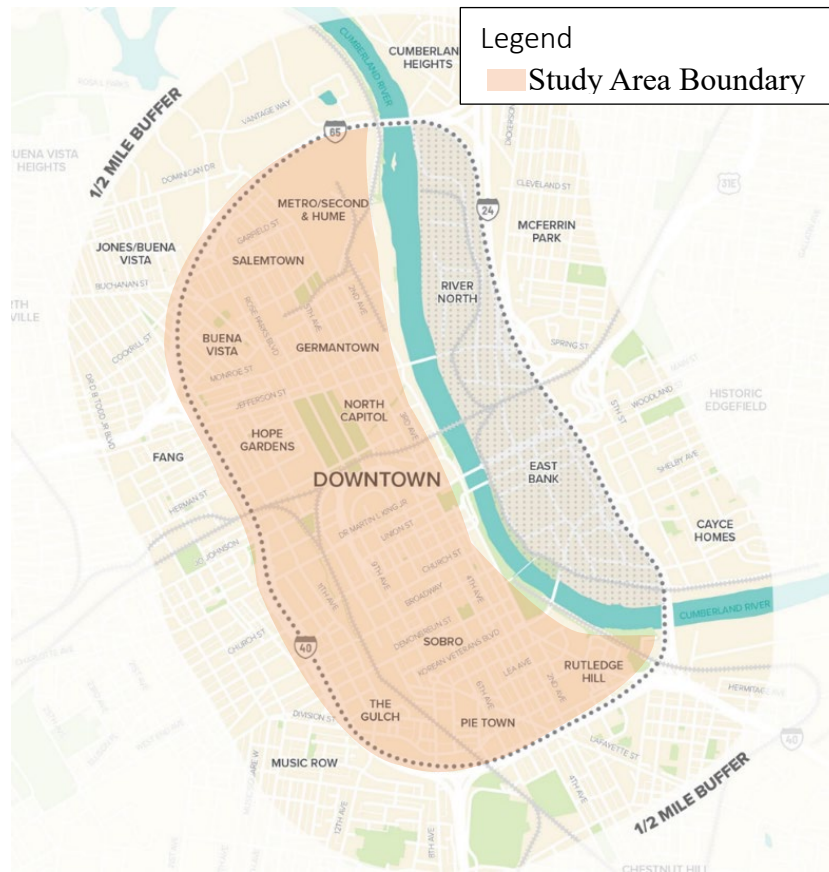
Downtown Nashville serves as the regional transportation hub and central economic engine for the Nashville-Davidson–Murfreesboro–Franklin, TN Metropolitan Statistical Area. Congestion in downtown Nashville is directly related to the growth of this dynamic region. **Figure 2** below illustrates how regional commute patterns contribute to downtown traffic congestion. The adaptive signal installation project is a critical step in reshaping the transportation networks beyond downtown Nashville. It will support the current and future residents, workers, and visitors, building on strengths and focusing on the new realities and trends that will shape downtown in the coming years.

Figure 2 | Regional Commuter Volumes to Downtown

Source: Connect Downtown Action Plan, April 2024

Given the growth of Nashville, improvements to the transportation network are needed now more than ever. Between 2013 and 2023, the total population in downtown Nashville increased by 365%. In the third quarter of 2023, there were 1.7 million square feet of office space under construction just in downtown. Nashville's 14.4 million visitors in 2022 spent a record \$8.8 billion. In 2022, downtown collected 18.8% of retail taxes generated in Davidson County in less than 0.4% of the county's land area.

Within the 2.4 square mile downtown boundaries, Nashville holds 17,000 residents, 78,000 employees, and millions of visitors annually. With \$8.6 billion in public-private investments over the last 10 years and another \$16 billion under construction or in-progress development projects, downtown Nashville is the epicenter of a rapidly growing city. While the capital projects identified in the action plan are focused on downtown, they will benefit all Nashvillians and residents of the 10-county Greater Nashville region. The Downtown Nashville Adaptive Signals and Transportation Demand Management project includes signal upgrades and enhancements to 68 signals in downtown. **Figure 3** illustrates the downtown core where this project will be located.

Figure 3 | Project Location

More specifically, the location of the adaptive signal enhancements will be focused west of the Cumberland River and within the inner loop formed by Interstates 40, 24, and 65. This area represents the central business and entertainment district of Nashville and functions as the transit and commuter hub for the Greater Nashville region and metropolitan statistical area.

1.2 Lead Applicant

NDOT is the lead applicant for this funding request and has significant 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.

- A \$3.4 million CMAQ grant in 2022 to develop and operate the Nashville Traffic management Center (TMC) for three years.
- A \$200,000 grant from TDOT, combined with \$400,000 in local funds and \$400,000 in Federal Transit Administration (FTA) Section 5307 funds, for Connect Downtown—a joint project between NDOT, WeGo Transit, the Downtown Partnership, and TDOT to address mobility and traffic congestion in the downtown core. This project was delivered on budget and was completed earlier this year.

As demonstrated by its successful track record of completing federally funded projects, NDOT does not anticipate any cost overruns on this project. NDOT has successfully identified and secured matching funds for the project as described in the Project Budget, 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. In the unlikely event that a cost overrun occurs, NDOT has the financial and staff capacity to absorb it.

1.3 Other Public and Private Parties

Connect Downtown is a joint project, led by The Nashville Department of Transportation and Multimodal Infrastructure (NDOT), and in partnership with WeGo Public Transit (WeGo), the Nashville Downtown Partnership (NDP), and Tennessee Department of Transportation (TDOT) to improve mobility and address traffic congestion in the downtown core. Below are the core public and private agencies which each have a role in managing or promoting aspects that move people in and throughout Downtown Nashville.

- NDOT is responsible for all right-of-way transportation-related functions for Metro, apart from greenways and transit. NDOT is responsible for road maintenance, traffic signals, paving, sidewalks, bikeways, bridges, capital roadway improvements, stop signs and pavement markings, parking and permitting, within the Metro right-of-way in Davidson County.
- WeGo is a public transportation agency based in Nashville, Tennessee, and is responsible for city buses and paratransit systems which serve Nashville and Davidson County.
- NDP is a private, nonprofit corporation dedicated to serving the businesses, employees, residents, and visitors of Music City’s urban core. NDP includes members come from a diverse list of industries. These members serve the greater Nashville community and join NDP to get things done in downtown Nashville. NDP’s initiatives focus on making downtown Nashville the compelling urban center in the Southeast in which to live, work, play and invest.
- TDOT is the department of transportation for the State of Tennessee, with multimodal responsibilities in roadways, aviation, public transit, waterways, and railroads.

NDOT will be responsible for the Downtown Nashville Adaptive Signals and Transportation Demand Management project and will work with WeGo and TDOT to ensure compatibility and success of the signal updates within the project limits.

2 Grant Funds, Sources and Uses of all Project Funding

Implementation of the projects recommended by Connect Downtown will require a significant increase in transportation funding to support the growing city and region. Doing nothing simply is not an option, and inaction has its own costs.

2.1 Project Budget

The total budget for this project is \$13,100,525, with \$10,480,420 being requested through the grant program and \$2,620,105 being provided through NDOT as a 20% project cost match. The funds to be used as a match have been identified and will be available to be expensed without needing to satisfy additional conditions or restrictions.

This project has two primary elements – the purchase and installation of adaptive signal installation devices and transportation demand management (TDM) plan development– with the remaining activities supporting these efforts. Complementing this funding application, NDOT has been awarded \$3.5 million in funding for 37 other signalized intersections to install adaptive traffic signals in the downtown area by the Greater Nashville Regional Commission (GNRC). This will run concurrently to the adaptive signal installation elements proposed by this application and allow for signal enhancements on all 105 downtown Nashville signalized intersections. Although these projects are separate, they are expected to be implemented in coordination with one another and the cost of the NEPA study for all intersections is funded through the GNRC award.

Costs were estimated using existing studies and literature and then adjusted to present-day dollars using the U.S. Bureau of Labor Statistics CPI Inflation Calculator. The costs of the engineering study and traffic signal plans, traffic control, and signal acceptance testing and timing were calculated using a percentage of the total cost of the signal components and software and installation, being 20%, 5%, and 10%, respectively. Additionally, as the adaptive signal system will be decided on after a competitive bidding process, individual components cannot be identified and, instead, higher cost systems were used as a reference to avoid unnecessary cost-overruns.

The breakdown of the budget is included in **Figure 4**.

Figure 4 | Budget by Construction and Non-Construction Elements

Construction Project Budget							
Enhancement	Cost Per Each	Metric	Quantity Needed	Total Cost	CRP Grant Request (80%)	NDOT Match (20%)	
Adaptive Signals							
Signal Components and Software	\$ 92,695.00	Per signal/Intersection	68	\$ 6,303,260	\$ 5,042,608	\$ 1,260,652	
Installation	\$ 5,000.00	Per signal/Intersection	68	\$ 340,000	\$ 272,000	\$ 68,000	
Engineering Study and Traffic Signal Design Plans	\$ 1,660,815.00	Per project	1	\$ 1,660,815	\$ 1,328,652	\$ 332,163	
Traffic Control	\$ 332,163.00	Per Project	1	\$ 332,163	\$ 265,730	\$ 66,433	
Signal Acceptance Testing & Timing Adjustments	\$ 664,326.00	Per Project	1	\$ 664,326	\$ 531,461	\$ 132,865	
Operations and Maintenance	\$ 13,905.00	Per signal/per year	68	\$ 945,540	\$ 756,432	\$ 189,108	
Personnel Training Costs	\$ 800.00	Per Person	20	\$ 16,000	\$ 12,800	\$ 3,200	
Administration							
Evaluation Cost	\$ 40,000.00	Whole Project	1	\$ 40,000	\$ 32,000	\$ 8,000	
Project Administration	\$ 115,000.00	Whole Project	1	\$ 115,000	\$ 92,000	\$ 23,000	
Total Base Construction Cost				\$ 10,417,104	\$ 8,333,683	\$ 2,083,421	
Contingencies				\$ 2,083,421	\$ 1,666,737	\$ 416,684	
Total Construction Budget				\$ 12,500,525	\$ 10,000,420	\$ 2,500,105	
Non-Construction Project Budget							
Description	Cost Per Each	Metric	Quantity Needed	Total Cost	CRP Grant Request (80%)	NDOT Match (20%)	
Traffic Demand Management Plan							
TDM Plan for Residents, Tourists, and Special Events	\$ 500,000.00	Per Plan	1	\$ 500,000	\$ 400,000	\$ 100,000	
Total Base Non-Construction Budget				\$ 500,000	\$ 400,000	\$ 100,000	
Contingencies				\$ 100,000	\$ 80,000	\$ 20,000	
Total Non-Construction Budget				\$ 600,000	\$ 480,000	\$ 120,000	
Total All Projects							
Total Construction and Non-Construction Base				\$ 10,917,104	\$ 8,733,683	\$ 2,183,421	
Contingencies (20%)				\$ 2,183,421	\$ 1,746,737	\$ 436,684	
Total with Contingencies				\$ 13,100,525	\$ 10,480,420	\$ 2,620,105	
Total Other Funds							
Total Non-federal Match						\$ 2,620,105	
Total Congestion Relief Program Funding Request					\$ 10,480,420		

The operations and maintenance costs are calculated at the rate of per signal, per year, and allow for NDOT to budget for additional employee time while deploying the adaptive signal technology. Signal acceptance testing and time adjustments are separate from standard maintenance and operation costs as it is done for the entire project, considering multiple signals may need to be adjusted at the same time. Personnel training was calculated as two days of training for twenty NDOT employees and includes training on the adaptive system software, how to install the equipment, and how to maintain the components.

The budget for the TDM plan was estimated using planning considerations for each major focus – residential traffic, tourism and visitor traffic, and special event traffic. Other considerations for TDM planning, such as stakeholder and public input, data collection, data analysis, and other elements were not separated out as the project will be bid out as a whole and specific elements may vary in cost from a final contracted agreement. Contingency amounts for both the adaptive signal and TDM planning elements were budgeted at 20% of the total cost to account for any increases in cost.

Although this is not considered a phased project, more detailed budget information and the expected timeline of the expenditure of funds are included in **Figure 5**.

Figure 5 | Budget by Time Frame

BUDGET BY TIME FRAME					
CATEGORY	0 - 6 Months	6 - 12 Months	12 - 24 Months	24 - 36 Months	TOTAL
PERSONNEL					
<i>Staff for administration of grant elements.</i>	\$ 22,500	\$ 22,500	\$ 35,000	\$ 35,000	\$ 115,000
<i>Operations and maintenance of equipment, calculated at \$13,905 per signal per year for 68 signals, with 20% of this cost being identified in phase 2 and 80% being identified in phase 3.</i>	\$ -	\$ -	\$ 189,108	\$ 756,432	\$ 945,540
<i>Staff training time to learn the new software and how to install and maintain the adaptive signal equipment.</i>	\$ -	\$ 16,000	\$ -	\$ -	\$ 16,000
TOTAL PERSONNEL	\$ 22,500	\$ 38,500	\$ 224,108	\$ 791,432	\$ 1,076,540
EQUIPMENT					
<i>Signal Components and Software</i>	\$ -	\$ -	6,303,260	\$ -	\$ 6,303,260
TOTAL EQUIPMENT	\$ -	\$ -	\$ 6,303,260	\$ -	\$6,303,260
ENGINEERING AND DESIGN					
<i>Engineering Study and Traffic Signal Design Plans, assumed at 25% of the cost of signal components and software and their installation.</i>	\$830,407	\$ 830,408	\$ -	\$ -	\$1,660,815
TOTAL ENGINEERING AND DESIGN	\$830,407	\$830,408	\$0	\$0	\$1,660,815
CONSTRUCTION					
<i>Installation of signal components, assumed two personnel with equipment can complete one intersection per day.</i>	\$ -	\$ -	\$ 340,000	\$ -	\$ 340,000
TOTAL CONSTRUCTION	\$ -	\$ -	\$ 340,000	\$ -	\$ 340,000
OTHER					
<i>Traffic control, including any detours or rerouting, during the installation of the adaptive signals and fiber.</i>	\$ -	\$ -	\$332,163	\$ -	\$ 332,163
<i>Signal acceptance training and timing adjustments, assumed as 10% of the cost of components and installation.</i>	\$ -	\$ -	\$ -	\$664,326	\$ 664,326
<i>Evaluation cost to report changes in traffic behavior as part of the grant agreement.</i>	\$ -	\$ -	\$ -	\$40,000	\$ 40,000
TOTAL OTHER	\$ -	\$ -	\$ 332,163	\$ 704,326	\$ 1,036,489
TDM PLAN					
<i>TDM plan development, including contracting, plan development, and approval of the plan.</i>	\$ 100,000	\$ 100,000	\$ 250,000	\$ 50,000	\$ 500,000
Total TDM Plan	\$ 100,000	\$ 100,000	\$ 250,000	\$ 50,000	\$ 500,000
TOTAL BASE	\$ 952,907	\$ 968,908	\$ 7,449,531	\$ 1,545,758	\$ 10,917,104
<i>Contingencies (20%)</i>	\$ 190,581	\$ 193,782	\$ 1,489,906	\$ 309,152	\$ 2,183,421
TOTAL WITH CONTINGENCIES	\$ 1,143,488	\$ 1,162,690	\$ 8,939,437	\$ 1,854,910	\$ 13,100,525

3 Merit Criteria

3.1 Characterizing Congestion and Associated Impacts

Connect Downtown focuses on 5 Big Moves; manage congestion, improve safety, move more people, create complete networks and maximize the curb. These 5 Big Moves work together to amplify one another, with the goal of alleviating congestion and improving mobility in downtown Nashville.

Congestion in Downtown Nashville

People driving and taking the bus spend more time in congestion, and fewer people are biking and walking to move around downtown than 10 years ago. Special events at multiple downtown venues often snarl traffic and construction detours make it hard to walk and bike safely in parts of downtown.

Most importantly, there are too few high-quality multimodal options, which means that Nashvillians are often forced to drive. Which puts even more cars on busy roads, takes curb space that is needed for deliveries, and limits the ability to meet climate and sustainability goals.

- **People are stuck in traffic:** Drivers in the Nashville region lost about 80 hours a year during the morning and afternoon rush. Traffic congestion means downtown streets can't move people who are driving and taking the bus.
- **Travel options don't match desires:** Only 20% of people surveyed prefer to drive in downtown Nashville. But today, 80% of Nashville-area commuters drive alone. People often choose to drive because they don't have a better option, especially for evening or late-night trips.
- **Transit is slow and unreliable:** Bus riders say that waiting times are long and service is slow. Buses get stuck in downtown traffic and are unreliable. Sometimes it takes 45 minutes to go from Demonbreun St to Church St., a distance of only 0.37 miles. These delays directly impact low-income and disadvantaged commuters who are more dependent on transit services than commuters who have other travel options.
- **Loading space is limited:** People feel that downtown Nashville lacks space for deliveries. On a busy day, businesses on Broadway can receive 200,000 cases of beer, and truck drivers need easy access to their customers. Additionally, rideshare vehicles block travel lanes and increase congestion.
- **Nashville is popular:** Nashville had over 14 million visitors in 2022 and is on track to exceed that number in 2023. Events require detours and impact the busiest times on the roads, and the sidewalks are too narrow to accommodate everyone walking and rolling.

The Impacts of Congestions

Traffic congestion translates to lost time and lost revenue, and it impacts Nashvillians' interest in traveling downtown. Although it's not possible to solve congestion, Connect Downtown recommends projects and programs that will help make driving trips more reliable and create a more resilient street network. Failing to act costs Nashvillians in many ways:

Economic Costs:

The Texas A&M Transportation Institute (TTI) 2021 Urban Mobility Report (UMR) showed that traffic congestion in 2019 cost commuters in Nashville-Davidson TN 66 hours of delay, and approximately \$1,465 which was attributed to a combination of time, money, and gas. The report

also showed an Annual Congestion Cost of \$1.3 Billion in 2019. The 2019 data was used to show the pre-COVID pandemic congestion level, as post-COVID data is not yet available.

Additionally, business revenues lost due to customers and patrons avoiding downtown travel. Events lost due to the perception that traveling in Nashville is too difficult. Time lost due to sitting in traffic.

Environmental Costs

The TTI 2021 UMR report also found that there were 25 million gallons of excess fuel consumed and the Annual Greenhouse Gases (CO₂) produce in excess due to congestion was approximately 254,404 tons during 2019.

Nashville, Tennessee air quality varies depending on the time of year, the examined air pollutant, and the applied air pollutant standard. Nashville is in attainment for the U.S. Environmental Protection Agency's (EPA's) most rigorous air pollution standards: short-term ozone, short-term PM_{2.5}, and annual PM_{2.5}. While Nashville air quality may be deemed acceptable based on key U.S. EPA standards, the capital city is not impervious to pollution spikes that can jeopardize the health of residents. In March 2021, Nashville experienced PM_{2.5} readings as high as 42 µg/m³ (nearly 4 times the WHO's annual PM_{2.5} target, and 2 times higher than its daily PM_{2.5} target). Major pollution sources in Nashville include the daily transit of residents via motor vehicles, power plants, factories, diesel exhaust from construction equipment, commercial trucks, and railway trains.

Mobility Impacts

The most significant impact of congestion is on the ability of people and goods to move efficiently within the project area.

Reduced Travel Speeds: Congestion in Nashville significantly reduces travel speeds for all users; motorist, non-motorists and public transit riders. This significant reductions in travel speeds creates excessively long and unreliable travel times which may lead to frustration and discouragement of going downtown, especially for transit users which experience a longer travel time when accounting for boarding/alighting times at bus stops.

Increased Delay: Congestion disrupts travel-time reliability, making it more difficult for people and good to move efficiently, and that impacts everything from emergency response times to delivery schedules.

Accessibility Issues: Congestion limits accessibility by creating an unfavorable environment in which public transit can operate effectively, which discourages users that don't drive from utilizing transit options downtown, limiting their ability to move through the city.

By addressing congestion, Connect Downtown aims to improve the overall mobility of the downtown area, making it easier and safer for everyone to get to where they need to go.

Doing nothing isn't an option for downtown Nashville—traffic will just keep getting worse and the cost of inaction is too high. Through Connect Downtown, Nashville can keep the economy thriving, save lives, reduce air pollution, and create a more equitable region by making meaningful and sustainable investments in mobility infrastructure and programs.

3.2 Congestion Management and Alignment with Program Goals and the Administrative Priority for Considering Climate Change

Traffic is high on people's list of complaints, no matter the city. But in bustling downtown Nashville, stories about getting stuck in a garage for two hours after an event or spending 45 minutes trying to go from one side of downtown to the other are increasingly common.

The Connect Downtown Action Plan approach to congestion is comprehensive and relies on the synergies that evolve with the implementation of a complete mobility network that offers users more than just single occupancy vehicles to move around. The 5 Big Moves that Connect Downtown focuses on work together to create better outcomes. There are through three key project types that Connect Downtown recommends that directly tackle congestion; Traffic Management Strategies, Focused Programs, and One-Way and Two-Way Conversions.

The proposed Downtown Nashville Adaptive Signals and Transportation Demand Management project is part of the Traffic Management Strategies and aims to manage congestion through updating downtown's traffic signal system and providing benefits for all modes of transportation. Adaptive signals give traffic engineers the ability to provide additional green time at an intersection, to increase the walk time for a crowd leaving an event, or to give a bus a head start in a busy corridor.

Addressing Congestion Impacts

Adaptive signals are proven to improve efficiency of roadways, allowing more capacity. Adaptive signals allow to move traffic more efficiently with fewer stops, adjust traffic in real-time to minimize traffic tie-ups due to crashes, lane-closures or changes in traffic volumes and reduce vehicle emissions by decreasing idling time.

Alignment with CRP Goals

The adaptive signal installation will allow to reduce the congestion by reducing delay times and moving move vehicles in and out of downtown, reducing some of the costs associated with congestions per commuter, and encourage visitors to downtown. Through the reduction in idle time, adaptive signals are expected to reduce vehicle emissions. Adaptive signals are in line with the CRP goals.

Congestion Management Process

The Connect Downtown project aligns closely with the GNRC's Congestion Management Process (CMP), which aims to reduce congestion, improve mobility options, and promote sustainable transportation practices. The CMP highlighted the need for innovative solutions, and adaptive traffic signals offer proven effectiveness in optimizing traffic flow, reducing congestion, and lowering emissions, all key goals outlined by the CMP. The integration of the adaptive signal technology within the proposed Traffic Management Center in the Connect Downtown Action Plan, would allow for continuous monitoring of congestion and adapting the system in real-time to different and complex traffic demands. Real time adaptiveness allows response to different scenarios such as emergencies, events and atypical travel patterns.

Climate Change and Resiliency

Congestion not only disrupts traffic flow, but also contributes to climate change through increased vehicle emissions. According to the American Lung Association downtown Nashville struggles with its air quality, often exceeding the national standard for ozone and particulate matter. In the 2023

State of Your Air report by the American Lung Association, Davidson County received a “B” grade for ozone pollution and a “C” grade for 24-hour particle pollution. Adaptive traffic signals represent a resilient approach by reducing the forementioned idling times and improving traffic flows which lead to lower emissions and cleaner air. Furthermore, this system’s flexibility allows for future integration with Transit Priority Signals, promoting long term sustainability through mode-shift, and preparing Nashville for the evolving transportation landscape.

Safety

Safety in Downtown Nashville

The Tennessee Roadway Information Management System (TRIMS) showed that within the study area there were approximately 4,673 crashes from January 1, 2021, to Dec 31, 2023. Of these 4,673 crashes, 1,462 were angle crashes, 968 were rear end, and 889 were sideswipes. 203 crashes involved pedestrians and 34 involved bicyclists. Of the 4,673 crashes 8 were fatal, 85 were incapacitating, 794 were non-incapacitating, 434 were possible injury crashes and 3352 were property damage only.

Additionally, people in Nashville feel that the streets are unsafe: almost 2/3 of people surveyed for the Connect Downtown plan don’t feel safe biking downtown. There are 47 High Injury Network corridors in the study area, and only 3.6 miles of protected bike facilities.

Safety Performance

Improving safety is one of the Connect Downtown five Big Moves. Advance Vision Zero projects and programs to make downtown’s streets safer for people, especially downtown’s most vulnerable travelers. Nashville’s Vision Zero Action Plan and Implementation Plan outline a commitment to eliminate serious injuries and fatalities by advancing safety improvements throughout Davidson County. The adaptive signals are anticipated to improve the current safety performance through reducing stops (and the potential for rear-end collisions).

Mitigation of Negative Safety Impacts

Connect Downtown includes mitigation strategies to reduce any negative safety impacts from the project with consideration for all users, including vulnerable road users. These mitigation strategies include education programs and traffic safety enforcement. The Vision Zero Action Plan identifies an education campaign, educational materials, and traffic safety communications as short-term priorities. Linking these campaigns to other downtown-focused messaging—including messages focused on visitors—can help to expand the reach of education programs. Metro is working with the community to develop a context-appropriate approach to enforcement. Reconsidering restrictions on automated enforcement, including red light cameras and speed cameras, can help to improve traffic safety downtown.

National Roadway Safety Strategy

Connect Downtown’s approach to safety is in line with the National Roadway Safety Strategy, as the Action Plan offer a safe system approach through redundant layers of safety, from educational programs that encourage safer people and users, to design/operational improvements that create safer roads, to a connected infrastructure.

By implementing adaptative traffic signals, the project promotes innovative technologies to enhance traffic flow and pedestrian safety. Adaptive signal technology can also be used to enhance post-crash care by adjusting traffic in real-time to minimize traffic tie-ups due to crashes and support emergency response efforts. Outcomes from implementing adaptive signals align with the NRSS goals.

3.3 Public Engagement, Collaboration, and Partnerships

Throughout the Connect Downtown Action Plan Development the project team underwent extensive stakeholder engagement. This included a two-year collaboration between the four partners (NDOT, WeGo, TDOT and NDP), downtown stakeholders, and the broader Nashville community. The Action Plan has been shaped by a Stakeholder Task Force (STF) and a Technical Advisory Committee (TAC), as well as by a robust outreach program that gathered input from thousands of residents and key downtown stakeholders.

The development of Connect Downtown began in early 2022 by reviewing past plans, collecting data, talking to stakeholders and community members, and analyzing downtown's current transportation system.

With the background data and a baseline understanding of current conditions in hand, a collaborative effort with the STF and TAC to goals and desired outcomes were developed. Agreeing on what Connect Downtown should achieve helped to tighten and shape the focus of the project.

Possible solutions were developed to address downtown's transportation challenges using best practices and peer city research as a starting point. From transit lanes to delivery pilots to demand management approaches, a comprehensive list of potential projects and programs was developed.

In late 2022, Nashvillians were invited to "build your own scenario," where they highlighted which strategies they'd select within a limited budget. The feedback indicated an overwhelming support for dedicated transit lanes, safe and protected bike facilities, and traffic management solutions to unclog the streets of downtown.

Using the feedback to refine the priority solutions for downtown. A dozen potential transit priority corridors were evaluated, discussions were held with delivery drivers about the most critical locations for loading zones, and a determination was made with regards to streets that are most important in the walking, rolling, and biking network.

The third round of community engagement included public meetings, focused stakeholder conversations, and input from the STF and TAC. The most popular and most impactful solutions were combined into a single list of projects, which became the draft recommendations.

Modeling efforts were conducted and included two models that were developed to test how well the draft recommendations would work. It was important to understand where there were conflicts and if the proposed projects were the right ones to make a difference for Nashville.

The model really hit home that doing nothing isn't an option. With the growth Nashville has seen and will see in the next 10 years, failing to act means that traffic downtown gets worse. It takes longer and longer to get through an intersection, and bus trips are routinely slower than walking.

The results showed that adding transit priority corridors to downtown gets more people on the bus, freeing space for people who do need to drive. And the folks who are riding the bus are saving hours each month since the buses aren't stuck in traffic.

The recommendations and projects were further refined to adjust key intersections and rethink which modes get priority in a few critical spots.

As the Action Plan efforts wrapped up, a final round of outreach was undertaken to ensure the recommendations and solutions align best with the public. The plan was finalized for adoption in early 2024.

As projects for Connect Downtown are being designed, the public's help and input will be crucial in figuring out the details, and the public is engaged in a community conversation about transportation funding, which will be critical to moving forward.

The Downtown Nashville Adaptive Signals and Transportation Demand Management project will follow suit as part of Connect Downtown's vision and engage with the public and partners to implement the system successfully. NDOT will work closely with WeGo and TDOT to ensure compatibility and success of the signal updates. The projects to be implemented by this funding request will be the first step in implementing additional enhancements identified by Connect Downtown.

3.4 Equity and Justice⁴⁰

The Connect Downtown project aims to transform downtown Nashville's mobility network through offering transit priority lanes, mobility lanes, and tackling congestion through a comprehensive approach that includes traffic management strategies, focused programs, and one-way to two-way conversions. The Action plan also highlighted NDOT commitment to moving more people and creating a more complete network.

Advantages Beyond Congestion Relief

It's important to emphasize how the proposed downtown Nashville Adaptive Signals and Transportation Demand Management project is part of Connect Downtown's comprehensive approach to mobility. This project will support other elements of the Connect Downtown Action Plan and will have direct and indirect impacts on equity and justice within the study area.

The proposed project goes beyond providing just congestion relief by offering:

Traffic Efficiency: Adaptive signal technology will optimize traffic flow and support real time response to traffic demand, leading to:

- **Shorter wait times on public transportation** will make transit more reliable, efficient and attractive to more users, taking single occupancy vehicles off the roadway network through mode shift and reducing the cost of travel for everyone within the network.
- **Reduced reliance on personal vehicles, saving residents money** (Average lower income household spend 30% of their after-tax income on transportation compared to 15% for average all income households)

Improving Safety: Optimized traffic flow will lead to safer intersections, benefiting pedestrians, cyclists, and motorists alike. This is particularly crucial in disadvantaged communities which tend to have higher crash rates. (Of the communities in the top 20% of roadway fatalities, nearly two thirds (62%) are experiencing transportation disadvantage. 22% of all fatal crashes in Disadvantaged Communities resulted in the death of a pedestrian.)

Greater Quality of Life: Reduced congestion creates a more productive and accessible downtown environment, benefiting residents, businesses, and visitors. Research conducted by Imagine

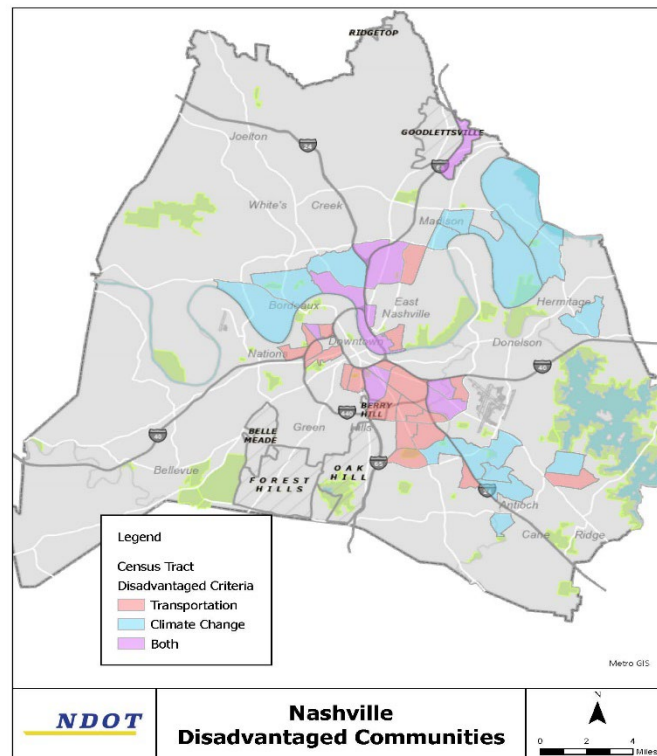
Nashville found that when asked about the top 3 most “negative impact on your life” Nashvillians responded as follows:

- Traffic/congestion/it’s hard to get around. (49%)
- Lack of affordable housing/housing shortage/high cost of living (38%)
- Too much growth/growth not well managed (35%).
- Lack of public transportation (33%).
- High cost of living (32%).

Equity Assessment and Findings

The goals set forth in Executive Order 14008, which aims to deliver forty percent of the overall benefits of relevant federal investments to disadvantaged communities. Implementation of the Downtown Nashville Adaptive Signals and Transportation Demand Management project within Connect Downtown will provide benefits to low-income and disadvantaged communities. To identify disadvantaged communities within Nashville, NDOT underwent a review of the Environmental Justice Screening and Mapping Tool (EJScreen), and the Climate and Economic Justice Screening Tool (CEJST). Nashville-Davidson County has a large population of low-income and disadvantaged communities with 38% of total population identified as Low Income and Disadvantaged Community (LIDAC). The type of disadvantaged communities and their locations can be seen in **Figure 6**.

Figure 6 | Nashville-Davidson County Disadvantaged Communities Map



Although the assessment identified no disadvantaged communities within the project limits, the benefits of these projects will be felt across Davidson County and throughout the region. People who

commute, visit, and travel through downtown Nashville will experience the benefit of reduced traffic and congestion, increased safety, and air quality improvements. As many people who work in downtown Nashville commute from outside of the project boundaries, these improvements are expected to help disadvantaged communities throughout the region with benefits ranging from shorter commute times, to reduction in gas cost consumed during idling, to making transit systems more reliable and dependable allowing for employees, to use the bus as an alternative to their individual cars.

Public Engagement Plan for Disadvantaged Communities

Public engagement efforts for the Downtown Nashville Adaptive Signals and Transportation Demand Management project will follow the public engagement plan specifically designed to include members of all disadvantaged communities. This plan intends to present a fair and meaningful engagement process to hear directly from each community about specific improvements that would reduce transportation-related disparities and notify them of planned improvements. The following will be included as part of future engagement efforts:

- **Multilingual Outreach:** Community meetings will be held in accessible locations.
- **Appropriate Materials:** Project information will be presented in multiple languages and formats accessible to diverse audiences.
- **Digital and Offline Engagement:** A variety of communication channels will be utilized including online platforms, social media and printed materials distributed through trusted community partners, to reach a wider range of audiences, especially those that may not have access to the internet.
- **Focus group discussions:** Focus group discussion specifically tailored to disadvantaged communities to delve deeper into their transportation needs and concerns.

Integrating Equity Throughout the Project Lifecycle

The findings of the equity assessment and public engagement will be integrated into all project phases. Additionally, updates to interested stakeholders will be provided through the Nashville Connector website.

Targeting at Least 40% of Benefits to Disadvantaged Communities

NDOT is committed to Justice40 and will be providing at least 40% of the program's benefits to residents in the transportation and/or climate change disadvantaged census tracts.

Adaptive signal technology enhancements are anticipated to significantly improve the reliability and timeliness of transit-dependent low-income and disadvantaged commuters. NDOT will work with WeGo to gather ridership data to document the improvements to transit performance for LIDAC transit users.

The TDM effort will focus on reaching out to LIDAC stakeholders to inform the plan from their unique perspectives. As low-income households are priced out of the downtown area, it will be critical to understand where transit-dependent households are relocating to and how to best represent their needs in the overall TDM plan.

NDOT will use the existing Nashville Connector website as the primary portal for outreach and engagement. Additionally, efforts will be made to schedule stakeholder meetings and community meetings in convenient locations and times for interested parties.

4 Project Readiness and Environmental Risk

4.1 Technical Feasibility

The implementation of the Downtown Nashville Adaptive Signals and Transportation Demand Management project as part of the Connect Downtown project is technically feasible and well-suited for addressing congestion in downtown Nashville and will serve the wider Nashville community.

Proven Technology: Adaptive signal technology is a well-established and widely used solution for optimizing traffic flow in urban environments. Numerous successful implementations across the country demonstrate its effectiveness.

Engineering expertise: NDOT has demonstrated expertise with projects that are similar in scope, for example: NDOT received \$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.

Cost Estimate: The project cost estimate is based on industry standard for adaptive signal technology implementation, including equipment, installation, and system integration costs. A contingency level of 20% will be factored in to account for unforeseen circumstances.

Compliance with Standards: The project will adhere to all applicable federal, state and local standards for traffic signal design, installation and operation. This includes utilizing the Nashville Area Regional ITS Architecture Report. This ensures compatibility with existing and planning infrastructure and promote interoperability.

By leveraging proven technology, experienced personnel, and a well-defined project plan that has a strong support from the public and partner agencies, the adaptive signal technology installation effort is technically feasible and well positioned to achieve its goals and improve traffic flow and reduce congestion and support the Connect Downtown project in enhancing mobility within downtown Nashville.

4.2 Project Schedule

This project is currently in the planning phase. NDOT is committed to transparent and efficient project deliver process, dedicated to timely completion and responsible use of program funds. A graphic illustrating the project timeline is included in **Figure 7**; below are the identified key project milestones:

Major Project Milestones:

- **TDM Plan Development (0 – 36 months):**
 - Set the goals of the TDM that support reducing congestion and emissions,
 - Assess baseline conditions.
 - Conduct initial public engagement
 - Develop TDM strategies that align with goals.
 - Present the draft and final plan.
 - Implement and Monitor.
- **State and Local Planning Approvals (0 - 6 months):** Secure approval from TDOT and relevant Nashville agencies for project inclusion in the Transportation Improvement Program (TIP)

- **National Environmental Policy Act (NEPA) Review (0 - 12 months):** Initiate and complete the NEPA review process, including public engagement and environmental impact assessment. This will involve coordination with relevant federal agencies like the FHWA and Environmental Protection Agency (EPA).
- **Engineering and Design (0 - 24 months):** Develop a detailed project design based on traffic data analysis, signal timing optimization plans and system integration requirements. This design will consider factors like intersection geometry, traffic volumes and pedestrian needs.
- **Permitting (12 - 24 months):** Obtain all necessary permits from local and state authorities for construction activities.
- **Procurement (12 - 24 months):** Solicit bids and select qualified contractors for equipment procurement and system installation.
- **Project Partnership and Implementation Agreements (12 - 24 months):** Finalize partnerships agreement with relevant stakeholders, including potential public-private partnerships or agreement with utility companies for infrastructure access.
- **Construction (12 – 36 months):** Implement the project through purchasing and installing signal components in phases, allowing for adjustments and optimizations based on real-world data after each phase. This phased approach helps manage risks and ensure project efficiency.
- **Project Completion and Testing (12 - 36 months):** Complete construction activities, conduct system testing and integration, and confirm the adaptive signal system functions as designed.

Figure 7 | Project Schedule

Schedule				
CATEGORY	0 - 6 Months	6 - 12 Months	12 - 24 Months	24 - 36 Months
Administration and Training				
<i>Administration of grant elements.</i>				
<i>Staff Training.</i>				
Engineering and Design				
<i>Engineering Study and Traffic Signal Design Plans.</i>				
<i>NEPA Study (anticipated CE).</i>				
<i>State and Local Planning Approvals</i>				
<i>Permitting, Procurement, and Project Partnership Agreements</i>				
Equipment Acquisition and Installation				
<i>Purchase and install signal components and software.</i>				
<i>Operations and maintenance of equipment.</i>				
Testing and Evaluation				
<i>Traffic control during installations.</i>				
<i>Signal acceptance testing and timing adjustments.</i>				
Additional Planning				
<i>TDM Plan Development</i>				

4.3 Required Approvals

Environmental Permits and Reviews

NDOT anticipates the adaptive signal installation NEPA analysis to result in a Categorical Exclusion (CE). All signal enhancements will be made at existing signalized intersections. No additional right-

of-way will need to be acquired. No impacts to historical or natural resources are anticipated as part of this effort. Additionally, air quality is anticipated to be improved once improvements are made and NDOT gains the ability to actively manage congestion in the downtown area.

4.4 State and Local Approvals

TDOT, WeGo, and Metro Nashville are partners in this effort and are ready to work in coordination with NDOT to facilitate permit reviews on shared facilities. These include state routes and transit routes that traverse downtown Nashville.

4.5 Federal Transportation Requirements Affecting State and Local Planning

NDOT will work with The Nashville Area MPO to make sure these projects are recognized in the Transportation Improvement Program (TIP) and the 3-year work plan. The proposed TDM and adaptive signal technology enhancements are supportive of established policies of the Nashville Area MPO.

4.6 Assessment of Project Risks and Mitigation Strategies

Overall, the proposed TDM and adaptive signal technology enhancements should be considered low risk efforts due to the fact that construction efforts will be minimally invasive and not dependent on extensive external factors like right-of-way acquisition or environmental impact assessments. A successful implementation of adaptive signals relies heavily on how well the system functions and meets its intended use. Operational risk focuses on how well the new system performs after installation; the following are three of the biggest factors influencing an adaptive signal technology system's success:

Integration with existing infrastructure: New equipment needs to seamlessly integrate with existing traffic management systems and other adaptive signals in the network. Issues during the integration can cause worsening of delay and congestion.

Adaptive signals are constantly adjusting: There's a risk that the system may not effectively address real-world traffic patterns, leading to congestion and inefficiency.

Data quality and analysis: The effectiveness of adaptive signals relies heavily on the quality of data collected and how well that data is analyzed. Poor data or inadequate analysis can lead to suboptimal signal timing adjustments.

NDOT intends to approach operational risk through two phases, Pre-Implementation and Implementation/Post-Implementation. Throughout all phases of the project NDOT will work closely with WeGo and TDOT to ensure compatibility and success of the signal updates within the project limits.

Pre-Implementation:

Prior to installation of the adaptive signal improvements, NDOT will conduct the following mitigation measures to proactively reduce project risks.

Comprehensive Traffic Study: Before installation, NDOT plans to conduct a comprehensive engineering study that includes:

- **Thorough Traffic Data Collection:** Updated traffic data would be collected at each study intersection.

- **Simulation and Modeling:** Utilizing traffic analysis software, existing, no-build and build conditions will be evaluated and the adaptive system tested through various traffic scenarios to identify any potential issues and refining the system setting before real-world implementation.

Staff Training: NDOT traffic engineers and technicians will be trained on operating and maintaining the new adaptive signal system. This will allow them to quickly identify and address performance issues.

Integration testing: Testing to confirm proper integration between the existing traffic management systems and the new adaptive signal timing equipment will be tested in a controlled environment before deployment.

Implementation & Post-Implementation

During and following construction activities, NDOT will conduct the following activities to mitigate anticipated risks.

Phased Rollout: NDOT will consider a phased rollout of the adaptive signal timing system to allow for real-world testing throughout the implementation process. This will allow for iterative testing and improvement of the installation process and implementation.

Performance Monitoring: The performance of the adaptive signal timing system will be continuously monitored. Traffic flow, congestion and pedestrian safety would be assessed over time to confirm system success.

Data-Driven Adjustments: Utilize data collected by the adaptive signal timing system to continuously refine signal timing and optimize performance.

Implementation of these mitigation strategies will help NDOT significantly reduce operational risk associated with the implementation of the adaptive signal timing system and increases the likelihood of success.

Other Risks

Other risks and mitigation strategies include:

Scope and Cost Creep Risk: Scope and cost creep are common risks with all projects to address these, the following mitigation strategies will be utilized:

Clearly Defined Project Scope: A detailed project scope document outlining the specific goals, deliverables, and functionalities of the adaptive signal timing system will be developed. This will provide a clear baseline for project decisions and help prevent scope creep.

Change Management Process: A formal process for managing changes to the project scope will be established. This will involve impact assessments, cost estimates, and approval from key stakeholders before incorporating any changes.

Regular Cost Monitoring: Closely monitor project expenditures throughout the implementation phase. Identify cost variances early and take corrective actions such as value engineering or budget adjustments to stay within budget.

Schedule Risk: Timely completion of adaptive signal timing system is crucial, the following mitigation strategies will be utilized:

- **Realistic Project Schedule:** A more detailed and realistic project schedule that further considers all project tasks, dependencies, and resource requirements will be developed.
- **Dependency Management:** All project dependencies will be identified and potential delays from any external factors will be proactively addressed.
- **Regular Progress Monitoring:** Continuously project progress monitoring and any schedule deviations will be identified early. Implementation of corrective actions like resource allocation adjustments or revised timelines to get back on track will be utilized as needed.

5 Administration Priorities and Departmental Strategic Plan Goals

5.1 Safety

Adaptive signal timing is a proven method for reducing congestion and improving safety. The installation of adaptive signals is associated with a Crash Modification Factor (CMF) of 0.878 for rear end crashes, CMF of 0.807 for angle crashes and CMF of 0.948 for all crash types. Rear end and angle crashes were the most common crash types within the study area, with 1,462 angle crashes and 968 rear end crashes. Adaptive signal timing is expected to reduce crashes and improve safety within the study area.

5.2 Climate Change and Sustainability

The proposed adaptive signal timing project is part of Connect Downtown's comprehensive approach to mobility. The adaptive signals are expected to relief traffic congestion and improve overall traffic flow in and out of the downtown area. The relief in traffic is anticipated to improve travel time and transit reliability throughout downtown, with the increase in transit reliability expected to encourage mode-shift towards transit from single occupancy vehicles. Mode shift is known to reduce emissions and will work in tandem with reducing traffic congestion, further reducing emissions as adaptive signal timing allows traffic flow optimization which decreases time spent idling.

5.3 Equity and Justice40

NDOT is committed to Justice40 and will be providing at least 40% of the program's benefits to residents in the transportation and/or climate change disadvantaged census tracts.

Adaptive signal technology enhancements are anticipated to significantly improve the reliability and timeliness of transit-dependent low-income and disadvantaged commuters. NDOT will work with WeGo to gather ridership data to document the improvements to transit performance for LIDAC transit users.

The TDM effort will focus on reaching out to LIDAC stakeholders to inform the plan from their unique perspectives. As low-income households are priced out of the downtown area, it will be critical to understand where transit-dependent households are relocating to and how to best represent their needs in the overall TDM plan.

NDOT will use the existing Nashville Connector website as the primary portal for outreach and engagement. Additionally, efforts will be made to schedule stakeholder meetings and community meetings in convenient locations and times for interested parties.

Workforce Development, Job Quality, and Wealth Creation

NDOT is committed to hiring disadvantaged business enterprises (DBEs) where applicable to increase workforce participation from underserved communities. In addition to including the option for self-identification of women and minority-owned businesses, NDOT's procurement procedures also allow for the self-identification of LGBT and service-disabled veteran-owned businesses, as well as a separate process for small business owners. NDOT also utilizes partnerships where possible to incorporate historically disadvantaged populations into community development projects and internship opportunities. NDOT has a history of partnerships that help provide job training for low-income and minority groups while including middle and high school students in the planning and design process, inspiring the next generation of community leaders. NDOT follows all federal and state guidelines regarding fair hiring practices should additional staff be hired to complete program objectives and is committed to ensuring equal opportunity within the hiring process.

Additionally, the Metropolitan Government of Nashville and Davidson County (Metro) is committed to promoting good-paying jobs and labor standards that prioritize employee rights. Metro has a labor policy that ensures that employees have the freedom to join a union and engage in collective bargaining without fear of reprisal. They also recognize the importance of entrepreneurship in creating high-paying jobs and plans to collaborate with universities and community colleges to help workers develop their skills and entrepreneurship abilities in the evolving electric vehicle industry. Metro prioritizes diversity and inclusion by implementing hiring policies that prioritize underrepresented populations, supporting employee resource groups, and providing diversity and inclusion training. They also aim to create opportunities for minority and women-owned businesses through procurement regulations and set a target goal for MWBE participation.

Currently, Metro has three labor unions: The Fire Union (Fire Department), Fraternal Order of Police (Metro Nashville Police Department), and the Service Employee International Union (SEIU) for other employees. They are also aware of the US job market trend with young entrepreneurship on the rise or expected to continue rising and youth generally less interested in skilled trade occupations. Entrepreneurship creates good-paying jobs, raises competition, and increases innovation. NDOT has established a Handshake Account in coordination with Metro's Human Resources (HR) department, which will target colleges and universities nationwide, aiming to connect with potential candidates from all backgrounds.

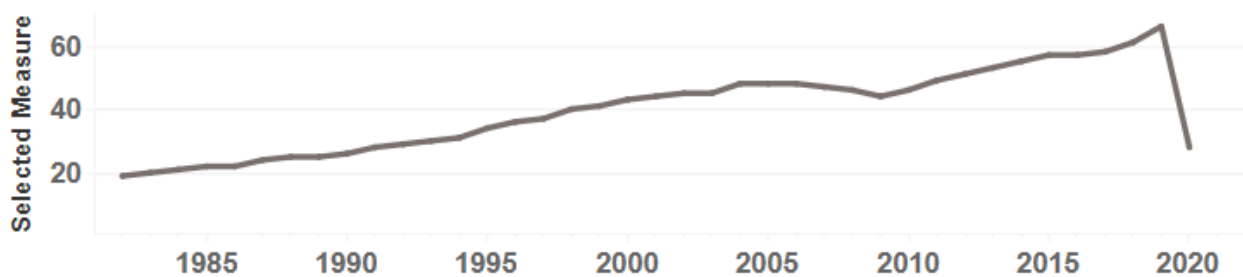
Metro has a workforce development program for the purpose of providing job training and recruitment to Nashville residents for construction projects for which any publicly financed economic development incentives have been provided by the Metropolitan government. This includes, but is not limited to, incentives in the form of tax increment financing (TIF, payments-in-lieu-of-tax (PILOT) agreements, participation agreements, and economic and community development incentives authorized by Metro Code.

Metro also promotes entry and retention through the POWER Youth Summer Employment Initiative, which provides career exploration and work experience activities for youth 14 to 24 years old, who are also underrepresented in infrastructure jobs. This initiative is executed through high school internships, direct hire or other external postings and experience work programs.

6 Statutory Required Project Selection Priority

Congestion in downtown Nashville is not exclusive to typical morning and evening rush hours. The congestion is recurrent, frequent, and projected to only get more intense if no interventions are implemented. As shown under section 3.1, the 2021 TTI UMR concluded that the Annual Delay per Auto Commuter reached 66 hours in 2019. **Figure 8** shows the Delay per Auto Commuter over time for the Nashville-Davidson, TN area. Nashville has grown into a destination city for professional sports, music performances, national conventions, and vacationers from around the world. These draws require a transportation system that can respond to high demand 24 hours a day and seven days a week. The adaptive signal installation and TDM planning efforts to address these demands are critical for providing more effective transit, reduction of transportation related air pollution, and reducing congestion within downtown and across the region.

Figure 8 | Annual Delay per Auto Commuter



Source: TTI UMR 2021

7 FHWA Priority Selection Consideration

Connect Downtown found that, “Today, people driving and taking the bus Downtown spend more time in congestion, and fewer people are biking and walking than 10 years ago. There’s a special event snarling traffic more often than not, and construction detours make it hard to walk and bike safely in parts of Downtown. Most importantly, we have too few high-quality multimodal options, which means that Nashvillians are often forced to drive.” The implementation of adaptive signal technology and the execution of a current TDM plan are crucial first steps in addressing the systematic congestion issues that are limiting our transit options and costing our residents time and money.

Once in place, these efforts will inform future improvements while informing our policies related to congestion and transportation planning within downtown Nashville and across the region.

To speak to the need of federal funding for this project, GNRC concluded after NDOT was awarded with funding for 37 of the downtown adaptive signals, that adaptive signal enhancements to the remaining downtown signals would likely require federal aid. This supports the need of federal funding for this project to advance. The proposed project can begin within 6 months of the date of the program grant award is announced as summarized in section 4.2. The project’s implementation of adaptive signal technology is an innovative proven method to improve efficiency of roadways. It relieves congestion through allowing more capacity and improving overall system connectivity.

Through TDM planning this project aims to reduce the number of single occupancy vehicles on downtown streets and encourage transit ridership. Section 5.3 illustrates how the NDOT is committed to DBEs, and MWBEs, and showcases the different development programs and initiatives available to utilize local the workforce and supporting economically disadvantaged communities.

8 Letters of Support

This project has widespread support from a variety of government agencies and community organizations. The following letters of support were received:

1. Mayor Freddie O’Connell – Metropolitan Government of Nashville and Davidson County
2. Nashville Area Chamber of Commerce
3. Nashville Downtown Partnership
4. WeGo
5. Walk Bike Nashville
6. Civic Design Center

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY



FREDDIE O'CONNELL
MAYOR

April 16, 2024

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

Dear Administrator Bhatt,

I am writing to express the strong commitment of Metropolitan Government of Nashville-Davidson County to support the Congestion Relief Program administered by the Federal Highway Administration. As the Mayor of Nashville, I am dedicated to addressing traffic congestion challenges and improving transportation infrastructure for the benefit of our community.

The Congestion Relief Program presents a critical opportunity to alleviate traffic congestion and enhance mobility on our roadways. Recognizing the importance of federal support for such initiatives, Metro Nashville is committed to providing local funding to meet cost-sharing requirements and ensure the successful implementation of projects under this program.

Nashville understands the significance of investing in transportation infrastructure to promote economic growth, enhance public safety, and improve the overall quality of life for our residents. As such, we are prepared to allocate 20% of total project funding to support cost-sharing efforts for projects selected under the Congestion Relief Program.

By leveraging federal resources with local investment, we can maximize the impact of these projects and achieve meaningful outcomes for our community. We are eager to collaborate with Federal Highway Administration and other stakeholders to identify opportunities for partnership and advance congestion relief efforts in Nashville.

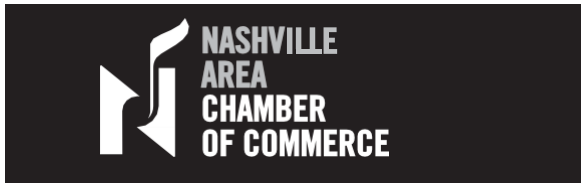
Thank you for considering our commitment to the Congestion Relief Program. We look forward to working closely with you to ensure the success of this important initiative.

Sincerely,

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

Freddie O'Connell
Mayor, Metropolitan Government of Nashville and Davidson County

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Nashville, TN 37203
615.743.3000

nashvillechamber.com

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

Dear Administrator Bhatt,

I am writing on behalf of the Nashville Area Chamber of Commerce to express our strong support for Metro Nashville's grant application through the Congestion Relief Program. As a voice for the business community across the 10-county Middle Tennessee region, we understand the critical need for initiatives that alleviate traffic congestion and improve the efficiency of our transportation networks for our workforce.

The Congestion Relief Program aligns with our region's goals of promoting sustainable and efficient transportation and mobility solutions. By investing in projects aimed at reducing congestion and enhancing mobility choices, the program not only benefits commuters and businesses but also contributes to economic growth. Investment in transit and transportation that provides access for all Middle Tennesseans to get to jobs, education and amenities will help the region and its residents grow stronger and retain our wonderful quality of life.

We commend the efforts of the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in spearheading this important initiative and believe that it has the potential to make a significant impact on our community and beyond. The comprehensive approach outlined in the application, including strategies such as signal upgrades and TDM planning demonstrates a commitment to addressing congestion challenges effectively.

Furthermore, we recognize the importance of federal support in implementing and sustaining this project. The expertise and resources provided by the Federal Highway Administration are invaluable in ensuring the success and long-term viability of such initiatives.

In conclusion, we urge you to consider our strong endorsement of this grant application and to continue your support for initiatives that enhance transportation efficiency and alleviate congestion. We look forward to collaborating with you and other stakeholder to achieve our shared goals.

Sincerely,

Ralph Schulz
President & CEO
Nashville Area Chamber of Commerce



April 11, 2024

Mr. Shailen Bhatt
FHWA Administrator
Federal Highway Administration
United States Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Dear Administrator Bhatt,

I am writing on behalf of the Nashville Downtown Partnership to express our strong support for Metro Nashville's grant application through the Congestion Relief Program. As a downtown management organization, we understand the critical need for initiatives that alleviate traffic congestion and improve the efficiency of our transportation networks.

The Congestion Relief Program aligns with our organization's goals of promoting sustainable and efficient transportation solutions. By investing in projects aimed at reducing congestion and enhancing mobility, the program benefits commuters and businesses and also contributes to economic vitality and environmental sustainability.

We commend the efforts of the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in spearheading this important initiative and believe that it has the potential to make a significant impact on our community and beyond. The comprehensive approach outlined in the application, including strategies such as signal upgrades and TDM planning demonstrates a commitment to addressing congestion challenges effectively.

Furthermore, we recognize the importance of federal support in implementing and sustaining this project. The expertise and resources provided by the Federal Highway Administration are invaluable in ensuring the success and long-term viability of such initiatives.

In conclusion, we ask you consider our strong endorsement of this grant application and to continue your support for initiatives that enhance transportation efficiency and alleviate congestion. We look forward to collaborating with you and other stakeholders to achieve our shared goals.

Thank you for your thoughtful consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas D. Turner".

Thomas D. Turner
President and CEO
Nashville Downtown Partnership

150 4th Ave. N., Suite 110
Nashville, Tennessee 37219
615.743.3090
nashvilledowntown.com



A Service of Nashville MTA

430 Myatt Drive
Nashville, TN 37115
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Freddie O'Connell
Mayor

Gail Carr Williams
Chair

Janet Miller
Vice Chair

Jessica Dauphin
Member

Kathryn Hays Sasser
Member

Aron Thompson
Member

Stephen G. Bland
Chief Executive Officer

Andy Burke
Chief Operating Officer

Renuka Christoph
Chief Communications Officer

Vince Malone
Chief of Staff & Administration

Nick Oldham
Chief Safety & Security Officer

Edward W. Oliphant
Chief Financial Officer

Vacant
Chief Development Officer

April 11, 2024

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

Dear Administrator Bhatt,

I am writing on behalf of WeGo Public Transit to express our strong support for Metro Nashville's grant application through the Congestion Relief Program. As the primary public transportation provider for all of Nashville and Middle Tennessee, we understand the critical need for initiatives that alleviate traffic congestion and improve the efficiency of our transportation networks.

The Congestion Relief Program aligns with our organization's goals of promoting sustainable and efficient transportation solutions. By investing in projects aimed at reducing congestion and enhancing mobility, the program not only benefits commuters and businesses but also contributes to economic growth and environmental sustainability.

We commend the efforts of the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in spearheading this important initiative and believe that it has the potential to make a significant impact on our community and beyond. The comprehensive approach outlined in the application, including strategies such as signal upgrades and TDM planning, demonstrates a commitment to addressing congestion challenges effectively.

Furthermore, we recognize the importance of federal support in implementing and sustaining this project. The expertise and resources provided by the Federal Highway Administration are invaluable in ensuring the success and long-term viability of such initiatives.

In conclusion, we urge you to consider our strong endorsement of this grant application and to continue your support for initiatives that enhance transportation efficiency and alleviate congestion. We look forward to collaborating with you and other stakeholders to achieve our shared goals.

Sincerely,

A handwritten signature in blue ink that reads "Steve Bland".

Stephen G. Bland
Chief Executive Officer

April 17, 2024

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



Re: Nashville's Congestion Relief Program Application

Dear Administrator Bhatt,

I am writing on behalf of Walk Bike Nashville to express our support for Metro Nashville's grant application through the Congestion Relief Program. As an active transportation nonprofit, and stakeholder in the Connect Downtown planning process, we understand the critical need to improve the efficiency of our transportation networks, especially in urban cores. Congestion in Downtown Nashville hinders mobility, especially for the bus system that is centralized in downtown. This grant application is part of a broader effort to improve multimodal connectivity to, and through, the urban core.

The Congestion Relief Program aligns with our organization's goals of promoting sustainable and efficient transportation solutions. By investing in projects aimed at reducing congestion and enhancing mobility, the program not only benefits commuters and businesses but also contributes to environmental sustainability.

The comprehensive approach outlined in the application, including strategies such as signal upgrades and TDM planning, demonstrates a commitment to addressing congestion challenges effectively. These improvements are part of a larger plan that will improve multimodal connectivity and efficiency in Downtown Nashville.

In conclusion, we urge you to consider our endorsement of this grant application and to continue your support for initiatives that enhance transportation efficiency and alleviate congestion. We look forward to collaborating with you and other stakeholders to achieve our shared goals.

Sincerely,

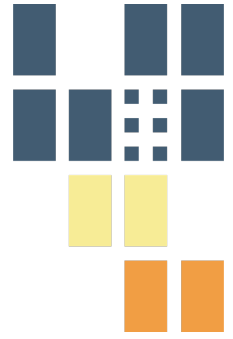
A handwritten signature in black ink, appearing to read "J. Wesley Smith", with a stylized flourish at the end.

J. Wesley Smith
Advocacy Manager



Civic Design Center

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



April 17, 2024

Shailen Bhatt

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

Dear Administrator Bhatt,

I am writing on behalf of Civic Design Center to express our strong support for Metro Nashville's grant application through the Congestion Relief Program. As a nonprofit that works with residents, organizations, and municipalities to help improve the quality of life in the built environment for all people, we understand the critical need for initiatives that alleviate traffic congestion and improve the efficiency of our transportation networks.

The Congestion Relief Program aligns well with the Civic Design Center's Guiding Principles For Civic Design which include; Develop an equitable and desirable transportation infrastructure; Promote community-supported, local economies to be equitable and sustainable; and Celebrate streets as places that address neighborhood needs and facilitate community interactions. By investing in projects aimed at reducing congestion and enhancing mobility, the program not only benefits commuters and businesses but also contributes to economic growth and environmental sustainability.

We commend the efforts of the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) in spearheading this important initiative and believe that it has the potential to make a significant impact on our community and beyond. The comprehensive approach outlined in the application, including strategies such as signal upgrades and TDM planning demonstrates a commitment to addressing congestion challenges effectively. Furthermore, we recognize the importance of federal support in implementing and sustaining this project. The expertise and resources provided by the Federal Highway Administration are invaluable in ensuring the success and long-term viability of such initiatives.

In conclusion, we urge you to consider our strong endorsement of this grant application and to continue your support for initiatives that enhance transportation efficiency and alleviate congestion. We look forward to collaborating with you and other stakeholder to achieve our shared goals.

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.

APPLICATION FOR Congestion Relief Program

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

Diana W. Alarcon

CCA0040554B9401...

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

4/16/2024

Date

Certificate Of Completion

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Signer Events**Signature****Timestamp**

Greg McClarin

Greg.McClarin@nashville.gov

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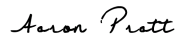
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Aaron Pratt

Aaron.Pratt@nashville.gov

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Kevin Crumbo/mjw

MaryJo.Wiggins@nashville.gov

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ID: 32d03735-0407-407e-b5a9-91c228c4e129

Courtney Mohan

Courtney.Mohan@nashville.gov

Security Level: Email, Account Authentication (None)



Sent: 4/30/2024 3:31:23 PM

Viewed: 4/30/2024 3:42:08 PM

Signed: 4/30/2024 4:00:12 PM

Signature Adoption: Pre-selected Style

Using IP Address: 170.190.198.185

Signer Events	Signature	Timestamp
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Electronic Record and Signature Disclosure:
Accepted: 4/30/2024 3:42:08 PM
ID: 121ed11b-0afc-4a5e-97af-f9357471c1ac

In Person Signer Events	Signature	Timestamp
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Editor Delivery Events	Status	Timestamp
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Agent Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
------------------------------	--------	-----------

Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Danielle Godin
Danielle.Godin@nashville.gov
Security Level: Email, Account Authentication (None)

COPIED

Sent: 4/30/2024 4:00:15 PM
Viewed: 5/1/2024 2:37:49 PM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Sally Palmer
sally.palmer@nashville.gov
Security Level: Email, Account Authentication (None)

COPIED

Sent: 4/30/2024 4:00:16 PM

Electronic Record and Signature Disclosure:
Accepted: 5/1/2024 9:09:23 AM
ID: a61612b9-36e7-441e-9872-60fa1cd6be99

Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Envelope Sent	Hashed/Encrypted	4/30/2024 2:30:41 PM
Certified Delivered	Security Checked	4/30/2024 3:42:08 PM
Signing Complete	Security Checked	4/30/2024 4:00:12 PM
Completed	Security Checked	4/30/2024 4:00:16 PM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure
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