GRANT APPLICATION SUMMARY SHEET

Grant Name:	Rebuilding American Infrastructure with Sustainability and Equity 21-23
Department:	PUBLIC WORKS
Grantor:	U.S. DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable):	
Total Applied For:	$2,006,537.00
Metro Cash Match:	$501,634.00
Department Contact:	Casey Hopkins 880-1676
Status:	NEW

Program Description:
The Department of Transportation and Multimodal Infrastructure (NDOT), proposes to conduct a people- and data-centered approach to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. If awarded, Metro will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity and spatial equity.

Plan for continuation of services upon grant expiration:
No.

APPROVED AS TO AVAILABILITY OF FUNDS:

DocuSigned by: Kevin Crumbo/mjw 7/12/2021
Director of Finance **Date**

DS TE

APPROVED AS TO FORM AND LEGALITY:

DocuSigned by: Macy Amos 7/12/2021
Metropolitan Attorney **Date**

APPROVED AS TO RISK AND INSURANCE:

DocuSigned by: Balogun Cobb 7/12/2021
Director of Risk Management Services **Date**

DocuSigned by: John Cooper 7/12/2021
Metropolitan Mayor **Date**

DS KW

(This application is contingent upon approval of the application by the Metropolitan Council.)

5283 BA Initials DS KW

Grants Tracking Form

Part One

Pre-Application ○ **Application** ◉ **Award Acceptance** ○ **Contract Amendment** ○

Department	Dept. No.	Contact	Phone	Fax
PUBLIC WORKS	042	Casey Hopkins	880-1676	

Grant Name:	Rebuilding American Infrastructure with Sustainability and Equity 21-23		
Grantor:	U.S. DEPARTMENT OF TRANSPORTATION	**Other:**	
Grant Period From:	11/01/21	(applications only) **Anticipated Application Date:**	07/12/21
Grant Period To:	04/01/23	(applications only) **Application Deadline:**	07/12/21
Funding Type:	FED DIRECT	**Multi-Department Grant** ☐ → **If yes, list below.**	
Pass-Thru:	Select Pass-Thru --- >	**Outside Consultant Project:** ☐	
Award Type:	COMPETITIVE	**Total Award:**	$2,006,537.00
Status:	NEW	**Metro Cash Match:**	$501,634.00
Metro Category:	New Initiative	**Metro In-Kind Match:**	
CFDA #	20.933	**Is Council approval required?** ☑	
Project Description:		**Applic. Submitted Electronically?** ☑	

The Department of Transportation and Multimodal Infrastructure (NDOT), proposes to conduct a people- and data-centered approach to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. If awarded, Metro will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity and spatial equity.

Plan for continuation of service after expiration of grant/Budgetary Impact:

No.

How is Match Determined?

Fixed Amount of $	$501,635.00	**or**	20.0%	**% of Grant**	**Other:** ☐

Explanation for "Other" means of determining match:

For this Metro FY, how much of the required local Metro cash match:

Is already in department budget?	Yes		**Fund**	42021	**Business Unit** 42409021
Is not budgeted?			**Proposed Source of Match:**		
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)					

Other:

Number of FTEs the grant will fund:		**Actual number of positions added:**		
Departmental Indirect Cost Rate	20.98%	**Indirect Cost of Grant to Metro:**	$526,214.28	
***Indirect Costs allowed?** ○ Yes ◉ 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? ☐

Metro or Community-based Partners:

Planning Department

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	FY22	$864,839.00			$216,210.00	42409021		$1,081,049.00	$226,804.08	$0.00
Yr 2	FY23	$1,141,698.00			$285,424.00	42409021		$1,427,122.00	$299,410.20	$0.00
Yr 3	FY__									
Yr 4	FY__									
Yr 5	FY__									
Total		$2,006,537.00			$501,634.00			$2,508,171.00	$526,214.28	$0.00

Date Awarded:		**Tot. Awarded:**		**Contract#:**	
(or) **Date Denied:**		**Reason:**			
(or) **Date Withdrawn:**		**Reason:**			

Contact: trinity.weathersby@nashville.gov
vaughn.wilson@nashville.gov

Rev. 5/13/13
5283

GCP Rec'd
07/12/21

GCP Approved
07/12/21

VW

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WORKSPACE FORM

1-800-518-4726
SUPPORT@GRANTS.GOV

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DTOS59-21-RA-RAISE
Opportunity Title:	FY 2021 National Infrastructure Investments
Opportunity Package ID:	PKG00266501
CFDA Number:	20.933
CFDA Description:	National Infrastructure Investments
Competition ID:	RAISE-FY21
Competition Title:	FY21 RAISE GRANTS
Opening Date:	04/13/2021
Closing Date:	07/12/2021
Agency:	DOT OSDBU
Contact Information:	Shira Bergstein Program Manager E-mail: shira.bergstein@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00734127
Application Filing Name:	Metropolitan Government of Nashville-Davidson County
DUNS:	0782176680000
Organization:	NASHVILLE & DAVIDSON COUNTY, METROPOLITAN GOVERNMENT OF
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	3.0
Requirement:	Mandatory
Download Date/Time:	Jul 20, 2021 02:21:47 PM EDT
Form State:	No Errors

FORM ACTIONS:

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:	* 2. Type of Application:	* If Revision, select appropriate letter(s):
☐ Preapplication	☒ New	
☒ Application	☐ Continuation	* Other (Specify):
☐ Changed/Corrected Application	☐ Revision	

* 3. Date Received:	4. Applicant Identifier:
Completed by Grants.gov upon submission.	

5a. Federal Entity Identifier:	5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:	7. State Application Identifier:

8. APPLICANT INFORMATION.

* a. Legal Name:	Metropolitan Government of Nashville-Davidson County
* b. Employer/Taxpayer Identification Number (EIN/TIN):	62-0694743
* c. Organizational DUNS:	0782176680000

d. Address:

* Street1:	750 S. Fifth Street
Street2:	
* City:	Nashville
County/Parish:	
* State:	TN: Tennessee
Province:	
* Country:	USA: UNITED STATES
* Zip / Postal Code:	37206-3805

e. Organizational Unit:

Department Name:	Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:		* First Name:	Faye
Middle Name:			
* Last Name:	DiMassimo		
Suffix:			

Title:	
Organizational Affiliation:	
* Telephone Number:	615-782-1554
Fax Number:	
* Email:	faye.dimassimo@nashville.gov

Application for Federal Assistance SF-424

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

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

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

DOT OSDBU

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

*** 12. Funding Opportunity Number:**

DTOS59-21-RA-RAISE

* Title:

FY 2021 National Infrastructure Investments

13. Competition Identification Number:

RAISE-FY21

Title:

FY21 RAISE GRANTS

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

Add Attachment | Delete Attachment | View Attachment

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

A Strategic Community Connections & Infrastructure Plan

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: TN-5th
* b. Program/Project: TN-5th

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

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 11/01/2021
* b. End Date: 04/01/2023

18. Estimated Funding ($):

* a. Federal	2,006,537.00
* b. Applicant	501,634.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	2,508,171.00

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

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

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

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, 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:	Casey
Middle Name:	
* Last Name:	Hopkins
Suffix:	
* Title:	Finance Officer 1-Grant Administrator
* Telephone Number:	615-880-1676
Fax Number:	
* Email:	casey.hopkins@nashville.gov
* Signature of Authorized Representative:	Completed by Grants.gov upon submission.
* Date Signed:	Completed by Grants.gov upon submission.

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WORKSPACE FORM

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Agency:	DOT OSDBU
Contact Information:	Shira Bergstein Program Manager E-mail: shira.bergstein@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00734127
Application Filing Name:	Metropolitan Government of Nashville-Davidson County
DUNS:	0782176680000
Organization:	NASHVILLE & DAVIDSON COUNTY, METROPOLITAN GOVERNMENT OF
Form Name:	Disclosure of Lobbying Activities (SF-LLL)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Jul 20, 2021 02:25:31 PM EDT
Form State:	No Errors

FORM ACTIONS:

DISCLOSURE OF LOBBYING ACTIVITIES

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

OMB Number: 4040-0013
Expiration Date: 02/28/2022

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [ ] a. bid/offer/application
- [x] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

*Name: Metropolitan Government of Nashville-Davidson County

*Street 1: 750 S Fifth St. Street 2:

*City: Nashville State: Zip:

Congressional District, if known:

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

6. * Federal Department/Agency:

N/A

7. * Federal Program Name/Description:

National Infrastructure Investments

CFDA Number, *if applicable:* 20.933

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$

10. a. Name and Address of Lobbying Registrant:

Prefix: * First Name: N/A Middle Name:

* Last Name: N/A Suffix:

* Street 1: N/A Street 2:

* City: N/A State: Zip:

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

Prefix: * First Name: N/A Middle Name:

* Last Name: N/A Suffix:

* Street 1: N/A Street 2:

* City: N/A State: Zip:

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

*** Signature:** Completed on submission to Grants.gov

***Name:** Prefix: * First Name: Casey Middle Name:

* Last Name: Hopkins Suffix:

Title: **Telephone No.:** **Date:** Completed on submission to Grants.gov

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Standard Form - LLL (Rev. 7-97)

NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE

A Strategic Community Connections & Infrastructure Plan

2021 RAISE Application

Metropolitan Government of Nashville & Davidson County

July 12, 2021

Table of Contents

I. Project Description

A. Project Vision & Objectives

The Metropolitan Government of Nashville and Davidson County (Metro Nashville), through its Department of Transportation and Multimodal Infrastructure (NDOT), proposes to conduct a people- and data-centered approach to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. If awarded, Metro will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity and spatial equity.

The **Strategic Community Connections and Infrastructure Plan** (the Project) aims to harness the strength and resiliency of North Nashville, a historically marginalized urban community suffering from persistent poverty and structurally racist policies, including redlining, urban renewal, and the interstate highway program. Our project will ensure that current residents both shape and prosper from its restoration and revitalization, using transportation and community-scale infrastructure improvements.

This projects' vision for success is to leverage community-scale infrastructure to enhance the quality of life for North Nashville residents by applying innovative, agile techniques that harness the exponential power of data, community, and design. This will not only guide strategic investments to enable the efficient movement of people and goods but will further invest in community infrastructure. Community infrastructure will include health care, communication, climate change readiness/resources, education, social services, transportation, housing, and food security. Additionally, this project will further develop the Equity by Design framework tool included in the *Metro Nashville Transportation Plan*.

The Project will have two deliverables that require creating an online platform, customized development, and community engagement along with data collection, analysis and visualization:

- **Nashville Activator Platform**. Create the Nashville Activator Platform - an online, collaborative planning portal that integrates several separate applications for data analysis and visualization, project management and sharing data with various stakeholders (community, community leaders, Metro Nashville leaders, and operational divisions).
- **Community Data Governance Plan**. This is the living document that will set the standards for all data collection and analysis and sharing and document all community related activity that leads to evidence based micro and macro solutions. Much of this can be captured in the Smart Cities Council Activator Plan module. It will also include: Data Analysis, Visualization and Synthesis.
    - Co-creation of Potential Solutions
    - Implementation of Pilot, Interim-term Solution(s)
    - Co-evaluation of Pilot, Interim-term Solution
    - Digest Data on Project Impact & Refine Proposed Longer-term Solutions
    - Co-create Implementation Plan for Long-term Project Success

B. Addressing North Nashville Transportation & Racial Equity Challenges

One cannot discuss the transportation challenges faced by the North Nashville community without also discussing the racial and spatial inequities tied to mobility disparities residents have faced throughout the past century. In the 1960s, I-40 tore through a once vibrant historically black neighborhood centered around Jefferson Street, destroying 128 Black-owned businesses. Today, North Nashville continues to reel from this trauma: "It is a poison that continues to affect the community in low doses even after that initial hit and you're seeing the residue of that today," says Dr. Leartha Williams, Associate Professor of History at Tennessee State University. In particular, the mobility challenges imposed by the construction of I-40 persist, translating not only into limited connectivity and accessibility, but also concentrated poverty, increased crime, under-funded schools, and other forms of systemic oppression. Additionally, in the past decade, the neighborhood has begun to undergo gentrification, which makes the community vulnerable to displacement, housing instability, and over-policing. Given North Nashville's troubled history with government bodies and transportation injustice at all levels, there are high levels of mistrust, especially pertaining to matters of transportation and displacement. As such, the North Nashville community currently faces the following transportation, mobility, and equity challenges:

- Lack of physical connection from North Nashville to other parts of the city
- Need for infrastructure restoration and resiliency
- Need for affordable housing

The Project aims to use a combination of community co-creation, data-driven, and agile methodologies to create a replicable framework by which to prioritize and implement community-scale infrastructure projects most likely to lead to improved quality of life outcomes, including heightened mobility, improved community health, increased safety - both traffic and public safety, bolstered economic prosperity and competitiveness, and strengthened climate resilience. The goal is to leverage these local, community-scale infrastructure projects as a way to foster transportation equity and spatial justice that is responsive to community trauma and serves to heal and repair the history of injustices incurred by design - literally and figuratively. Additionally, the resulting process, tools, and framework will allow marginalized communities such as North Nashville to "decrease suffering today" by enabling them to identify and implement community-scale infrastructure projects in an agile, iterative way that can lead to real, actionable change that acknowledges and responds to the sense of urgency oppressed communities feel.

C. Project History and Efforts Implemented to Date:

Nashville has been proactive in involving community members in the planning process; however, a subset of highly involved citizens has participated historically. The Project's new approach will be a first effort to truly engage a broader and more diverse populations, including more vulnerable and underrepresented people. To date, Metro Nashville has conducted various planning efforts concerning community-scale infrastructure within the North Nashville community including:

- ***NashvilleNext*:** Developed in 2015, *NashvilleNext* is the general plan for Metro Nashville; it includes the *North Nashville Community Plan*, one of Nashville's 14 sub-areas. *NashvilleNext* was created with the contribution of input from thousands of

Nashville residents and provides guidance through 2040. *NashvilleNext* provides planning and policy direction on the physical structure of Davidson County – the things we build, how and where we build them, and the places we preserve.

- ***Metro Nashville Transportation Plan*:** The plan proposes core categories for investment that reflect Nashville's stated priorities: mass transit, neighborhood infrastructure (sidewalks, bikeways, greenways), a "state of good repair" for roads and bridges, traffic operations and signals, and safety. The *Metro Nashville Transportation Plan* proposes $1.6 billion in critical projects for community resilience, neighborhood livability, shared prosperity, and system preservation and performance. The plan was informed by 11 public listening sessions, discussions with key stakeholders and all 40 councilmembers.

D. Broader Context

Mayor Cooper included $2 million in the Capital Spending Plan to **bring participatory budgeting to Nashville**. A steering committee of resident volunteers who are set to lead a North Nashville participatory budgeting initiative began meeting in July 2021. Residents within the North Nashville participatory budgeting area will determine the infrastructure investments they wish to fund in a process led by citizen volunteers and the community. The participatory budgeting and Jefferson Street Cap will be centered around community. The process to capture and engage all residents in both decision-making processes will require collaboration. Both projects are heavily community involved with listening and storytelling sessions set to begin soon.

E. Detailed Scope of Work

The Project will start with an innovative and detailed analysis of data on North Nashville to help define the current environment and document future needs:

- Collect baseline street-level built environment data via the software, “State of Place”.
- Collect baseline traffic data, including the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities.
- Collect urban life data considering how business and community vitality is impacted by traffic speeds, and the relationship between road capacity and local business vibrancy.
- Conduct logistic and multi-linear regression analysis that quantifies how the quality and presence of street-level urban design features influence traffic safety.
- Discover and identify structural and infrastructure-related barriers to improved quality of life for North Nashville, including transportation and mobility deficits; built environment and community-scale infrastructure deficiencies; and environmental, health, and well-being challenges and disparities faced within North Nashville. This will be done via:
    - *Historical assessments* and consolidation of previous plans, policies, and projects implemented within North Nashville;
    - *Deep listening sessions* led by North Nashville-based community organizations and activist groups to gather and learn from residents’ lived experiences and trauma while documenting key community concerns and needs.
- **Co-create definitions of project aims, methods, and success:** Working alongside the community, project team will:

  - Co-define key community problems tied to transportation, community-scale infrastructure, equity, and quality of life.
  - Co-define primary project objectives and methods for implementation, including the identification of data needs, data governance, and project ethics needed to fulfill stated goals.
  - Co-outline key success metrics and performance indicators to evaluate project progress and success.

- **Data-driven assessment of community assets & needs:** Guided by community input, project stakeholders will collect data to establish an objective assessment of existing conditions, including factors around transportation, community-scale infrastructure, the built environment, community vitality, and quality of life. Data collection will focus on identifying strengths and opportunities. While most traditional data focus on a deficit model, zeroing in on gaps and needs, a strengths-based lens has been demonstrated as more effective in enabling community-led improvement processes. Data collection will be conducted by a combination of automated, artificial intelligence and machine learning techniques, geographic information systems, and grassroots, community-led efforts. This enables the fast and efficient data collection over a wide geography as well as reveals local strengths and activities not available through traditional data such as the U.S. Census. This phase of the Project will identify:

  - Quality of micro-scale built environment characteristics, such as sidewalks, bike lanes, curb cuts, crosswalk markings, land use mix, parks and public spaces, etc., which have been empirically shown to support healthy and safe behaviors, such as walking and biking, which have been tied to a variety of quality of life benefits.
  - Quality of life conditions such as incidence of chronic disease, crime, policing, pedestrian and bike safety, pollution, air quality, environmental hazards, etc.
  - Equity related indicators such as education, income, race, and ethnicity.
  - Mobility indicators including transportation mode share, access to transit, access to vehicles, vehicle miles traveled, etc.
  - Urban life (i.e. how places are used, occupied, experienced, and valued) data uncovering the everyday activity that goes on within and between buildings. It encompasses local businesses and community groups, attractions and events, hospitality and socializing, hobbies, and family life.

- This innovative combination of grassroots community engagement, urban life digital data, and micro-scale-built environment provides both immediate measurable outcomes that improve well-being and evidence of what should be scaled and replicated in a longer planning horizon.
- **Data analysis, visualization, and synthesis:** Metro Nashville, supported by Smart Cities Council, State of Place, Neighbourlytics and the community itself (as represented by community organizations) will aggregate and analyze data to provide a quantitative "story" that supplements and enhances community-led narratives around the ties between transportation, community-scale infrastructure, and quality of life. Specifically, data analysis aims to quantify and reveal:

- How micro-scale-built environment features impact the "quadruple-bottom line" value of communities, across multiple aspects of quality of life, including social, environmental, health, and economic value.
- Evidence-based urban design recommendations of community-scale and transportation infrastructure improvements most likely to have a catalytic effect and optimize desired quality of life enhancements (based on evidence-based techniques, including multiple regression and forecasting analyses.
- How the built environment relates to and supports urban life - the everyday activity that goes on within and between buildings. Urban life data from Neighbourltyics will be aligned with the micro-scale-built environment features from State of Place to identify specific areas of community vitality and opportunity, and levers for improvement.
- These steps will occur during the First Baseline and First Thematic Analysis and Forecasting phases.

- **Co-creation of potential solutions:** This phase of the project will involve enhancing an existing scenario analysis and forecasting tool via a community co-creation process and the utilization of the new co-designed tool to identify and prioritize potential community-scale placemaking projects that can be rapidly prototyped and implemented within no more than a three-month time-frame and that optimize quality of life factors and address issues of spatial equity. Specifically, project stakeholders will:

  - Apply a human-centered design thinking process to co-design and develop a scenario and forecasting tool (building upon an existing software platform) that allows communities and city officials to access data on existing micro-scale, street-level built environment features, and test how potential project solutions aimed at enhancing the quality of community-scale infrastructure and urban design could enhance various quality of life outcomes, such as the likelihood of vehicle collisions, asthma rates, incidences of gun violence, or probability of environmental hazards.
  - Have access to strengths-based urban life data which, at a population level, sheds light on community and business strengths which can be leveraged to identify new opportunities such as community-led neighborhood improvement, community clubs, and programs. Use the enhanced scenario and forecasting tool to iterate and test potential solutions (i.e. community-scale placemaking projects) and identify a feasible pilot project that can be implemented and evaluated within the project timeline.
  - These steps will occur during the Action Phase.

- **Implement pilot, interim-term solution(s):** Using "tactical urbanism" techniques, project stakeholders will implement the solution co-created using the enhanced scenario and forecasting tool. These steps will occur during the Action Phase.
- **Co-evaluation of pilot, interim-term solution:** Project stakeholders will evaluate the success of the pilot, interim-term solution co-created with the community. Specifically, baseline data will be re-collected and success metrics defined during earlier Project phases will be evaluated, including the Project's impact on the community. The baseline data will emphasize changes in business improvement and community activity. These steps will occur during the last three phases of the Project - Final Baseline, Final Thematic Analysis and Forecasting and Final Community Data Governance Plan (CDGP) Review and Development of Recommendations on Improving Well-Being of Community.
- **Digest data on project impact & refine proposed longer-term solutions:** Project stakeholders will analyze and evaluate data on project impact to inform and co-define future longer-term community-scale and transportation infrastructure solutions, using the enhanced scenario and forecasting tool. These steps will occur during the last three phases of the Project - Final Baseline, Final Thematic Analysis and Forecasting and Final CDGP Review and Development of Recommendations on Improving Well-Being of Community.
- **Co-create implementation plan for long-term project success:** Project stakeholders will devise an implementation plan to execute longer-term solutions co-created with the community. It will include actions around continuing data collection and analysis, accessing the enhanced scenario and forecasting tool, applying needed policy mechanisms, securing necessary funding and investment, and implementing a continued project evaluation strategy. These steps will occur during the last three phases of the Project - Final Baseline, Final Thematic Analysis and Forecasting and Final CDGP Review and Development of Recommendations on Improving Well-Being of Community.

II. Project Location

A. Geographical Location & Project Area History

The North Nashville community, encompassing 37208, which is the Project area, is adjacent to downtown Nashville. North Nashville is generally bounded by the Cumberland River to the north, east, and west, Interstate 40 and Interstate 65 to the south, Briley Parkway to the west, and includes historic Jefferson Street and Charlotte Pike. North Nashville is a primarily urban, walkable, residential area that offers a variety of housing, and contains several commercial corridors. North Nashville is also home to a variety of institutions of higher education, including the city's four Historically Black Colleges and Universities (HBCUs): Fisk University, Tennessee State University (TSU), Meharry Medical College, and American Baptist College.

North Nashville is a historically black, once thriving community. In the 19th century, free African Americans created a vibrant, thriving neighborhood around the Jefferson Street corridor, with many successful Black-owned businesses. Throughout the 1900s, four HBCUs opened their doors in North Nashville further bolstering its dynamic growth midway through the 20th century. Indeed, North Nashville's Jefferson Street was a mecca for Black history and culture, giving rise to the likes of Jimi Hendrix and Billy Holiday, and significantly influenced how Nashville overall was viewed nationwide. The community also served as a hub for civil rights organizers, who successfully lobbied for the desegregation of Nashville, the first city to do so in the South.

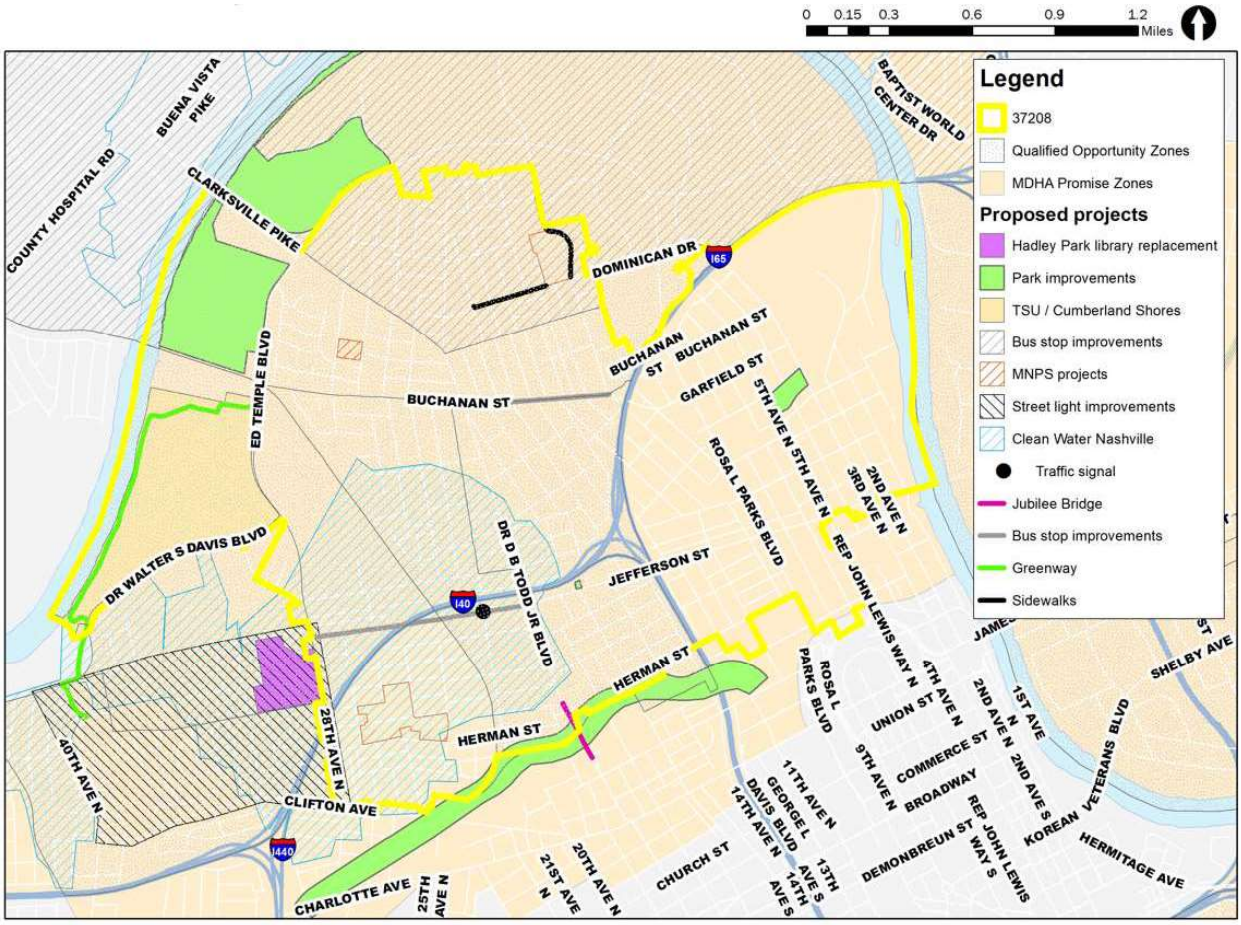
The mid 1950s saw a turn of fate for North Nashville. A victim of the racist practice of redlining, decision-makers then decided to route the construction of I-40 right through the heart of the community, displacing or isolating thousands of residents and forcing hundreds of Black-owned businesses to shutter. In tandem, urban renewal policies led to the demolition of large areas of the community's original housing stock, which was then replaced by public housing. Subsequently, North Nashville lost about half of its population and has struggled to thrive given significant harm imposed on its residents due to multiple systemically racist policies and programs, at the local, state, and federal levels.

Despite being neglected by city leaders for decades, North Nashville has proven resilient. The community has bounded together to confront and resist oppression. With its four HBCUs serving as the backbone of the community, many community-based organizations and activist groups have been serving local residents while advocating for much needed change, including Hadley-Lillard Park, Kossie Gardner Sr. Park, Gideon's Army, Jefferson Street United Merchants Partnership, the Equity Alliance, and Nashville Organized for Action and Hope, as well as multiple houses of worship, faith communities, and Family Resource Centers.

Today, North Nashville has begun to see a resurgence, with new investments being made in the area. Additionally, there are multiple plans that address issues of transportation and housing in the area, poised to bolster neighborhood amenities. However, with that investment comes the threat of gentrification and displacement as well as housing instability and increased policing.

B. Map of Project Location

The map below shows the 37208 Zip code. The Project is located in Opportunity Zone (census Tracts 47037013900 47037014200) and Promise Zone (Nashville Promise Zone, subzone 5), each shown in the map below.



North Nashville Community includes a Qualified Opportunity Zone, a Promise Zone and a variety of planned improvements

C. Description of Connections to Existing Transportation Infrastructure

Several existing transportation projects are in North Nashville and include:

- *Central City Greenway*, a 23-mile urban greenway circling Nashville's job-rich Downtown and Midtown and neighborhoods to the west and south.
- *Clarksville Pike Rapid Bus* will serve these neighborhoods, running from Downtown to the north along Buchanan St.
- Network of protected bicycle lanes.
- WeGo Public Transit's *North Nashville Transit Center (NNTC)*, which will be one of the city's first neighborhood mobility centers designed specifically to create and enhance public transportation connections. This transit center will improve access to job opportunities, workforce skills training for residents, and provide better access to health

care and other needed services. NNTC will be the first of several centers. Currently, three routes connect at this location and two additional routes will connect at NNTC.

- *Jefferson Street Multimodal Cap and Connector* is a proposed interstate cap over I-40 to better connect the north and south sides of North Nashville, which was proposed in the 2021 INFRA grant cycle. Although the application was not successful, our commitment to the Project remains strong. Metro Council has approved funding for community-led design to begin in summer 2021. Its kickoff will include the design process with a visual preference survey, focus groups, storytelling booths, and community meetings.

III. Grant Funds, Sources and Uses of Project Funds

Distribution of Budget over term of Project

All Funds are sourced from RAISE	Award Acceptance and Project Preparation	Baseline Data Collection	First Thematic Analysis	CDGP Review and Improvements to Well Being of Community	Action	Second Baseline Phase	Final Thematic Analysis and Plan Finalization	Final CDGP Review and Development of Recommendations on Improving Well-Being of Community	Totals
SCC Activity Distribution Over Project Phases	19%	6%	12%	6%	37%	8%	9%	3%	100%
SCC Amount	$450,556	$144,556	$272,556	$134,556	$863,669	$179,556	$220,278	$67,278	$2,333,008
VU Activity Distribution Over Project Phases	5.0%	5.0%	15.0%	20.0%	10.0%	5.0%	15.0%	25.0%	100.0%
Vanderbilt Amount	$8,758.29	$8,758.29	$26,274.86	$35,033.15	$17,516.58	$8,758.29	$26,274.86	$43,791.44	$175,165.76

Vector Scope:

VECTOR team members will work closely with Metro Nashville and SCC on identifying and establishing the baseline for data about the community including "synthesis" of the data into information that may be most useful for planning decisions. Additionally, VECTOR will be engaged in the community engagement with a focus on documenting and evaluating the process of co-creation, community involvement in data selection, etc. to identify best practices and lessons learned from the "process". Vanderbilt will work to synthesize information toward guidance for transfer and scale up of the process for other areas. The team will also be engaged in the Data Governance discussions considering what data can/should be made public, the value of the data, privacy and sensitivity considerations, etc.	$175,165.76

First Phase - Award Acceptance and Project Preparation

Award Acceptance and Project Preparation		
Time Period (Months)	2	
Approximate % of Overall Commitment	19%	
Deliverables	**Task Descriptions**	**Budget**
Provisioning of Nashville Activator Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools. Includes 'one online collaborative portal that allows access to State of Place and Neighbourlytics applications along with agreed customized visualizations of data. Also will provide some intergration to Nasvhille Open Data Portal provided Metro Nasvhille allows such data sharing and requirements can be met within budget.	$181,112
Data Acquisition		$161,000
CDGP	Develop with Community Data Governance Plan ('CDGP') CDGP is the co-identification of data needs, governance, & project ethics (to achieve project aims) The Advisory Team, consisting of direct support from Smart Cities Council (SCC) and State of Place (SoP) and remote support from Neighbouryltics (N) will facilitate human-centered design thinking techniques to (i) develop a governance model for all data collected and analyzed that takes into account the Community's and data team (SCC, SoP, N, Vanderbilt VECTOR and Metro Nashville) concerns about privacy, confidentiality and any other ethical or legal benchmarks; and, (ii) co-create an enhanced, more user-friendly version of any Nashville Activator Portal analysis and visualization tools. **Note - CDGP is a living document that is refined and updated throughout the process.** See more detail in SOP Budget & Deliverables	$38,111
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$37,000
N/A	N/a	$0
Optional Funds for Travel		$10,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate.	0
Funds for Community Engagement	Funds are needed to compensate community members who patriciate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$13,333
Funds for Allowance for Community Convening (space, AV, printing, etc...)	Allowance for community convening - specifically space, limited catering, AV and printing	$10,000
Total Cost Estimate		$450,556

Second Phase - Baseline Data Collection

Baseline Data Collection		
Time Period (Months)	2	
Approximate % of Overall Commitment	6%	
Deliverables	**Task Descriptions**	**Budget**
Provisioning of NA Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools.	$26,112
Data Acqusition		$10,000
CDGP	Develop with Community Data Governance Plan ('CDGP') CDGP is the co-identification of data needs, governance, & project ethics (to achieve project aims) The Advisory Team, consisting of direct support from Smart Cities Council (SCC) and State of Place (SoP) and remote support from Neighbouryltics (N) will facilitate human-centered design thinking techniques to (i) develop a governance model for all data collected and analyzed that takes into account the Community's and data team (SCC, SoP, N, Vanderbilt VECTOR and Metro Nashville) concerns about privacy, confidentiality and any other ethical or legal benchmarks; and, (ii) co-create an enhanced, more user-friendly version of any Nashville Activator Portal analysis and visualization tools. **Note - CDGP is a living document that is refined and updated throughout the process.** See more detail in SOP Budget & Deliverables	$38,111
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$37,000
First Baseline	Analysis of baseline Data Acquired. Cost included in Data Acqusition in previous phase	$0
Optional Funds for Travel		$10,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate.	0
Funds for Community Engagement	Funds are needed to compensate community members who participate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$13,333
Funds for Allowance for Community Convening (space, AV, printing, etc...)	Allowance for community convening - specifically space, limited catering, AV and printing	$10,000
Total Cost Estimate		$144,556

Third Phase - First Thematic Analysis & Forecasting

First Thematic Analysis & Forecasting		
Time Period (Months)	2	
Approximate % of Overall Commitment	12%	
Deliverables	**Task Descriptions**	**Budget**
Provisioning of NA Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools.	$26,112
Data Acqusition		$0
CDGP	Develop with Community Data Governance Plan ('CDGP') CDGP is the co-identification of data needs, governance, & project ethics (to achieve project aims) The Advisory Team, consisting of direct support from Smart Cities Council (SCC) and State of Place (SoP) and remote support from Neighbouryltics (N) will facilitate human-centered design thinking techniques to (i) develop a governance model for all data collected and analyzed that takes into account the Community's and data team (SCC, SoP, N, Vanderbilt VECTOR and Metro Nashville) concerns about privacy, confidentiality and any other ethical or legal benchmarks; and, (ii) co-create an enhanced, more user-friendly version of any Nashville Activator Portal analysis and visualization tools. **Note - CDGP is a living document that is refined and updated throughout the process.** See more detail in SOP Budget & Deliverables	$38,111
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$37,000
Up to Four Thematic Analysis and Five Forecasting Models and Four General Visualizations	Read descriptions from SCC, SoP and Neighbourlytics in specific worksheets.	$138,000
Optional Funds for Travel		$10,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate.	0
Funds for Community Engagement	Funds are needed to compensate community members who participate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$13,333
Funds for Allowance for Community Convening (space, AV, printing, etc...)	Allowance for community convening - specifically space, limited catering, AV and printing	$10,000
Total Cost Estimate		$272,556

Fourth Phase - CDGP Review and Improvements to Well Being of North Nashville ('Community')y')

CDGP Review and Improvements to Well Being of Community		
Time Period (Months)	2	
Approximate % of Overall Commitment	6%	
Deliverables	**Task Descriptions**	**Budget**
Provisioning of NA Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools.	$26,112
Data Acqusition		
CDGP	Present to Community the Community Data Governance Plan ('CDGP.') CDGP is the co-identification of data needs, governance, & project ethics (to achieve project aims) The Advisory Team, consisting of direct support from Smart Cities Council (SCC) and State of Place (SoP) and remote support from Neighbouryltics (N) will facilitate human-centered design thinking techniques to (i) develop a governance model for all data collected and analyzed that takes into account the Community's and data team (SCC, SoP, N, Vanderbilt VECTOR and Metro Nashville) concerns about privacy, confidentiality and any other ethical or legal benchmarks; and, (ii) co-create an enhanced, more user-friendly version of any Nashville Activator Portal analysis and visualization tools. **Note - CDGP is a living document that is refined and updated throughout the process.** See more detail in SOP Budget & Deliverables	$38,111
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$37,000
N/A	N/a	$0
Optional Funds for Travel		$10,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate.	0
Funds for Community Engagement	Funds are needed to compensate community members who participate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$13,333
Funds for Allowance for Community Convening (space, AV, printing, etc…)	Allowance for community convening - specifically space, limited catering, AV and printing	$10,000
Total Cost Estimate		$134,556

Fifth Phase - Action

Action		
Time Period (Months)	6	
Approximate % of Overall Commitment	37%	
Deliverables	**Task Descriptions**	**Budget**
Provisioning of NA Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools.	$78,336
Data Acqusition		
Further develop CDGP	Using the CDGP, implement limited-scope (micro) projects that can improve the human experience of the Community. Through a combination of further refining the CDGP, input from Community Groups and outside funding sources - implement and measure thse micro engagements that create a more livable, workable, sustainable space for the Community -- With the goal of scaling and replicating those micro projects that show improved measurable outcomes.	$114,333
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$111,000
Updating Scenario & Forecasting (State of Place)	As part of the CDGP process, State of Place will create an enhanced version of its existing scenario and forecasting tool, per guidance and input from project stakeholders, including the community, using a human-centered design thinking approach. The goal is to enable easy use of the scenario tool by lay members of the community and use it to inform the action phase of the project.	$60,000
Optional Fund for Travel		$30,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate.	400,000
Funds for Community Engagement	Funds are needed to compensate community members who participate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$40,000
Funds for Allowance for Community Convening (space, AV, printing, etc…)	Allowance for community convening - specifically space, limited catering, AV and printing	$30,000
Total Cost Estimate		$863,669

Sixth Phase - Final Thematic Analysis and Plan Finalization

Final Thematic Analysis and Plan Finalization		
Time Period (Months)	1	
Approximate % of Overall Commitment	9%	
Deliverables	**Task Descriptions**	**Budget**
Provisioning of NA Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools.	$13,056
Data Acqusition		
CDGP	Using the CDGP, review limited-scope (micro) projects that can improve the human experience of the Community. Measure thse micro engagements that create a more livable, workable, sustainable space for the Community -- With the goal of scaling and replicating those micro projects that show improved measurable outcomes.	$19,056
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$18,500
Up to Four Thematic Analysis and Five Forecasting Models and Four General Visualizations	Read descriptions from SCC, SoP and Neighbourlytics in specific worksheets. Includes Neighbourlytics Delta Report	$153,000
Optional Fund for Travel		$5,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate.	0
Funds for Community Engagement	Funds are needed to compensate community members who participate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$6,667
Funds for Allowance for Community Convening (space, AV, printing, etc…)	Allowance for community convening - specifically space, limited catering, AV and printing	$5,000
Total Cost Estimate		$220,278

Final Phase - CDGP Review and Development of Recommendations on Improving Well

Final CDGP Review and Development of Recommendations on Improving Well-Being of Community		
Time Period (Months)	1	
Approximate % of Overall Commitment	3%	
Deliverables	**Task Descriptions**	Budget
Provisioning of NA Portal	License fee for this phase and customized development so that all data is accessed through one online portal with collaborative planning tools.	$13,056
Data Acqusition		0
CDGP	Finalization of CDGP to reflect what evidence shows was the best approach to improving the well-being of the Community. Recommendations as to which micro-projects should be scaled and replicated.	$19,056
SCC Proj Mgtm/Sop & N Customer Support &Training	Smart Cities Council Team (SCC, SoP, N) project management and customer support for NAP.	$18,500
N/A	N/A	0
Optional Funds for Travel		$5,000
Community Investment		
Funds for Micro Scale Urban Projects	These funds are made available to the Community to implement micro-scale projects that will allow an evidence based approach as to what can scale and replicate	0
Funds for Community Engagement	Funds are needed to compensate community members who participate in community engagement. Experience has indicated that community members feel further oppressed if the only parties being paid are Metro Nashville and advisory team.	$6,667
Funds for Allowance for Community Convening (space, AV, printing, etc…)	Allowance for community convening - specifically space, limited catering, AV and printing	$5,000
Total Cost Estimate		$67,278

IV. Selection Criteria

A. Overview

The Project leverages the exponential value that can accrue to North Nashville residents' quality of life via enhancements to community-scale infrastructure through placemaking. Uniquely, this proposal is underpinned by data collected by State of Place and Neighbourlytics. This data-driven approach to both inform the community about possible placemaking opportunities as well as evaluating their outcome. Typically, placemaking projects are only measured qualitatively, which leaves limited opportunity for learning and replication.

This combined community engagement underpinned by evidence means that your investment in community scale infrastructure projects through the Project will be best targeted towards projects that meet local needs, leverage local strengths and lead to tangible outcomes for North Nashville.

We will use proven data collection tools: The proposed built environment data collection and analysis methodology, via State of Place, have previously demonstrated how the quality of micro-scale urban design features can significantly impact a variety of quality of life factors, including, economic prosperity (e.g., retail revenues); health (e.g., Covid, asthma, diabetes rates, etc.); traffic safety (e.g. likelihood of vehicle collisions); crime; community vitality; and equity.

Similarly, Neighbourlytics has been able to establish scores for urban life measures, proven across more than 20 cities in 12 countries. We align urban life data against the social determinants of health, as outlined by the OECD Better Cities Index and numerous others, to establish a quantitative view of place-based wellbeing.

In this project we will do a correlation analysis of State of Place and Neighbourlytics data to establish a model that shows the relationship between micro-scale urban design features and urban life (specifically community vitality and business activity). The two organizations have previously undertaken similar analysis in Hong Kong, with a working methodology.

We will collect hyper-local data: Traditionally, cities have only measured physical and community attributes at a suburb or municipal scale, without visibility into the micro-scale, which is where wellbeing in North Nashville is manifest - street by street, block by block. This project offers a unique framework for quantifying community wellbeing measures at the micro-scale, as well as tracking improvements made by investments in community-scale infrastructure over-time. These micro-scale measures point to longer term, macro measures that can significantly improve the well-being of North Nashville.

We will create a scenario tool: Further to that end, State of Place's existing scenario tool calculates how proposed community-level infrastructure projects impact overall quality of place and urban design - via the State of Place Index (a score from 0-100 based on over 150 micro-scale urban design features; and its corresponding forecasting tool estimates how increases to the State of Place Index (i.e., urban design quality) could improve quality of life outcomes across social, environmental, health, and economic value. While Neighourlytics offers a framework for quantifying place-based wellbeing by measuring urban life. Together the data sets provide a view on what levers are available to improve wellbeing through both urban design improvements, community and business activity.

We will use forecasting to enhance quality of life improvements: Accordingly, the Project not only proposes to utilize the State of Place scenario and forecasting tool, but also to enhance and customize it to reflect community needs, priorities, and desired quality of life improvements. As such, a core aim of the Project is to use the State of Place tool alongside the community to identify, implement, and test optimal community-scale infrastructure projects mostly likely to lead to the real-life quality of life outcomes desired by the community, in the most effective and cost-efficient way. Ultimately, we expect the Project to achieve the following outcomes, that straddle the quadruple bottom-line in a way that leads to enhanced livability, economic prosperity, and climate resiliency, while restoring spatial equity and racial justice:

i. *Safety*

Smart Growth America's recent report, Dangerous by Design, quantifies the inequities inherent in transportation access and traffic safety. According to the study, in the past decade, Black pedestrians and bicyclists were 1.7 times more likely to be killed by a driver than were those who were white; people over 50 were 33 percent more likely to be killed while those over 75 were two times more likely; and those living in low-income communities were three times more likely to be killed as compared to those those living in higher-income neighborhoods. These metrics point to a significantly heightened risk of traffic-related injuries and fatalities within North Nashville.

Evidence has shown that the design of streets significantly impacts traffic safety, including the incidences of vehicle collisions and driver, pedestrian, and bicyclist injuries and fatalities. For example, studies have shown that narrower, tree-lined streets with fewer vehicle lanes naturally slow driving speeds, which reduces the rate of traffic collisions and mitigates the possibility of serious injury or death when there is a traffic collision. This is why collecting micro-scale-built environment data is so crucial to ensuring the safety of drivers, pedestrians, bicyclists, and other micro-mobility street users. Specifically, the Project will increase traffic safety through:

1. Identify existing transportation projects in Nashville to understand what is being done (Smart Cities Council.)
2. Identifying specific urban design improvements most likely to empirically reduce transportation-related accidents, serious injuries, and fatalities
3. Co-creating scenarios with the community for projects that can significantly enhance traffic safety, informed by the data and evidence collected as part of this project
4. Implementing and testing the impact of short-term projects identified by the community on key traffic safety metrics and scaling and replicating those that show through evidence that they improve North Nashville's well-being.
5. Creating a list of priority, longer-term projects primed to increase traffic safety
6. It would give them an evaluation framework by which to continuously monitor the progress and success of implemented projects.

The Project builds off of existing research conducted by State of Place with the City of Durham, NC. As part of that study, State of Place data was collected for 60 known hotspots within the City of Durham and compared to data for a random selection of 60 non-hotpots. The study showed that a one point increase in the State of Place Index (which measures walkability, bikeability, and quality of place along a scale from 0-100) was associated with a 12.3% decrease on average of the likelihood of vehicle collisions resulting in pedestrian and/or bicyclist injury or

death. Resulting forecast models produced evidence-based recommendations for specific urban design changes needed within the hotspots that would most likely (statistically significantly) reduce traffic-related injuries and fatalities, creating an empirically-based action plan that increased the effectiveness and cost-efficiency of transportation planning and design. This Project would replicate these efforts, creating a forecast model for Metro Nashville that would not only help them identify specific community-scale infrastructure and transportation projects needed to increase traffic safety, but also test and quantify how existing plans would potentially reduce traffic-related incidents and generate recommendations for changes that could boost traffic safety.

ii. Environmental Sustainability

As with traffic safety, evidence has shown that community-scale infrastructure and transportation have a direct and significant impact on environmental quality and sustainability. Additionally, vulnerable communities, like North Nashville, have long borne a higher burden of the negative environmental impacts tied to unjust land use patterns, inadequate transportation, and neglected built environment quality. Further, Nashville will be adversely affected by the economic, social, health, and environmental disruptions borne out of climate change. The Mayor's Sustainability Advisory committee has determined that between 2025 and 2035, Metro Nashville will face countless climate risks, including an increased number of storms and tornadoes, more frequent flooding, and extreme heat. Like other cities, Nashville's energy use, transportation, and other human activities produce significant GHG emissions that exacerbate climate change. According to Nashville's 2017 greenhouse gas inventory, emissions from Metro government operations totaled roughly 560,000 metric tons and community emissions totaled 11.4 million metric tons, with half generated from transportation-related resources.

Accordingly, the Project aims to implement a data-driven, community-led, agile approach that will help identify and prioritize specific community-scale infrastructure and transportation projects most likely to mitigate the factors contributing to climate change and thereby reduce adverse effects on Nashville residents, especially those most vulnerable such as North Nashville residents. Additionally, it will produce a framework, including a scenario and forecasting tool, that helps assess how current proposed projects might be modified or improved to optimize their climate-mitigation potential.

As with traffic safety, the Project builds off of existing research linking micro-scale built environment characteristics (measured by State of Place) with factors tied to climate change, including vehicle miles traveled, travel mode, flood risk, and heat waves incidences. For example, in a study conducted for the California's Department of Transportation, forecasting models showed that a 10% increase in the State of Place Index was tied to a decrease of 646 miles annually in vehicle miles traveled per person. The Project would create similar forecasting models, guided by community-input, that shows how and what urban design changes statistically mitigate factors tied to environmental sustainability.

Overall, this grant offers the opportunity to make significant improvements to sustainability impacts experienced at a local level in North Nashville. By adopting a micro-scale data collection approach, we will break down opportunities for urban design improvements at a street and block level - making change not only achievable, but solutions available at a scale that can be led by residents. These built environment changes might include solutions such as increases in

shade or adding small scale public spaces In turn, these modifications not only improve transportation quality, they also make it possible to see real changes in urban heat, air quality, and GHGs, as a result, at the local level. Additionally, the data-driven approach - establishing a baseline and calculating impact over time - makes it possible to see what has changed within the project timeline and beyond. This agile, data-driven, community-led approach allows stakeholders to arrive at more quickly "lessons learned" so that programs can either be scaled and applied to other areas or optimized as appropriate.

iii. *Quality of Life*

Extensive evidence has shown that community-scale infrastructure and transportation quality and access significantly impact communities' quality of life. Additionally, access to neighborhoods with quality-built environments has not been equitable, contributing to several disparities in quality of life and depressed social determinants of health within vulnerable communities. These spatial inequities have resulted in higher rates of chronic disease, crime, poverty, and environmental hazards and decreased access to economic, social, educational, and health opportunities and facilities. North Nashville is emblematic that indeed, zip codes predetermine more about residents' lives than their own genetic codes. Percent of population in poverty (2015-2019 ACS): Davidson County: 14.9% and 37208: 30.8%. Health data shows 37208 has one of the highest rates in diabetes hospitalizations per 100,000 people: 2,621; Respiratory disease hospitalizations per 100,000 people: 13,638; Heart disease and stroke hospitalizations per 100,000: 4,824.

Indeed, in a recent study conducted by State of Place for the City of Philadelphia, built environment quality was tied to a multitude of quality of life outcomes, including Covid-19 transmission, hospitalization, and fatality rates; a host of chronic diseases such as asthma, diabetes, and heart-disease; gun violence and violent crime; and exposure to heat waves and floods, which reduced overall resiliency. Using its scenario and forecasting tools, State of Place was able to identify key urban design changes - especially within vulnerable communities, which were empirically shown to have a lower State of Place Index - that would optimize these critical quality of life outcomes for marginalized residents. Accordingly, the Project will aim to build upon this work and apply it to the North Nashville community to help identify and prioritize projects most likely to effectively and cost-efficiently increase quality of life - but also model out the potential impact of proposed transportation projects on key wellbeing metrics.

Nighttime placemaking project in Brownsville, Brooklyn by resident team at Brownsville Houses

As the first Design Advisor for the NYC Mayor's Office of Criminal Justice, Ifeoma Ebo developed a community engaged design and co-creation process as an approach to addressing community safety and improved quality of life in Brownsville, Brooklyn. Evidence based research shows that there is a strong correlation between the improvement

and activation of public space and positive change in the family of related challenges that impact neighborhood safety namely: youth engagement, violence prevention, culture & community, built environment, jobs & small businesses and health & wellness. Residents were centered as experts and their capacity was developed to become human centered designers through a training program in placemaking and community organizing. Success of the program was rooted in the premise that residents were leaders in defining the problem and brainstorming solutions in partnership with community-based organizations and government agencies.

Overall, the Project aims to flip the script on the influence of design on well-being, by using data-driven, community-led, and agile methods to identify key urban design and transportation infrastructure changes needed to optimize quality of life, including the social, health, environmental, and economic value of communities, in a way that promotes spatial justice and racial equity.

First, the Project will leverage a program developed as a part of the *Metro Nashville Transportation Plan*, **Equity By Design**, which explicitly centers transportation infrastructure projects around equity. The Equity By Design framework established a performance-driven transportation system that is efficient, effective and accountable in planning, design, and implementation. Equity By Design questions how a project meets certain equitable criteria concerning accessibility, connectivity, populations of varying age, safety, outreach, and environmental justice throughout project design and implementation.

The Project also serves to further strengthen and enhance the Equity by Design framework via its community-led, data-driven, and agile approach. By putting the community in the driver's seat throughout all phases and steps of the Project and allowing them to shape the data collected, the analysis conducted, the projects selected, and the success metrics defined, racial equity is embedded in every step of the process. Accordingly, a more racially equitable process facilitates the creation of a more racially equitable solution. Specifically, the Project grant will:

1. Help increase transportation choices and equity for the North Nashville community by facilitating a data-driven and community-led process that allows communities themselves to co-create projects that are most likely to increase mobility, opportunity, and quality of life.
2. Expand availability of essential services for vulnerable communities by identifying community-scale infrastructure projects and changes needed to physically access those services safely, efficiently, and comfortably. This approach will also help improve connectivity to economic opportunities, including increased wealth and access to high-quality jobs, health services, and other critical destinations needed to optimize quality of life.
3. Provide communities the opportunity to identify and prioritize projects that mitigate existing physical barriers to opportunities or create new opportunities within the community; or those that provide increased walkability, bikeability, and rollability that increase the inclusivity of equity of streets, which currently disproportionately burden people of color and those with disabilities.

Further, the Project integrates a new way to measure quality of life that is key in ensuring that future transportation and community-scale infrastructure projects promote community well-

being. That is, while there are many established tools for measuring what is going wrong in a location - such as homelessness, crime, illness, and unemployment - the missing piece of the puzzle is data for measuring local strengths. The strengths of a place can be critical to our health and happiness. Place-based wellbeing data collected by Neighbourlytics provides a rare opportunity to understand the unique strengths of neighborhoods and how they influence the social wellbeing of their residents. This includes a deep dive into local strengths across three key dimensions:

- *Economic prosperity*: Active local economies supporting jobs, vibrant streets, and town centers.
- *Physical prosperity*: Access to parks, open spaces, nature that facilitate active lifestyles and/or are physically beautiful.
- *Community prosperity*: Events, programs and activities that enable us to connect with others and support cultural life.

This project brings an innovative approach to understanding and measuring wellbeing, and its relationship to quality of life, so that the quantitative improvements made to the built environment can be understood and replicated.

iv. *Economic Competitiveness*

As with the other key project criteria for success, economic competitiveness and community prosperity has been linked to the quality of the built environment within and accessible to communities. For example, in a 2012 Brookings Institute Study entitled Walk this Way, built environment quality (as measured by the State of Place Index and Profile) was tied to office, retail, and residential rents, retail revenues, and for-sale residential values. On the other hand, it also found that lower income, less educated neighborhoods with higher concentrations of black and brown residents were significantly less likely to live in areas with better built environment quality (or places with a higher State of Place Index). While access to better built environments is tied to increased economic competitiveness and community prosperity, this access is inequitable.

The Project will address these spatial inequities in access to better quality built environments using a data-driven, community-led, agile approach. Specifically, by:

- Quantifying the relationship between the built environment quality (as measured by State of Place) to the levels of existing economic activity, diversity of economic activity and economic vibrancy (as measured by Neighbourlytics).
- Then integrating the community in every step of the planning and design process.

This exponentially increases the likelihood both that current and future community-scale and transportation infrastructure investments address the real needs of communities and that the benefits tied to those investments accrue to the community. There is no doubt that improving transportation access, efficiency, reliability, and safety will lead to increased access to employment centers and job opportunities as well as offer significant regional and national improvements in economic strength by increasing the economic productivity of land, capital, or labor, and improving the economic strength of regions and cities. The question is whether these beneficial outcomes will be accessible to existing residents of these once-vulnerable

communities. As such, the process is perhaps even more important than the product in ensuring equity and opportunity. The Project will address these key criteria for true, equitable success.

v. *State of Good Repair*

The development of a Strategic Community Connections & Infrastructure Plan will change the way current and future infrastructure developments are planned, designed, and constructed. Project will contribute to a state of good repair by improving strategic investments that have significant impact on local and regional areas. This project will not only guide strategic investments but will further invest in community infrastructure.

With major infrastructure improvements to North Nashville, such as the proposed Jefferson Street Cap and the North Nashville Transit Station, there is an opportunity to innovatively extend the benefits of these projects to a community that has not historically seen the focus and funding required to facilitate its flourishing.

vi. *Partnerships*

This project will be delivered through a multidisciplinary, cross-departmental, multi-stakeholder group of partners. The work will reflect multiple Metro Nashville departments, Smart Cities Council, State of Place, Neighbourlytics, Creative Urban Alchemy LLC, and Vanderbilt University.

- **Metro Nashville**, specifically NDOT, the Planning Department, and the Office of Mayor John Cooper will take the lead on the project. NDOT will commit up to 1,500 hours with our partners to work on the project.
- **Smart Cities Counci**l is the world's longest serving organization of smart city stakeholders that seek to develop capacity to accelerate the implementation of projects that make communities livable, workable, and sustainable. For this project, the Council will provide an online, collaborative platform that will allow the Project Partners to plan, identify community stakeholders, identify and map solutions on community data, and provide an interface to community data developed by Neighbourlytics and State of Place so that all our work is in one place. The Smart Cities Council will also project manage all digital deliverables and coordinate the advisory services provided by Dr. Mariela Alfonzo from State of Place, Ifeoma Ebo from Creative Urban Alchemy and Philip Bane from the Smart Cities Council regarding community engagement and the development of the Community Data Governance Plan.
- **State of Place** is an urban design and predictive analytics software that helps cities create more livable, equitable, and sustainable places. Their platform automatically extracts data on over 150 micro-scale-built environment features from digital imagery and aggregates that into an Index that measures walkability, bikeability, and overall quality of place. Their forecasting models, which empirically tie the Index to a variety of quality of life factors, ranging from economic, health, environmental, and social value, along with their scenario tools, allow cities to identify urban design changes most likely to lead to desired community benefits, and quantify the value of proposed community-scale and transportation infrastructure projects.
- **Neighbourlytics** is a social analytics platform that measures urban life - the everyday activity that goes on within and between buildings. The focus of this work is to build a

solid understanding of local strengths through the lens of the business and community activities and how these relate to neighborhood wellbeing.

- **Creative Urban Alchemy LLC** is a design strategy consultancy that prioritizes racial, social and cultural equity and justice in the design and planning of urban spaces. This work is rooted in a process in which the project problem, goals, design, implementation, operation and evaluation is co-defined and co-created in partnership with the community.
- Vanderbilt University through **VECTOR** (Vanderbilt Engineering Center for Transportation and Operational Resiliency) includes multiple faculty, staff and student researchers that work primarily on data analytics and development of decision support systems to help community leaders and citizens utilize vast arrays of data and information. The team utilizes agent-based modeling simulations, ArcGIS spatial data analysis software to create visualizations of information across communities.

The delivery of a Community Connections & Infrastructure Strategy Plan will be unique with a diverse set of partners. Community Partners include:

- WalkBike Nashville
- WeGo
- TDOT
- Equity Alliance
- Stand Up Nashville
- Gideon's Army
- Fisk University
- Tennessee State University
- Meharry Medical College
- McGruder Center
- Neighbor2Neighbor
- Metro Public Health Department

NDOT and our Partners will meet with community stakeholders and have conversations surrounding the development of the Project even as we engage directly with neighborhood residents. Partnerships begin with trust; trust is based on helping residents in a real way with a meaningful process. Nashville piloted this approach last year, when it engaged with neighborhoods across the city to develop a new transportation plan. We received very positive feedback on this approach.

vii. *Innovation*

The Project includes the use of innovative technologies, project delivery, and a potential financing mechanism, as follows:

1. **Innovative Technologies:** The Project will utilize several innovative tools and technologies to ensure the effectiveness and cost-efficiency of future projects and optimize safety, equity, climate resilience, and economic strength.

    - **Nashville Activator Portal** - Smart Cities Council offers the world's only online collaborative planning platform, the Smart Cities Activator, that solves the most pressing problems for cities planning projects - specifically, (i) stakeholder

engagement, (ii) transparency about projects or programs in the affected community, here North Nashville and (iii) replicable project plans that accelerate implementation. With access, stakeholders can see relevant data and analysis, projects planned during the Action phase and other Metro Nashville projects that may be relevant to overall planning. Finally, the framing and process offered by Nashville Activator Portal can scale to other neighborhoods in Metro Nashville and to other cities throughout the country - thus accelerating this innovative approach. *Nashville Activator Platform* uses transparency, stakeholder engagement, scaling and replication as the engine for innovation.

- **State of Place Predictive Urban Design Analytics** - State of Place uses *artificial intelligence and machine learning* to extract data on micro-scale built environment data from digital street-level imagery. Collecting this kind of detailed urban design data previously required expensive and time-consuming manual data collection, which made its collection and consideration into project planning, especially city-wide projects, untenable. Being able to access this kind of micro-scale data is critical to the success of this project. Additionally, *State of Place's unique forecasting methodologies and algorithms allow it to not only quantify how improvements to built environment quality* (as measured by the State of Place Index & Profile) impact key quality of life outcomes, but also identify and prioritize key urban design changes most likely to lead to desired community outcomes. Further, its scenario tools allow communities themselves to co-create solutions, and this project will serve to bolster both the existing scenario and forecasting aspects of the tool.
- **Neighbourlytics Social Analytics Platform** - This platform for neighborhoods that harnesses rich digital data to quantify urban life. Neighbourlytics technology taps into the millions of digital interactions we make with our built environment every day (including: map based information, event and activity data and aggregated and anonymized interaction data such as check-ins and liked photos) and combines these into a proprietary dataset. Neighbourlytics analytics then draw on this unique data to establish indicators for measuring urban life characteristics including community and business strengths and place-based wellbeing. Governments and municipalities use Neighbroulytics to establish wellbeing scores at a neighborhood level, and then measure the impact of design and investment decisions over time. Unlike traditional surveys and observations, Neighbourlytics insights can be captured on-demand providing relevant, recent data.

2. **Innovative Project Delivery:** Not applicable
3. **Innovative Financing Mechanism:** As the State of Place scenario and forecasting tools allow communities to estimate the benefits - economic, social, environmental, and health - tied to proposed community-scale and transportation infrastructure investments, this gives stakeholders a way to create innovative financing mechanisms including cost-shares, participatory budgeting, and cross-departmental and multi-scale funding approaches.

V. Environmental Risk

Not applicable on planning projects.

A. Project Schedule: It will take 18 months to develop the Project.

- Months 1-4 Award Acceptance and Project Preparation

  First Baseline Phase: Set up and collection of all baseline data
- Months 3-5 Baseline Data Collection

  First Thematic Analysis
- Months 5-7 Analysis, Visualization, and Synthesis of Data

  CDGP Review and Improvements to Well Being of Community
- Months 8-9 Community Engagement

  Action: Development of programs and projects that can favorably impact the community
- Months 10-11 Development of Programs and Projects
- Months 12-15 Plan Development

Second Baseline Phase

- Months 15-16: Second collection of all baseline data
- Month 17: Final Thematic Analysis and Plan Finalization

Final CDGP Review and Development of Recommendations on Improving Well-Being of Community

- Month 18: Final analysis with input from North Nashville stakeholders and project partners. Recommendations as to which programs and projects should be scaled within North Nashville and throughout Metro Nashville and possibly other cities in the country.

B. Required Approvals

I. Environmental Permits and Review
   i. NEPA is not required on planning grants.
   ii. N/A
   iii. N/A
   iv. N/A
   v. N/A

II. State and Local Approvals

If awarded, the acceptance will have to be approved by Metro Council. We will work with the Nashville Area MPO/Greater Nashville Regional Council to amend the Transportation Improvement Program to include the Project. Council has adopted numerous North Nashville initiatives with support from the community that demonstrates broad public support.

C. Assessment of Project Risks and Mitigation Strategies

When collecting and analyzing data at a very localized scale in communities and about people and places, risks concerning privacy/confidentiality, accessibility, governance, and protection can occur. To mitigate these risks and as part of the Community Data Governance Plan (CDGP), the Project team will follow best practices for collecting and using data about people and places.

All practices will be documented and shared with all project partners and available to the public for review, comment and revision as directed by Metro Nashville.

The CDGP will be led by Metro Nashville with Metro Nashville making all final decisions with input from North Nashville and all project partners.

Specifics -

- **Data:** data collected for the Project will be stored in repositories at the direction of Metro Nashville. Data will not be uploaded to repositories not accessible by Metro Nashville or the Project partners. Neighbourlytics location data is proprietary and will remain within the Neighbourlytics application for access by project partners and Metro Nashville.
- **Personal data:** we will **not** collect personally identified data ('PID') and instead will only accept anonymized, aggregated data.
- **In Person Data Collection:** The CDGP will develop a process for protecting PID arising from in-person surveys, meetings and other efforts that involve in-person interaction. The goal is to collect relevant information without compromising privacy and as such, community participants will be apprised of all applicable rights while taking into account the public nature of community discourse, which is voluntary.
- **Imagery**: To the extent possible, imagery data will have identifiable PID (but not location) information redacted.
- **Access:** The CDGP will first follow all Metro Nashville protocols and follow Metro Nashville directions about access to the Nashville Activator Portal and any data wherever collected and stored for the Project.

Vanderbilt University partners will obtain internal review board (IRB) approvals for working with individual-level data and will also work with the Project team to ensure that all team members are aware of human subjects research protection protocols.

Other risks include the potential to uncover and identify additional challenges and disparities in the community not previously identified and possible additional needs that cannot easily be addressed by the Project. The findings from the Project, depending on what becomes publicly available, could highlight both opportunities and challenges that may improve or create additional issues for the community which cannot be foreseen at this time. As an example, findings may show that this could be a highly attractive area after additional infrastructure investment which would lead to additional gentrification or traffic issues in the community. In this regard, Metro Nashville will make all final decisions about what data is shared with the public.

D. Cost Benefit Analysis

Not applicable to planning projects

VI. Attachments – Letters of Support

FY 2021 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
Project Name	A Strategic Community Connections & Infrastructure Plan	Enter a **concise,** descriptive **title** for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	The proposed RAISE project will focus on the North Nashville area, a historically marginalized urban community, suffering from persistent poverty, who for generations has been harmed by structurally racist policies, including redlining, urban renewal, and the interstate highway program. This planning grant will implement a community-centered, evidence-based, agile methodology to plan, test, iterate, and evaluate	Describe the project in plain English terms, using **no more than 100 words**. For example, "The project will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z" or "the RAISE Grant will fund construction activities for streetcar service from location X to location Y." Please **do not** describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Urban	Identify whether the project is **located in a rural or urban area**, using the drop-down menu. For RAISE 2021, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.
Urbanized Area	Nashville-Davidson, TN	If you have identified the project as "urban," please select the **associated 2010 Census-designated urbanized area (UA)** from the drop-down. If you identified the project as "rural" but it is located in an UA with a population under 200,000, please select the UA from the drop-down. If you have identified the project as "rural" and it is located outside an urbanized area, please select "Not located in an urbanized area" from the drop-down.
Capital or Planning	Planning	Identify the project as **capital** or **planning**. The "**capital**" designation is for projects that requesting funding for the construction of surface transportation capital infastructure. The "**planning**" designation is for projects that are requesting funding primarily for planning, preparation, or design of eligible surface transportation capital projects.
Amount Requested	$2,006,537	Enter the **total amount of RAISE funds requested** for this project in this application. [*For **capital** projects, the minimum urban entry is $5,000,000 and the minimum rural entry is $1,000,000. For **planning** projects, the minimum entry is $1. The maximum entry for both types is $25,000,000*].
Project Location County	TN - Davidson County	**Identify the county** where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located.
Additional Project Counties	N/A	**Identify additional counities seperated by a comma**. For instance, if the project additionaly runs through Middlesex County and Suffolk County, please enter 'Middlesex County, Suffolk County' in the cell.

FY 2021 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
Project Location Census Tract	139	Identify the census tract number of the project. Please visit USDOT's RAISE webpage to review a full list of census tracts by state and county or refer to the Census Bureau's TIGER Web map to identifiy. For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. Do not be concerned if the last zero is missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located.
Other Project Census Tracts	142	**Identify other census tracts in which the project is located, seperated by a comma**. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell.
Project Located in an Area of Persistent Poverty?	Yes - it is located in a census tract that meets the definition	Identify if the project is located in an area of persistent poverty based on the critieria outlined in the NOFO. The list of counties and census tracts that meet this definition can be found on USDOT's RAISE webpage.
Project Location Zip Code	37208	**Identify the 5-digit zip code of the project location.** If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located.
Project Type	Road - ITS	Identify the **Primary** and **Secondary project type** combination that **most closely aligns with your project** from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
Prior BUILD/TIGER Funds Awarded to Project?	No	Identify **whether the project has previously received BUILD/TIGER funding**, and if so, whether that funding was through a planning or capital grant, using the drop-down menu.
Prior BUILD/TIGER Application?	No	Identifiy **whether this project has previously been submitted for BUILD/TIGER funding** and, if it is has, please identifiy the **most recent competition** it was submitted to for consideration.
USDOT FY21 Discretionary Application?	No	**Please identifiy if this project has been submitted to other USDOT FY21 discretionary grant programs** in addition to RAISE. If it has been submitted to multiple programs (in addition to RAISE), please select 'Multiple' from the drop-down.
Total Project Cost	$2,508,171	Enter the **total cost of the project**. This should equal the sum of Total Federal Funding and Total Non-Federal Funding. *This value may not be less than the amount requested.*
Total Federal Funding	$2,006,537	Enter the **amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount**. *This value may not be less than the amount requested.* For **RAISE projects designated as urban**, Federal funding cannot exceed 80% of total project cost unless the project is a planning project located in an area of persistent poverty as defined in the RAISE NOFO.

FY 2021 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
Total Non-Federal Funding	$501,634	Enter the **amount of funds committed to the project from non-Federal sources**. For **RAISE projects designated as urban**, the total non-Federal funding amount must be greater than or equal to 20% of the project cost unless the project is a planning project located in an area of persistent poverty as defined in the RAISE NOFO.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a **Federally recognized tribal government**.
Tribal Benefits?	N/A	**If the applicant is not a Federally recognized tribal government**, is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project **involve (a) private entity(ies) that will receive a direct and predictable financial benefit** if the project is selected for award? This includes, but it not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	N/A	**If this project directly involves or benefits a specific private corporation**, please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act **(TIFIA)** or Railroad Rehabilitation & Improvement Financing **(RRIF) loans**?
Department Financing Program?	Yes	If your application is unsuccessful, would you like to be contacted about the **Department's financing program**?

FY 2021 RAISE Project Types

Instructions: Identify the "Primary" and "Secondary" project types that most closely align to your project using the below project type definitions. *Note that secondary project types align only to the designated primary project type listed above them.*

Primary Project Type Definitions	
Road	The project primarily serves to improve motor vehicle infrastructure, including personal automobiles and commercial trucking projects.
Transit	The project primarily serves to improve public transportation infrastructure, including bus, bus rapid transit, streetcar, light rail, subway, and commuter rail projects. Can include fixed infrastructure or rolling stock.
Rail	The project primarily serves to improve rail infrastructure, either intercity passenger or freight.
Maritime	The project is at or near a seaport or inland waterway and primarily serves to improve maritime transportation through improved connections to the surface transportation system.
Aviation	The project is at or near an airport and primarily serves to improve the surface transportation infrastructure supporting aviation.
Bicycle-Pedestrian	The primary project element serves to improve bicycle and/or pedestrian infrastructure.

Secondary Project Type Definitions	
Road Projects	
Bridge Repair/Replacement	The primary project element is the repair or replacement of a bridge, excluding road/rail grade separation projects.
ITS	The primary project elements consist of Intelligent Transportation Systems—the application of advanced information and communication technology to surface transportation.
New Capacity	The primary project elements create additional capacity for automobiles and trucks through the creation of new routes, the addition of lanes to preexisting routes, or other methods aimed at creating new capacity.
Road/Rail Crossing	The primary project elements create, improve, or expand a road or rail crossing.
Repair/Rehabilitation	The primary project elements consist of rehabilitating, repairing, or replacing preexisting road infrastructure.
Complete Streets	The primary project elements consist of modifying an existing corridor to make it safer and more welcoming to all users, including those walking, biking, driving automobiles, and riding public transportation.
Transit Projects	

FY 2021 RAISE Project Types

Bus	The primary project elements create, improve, or expand standard bus service.
Bus Rapid Transit	The primary project elements create, improve, or expand Bus Rapid Transit service.
Commuter Rail	The primary project elements create, improve, or expand commuter rail service.
ITS	The primary project elements consist of Intelligent Transportation Systems—the application of advanced information and communication technology to surface transportation.
Light Rail	The primary project elements create, improve, or expand light-rail rapid transit service.
Multimodal Center	The primary project elements create, improve, or expand a transit multimodal center which may serve to connect multiple transit modes.
Streetcar	The primary project elements create, improve, or expand rail transit service which operates primarily in mixed traffic.
Subway	The primary project elements create, improve or expand a heavy-rail high capacity rapid transit line.
Rail Projects	
ITS	The primary project elements consist of Intelligent Transportation Systems—the application of advanced information and communication technology to surface transportation.
Repair/Rehabilitation	The primary project elements consist of rehabilitating, repairing, or replacing preexisting rail infrastructure.
Passenger Station Improvement	The primary project elements consist of creating, improving or expanding a station or stop serving intercity passenger rail.
Grade Crossing	The primary project elements consists of primarily addressing road/grade crossing issues.
Freight Intermodal Connector	The primary project elements create, improve, or expand the ability of freight to move on or off the rail network. Includes all cargo types.
Maritime Projects	
Gate Improvements	The primary project elements improve the efficiency, safety, and security of truck movements into and out of the port.

FY 2021 RAISE Project Types

ITS	The primary project elements consist of Intelligent Transportation Systems—the application of advanced information and communication technology to surface transportation.
New Capacity	The primary project elements increase the cargo handling capacity of the port, such as by expanding pier, wharf, or berthing areas.
Rail Access	The primary project elements include introducing or improving rail connections to the port, such as on-dock rail or adding rail intermodal capacity.
Repair/Rehabilitation	The primary project elements consist of rehabilitating, repairing, or replacing preexisting maritime infrastructure.
Aviation Projects	
Airport Connector	The primary project elements improve the connections between an airport and the surface transportation system for passengers and/or freight.
Bicycle-Pedestrian Projects	
Complete Streets	The primary project elements consist of modifying an existing corridor to make it safer and more welcoming to all users, including those walking, biking, driving automobiles, and riding public transportation.
Road/Rail Crossing	The primary project elements create, improve, or expand a bicycle and/or pedestrian road or rail crossing.
Trail	The primary project elements create, improve, or expand new infrastructure for pedestrians and cyclists separated from motorized traffic.
New Capacity	The primary project elements consist of adding additional capacity to preexisting bicycle-pedestrian infrastructure.

FY 2021 RAISE Urban Rural Designation

Instructions: Identify whether your project is located in an urban or rural area based on the criteria outlined in the Notice of Funding Opportunity. Below includes a list of Census-designated Urbanized Areas by population.

Urban and Rural	
Urban	For FY 21, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census.
Rural	If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.

Urbanized Areas with Populations Greater Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Anchorage, AK	251,243
Birmingham, AL	749,495
Mobile, AL	326,183
Huntsville, AL	286,692
Montgomery, AL	263,907
Little Rock, AR	431,388
Phoenix--Mesa, AZ	3,629,114
Tucson, AZ	843,168
Los Angeles--Long Beach--Anaheim, CA	12,150,996
San Francisco--Oakland, CA	3,281,212
San Diego, CA	2,956,746
Riverside--San Bernardino, CA	1,932,666
Sacramento, CA	1,723,634
San Jose, CA	1,664,496
Fresno, CA	654,628
Concord, CA	615,968
Mission Viejo--Lake Forest--San Clemente, CA	583,681
Bakersfield, CA	523,994
Murrieta--Temecula--Menifee, CA	441,546
Stockton, CA	370,583
Oxnard, CA	367,260
Modesto, CA	358,172
Indio--Cathedral City, CA	345,580
Lancaster--Palmdale, CA	341,219
Victorville--Hesperia, CA	328,454
Santa Rosa, CA	308,231
Antioch, CA	277,634
Santa Clarita, CA	258,653
Visalia, CA	219,454
Thousand Oaks, CA	214,811
Denver--Aurora, CO	2,374,203
Colorado Springs, CO	559,409

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Greater Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Fort Collins, CO	264,465
Hartford, CT	924,859
New Haven, CT	562,839
Miami, FL	5,502,379
Tampa--St. Petersburg, FL	2,441,770
Orlando, FL	1,510,516
Jacksonville, FL	1,065,219
Sarasota--Bradenton, FL	643,260
Cape Coral, FL	530,290
Palm Bay--Melbourne, FL	452,791
Port St. Lucie, FL	376,047
Palm Coast--Daytona Beach--Port Orange, FL	349,064
Kissimmee, FL	314,071
Bonita Springs, FL	310,298
Lakeland, FL	262,596
Tallahassee, FL	240,223
Winter Haven, FL	201,289
Atlanta, GA	4,515,419
Savannah, GA	260,677
Urban Honolulu, HI	802,459
Des Moines, IA	450,070
Boise City, ID	349,684
Rockford, IL	296,863
Peoria, IL	266,921
Indianapolis, IN	1,487,483
Fort Wayne, IN	313,492
Wichita, KS	472,870
Lexington-Fayette, KY	290,263
New Orleans, LA	899,703
Baton Rouge, LA	594,309
Shreveport, LA	298,317
Lafayette, LA	252,720
Barnstable Town, MA	246,695
Baltimore, MD	2,203,663
Aberdeen--Bel Air South--Bel Air North, MD	213,751
Portland, ME	203,914
Detroit, MI	3,734,090
Grand Rapids, MI	569,935
Flint, MI	356,218
Lansing, MI	313,532
Ann Arbor, MI	306,022
Kalamazoo, MI	209,703
Springfield, MO	273,724

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Greater Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Jackson, MS	351,478
Gulfport, MS	208,948
Raleigh, NC	884,891
Winston-Salem, NC	391,024
Durham, NC	347,602
Greensboro, NC	311,810
Fayetteville, NC	310,282
Asheville, NC	280,648
Wilmington, NC	219,957
Concord, NC	214,881
Hickory, NC	212,195
Lincoln, NE	258,719
Trenton, NJ	296,668
Atlantic City, NJ	248,402
Albuquerque, NM	741,318
Las Vegas--Henderson, NV	1,886,011
Buffalo, NY	935,906
Rochester, NY	720,572
Albany--Schenectady, NY	594,962
Syracuse, NY	412,317
Cleveland, OH	1,780,673
Columbus, OH	1,368,035
Dayton, OH	724,091
Akron, OH	569,499
Canton, OH	279,245
Oklahoma City, OK	861,505
Tulsa, OK	655,479
Eugene, OR	247,421
Salem, OR	236,632
Pittsburgh, PA	1,733,853
Harrisburg, PA	444,474
Lancaster, PA	402,004
Scranton, PA	381,502
Reading, PA	266,254
York, PA	232,045
San Juan, PR	2,148,346
Aguadilla--Isabela--San Sebastián, PR	306,196
Columbia, SC	549,777
Charleston--North Charleston, SC	548,404
Greenville, SC	400,492
Nashville-Davidson, TN	969,587
Knoxville, TN	558,696
Dallas--Fort Worth--Arlington, TX	5,121,892

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Greater Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Houston, TX	4,944,332
San Antonio, TX	1,758,210
Austin, TX	1,362,416
McAllen, TX	728,825
Denton--Lewisville, TX	366,174
Corpus Christi, TX	320,069
Conroe--The Woodlands, TX	239,938
Lubbock, TX	237,356
Laredo, TX	235,730
Killeen, TX	217,630
Brownsville, TX	217,585
Salt Lake City--West Valley City, UT	1,021,243
Ogden--Layton, UT	546,026
Provo--Orem, UT	482,819
Virginia Beach, VA	1,439,666
Richmond, VA	953,556
Roanoke, VA	210,111
Seattle, WA	3,059,393
Spokane, WA	387,847
Kennewick--Pasco, WA	210,975
Milwaukee, WI	1,376,476
Madison, WI	401,661
Appleton, WI	216,154
Green Bay, WI	206,520
Fayetteville--Springdale--Rogers, AR--MO	295,083
Bridgeport--Stamford, CT--NY	923,311
Norwich--New London, CT--RI	209,190
Washington, DC--VA--MD	4,586,770
Pensacola, FL--AL	340,067
Columbus, GA--AL	253,602
Augusta-Richmond County, GA--SC	386,787
Davenport, IA--IL	280,051
Chicago, IL--IN	8,608,208
Round Lake Beach--McHenry--Grayslake, IL--WI	290,373
Evansville, IN--KY	229,351
South Bend, IN--MI	278,165
Louisville/Jefferson County, KY--IN	972,546
Springfield, MA--CT	621,300
Worcester, MA--CT	486,514
Boston, MA--NH--RI	4,181,019
Minneapolis--St. Paul, MN--WI	2,650,890
St. Louis, MO--IL	2,150,706
Kansas City, MO--KS	1,519,417

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Greater Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Charlotte, NC--SC	1,249,442
Omaha, NE--IA	725,008
Nashua, NH--MA	226,400
Reno, NV--CA	392,141
Poughkeepsie--Newburgh, NY--NJ	423,566
New York--Newark, NY--NJ--CT	18,351,295
Cincinnati, OH--KY--IN	1,624,827
Toledo, OH--MI	507,643
Youngstown, OH--PA	387,550
Portland, OR--WA	1,849,898
Allentown, PA--NJ	664,651
Philadelphia, PA--NJ--DE--MD	5,441,567
Providence, RI--MA	1,190,956
Myrtle Beach--Socastee, SC--NC	215,304
Chattanooga, TN--GA	381,112
Memphis, TN--MS--AR	1,060,061
El Paso, TX--NM	803,086
Huntington, WV--KY--OH	202,637

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Fairbanks, AK	64,513
Tuscaloosa, AL	139,114
Anniston--Oxford, AL	79,796
Florence, AL	77,074
Auburn, AL	74,741
Decatur, AL	70,436
Dothan, AL	68,781
Gadsden, AL	64,172
Daphne--Fairhope, AL	57,383
Jonesboro, AR	65,419
Conway, AR	65,277
Hot Springs, AR	55,121
Pine Bluff, AR	53,495
Avondale--Goodyear, AZ	197,041
Prescott Valley--Prescott, AZ	84,744
Flagstaff, AZ	71,957
Lake Havasu City, AZ	53,427
Sierra Vista, AZ	52,745
Casa Grande, AZ	51,331
Santa Barbara, CA	195,861
Salinas, CA	184,809

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	Population Size (2010 Census Bureau)
Vallejo, CA	165,074
Santa Cruz, CA	163,703
Hemet, CA	163,379
Merced, CA	136,969
Fairfield, CA	133,683
Santa Maria, CA	130,447
Simi Valley, CA	125,206
Redding, CA	117,731
Yuba City, CA	116,719
Seaside--Monterey, CA	114,237
El Centro--Calexico, CA	107,672
Turlock, CA	99,904
Gilroy--Morgan Hill, CA	98,413
Chico, CA	98,176
Vacaville, CA	93,141
Hanford, CA	87,941
Tracy, CA	87,569
Napa, CA	83,913
Manteca, CA	83,578
Livermore, CA	81,624
Madera, CA	78,413
Watsonville, CA	73,534
Davis, CA	72,794
Camarillo, CA	71,772
Porterville, CA	70,272
Lodi, CA	68,738
El Paso de Robles (Paso Robles)--Atascadero, CA	65,088
Petaluma, CA	64,078
San Luis Obispo, CA	59,219
Woodland, CA	55,513
Delano, CA	54,372
Arroyo Grande--Grover Beach, CA	52,000
Lompoc, CA	51,509
Pueblo, CO	136,550
Grand Junction, CO	128,124
Greeley, CO	117,825
Boulder, CO	114,591
Longmont, CO	90,897
Lafayette--Louisville--Erie, CO	79,407
Waterbury, CT	194,535
Dover, DE	110,769
Fort Walton Beach--Navarre--Wright, FL	191,917
Gainesville, FL	187,781

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Deltona, FL	182,169
North Port--Port Charlotte, FL	169,541
Ocala, FL	156,909
Sebastian--Vero Beach South--Florida Ridge, FL	149,422
Spring Hill, FL	148,220
Panama City, FL	143,280
Leesburg--Eustis--Tavares, FL	131,337
Lady Lake--The Villages, FL	112,991
Homosassa Springs--Beverly Hills--Citrus Springs, FL	80,962
St. Augustine, FL	69,173
Zephyrhills, FL	66,609
Sebring--Avon Park, FL	61,625
Titusville, FL	54,386
Macon, GA	137,570
Warner Robins, GA	133,109
Gainesville, GA	130,846
Athens-Clarke County, GA	128,754
Albany, GA	95,779
Dalton, GA	85,239
Valdosta, GA	77,085
Rome, GA	60,851
Cartersville, GA	52,477
Hinesville, GA	51,456
Brunswick, GA	51,024
Kailua (Honolulu County)--Kaneohe, HI	113,682
Kahului, HI	55,934
Cedar Rapids, IA	177,844
Waterloo, IA	113,418
Iowa City, IA	106,621
Ames, IA	60,438
Nampa, ID	151,499
Coeur d'Alene, ID	98,378
Idaho Falls, ID	90,733
Pocatello, ID	69,809
Springfield, IL	161,316
Champaign, IL	145,361
Bloomington--Normal, IL	132,600
Decatur, IL	93,863
Kankakee, IL	81,926
DeKalb, IL	68,545
Carbondale, IL	67,821
Danville, IL	50,996
Lafayette, IN	147,725

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Bloomington, IN	108,657
Terre Haute, IN	92,742
Muncie, IN	90,580
Anderson, IN	88,133
Kokomo, IN	62,182
Columbus, IN	54,933
Topeka, KS	150,003
Lawrence, KS	88,053
Manhattan, KS	54,622
Bowling Green, KY	78,306
Elizabethtown--Radcliff, KY	73,467
Owensboro, KY	70,543
Houma, LA	144,875
Lake Charles, LA	143,440
Monroe, LA	116,533
Slidell, LA	91,151
Mandeville--Covington, LA	88,925
Alexandria, LA	82,804
Hammond, LA	67,629
New Bedford, MA	149,443
Leominster--Fitchburg, MA	116,960
Pittsfield, MA	59,124
Frederick, MD	141,576
Waldorf, MD	109,919
Westminster--Eldersburg, MD	72,714
Lexington Park--California--Chesapeake Ranch Estates, MD	58,875
Bangor, ME	61,210
Lewiston, ME	59,397
Muskegon, MI	161,280
Saginaw, MI	126,265
South Lyon--Howell, MI	119,509
Holland, MI	99,941
Jackson, MI	90,057
Port Huron, MI	87,106
Battle Creek, MI	78,393
Bay City, MI	70,585
Benton Harbor--St. Joseph--Fair Plain, MI	61,022
Midland, MI	59,014
Monroe, MI	51,240
St. Cloud, MN	110,621
Rochester, MN	107,677
Mankato, MN	57,584
Columbia, MO	124,748

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	Population Size (2010 Census Bureau)
Lee's Summit, MO	85,081
Joplin, MO	82,775
Jefferson City, MO	58,533
Hattiesburg, MS	80,358
Pascagoula, MS	50,428
Billings, MT	114,773
Missoula, MT	82,157
Great Falls, MT	65,207
High Point, NC	166,485
Burlington, NC	119,911
Greenville, NC	117,798
Jacksonville, NC	105,419
Rocky Mount, NC	68,243
Goldsboro, NC	61,054
New Bern, NC	50,503
Bismarck, ND	81,955
Grand Island, NE	50,440
Manchester, NH	158,377
Vineland, NJ	95,259
Twin Rivers--Hightstown, NJ	64,037
Villas, NJ	51,291
Las Cruces, NM	128,600
Santa Fe, NM	89,284
Los Lunas, NM	63,758
Farmington, NM	53,049
Carson City, NV	58,079
Utica, NY	117,328
Elmira, NY	67,983
Glens Falls, NY	65,443
Saratoga Springs, NY	64,100
Middletown, NY	58,381
Watertown, NY	57,840
Kingston, NY	57,442
Ithaca, NY	53,661
Lorain--Elyria, OH	180,956
Middletown, OH	97,503
Springfield, OH	85,256
Newark, OH	76,068
Mansfield, OH	75,250
Lima, OH	72,852
Norman, OK	103,898
Lawton, OK	94,457
Medford, OR	154,081

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Bend, OR	83,794
Corvallis, OR	62,433
Albany, OR	56,997
Grants Pass, OR	50,520
Erie, PA	196,611
Pottstown, PA	107,682
State College, PA	87,454
Altoona, PA	79,930
Lebanon, PA	77,086
Johnstown, PA	69,014
Hanover, PA	66,301
Monessen--California, PA	66,086
Hazleton, PA	56,827
Williamsport, PA	56,142
Bloomsburg--Berwick, PA	53,618
Uniontown--Connellsville, PA	51,370
Chambersburg, PA	50,887
Ponce, PR	149,539
Arecibo, PR	139,171
San Germán--Cabo Rojo--Sabana Grande, PR	118,199
Mayagüez, PR	109,572
Yauco, PR	90,899
Fajardo, PR	85,225
Juana Díaz, PR	80,928
Guayama, PR	80,155
Florida--Imbéry--Barceloneta, PR	71,747
Spartanburg, SC	180,786
Mauldin--Simpsonville, SC	120,577
Rock Hill, SC	104,996
Florence, SC	89,557
Anderson, SC	75,702
Sumter, SC	73,107
Hilton Head Island, SC	68,998
Sioux Falls, SD	156,777
Rapid City, SD	81,251
Murfreesboro, TN	133,228
Johnson City, TN	120,415
Jackson, TN	71,880
Cleveland, TN	66,777
Morristown, TN	59,036
Amarillo, TX	196,651
Waco, TX	172,378
College Station--Bryan, TX	171,345

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
McKinney, TX	170,030
Port Arthur, TX	153,150
Beaumont, TX	147,922
Harlingen, TX	135,663
Tyler, TX	130,247
Odessa, TX	126,405
Midland, TX	117,807
Abilene, TX	110,421
Texas City, TX	106,383
Wichita Falls, TX	99,437
Longview, TX	98,884
San Angelo, TX	92,984
Temple, TX	90,390
Lake Jackson--Angleton, TX	74,830
Victoria, TX	63,683
Sherman, TX	61,900
San Marcos, TX	52,826
St. George, UT	98,370
Logan, UT	94,983
Fredericksburg, VA	141,238
Lynchburg, VA	116,636
Charlottesville, VA	92,359
Blacksburg, VA	88,542
Williamsburg, VA	75,689
Winchester, VA	69,449
Harrisonburg, VA	66,784
Staunton--Waynesboro, VA	56,611
Burlington, VT	108,740
Bremerton, WA	198,979
Olympia--Lacey, WA	176,617
Marysville, WA	145,140
Yakima, WA	129,534
Bellingham, WA	114,473
Wenatchee, WA	67,227
Mount Vernon, WA	62,966
Racine, WI	133,700
Eau Claire, WI	102,852
Wausau, WI	74,632
Oshkosh, WI	74,495
Sheboygan, WI	71,313
Janesville, WI	69,658
West Bend, WI	68,444
Fond du Lac, WI	54,901

FY 2021 RAISE Urban Rural Designation

Urbanized Areas with Populations Less Than 200,000	
Urbanized Area	**Population Size (2010 Census Bureau)**
Charleston, WV	153,199
Morgantown, WV	70,350
Beckley, WV	64,022
Cheyenne, WY	73,588
Casper, WY	64,548
Fort Smith, AR--OK	122,947
Yuma, AZ--CA	135,267
Danbury, CT--NY	168,136
Dubuque, IA--IL	67,818
Sioux City, IA--NE--SD	106,494
Lewiston, ID--WA	51,924
Alton, IL--MO	83,890
Elkhart, IN--MI	143,592
Michigan City--La Porte, IN--MI	66,025
Salisbury, MD--DE	98,081
Hagerstown, MD--WV--PA	182,696
Cumberland, MD--WV--PA	51,899
Duluth, MN--WI	120,378
Cape Girardeau, MO--IL	52,900
St. Joseph, MO--KS	81,176
Gastonia, NC--SC	169,495
Fargo, ND--MN	176,676
Grand Forks, ND--MN	61,270
Portsmouth, NH--ME	88,200
Dover--Rochester, NH--ME	88,087
Binghamton, NY--PA	158,084
East Stroudsburg, PA--NJ	54,316
Clarksville, TN--KY	158,655
Kingsport, TN--VA	106,571
Bristol--Bristol, TN--VA	69,501
Texarkana--Texarkana, TX--AR	78,162
Longview, WA--OR	63,952
Walla Walla, WA--OR	55,805
Kenosha, WI--IL	124,064
Beloit, WI--IL	63,835
La Crosse, WI--MN	100,868
Wheeling, WV--OH	81,249
Parkersburg, WV--OH	67,229
Weirton--Steubenville, WV--OH--PA	70,889

BRENDA GILMORE
STATE SENATOR, DISTRICT19T
DAVIDSON COUNTY

LEGISLATIVE OFFICE
768 CORDELL HULL BUILDING
425 5th AVENUE, NORTH
NASHVILLE, TENNESSEE 37243-0154
(615) 741-2453
FAX: (615) 253-0361
EMAIL: sen.brenda.gilmore@capitol.tn.gov

Tennessee State Senate
NASHVILLE

DEMOCRATIC FLOOR LEADER

MEMBER OF COMMITTEES
FINANCE
REVENUE SUB-COMMITTEE
PENSION & INSURANCE JOINT SUB-COMMITTEE
FISCAL REVIEW COMMITTEE
TRANSPORTATION
EXECUTIVE BOARD NATIONAL BLACK CAUCUS OF STATE LEGISLATORS (NBCSL)
EXECUTIVE BOARD NATIONANL CAUCUS of ENVIRONMENTAL LEGISLATORS (NCEL)

July 10, 2021

Faye DiMassimo
Nashville Department of Transportation
750 S 5th Street
Nashville, TN 37206

To Ms. Faye DiMassimo:

I support the RAISE grant proposal of the Nashville Department of Transportation, "A Strategic Community Connections and Infrastructure Plan." I support the use of data to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. The planning grant will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity, foster racial and spatial equity and bolster climate resiliency in North Nashville.

I look forward to working with my constituents to participate in the following activities:

1) Identifying structural and infrastructure barriers to improved quality of life for North Nashville, including transportation and mobility deficits, built environment and community-scale infrastructure deficiencies, and environmental, health and well-being challenges and disparities faced within North Nashville. I will participate in listening sessions led by North Nashville organizations and activist groups.
2) Co-creating the definition of project aims, methods and success, including primary project objectives and methods for implementation, such as data needs, data governance and project ethics.
3) Assessing community assets and needs on transportation, community-scale infrastructure, the built environment, community vitality and quality of life.
4) Co-creating potential solutions to identify and prioritize potential community-scale placemaking projects that can be rapidly prototyped and implemented within three months.
5) Implementing tactical urbanism projects.
6) Co-evaluating tactical urbanism projects.
7) Refining proposed longer-term solutions.
8) Co-creating implementation plan for long-term project success.

I support using community-scale infrastructure as a means to enhance the quality of life for North Nashville residents using data and quick-build infrastructure designs.
Sincerely,

Sincerely,

Brenda Gilmore

Brenda Gilmore
Senator, District #19

METROPOLITAN COUNCIL

Member of Council

July 9, 2021

Ms. Faye DiMassimo
Nashville Department of Transportation
750 South 5th Street
Nashville, TN 37206

Dear Ms. DiMassimo:

I support the RAISE grant proposal of the Nashville Department of Transportation, "A Strategic Community Connections and Infrastructure Plan." I support the use of data to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. The planning grant will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity, foster racial and spatial equity and bolster climate resiliency in North Nashville.

I look forward to working with my constituents to participate in the following activities: 1) Identifying structural and infrastructure barriers to improved quality of life for North Nashville, including transportation and mobility deficits, built environment and community-scale infrastructure deficiencies, and environmental, health and well-being challenges and disparities faced within North Nashville. I will participate in listening sessions led by North Nashville organizations and activist groups. 2) Co-creating the definition of project aims, methods and success, including primary project objectives and methods for implementation, such as data needs, data governance and project ethics. 3) Assessing community assets and needs on transportation, community-scale infrastructure, the built environment, community vitality and quality of life. 4) Co-creating potential solutions to identify and prioritize potential community-scale placemaking projects that can be rapidly prototyped and implemented within three months. 5) Implementing tactical urbanism projects. 6) Co-evaluating tactical urbanism projects. 7) Refining proposed longer-term solutions. 8) Co-creating implementation plan for long-term project success.

I support using community-scale infrastructure as a means to enhance the quality of life for North Nashville residents using data and quick-build infrastructure designs.

Sincerely,

Jonathan Hall,
Councilmember, District 1

One Public Square, Suite 204 Nashville, Tennessee 37219 Office: 615/862-6780 Fax: 615/862-6784

WeGo Public Transit
A Service of Nashville MTA

430 Myatt Drive
Nashville, TN 37115
WeGoTransit.com
615-862-5969

July 8, 2021

Faye DiMassimo
Nashville Department of Transportation
750 S 5th Street
Nashville, TN 37206

To Ms. Faye DiMassimo:

WeGo supports the RAISE grant proposal of the Nashville Department of Transportation, "A Strategic Community Connections and Infrastructure Plan." I support the use of data to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. The planning grant will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity, foster racial and spatial equity and bolster climate resiliency in North Nashville.

WeGo will support tactical urbanism projects at WeGo bus stops and the upcoming North Nashville Transit Center. We look forward to participating in the following activities:

1) Identifying structural and infrastructure barriers to improved quality of life for North Nashville, including transportation and mobility deficits, built environment and community-scale infrastructure deficiencies, and environmental, health and well-being challenges and disparities faced within North Nashville. I will participate in listening sessions led by North Nashville organizations and activist groups.

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5) Implementing tactical urbanism projects.

6) Co-evaluating tactical urbanism projects.

7) Refining proposed longer-term solutions.

8) Co-creating implementation plan for long-term project success.

WeGo supports using community-scale infrastructure as a means to enhance the quality of life for North Nashville residents using data and quick-build infrastructure designs.

Sincerely,

Stephen G. Bland
Chief Executive Officer

Metro Public Health Dept
Nashville / Davidson County
Protecting, Improving, and Sustaining Health

John Cooper, Mayor
Tina Lester, RN, MSN
Interim Chief Administrative Director of Health
Gill C. Wright, III, MD, FAAFP, MMM
Interim Chief Medical Director of Health
Board of Health
A. Alex Jahangir MD MMHC FACS, Chair
Tené Hamilton Franklin MS, Vice-Chair
Thomas W. Campbell MD
Carol Etherington MSN RN FAAN
David A. Frederick MS
Calvin M. Smith III MD

July 8, 2021

Faye DiMassimo
Nashville Department of Transportation
750 S 5th Street
Nashville, TN 37206

Dear Ms. Faye DiMassimo:

The Metro Nashville Health Department supports the RAISE grant proposal of the Nashville Department of Transportation, "A Strategic Community Connections and Infrastructure Plan." I support the use of data to design, implement and refine tactical urbanism projects and plan for permanent infrastructure with significant community engagement in North Nashville. The planning grant will implement a community-centered, evidence-based, agile methodology to plan, test, iterate and evaluate community-scale infrastructure projects that will most effectively and cost-efficiently increase community prosperity, foster racial and spatial equity and bolster climate resiliency in North Nashville.

We look forward to participating in the following activities:

1) Identifying structural and infrastructure barriers to improved quality of life for North Nashville, including transportation and mobility deficits, built environment and community-scale infrastructure deficiencies, and environmental, health and well-being challenges and disparities faced within North Nashville. I will participate in listening sessions led by North Nashville organizations and activist groups.
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7) Refining proposed longer-term solutions.
8) Co-creating implementation plan for long-term project success.

We support using community-scale infrastructure to enhance the quality of life for North Nashville residents using data and quick-build infrastructure designs.

Sincerely,

Tina Lester RN, MSN

Tina Lester, RN, MSN
Interim Chief Administrative Director of Health

APPLICATION FOR Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

Faye Di Massimo/SCW
Interim Director
Department of Nashville Department of Transportation & Multimodal Infrastructure

07/07/2021
Date