
GRANT APPLICATION SUMMARY SHEET

Grant Name: Regional Infrastructure Accelerator Program 23-25
Department: PUBLIC WORKS
Grantor: U.S. DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable): TENN. DEPT. OF TRANS.
Total Applied For \$4,000,000.00
Metro Cash Match: \$0.00
Department Contact: Casey Hopkins
8801676
Status: NEW

Program Description:

This program provides technical assistance on surface transportation projects that are eligible for funding under the TIFIA program. Our application establishes Metro as a Regional Infrastructure Accelerator (RIA).

Plan for continuation of services upon grant expiration:

N/A

APPROVED AS TO AVAILABILITY OF FUNDS:

Kelly Flannery
Director of Finance *R* *AP* **Date**

APPROVED AS TO FORM AND LEGALITY:

Courtney Mohan
Metropolitan Attorney **Date**

APPROVED AS TO RISK AND INSURANCE:

Lora Bark Fox
Director of Risk Management **Date**
Services

John Cooper
Metropolitan Mayor **Date**

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

Grants Tracking Form

Part One

Pre-Application <input type="radio"/>		Application <input checked="" type="radio"/>		Award Acceptance <input type="radio"/>		Contract Amendment <input type="radio"/>			
Department	Dept. No.	Contact				Phone	Fax		
PUBLIC WORKS	042	Casey Hopkins				8801676			
Grant Name:		Regional Infrastructure Accelerator Program 23-25							
Grantor:		U.S. DEPARTMENT OF TRANSPORTATION				Other:			
Grant Period From:		10/01/23	(applications only) Anticipated Application Date:		05/30/23				
Grant Period To:		10/01/25	(applications only) Application Deadline:		05/23/23				
Funding Type:		FED PASS THRU	Multi-Department Grant		<input checked="" type="checkbox"/>		If yes, list below.		
Pass-Thru:		TENN. DEPT. OF TRANS.	Outside Consultant Project:		<input type="checkbox"/>		NDOT, WeGo, Planning, Water Services		
Award Type:		COMPETITIVE	Total Award:		\$4,000,000.00				
Status:		NEW	Metro Cash Match:		\$0.00				
Metro Category:		New Initiative	Metro In-Kind Match:		\$0.00				
CFDA #		20.223	Is Council approval required?		<input checked="" type="checkbox"/>				
Project Description:		Applic. Submitted Electronically? <input checked="" type="checkbox"/>							
<p>This program provides technical assistance on surface transportation projects that are eligible for funding under the TIFIA program. Our application establishes Metro as a Regional Infrastructure Accelerator (RIA).</p>									
Plan for continuation of service after expiration of grant/Budgetary Impact:									
N/A									
How is Match Determined?									
Fixed Amount of \$		\$0.00	or	0.0%	% of Grant		Other: <input checked="" type="checkbox"/>		
Explanation for "Other" means of determining match:									
Local match is not required.									
For this Metro FY, how much of the required local Metro cash match:									
Is already in department budget?		N/A		Fund	N/A		Business Unit	N/A	
Is not budgeted?		\$0.00		Proposed Source of Match:			N/A		
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)									
Other:									
Number of FTEs the grant will fund:		0.00		Actual number of positions added:		0.00			
Departmental Indirect Cost Rate		18.83%		Indirect Cost of Grant to Metro:		\$753,200.00			
*Indirect Costs allowed?		<input type="radio"/> Yes <input checked="" type="radio"/> No		% Allow.		0.00%		Ind. Cost Requested from Grantor:	
								\$0.00 in budget	
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)									
Draw down allowable?		<input type="checkbox"/>							
Metro or Community-based Partners:		WeGo, Planning, Water Services							

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	FY24	\$1,337,500.00	\$0.00	\$0.00	\$0.00	N/A	\$0.00	\$1,337,500.00	\$251,851.25	\$0.00
Yr 2	FY25	\$2,662,500.00	\$0.00	\$0.00	\$0.00	N/A	\$0.00	\$2,662,500.00	\$501,348.75	\$0.00
Yr 3	FY__									
Yr 4	FY__									
Yr 5	FY__									
Total		\$4,000,000.00	\$0.00	\$0.00	\$0.00	N/A	\$0.00	\$4,000,000.00	\$753,200.00	\$0.00
Date Awarded:			Tot. Awarded:			Contract#:		DOTBAB01062023		
(or) Date Denied:			Reason:							
(or) Date Withdrawn:			Reason:							

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



Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>	
* 3. Date Received: <input type="text"/> Completed by Grants.gov upon submission.		4. Applicant Identifier: <input type="text"/>			
5a. Federal Entity Identifier: <input type="text"/>			5b. Federal Award Identifier: <input type="text"/>		
State Use Only:					
6. Date Received by State: <input type="text"/>		7. State Application Identifier: <input type="text"/>			
8. APPLICANT INFORMATION:					
* a. Legal Name: <input type="text"/> Metropolitan Government of Nashville-Davidson County					
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 62-0694743			* c. UEI: <input type="text"/> LGZLHP6ZHM55		
d. Address:					
* Street1:	<input type="text"/> 1 Public Square				
Street2:	<input type="text"/>				
* City:	<input type="text"/> Nashville				
County/Parish:	<input type="text"/>				
* State:	<input type="text"/> TN: Tennessee				
Province:	<input type="text"/>				
* Country:	<input type="text"/> USA: UNITED STATES				
* Zip / Postal Code:	<input type="text"/> 37201-5007				
e. Organizational Unit:					
Department Name: <input type="text"/>			Division Name: <input type="text"/>		
f. Name and contact information of person to be contacted on matters involving this application:					
Prefix:	<input type="text"/>	* First Name:	<input type="text"/> Casey		
Middle Name:	<input type="text"/>				
* Last Name:	<input type="text"/> Hopkins				
Suffix:	<input type="text"/>				
Title:	<input type="text"/>				
Organizational Affiliation: <input type="text"/>					
* Telephone Number:	<input type="text"/> 615-880-1676	Fax Number:	<input type="text"/>		
* Email:	<input type="text"/> casey.hopkins@nashville.gov				

Application for Federal Assistance SF-424

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

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:**

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.223

CFDA Title:

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

*** 12. Funding Opportunity Number:**

DOTBAB01062023

* Title:

Regional Infrastructure Accelerator Program

13. Competition Identification Number:

Title:

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

Add Attachment

Delete Attachment

View Attachment

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

Nashville: A Regional Infrastructure Accelerator

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

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

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

* a. Federal	<input type="text" value="4,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="4,000,000.00"/>

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

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

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)** Yes No

If "Yes", provide explanation and attach

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

 ** I AGREE

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

Authorized Representative:Prefix: * First Name: Middle Name: * Last Name: Suffix: * Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed:

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

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

Nashville-Davidson County Congressional Districts.docx

Project Narrative File(s)

* **Mandatory Project Narrative File Filename:**

Add Mandatory Project Narrative File

Delete Mandatory Project Narrative File

View Mandatory Project Narrative File

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

Add Optional Project Narrative File

Delete Optional Project Narrative File

View Optional Project Narrative File

Applicant: Metropolitan Government of Nashville-Davidson County

Sponsors: Nashville Department of Transportation and Multimodal Infrastructure, WeGo Public Transit, and Planning Department

Location: See Map of Nashville

Category: Urban

Budget Amount: \$4,000,000

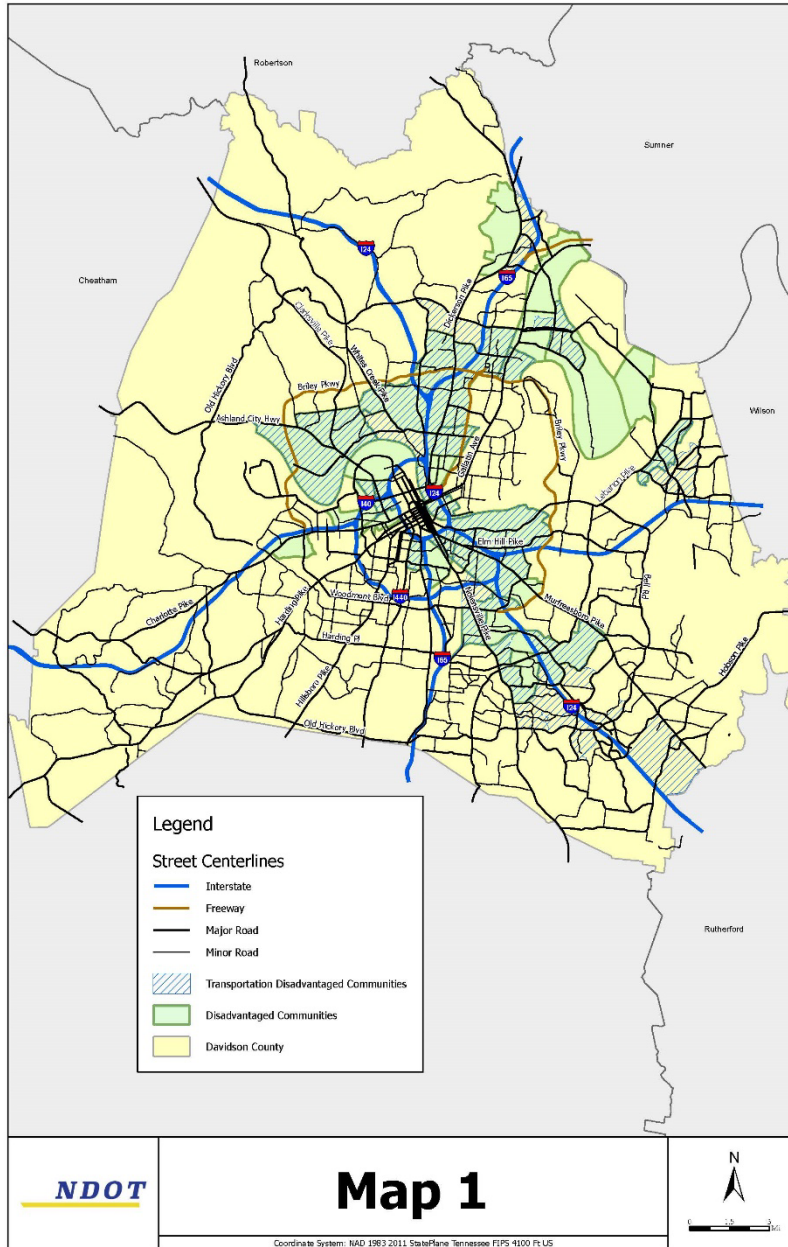


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2. Economic Strength and Global Competitiveness.....	
3. Climate and Sustainability.....	
4. Transformation and Organizational Excellence.....	

Project Narrative

1. Applicant

The Metropolitan Government of Nashville-Davidson County (Metro) has a “strong-mayor” form of government, in which the popularly elected mayor is the city’s executive and is independent of the Council. Both the Mayor and Council are elected on a nonpartisan basis. Within this framework, operations are conducted by executive departments (reporting to the Mayor), commissions, and agencies. The variety of elected officials, agencies, and commissions facilitate citizen involvement in the government’s operations. The Department of Transportation and Multimodal Infrastructure (NDOT), WeGo Public Transit (MTA), Metro Water Services (Water Services) and Planning Department (Planning) is applying to the Build America Bureau for a Regional Infrastructure Accelerator (RIA) grant.



The formal/informal relationship between NDOT, WeGo, Water Services and Planning is unique. At the leadership level, the directors of each agency are in constant communication providing professional guidance and opinions on collaborative projects in the present and sharing ideas on prospective programs. In the day-to-day operations, staff from each department and agency connect on planning, scoping, and project delivery on Metro’s capital investments.

Collectively, our agencies bring vast experience and management to deliver this grant to fruition.

Qualifications

NDOT - Diana Alarcon, CAPP

Years of Experience: 27

Education: Senior Executive Institute (SEI), ICMA, University of Virginia; Environmental Sustainable Management System, IS) 14001, Virginia Tech; BS, Business Administration, University of Florida

Ms. Alarcon is NDOT’s Director and has overseen the transformation from a public works department to a high achieving department of transportation with an emphasis on safety, complete streets, and modernization. She has launched Nashville’s Vision Zero Implementation Plan, Parking Modernization, and Traffic Management Center. Ms. Alarcon previously served as the Director of Transportation & Mobility for the City of Tucson, AZ and Fort Lauderdale, FL.

Career Highlights:

- Responsible for a \$221.4M budget and over 300 employees
- Developed the NDOT Vision Zero action plan and five-year implementation plan
- Partnered with local nonprofits on education initiatives to benefit Metro Nashville Public Schools and region

- Established the MoveTucson Multimodal Masterplan to weave all modes of transportation through a Complete Street lens
- First city leader in Florida to adopt a Vision Zero program towards a goal of zero roadway fatalities during her time with the City of Fort Lauderdale

NDOT – Brad Freeze, PE

Years of Experience: 19

Education: MS, Civil Engineering, University of Tennessee; BS, Civil Engineering, Tennessee Technological University

Registrations: Professional Engineer: TN

Mr. Freeze serves as NDOT's Deputy Director and previously as Chief Engineer for the past year following nearly a decade as the Tennessee Department of Transportation's Director of Traffic Operations. He has extensive experience in managing advanced Intelligent Transportation Projects and extensive ties to both the academic and private sector.

Career Highlights:

- Reorganized the NDOT engineering division to function as a safety-first data forward team
- Stood up the TDOT Traffic Management Center (TMC) and Traffic Incident Management (TIM) programs
- Extensive publication history of Intelligent Transportation Systems research
- Speaks frequently at educational institutions to highlight and encourage careers in the transportation sector
- Serves as the Technical Advisory Committee Chair for the National Operations Center of Excellence

WeGo- Steve Bland

Years of Experience: 29 years

Education: Indiana University, Bloomington, Indiana School of Public and Environmental Affairs Master of Public Affairs in Public Finance

Indiana University, Bloomington, Indiana School of Public and Environmental Affairs Bachelor of Science in Public Affairs, with Distinction Majors in Transportation Planning and Management

Career Highlights:

- Lead two organizations (Metropolitan Transit Authority of Nashville and Davidson County and the Regional Transportation Authority of Middle Tennessee forming a combined 300 vehicle transit system serving the 10 Counties of Middle Tennessee.
- rebuilding and nurturing of senior staff following extensive turnover with the departure of my predecessor; completed “nMotion” long-range strategic planning process
- Led Operations improvement program, including collective bargaining changes to address chronic Bus Operator shortages and a Maintenance audit program resulting in reduced bus failures
- Led a 1,000+ revenue vehicle multi-modal transit system serving the Greater Pittsburgh region. Annual operating budget of approximately \$350 million; average annual capital budget of \$140 million; completed \$500+ million FTA New Starts Subway extension project; 2,490 employees; 66 million annual passenger boardings.

Metro Water Services (MWS) – Hal Balthrop, PE

Years of Experience: 39

Education: BS, Civil Engineering, Tennessee Technological University

Registrations: Professional Engineer: TN; Water Distribution Operator, TN; Wastewater Collection Operator, TN

Mr. Balthrop serves as an Assistant Director at Metro Water Services. He has extensive experience in water distribution, sewer collection and stormwater management including planning, development, design, construction and operation. Mr. Balthrop also has extensive ties to both the academic and private sectors currently serving on the Tennessee State University’s Engineering Advisory Board.

Career Highlights:

- Established water distribution system and sanitary collection system practices resulting in consistent 98% scheduled and planned work on water and wastewater systems through preventive maintenance and pro-active planning
- Successfully managed 3,000 miles of water infrastructure serving 720,000 persons for 20 years without any violations or boil water notices with the teamwork of tremendous staff
- Published in articles and water-industry manuals and presented at international, national and regional conferences.
- Served for 8 years under two governors on the Tennessee Engineering Licensing Board
- Mentored many high school and university students toward careers in Engineering (own three children are Engineers!)
- Served as Chair on many industry committees over the years and currently serve as Chair of the Tennessee American Water Works Association’s Water Utility Council – tracking and lobbying state and federal legislators on water-industry regulations and legislation
- Lead on project team for the consolidation of 16 Metro Departments to a common permitting and work order platform (Cityworks)
- Serve on East Bank Redevelopment Team responsible for implementing development of approximately 338 acres including new NFL Stadium

Nashville History

Nashville has always been a refuge for dreamers with heart and ambition exceeding their often-difficult circumstances. It was for Americans venturing west from the crowded coasts during the early 1800s in search of a new life. It was for those who gained their freedom and searched with hope for a better future for their children following the Civil War and through Reconstruction. It is for musicians in search of others willing to hear their stories. It is for immigrants in search of peace and a living wage. It is for recent graduates starting their careers or moving on to post-secondary education. It is for men and women with the wild idea of starting a business. It is for the marginalized who courageously stood up to inequality bringing us ever closer to realizing our ideals of inclusion and equality for all. In all, Nashville is a collective of villages populated with residents of diverse backgrounds and points of view searching for something better. It's a collective formed over generations as communities joined to face the challenges of their time. In doing so, each generation finding hope that yielded progress and creativity for years to come. Nashville is not just a place; rather, it is a state of mind, a state of reinvention, and a state of bouncing back, stronger than ever.

Nashville Mobility History

We cannot understate transportation's impact on our progress as a community. Transportation shaped the character, functionality, and framework of Nashville as rapidly advancing technology gave way to new opportunities. We evolved from steamboats to streetcars to railroads to buses to private automobiles to shared mobility. Before driving a personal automobile became the primary mode of transportation, Nashvillians walked more as shops, schools, churches, and other daily destinations were built an easy walking distance from homes. Corner stores and other conveniences were woven into neighborhoods, and the absence of fast cars made it safe for anyone, regardless of age or ability, to get around safely and conveniently.

Railroads arrived to take us from a sleepy pioneer town into an economic behemoth of trade, manufacturing, and finance before and after the arrival of Federal troops during the Civil War. Freight moved on the Louisville & Nashville Railroad. Starting with the first horse-drawn streetcar line in the 1860s came a new frontier.

Towards the end of the 19th century, Nashville was viewed as a southern model community of mass transit use through its horse-drawn and later electrified streetcar system operated by private entities including the Nashville Railway and Light Company (now known as the Nashville Electric Service). During the 1890s, Nashville was one of the first cities to welcome electrified trolleys during a time when electric-powered devices were greeted with mass paranoia.



Like other Sunbelt cities, the introduction of the automobile transformed the Middle Tennessee region as Nashvillians were no longer tethered to interurban lines or travel within walking distance from their place of employment or shopping and could now choose to live wherever

they could park a car. As Nashvillians embraced cheaper gasoline-powered vehicles, so too did private transit operators. Throughout the 1930s and 1940s, transit operators phased out streetcar lines in favor of buses with services consolidating into the Nashville Transit Company.

After World War II, Nashville's footprint expanded as government, banking, real estate, and other forces promoted the car-centric suburban growth that's since remained the prominent pattern of development in Davidson County. In doing so, we razed historic buildings to build storage for cars. We built offices, shopping centers, and schools on busy highways that would grow more disconnected from our neighborhoods by the decade. We even separated types of housing that once lived happily side-by-side, segregating apartments from single-family homes. In this quest to suburbanize, we also used our transportation infrastructure to build barriers and divide us, rather than unite, on pathways to progress, opportunity, and prosperity.

Meanwhile, the automobile exacerbated problems related to "white flight" as communities in the urban core were unable to participate in the prosperity of a rising middle class. This new era of suburbanization ultimately led in 1963 to the consolidation of the City of Nashville and Davidson County to a Metropolitan Government. As families left the original city limits for a slice of the American Dream, Nashville was left with a declining tax base and overburdened parks and public facilities. Since the private automobile was viewed as the way of the future, the new Metropolitan Government abandoned requirements for sidewalks in developing neighborhoods, decommissioned its streetcar lines, and assisted the Federal Government with the creation of the Interstate system.

Interstates further expanded vehicular mobility in conjunction with "urban renewal". Our transportation "progress," however, often failed in offering equitable benefits. Many infrastructure projects were detrimental to people of color and the natural environment. Road designs of the 1960s, especially our interstates, disproportionately disrupted minority communities. In Nashville, I-40 and what was then I-265 (now known as I-65) divided North Nashville and forever harmed Jefferson Street. Buses experienced diminishing travel times as a result of operating in mixed traffic and their revenues declined. With the allure of personal automobile ownership, what was once a private bus company sold its assets to Metro Nashville Davidson County in 1973.

As part of a greater national phenomena, working-age adults and young people now place higher incentive (than previous generations) on walkable neighborhoods with urban amenities, access to mass transit, and connectivity to greenways. An increase in population and density makes room for scooters, electric bicycles, and other micro-mobility options that have brought new challenges as well as new opportunities.

More recent infrastructure investments such as building Korean Veterans Boulevard and the Cumberland River Greenway have catalyzed new development and enhanced access to community. Our community's extraordinary growth has not come without challenges. All the reasons that have attracted new residents and jobs – things that make Nashville such a great place to live – have also increased traffic and strained our transportation network. Our transportation system needs to provide everyone, regardless of their ability to drive or their economic means,

safe access to work, education, and other destinations so that equitable opportunity for economic independence and prosperity is available to all.

Previous and Current Projects Timeline:

The last 5 years Nashville has delivered innovative projects and will continue to bring plans full circle. A few project highlights include the completion of two complete and green street projects, two new transit centers, and transit signal priority (TSP) on our heaviest ridership corridor.

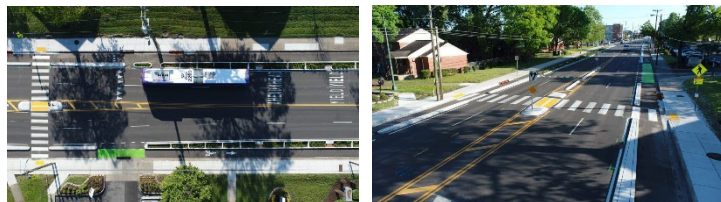
Murfreesboro Pike TSP - Completed in 2019, a joint project between NDOT and WeGo funded through a USDOT TIGER Grant. The project includes new technology spanning 42 intersections and includes upgrades to traffic signals and new fiber networking that allows traffic lights along Murfreesboro Pike to coordinate more efficiently. The upgrades allow buses to bypass traffic at four designated bus que jumps, and to gain time back with extended green light capabilities.

Hillsboro Transit Center - The Hillsboro Transit Center celebrated its grand opening in 2022. The project is in collaboration with Metro Nashville Public Schools, the Tennessee Department of Transportation, and the Nashville Department of Transportation (NDOT). The bus stop is located adjacent to Hillsboro High School and includes covered bus bays, Ticket Vending Machines, lighting improvements, real-time bus information, ADA infrastructure, a climate-controlled waiting room, exterior waiting areas, phone charging stations, and Wi-Fi.



Madison Station Boulevard Complete and Green Street - Completed in 2022, The project, which creates a new connected roadway network and access to Gallatin Pike and Old Hickory Boulevard, was in pre-development for several years. The new complete street addresses local connectivity issues that have persisted for decades. It was completed on time and cost around \$12 million. Madison Station Boulevard features sidewalks, bikeways, a roundabout, bioswale stormwater infrastructure, landscaping with irrigation, and more. The project is considered a blueprint for how NDOT looks to implement complete streets in the future.

12th Avenue S. Complete and Green Street - The project for 12th Avenue South includes bike lanes that are physically protected from traffic along the entire route. The bike lanes are separated from the driving lanes with bioswales or vegetated islands that manage stormwater in addition to protecting the



bikeway and providing landscaping. The project also includes bus stop improvements and safer crossings for people walking and using mobility devices (including flashing lights), along with repaving and restriping the roadway. With comprehensive improvements, the 12th Avenue South project represents a complete and green street.

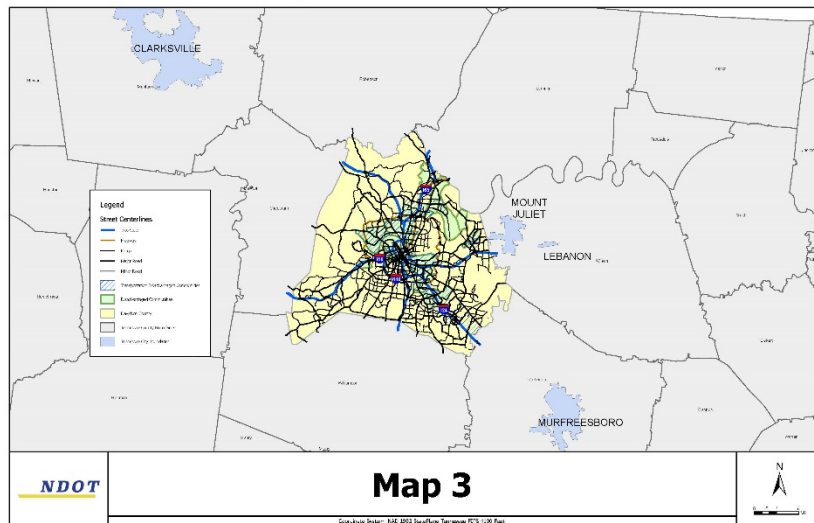


The Dr. Ernest Rip Patton, Jr. North Nashville Transit Center is a new WeGo development at 26th Avenue and Clarksville Highway. It will have an air-conditioned waiting room, restrooms, Wi-Fi, and multiple bus bays to connect several routes across town. It is part of an overall effort to increase access to public transit across Nashville while reducing the necessity of transferring Downtown at WeGo Central. A groundbreaking took place on November 10, 2022, and the opening is scheduled for Spring 2024.

II. Description of Proposed Geographic/Jurisdictional Region

Nashville is an urbanized area with a population of 678,851 (2020 Census) and serves as a regional hub for Middle Tennessee. This is evident in the fact that Nashville serves as the nexus of three U.S. Congressional Districts (TN-7, TN-5, and TN-6) and the State Capital of

Tennessee. It is critical that we do not face our transportation and infrastructure challenges alone. Strong regional coordination and adjacent-local-government partnerships enable the opportunity for Metro to partner and use shared resources. Metro works hand in hand with the State of Tennessee, surrounding counties, and



the Greater Nashville Regional Council to work on programs and initiatives that may overlap. Metro staff have a strong working arrangement with state and regional agencies, serving as flag bearers for the region's Unified Transportation Plan. Metro, Tennessee Department of Transportation (TDOT), and surrounding counties work together to address the growing congestion and mobility needs within the five-County Middle Tennessee Region (Davidson, Rutherford, Sumner, Williamson, and Wilson). There are a number of project concepts that relate to better managing our roadways in and around the Inner loop, as well as along major commuting corridors (such as Murfreesboro Pike, Lebanon Pike, Clarksville Pike, and Gallatin Pike) that serve and support Nashville-Davidson County as well as the region's surrounding counties.

Section III – Accelerator Proposal

Metro is proposing creating a Reginal Infrastructure Accelerator (RIA) to develop and coordinate project staging and financing for the multitude of transportation and related infrastructure projects in development that impact the Middle TN region. Establishing an RIA will help Metro better understand our current infrastructure and proposed infrastructure needs and the connectivity of our transportation system. The development of an RIA for Nashville could be beneficial to expedite the advancement of these and many other projects. The Nashville RIA will operate with the coordination of 4 agencies, with oversight from Department and Agency Leaders, Metro Finance Department, and Mayor’s Office.

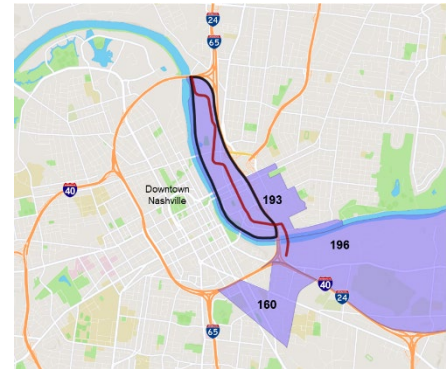
Our approach to identifying and building a pipeline of projects stems from the *Metro Nashville Transportation Plan, nMotion, Imagine East Bank, Regional Transportation Assessment for the Haynes-Trinity, and Combined Sewer System / Flooding Master Plan*. These plans identify projects that are necessary to the safe mobility of people and freight in Nashville and surrounding counties. Metro is seeking technical assistance for our proposed RIA projects.

Key Milestone	2023			2024												2025											
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT		
Project Management and Coordination																											
Award Announcement																											
Grant Agreement Process																											
Procurement (If Needed)																											
Cost-Benefit Analysis																											
Statutory and Regulatory Compliance																											
Funding and Financing Options Analyses																											
Innovative Financing Strategies																											
Project Phasing																											
Application of Best Practices																											
Policy Initiatives																											
Project Close Out																											

Proposed RIA Projects

Transportation Infrastructure – NDOT & Planning

East Bank Development - *Imagine East Bank* is a once-in-a-generation opportunity to re-envision 338 acres of underutilized land in the heart of Nashville along the banks of the Cumberland River, and dream of what vibrant neighborhoods could emerge there. Few other projects of this scope and context exist in the United States today. The urban renewal projects of the mid-twentieth century physically severed this area from its neighbors. Characterized by asphalt parking lots and private, industrial uses, the East Bank is framed by the interstate and a steep, eroded, and overgrown bank that makes the Cumberland River — one of our city’s most unique features — almost imperceptible from a ground-level pedestrian perspective. In short, the East Bank does not live up to its potential by any common measure. The area is ripe with additional possibility and, with the development of the community vision reflected in *Imagine East Bank*, a new future is possible. Importantly, the infrastructure needed to support these new neighborhoods will also serve as a catalyst for regional mobility and open space networks. Recently, Metro submitted a RAISE Grant for the Planning + Design of the Boulevard and Greenway projects.

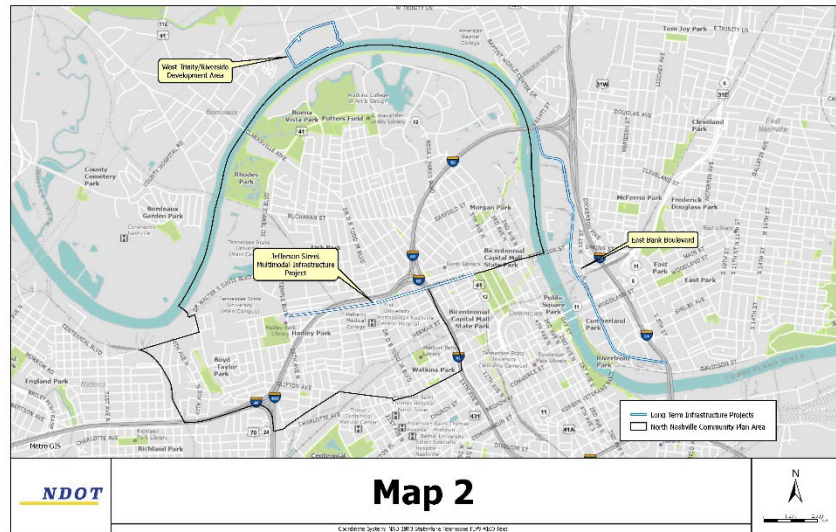


Jefferson Street Multimodal Infrastructure Project –The negative impacts of I-40 predicted by community members have been validated by numerous academic studies and local observations by professional planning staff in the years since I-40 was constructed through North Nashville. An intervention, like a freeway cap or a multimodal alternative, could create new reconnected space for the interstate rift and parcels made undevelopable because they were narrowed by the construction of the highway. Such an intervention could yield safety and placemaking benefits, generating economic value for neighbors and bridge users. NDOT and Planning are currently beginning a North Nashville Community Engagement/Jefferson Street Corridor Planning and Environmental Linkages (PEL) Study. The outcome of the engagement process will be a list of planning needs and priorities for the community and Metro to undertake in the future and a PEL report documenting the purpose and need, reasonable alternatives which could include a no build alternative, and public engagement for improvements in the



Jefferson Street corridor.

W. Trinity Ln/Riverside Location Infrastructure Improvements - In 2022, NDOT worked with Ragan-Smith Associates to complete a Regional Transportation Assessment for the Haynes-Trinity land use policy area along the Trinity Lane corridor. The study evaluated different development scenarios that might occur over time under existing land-use policy (T4) and a more intense land use policy (T5). The study focused primarily on the function and operation of several arterials in the Haynes-Trinity area. The results of the analyses found that, under all scenarios, significant developer & Metro funded capital infrastructure improvements will be needed to address future capacity constraints. These improvements may include widening of existing roads, intersection improvements, traffic signal modifications, enhanced transit operations and infrastructure



improvements, sidewalk construction, expansion of bikeways and greenways, and the possible construction of a new bridge over the Cumberland River. If the approved T5 policy change is expanded in the future to cover the entire Haynes-Trinity area, the number of new trips could more than double as redevelopment occurs. This would place an even larger burden on the infrastructure beyond the locations listed above. Based on the findings of this study, NDOT has submitted a funding request in the current Capital Improvement Budget (CIB) to address the likely need for near-term infrastructure improvements in the Haynes-Trinity area. Additionally, NDOT will need to continue monitoring development patterns in this area. This will require ongoing detailed analysis to identify and prioritize specific mobility improvements needed to address current and future growth.

Public Transportation Projects - WeGo

WeGo Public Transit is currently in various stages of project development with respect to the improvement of transit related infrastructure. Although each project is unique, together they will form the foundation for a more comprehensive public transportation network. Developed through significant planning efforts such as nMotion (the strategic transit service plan developed jointly by the Metropolitan Transit Authority of Nashville and Davidson County) and the 2020 Metro Nashville Transportation Plan, these processes engaged thousands of Nashville residents to frame a network that would significantly improve the quality of life for Nashville residents

and promote the city’s inclusivity objectives. They would also, however, require well over \$1 billion in total investment. Significant projects include the following:

Murfreesboro Pike High-Capacity Transit (Programmed for \$413 Million) – The Murfreesboro Pike Corridor is

currently the highest transit ridership corridor in the region, with approximately 4,000 boarding customers each day. Every long-range transportation plan developed in Middle Tennessee over the past 20 years contemplates some form of high-capacity transit (Bus Rapid Transit or Light Rail) in this corridor. Narrowly defined, the corridor extends from the proposed SoBro Transit Center (see below) adjacent to the intersection of Lafayette and Ash Streets in Downtown Nashville to the Global Mall Redevelopment Site in Antioch along



Murfreesboro Pike and Bell Road, approximately 14 miles. In addition, this project contemplates a “spur” to Nashville International Airport via Donelson Pike – an addition distance of approximately 3 miles. This would be much more than a mass transit project, as it would contemplate a complete reconstruction of the corridor to enable transit priority, improved traffic throughput, pedestrian and bicycle safety enhancements and enablers for infill development to support the retention and creation of affordable and mixed income housing opportunities, as well as small business retention and creation opportunities.

Donelson Station Redevelopment (\$20-30 million in public project expense) – With additional funding currently proposed by Mayor Cooper to accelerate and expand the scope of the Murfreesboro Pike project, WeGo Public Transit is expanding the boundaries of the Murfreesboro Pike project to examine connections from the Murfreesboro Pike Corridor along Donelson Pike to the Donelson neighborhood and beyond to the Opry Resort area. Encompassed in this corridor is Donelson Station – one of 7 stations on the WeGo Star Passenger Rail Line. WeGo Public Transit is currently in negotiations with a development team composed of HG Hill and Southeast Venture to redevelop the station property, and several adjoining parcels into a

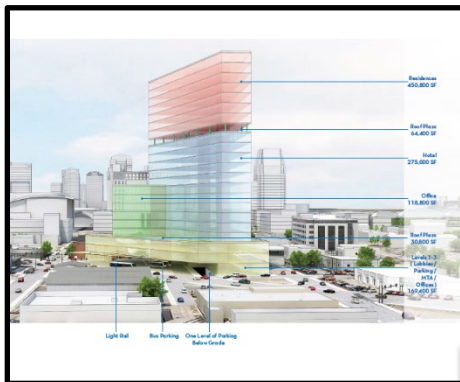


mixed-use community including affordable/senior housing. Beyond the station redevelopment, this project contemplates and upgrade to the roadway and pedestrian infrastructure surrounding the intersection of Donelson Pike and Lebanon Pike, potentially including the relocation of traffic control devices and infrastructure upgrades necessary to allow Federal Railroad Administration designation of the Nashville and Eastern Railroad Authority right of way crossing at Donelson Pike as a “quiet zone.”

Hickory Hollow Transit Center (Approximately \$25-30 million public project expense) – The planned southern terminus for the Murfreesboro Pike High-Capacity Transit Project will be a new transit center in Antioch on the site of the former Global Mall. This land is presently owned by Metro Nashville, and Metro Planning is in the process of undertaking a community-led future vision plan for redevelopment of this site. Their plans will include the incorporation of the transit center into overall site development, including regional parking capacity and private development on the station site.



SoBro Transit Center (Approximately \$40-\$50 million public project expense) – At the northern terminus of the Murfreesboro Pike High-Capacity Transit Corridor sits the proposed location for an addition Downtown Transit Center to supplement The Elizabeth Duff Transit Center at WeGo Central. Property is available for this project on a 2.25-acre site (including alley, which would need to be abandoned) in the area bounded by Lafayette Street, Representative John Lewis Way South, Elm Street, 4th Avenue South and Ash Street. This

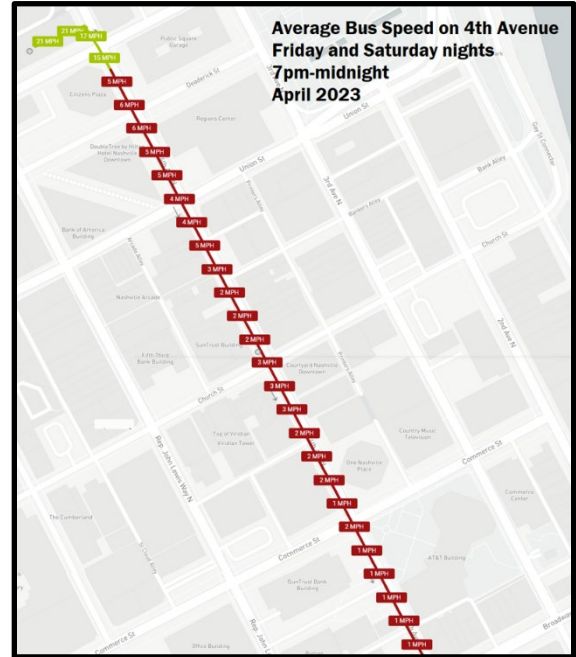


project is crucial for transit service resilience to help mitigate service disruptions when operations at Central are disrupted, as well as to expand the range of travel options available to customers and to enhance service reliability on the planned Murfreesboro Pike High-Capacity Transit Corridor. This facility would serve as a linchpin to connect transit services from the south and southeast sections of the county along Nolensville and Murfreesboro Pikes to the West End via Division Street, through Downtown Nashville and on to North Nashville via a

Downtown Transit Priority Corridor (see below) to the Elizabeth Duff Transit Center at WeGo Central, and to envisioned East Bank Development along Korean Veterans Boulevard. Beyond the overall improvement to service, existing facilities are severely overburdened, creating service reliability and safety concerns.

Downtown Transit Priority Corridors (\$ TBD from Connect Downtown Study) – The single largest

contributor to transit service reliability problems, service disruptions and lagging on time performance is traffic congestion and right of way closures in the Downtown Nashville core. At certain times of day, bus travel speeds through the Downtown core fall below 4 miles per hour, and on extremely busy nights travel time through the Downtown core can exceed 30 minutes. NDOT is currently undertaking the “Connect Downtown” study. While the study is examining dozens of potential initiatives related to improving overall mobility in the core, the single most important element for public transportation users is identification of “Transit Priority Corridors” to include dedicate lanes to significantly improve the speed and reliability of transit service through the core and, by extension, to the overall system as 30 of WeGo Public Transit’s 34 bus routes travel through some section of the Downtown Core. Final capital investment projections will largely depend on the recommendations of the Connect Downtown study, but would likely include pavement replacement, signage, traffic control systems, pedestrian improvements and the construction of “station” structures along the transit priority corridors.

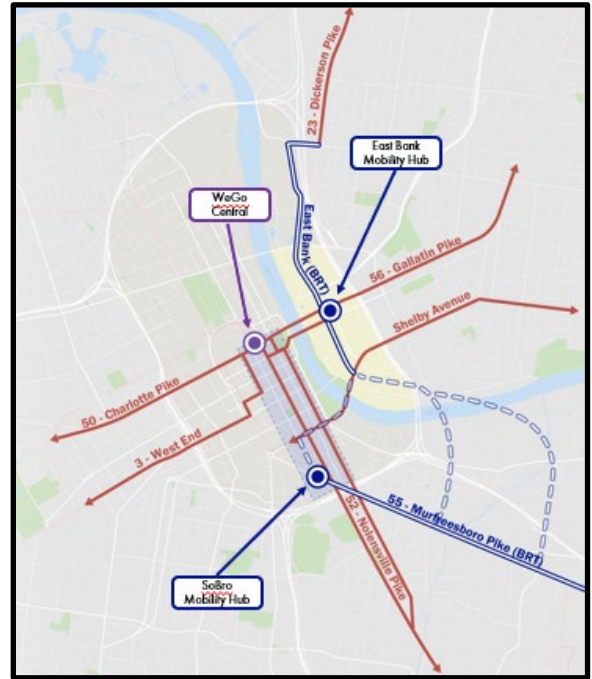


East Bank High-Capacity Transit Spine (\$ TBD from Upcoming Planning) – The Imagine East Bank Plan incorporates an “East Bank Boulevard” as the primary north/south spine street for this emerging neighborhood of the City. In addition to its purpose as the spine of the neighborhood, the Boulevard will be a significant regional connector. When combined with a planned Cleveland Street crossing over I24, and a potential future additional Cumberland River



Crossing south of Downtown, the Boulevard will enhance connections between the neighborhoods and communities north and east of the downtown core in the Dickerson and Gallatin Pike corridors with those south and west of the downtown core in the Nolensville and Murfreesboro Pike corridors. A crucial element of the Boulevard will be high-level bus rapid transit, featuring dedicated lanes along its entire length.

East Bank Mobility Hub (\$ TBD from Upcoming Planning) – The Imagine East Bank Plan also contemplates creation of another transit center, an East Bank Mobility Hub, to be developed adjacent to the intersection of the planned East Bank Boulevard and James Robertson Parkway. This hub will be the connecting point for two of the highest ridership routes in the WeGo Public Transit System – the 56 – Gallatin Pike and the 23 – Dickerson Pike and is expected to become a major hub for regional transit services coming in from the surrounding counties of Middle Tennessee. This will become particularly beneficial as the Tennessee Titans planned domed stadium comes on line to facilitate a much greater transit mode share for attendees of major events to alleviate overall congestion in the Downtown Core. The East Bank Mobility Hub will also serve similar purposes as the SoBro Transit Center (above) with respect to system resilience, service reliability, and improving capacity-related conditions at the Elizabeth Duff Transit Center at WeGo Central. With three “downtown-adjacent” transit hubs, service will become more reliable and convenient for all travelers, as service operating into the downtown core can be “through-routed” to the most distant hub, reducing the need for customers to transfer to complete relatively short trips.



WeGo Star Future Direction Strategy (\$ TBD from Upcoming Planning Ranging from \$0 to over \$140 million) – The WeGo Star is Nashville’s only passenger rail facility. Operating on a 32-mile alignment from Riverfront Station in Downtown Nashville (at the foot of Lower Broadway) to Lebanon Station in Wilson County, the Star serves 7 stations in Davidson and Wilson Counties. It shares the right of way of the Nashville and Eastern Rail Authority with RJ Corman, the short-line freight operator. Since its opening in 2006, the Star has primarily served as a commuter train for downtown office workers (with State and Vanderbilt employees



comprising over half of overall ridership) and a special event train for major events in Downtown Nashville such as New Year’s Eve, Fourth of July Fireworks, and Tennessee Titans games. With the onset of the pandemic, ridership on the Star cratered at fewer than 100 riders per day. Emerging from the pandemic, it has so far

plateaued at about 40% of pre-pandemic ridership. While special event services remain popular, both the overall slow return to office work and the longstanding decentralization of State Employees makes it unlikely that anything approaching pre-pandemic ridership will return without a fundamental rethinking of the Star's operation. To this end, WeGo Public Transit has engaged the worldwide planning and engineering firm Hatch to undertake the "Star Future Direction Strategy." Working with jurisdictions along the right of way (Nashville/Davidson County, Wilson County and the cities of Mt. Juliet and Lebanon) the strategy is intended to inform and advise the Board of Directors of the Regional Transportation Authority of the options available to them to enhance the utility of this service. Options are expected to range from a "null" alternative (leave it the way it is) to relatively nominal changes in operations with minimal capital investment (i.e.: operate fewer commuter trips and more event/leisure trips) to approaches that could require significant capital investments. For example, one operating scenario under consideration would add an infill station in the Driftwood area of the City (see below, under Bus Operations Center relocation) if potential up zoning of this neighborhood were to take place to the utilization of a spur on the Nashville and Eastern right of way to serve the Fairgrounds area and Geodis Park.



WeGo Public Transit Bus Operations Center Relocation (\$200 - \$250 million + land)

All day-to-day bus service for WeGo Public Transit is operated out of the Nestor Street Bus Operations Facility in the Driftwood neighborhood of Nashville. The Operations Center is in an antiquated facility that was originally constructed as an aircraft manufacturing factory for World War II production. Its proximity to the center of the service network is advantageous, but it is inadequate by nearly every other measure. Situated on 15 acres, the site is too small to efficiently operate

service based on the current fleet size and will certainly not allow for any significant growth in service. The facility itself is also antiquated, and its inefficient layout further exacerbates the small size of the overall property. However, these challenges pale in comparison to its elevation and proximity to the Cumberland River. Almost the entire facility and surrounding land is located within the 100-year floodplain, creating the single largest system resilience risk to Nashville's transit operations. In fact, the facility was rendered inoperable during the 2010 flood (photo below) creating major service disruptions, millions of dollars in damage and the destruction of 40 buses. Although the facility has not flooded to that degree since 2010, forecasted storms led WeGo to fully evacuate the site twice within the past 5 years. These will not be the last evacuations. The facility's status in the floodplain also severely restricts any significant structural modifications that might be made to have the building work better and

would present a major challenge to securing Federal funds for necessary improvements. Adding to the resilience issues of this facility are ongoing conversations about larger issues that may impact this site in the future making it inoperable as a transit operations facility. The first of these is conceptual planning toward an additional Cumberland River crossing intended to connect the East Bank to the Murfreesboro Pike Corridor. Early iterations of these thoughts have illustrated an alignment for the bridge connecting 5th Street in East Nashville to Fairfield Avenue in the Napier neighborhood. Although it is very early and there are many issues that would need deeper exploration to recognize this alignment, it would bisect the Nestor Street site, rendering it unusable for its current purpose. The second issue is a very preliminary conversation about potentially up zoning the Driftwood neighborhood to accommodate higher intensity land uses such as mixed use, office, high density residential and commercial in lieu of current industrial uses. In conjunction with such a potential up zoning and long-term redevelopment would be additional resilience measures to improve river flooding and stormwater management in the area. Again, as with the new river crossing, such changes would render the Nestor Street facility unusable. Finally, is the issue of a potential long-term conversion of the WeGo Public Transit fleet to zero emission technology (likely battery electric or hydrogen). The agency is in the earliest stages of completing an FTA required Zero Emission Fleet Transition Plan (consultant selection). However, based on the known infrastructure necessary to support such a large-scale conversion the Nestor Street facility will not support such a transition. Between the overall resilience issues and the lack of space, any conversion of a significant percentage of the WeGo Public Transit fleet will almost certainly require development of a new facility. With respect to the agency's other major operating facility at Myatt Drive in Madison, this location certainly does not face the flooding or space constraint challenges of the Nestor Street facility, but it would be very challenging and expensive logistically to operate most or all service from such a remote location. Preliminary operating estimates project that a large-scale relocation of the fleet to Myatt would increase operating expenses by approximately \$6-8 million annually initially, and this cost would grow over time with inflation and any service expansion. This is due to the necessity for lengthy deadhead operation into the core of the service area daily.

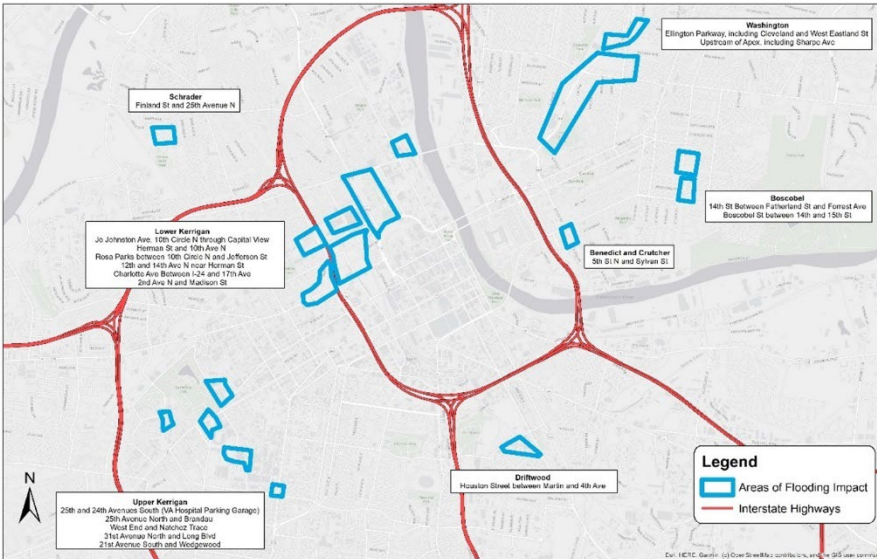
WeGo Public Transit Zero Emission Fleet Conversion (\$125-\$200 million) – Following up on the discussion above, a large-scale conversion to zero emission technology would require significant additional investments beyond the operating facility including infrastructure, training facilities, a significant incremental increase in the unit cost per bus, and the acquisition of a significant expansion in fleet quantity based on current service levels to reflect the reduced range currently available for zero emission buses, particularly battery electric. These details will be examined in more detail as part of the upcoming Zero Emission Fleet Transit Plan.

Clarksville Pike Rapid Bus Corridor (\$93 Million Programmed) – This project would serve the North Nashville community with much of the same infrastructure and many of the same amenities as full Bus Rapid Transit, minus the dedicated lanes (the right of way being too constricted to permit this addition). The project would contemplate significant pedestrian and bicycle upgrades in the corridor, and improvements to many of the bus stops in the corridor.

Storm Water Infrastructure

Combined Sewer System/ Flooding Master Plan

In much of the core urban area of Nashville, sanitary sewage and stormwater runoff are collected in a single network of pipes, known as a combined sewer system. To prepare for continued growth and address flooding in Nashville's urban core, Metro Water Services has prepared a



Combined Sewer System / Flooding Master Plan. This plan illustrates the significant investments in stormwater infrastructure required in the coming decades to protect existing streets and buildings from flooding, provide stormwater conveyance networks to accommodate growth, and increase the

system's overall resiliency. Additionally, these projects are anticipated to further improve water quality in the Cumberland River by reducing Metro's combined sewer overflows.

Generally, most planned projects are large-diameter, linear pipe conveyance projects that will provide an expanded network of stormwater infrastructure to alleviate flooding within neighborhoods. That includes approximately 10 miles of stormwater conveyance pipe ranging in size from 3 feet to 16 feet in diameter. The large-diameter projects will be coupled with sewer separation projects within neighborhoods that will create separate pipe networks for sanitary sewage and stormwater. This ensures that all sanitary sewage is conveyed to Metro's water reclamation facilities for treatment and renews infrastructure in some of Metro's oldest areas.

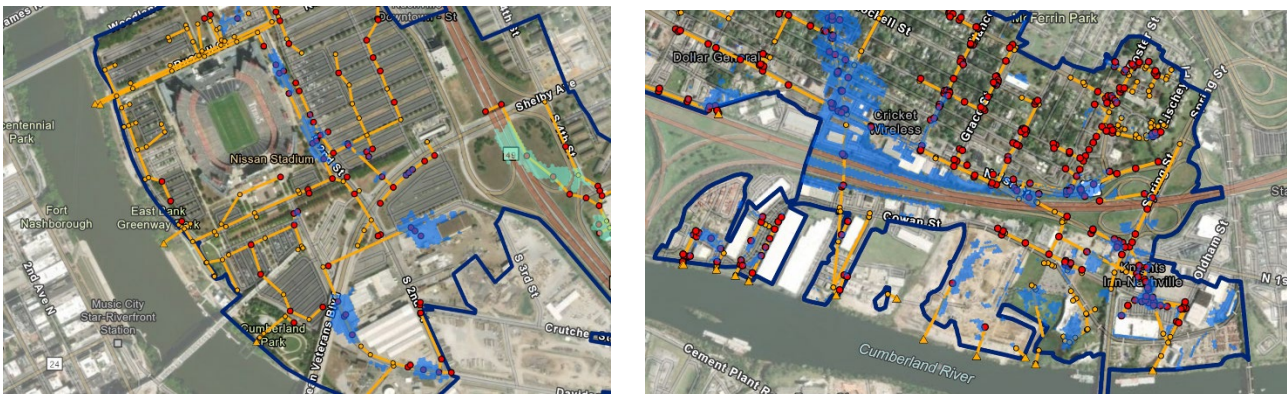
East Bank Storm Sewer Improvements (Approximately \$42,000,000) – Metro Water Services is currently developing a Stormwater Masterplan for the entire Metro service area. The overall objective of the Stormwater Masterplan is to study existing infrastructure and develop alternatives to reduce or abate flooding throughout the service area. In the East Bank area, the stormwater infrastructure has been inventoried and the system has been evaluated for performance at the 10-year storm event based on the Metro Nashville Stormwater Management Manual and at the 100-year storm event. Based on this work, six problem areas were identified where existing infrastructure was not adequate to pass the 10-year storm event, and improvement alternatives were evaluated to address the problems.

Around the existing Titans stadium, the existing stormwater network serves the East Bank and does not connect to the East Nashville side of the I-24/I-65 interloop, which is a combined sewer.

This area of the East Bank has four stormwater related problem areas. The selected alternatives increased pipe size to alleviate flooding around the existing Titans stadium and parking and nearby properties.

Around the proposed Oracle site, there are two main stormwater conveyance networks which serve the northern portion of the East Bank area but also connect under the I-24/I-65 to residential areas around Cleveland Park and McFerrin Park. This area of the East Bank has two stormwater related problem areas. The networks utilize previously combined brick sewers to convey flows from these areas of East Nashville to the Cumberland River. These existing brick sewers are undersized and have become overwhelmed from increased development in East Nashville and more intense rainfall events. To alleviate flooding issues in East Nashville and around the proposed Oracle site, a second large parallel storm sewer is required for each system to provide additional capacity.

The inundation maps for the 100-year flood event for the project areas are shown below.



East Bank Flood Improvements (Approximately \$84,000,000) – During the first weekend of May 2010, Middle Tennessee experienced unprecedented rainfalls totaling between 10 to 20 inches, which led to catastrophic flooding. The flooding that followed led to 11 deaths in the Nashville area. In addition to the loss of life, record flood stages on the Cumberland River and its tributaries led to more than \$2 billion in damages. Following this event, Metro Water Services had the Unified Flood Preparedness Plan developed. It evaluated flood reduction measures along the Cumberland River and identified areas that would benefit from flood damage reduction projects.

One of the areas identified in need of flood mitigation measures was the northern East Bank area located between I-65 to the north, Jefferson Street to the south, and I-24 to the east. All existing commercial structures in this area suffered damage. A levee/floodwall is required along the bank of the Cumberland River to protect the area from future flooding. Flood gate access would be necessary to provide both river access and CSX railroad crossing near I-65. A pump station and storm sewer improvements would be required to maintain intense rainfall events behind the levee. The extents of the flooding and the proposed solution for this area are shown in the images below.

federally funded projects in accordance with the grant application and all applicable laws and regulations using sound management practices, including but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR). Metro will follow all applicable local, state, and federal regulations and guidance during the development and completion of this project.

Selection Criteria

I. Safety

Three percent of the workers and 6% of households do not have access to a vehicle and may be more dependent on walking and bicycling to get around. The Nashville Area Metropolitan Planning Organization conducted a health and equity analysis to understand areas where higher-need populations reside. The 2040 Regional Transportation Plan expressed its commitment to prioritize transportation projects that incorporate health, safety, and social equity considerations and that allow communities to grow sustainability. People who are low-income, over the age 65, or do not own a car tend to have poorer health outcomes. Additionally, they are at the same time, the most dependent on transit, pay the most for it, and are most at risk of death and serious injury from transportation, overall.

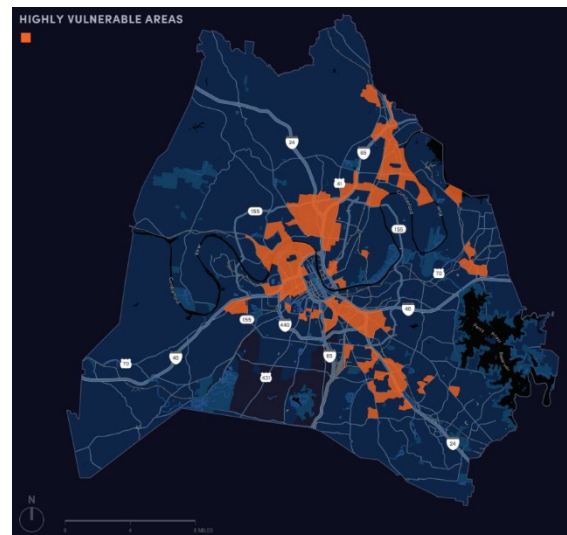
Metro's Commitment to Vision Zero



SAFE STREETS IN NASHVILLE

The Vision Zero movement is a worldwide strategy to eliminate all traffic-related deaths and severe injuries and at the same time, increasing safety, equity, and mobility for all users. Metro Nashville and Davidson County became a Vision Zero city in 2022. Metro Council and Mayor John Cooper adopted the Vision Zero Action Plan and Implementation Plan in August 2022. This grant would benefit economically distressed or underserved communities in particular. The data is clear: Those who live in the most vulnerable areas of Davidson County are also overrepresented in traffic deaths and severe injuries. Metro's Vision Zero Action plan used the Greater Nashville Regional Council (GNRC) Degrees of Vulnerability Index to analyze traffic safety outcomes against demographic factors. The Degrees of Vulnerability index includes thirteen demographic categories, which were then compared with crash data to identify areas of Nashville that see a disproportionate amount of traffic risk. This analysis determined that over half of Nashville's High Injury Network overlaps with vulnerable populations (see map above). More than thirty percent of collisions for all modes occur in areas with the highest concentration of poverty,

The Vision Zero movement is a worldwide strategy to eliminate all



renters, and housing cost-burdened households, despite these areas making up only twenty percent of the population. For reference, please see [NDOT's Vision Zero Dashboard](#) which highlights the methodology used in our Vision Zero analyses.

Complete Streets

Metro is dedicated to accounting for the safety of all people using roadways through both a Complete and Green Streets Policy and Nashville Next Vol. 5: Access Nashville 2040, a forward-looking plan which provides a comprehensive framework for Nashville's multimodal transportation network to support development, preservation, quality of life and growth management through 2040. The Major and Collector Street Plan (MCSP) is the implementation tool providing roadway cross-sections to better tie transportation enhancements with adjacent land use and place types.

II. Economic Strength and Global Competitiveness

Davidson County's population soared to 678,851 (2020 Census)— adding 67,463 new net residents in nine years. Projections show we will exceed 804,488 by 2040. Prior to COVID-19, we had experienced an 18.4% increase in jobs – 76,000 new jobs to reach nearly 490,000 jobs. Daytime population increased to a total of 884,32010, a statistic that accounts for Davidson County residents who leave the county each day for work in local job markets in surrounding Williamson, Wilson, Sumner, and Rutherford counties.

While welcomed in many ways, growth does have impacts that Metro must confront head on. Ensuring we can still move freely from place to place is central to protecting the general welfare of our community. To make matters more complicated, changing demographic patterns in Nashville also constitute evolving community preferences for mobility.

Better transit and more sidewalk connectivity are increasingly sought by retired Baby Boomers when driving themselves is no longer feasible. Similarly, Millennials and Gen Z desire living within walking and biking distance of work and school. They support frequent transit service much more than previous generations. Gen Xers increasingly look to better walkability and safe access to parks and community centers as their families grow and mature. This generation is expected to take the mantle of the aging Baby Boomers as they open businesses, raise families, shaping political decisions moving forward.

Nashville's economic prosperity stands in contrast to our inability to craft a cohesive mass transit system, sidewalk network, and bikeway routes. The challenges of Middle Tennessee's under investment in transportation infrastructure and programming is not lost on the business community. Increasingly, the working-age population (most predominantly amongst Millennials and Gen-Z) want to live in walkable communities with safe access to reliable, time-competitive, frequent public transit. Indeed, creating a transit network with dedicated lanes, frequent service with 10-minute or less headways, and routes which reduce barriers for riders from all backgrounds is a common goal shared throughout Middle Tennessee.

III. Climate and Sustainability

Nashville and the state of Tennessee are keenly attuned to the effect that the transportation sector has in contributing to climate change, environmental health and justice risks. Climate resiliency and environmental protection are at the forefront of Tennessee and Nashville's concerns.

Tennessee is no stranger to its effects – extreme weather events that frequently occur in the state include severe thunderstorms, flooding, tornadoes, heat waves and cold snaps, and winter storms. It is also in the area to be hit by remnants hurricanes causing significant rainfall events. Since 2000, the state has received 33 major disaster declarations involving severe storms and flooding. Forecasting only getting worse with climate change and tackle it from a transportation perspective. The population is also growing as census data showed a 21% increase in population between 1980 and 2018 in the urban and neighboring metropolitan areas.

On the evening of March 2nd and into the morning of March 3rd, a series of tornadoes touched down across Tennessee, including a National Weather Service-rated EF3 storm that landed northeast of Pegram, TN. Over the course of an hour, the storm cut a gash across Davidson County from Bells Bend to Hermitage, ravaging neighborhoods in between and beyond. The storm killed two Nashvillians, injured 150 others, destroyed nearly 200 buildings, and left a record-breaking 100,000 without electricity. A week later, with tornado recovery blazing forward as neighbors helped neighbors in droves, the COVID-19 pandemic arrived. Furthermore, the catastrophic flooding of May 2010 inundated large swaths of the city and killed 10 people. Throughout these tragic events, Nashvillians from all walks of life came together and rebuilt a stronger, more resilient city. After the 2010 Flood, Nashvillians volunteered in droves to assist with an inspirational recovery effort. Rebuilding revved up the local economy, leading to a surge of prosperity unseen previously. Meanwhile, Metro started purchasing flood-damaged homes and repurposed land for greenspace to assist in flood mitigation. Our city's perseverance and strength in times of trouble have nurtured a culture of neighbors and a community striving for a better tomorrow.

In 2019, Metro Council passed legislation establishing renewable energy standards for Metro Government, specifying phased percentages of carbon-free energy usage within Metro's energy supply portfolio, reaching 100% total carbon-free energy resources in 2041. This legislation has laid the groundwork for ensuing clean energy action across Metro operations. Metro Nashville and Davidson County has committed to reducing its greenhouse gas emissions – both at the municipal and community levels – by 80% by 2050. The transportation sector is the largest contributor to greenhouse gases in Nashville

In 2022, Nashville issued a [press release](#) reporting that roughly half of the community's greenhouse gas emissions are derived from the transportation sector. This report underscored the importance of furthering multimodal transit options, connecting communities, and facilitating adoption of electric vehicles.



IV. and V. Transformation and Organizational Excellence

NDOT in partnership with Metro has developed the following inclusive and innovative organizational policies to provide a culture that serves our community efficiently and effectively.

To recruit and retain quality engineering candidates, NDOT has been working with Metro HR and Metro Legal to begin a visa sponsorship initiative for foreign-born candidates.

Created a Handshake Account, conjunction with Metro HR, which will target colleges and universities throughout the country.

NDOT attended 8 job fairs throughout Nashville and one at Fort Campbell to establish a relationship with military, so personnel who are transforming from service will consider NDOT as an employer. NDO is actively working with the Group Violence Intervention initiative through the Mayor's Office to provide job opportunities for individuals interested in changing their lifestyle and starting a career with Metro. We have also given job opportunities to applicants who may have negative results on their criminal background report, based on the nature of offense and the length of time since the infraction.

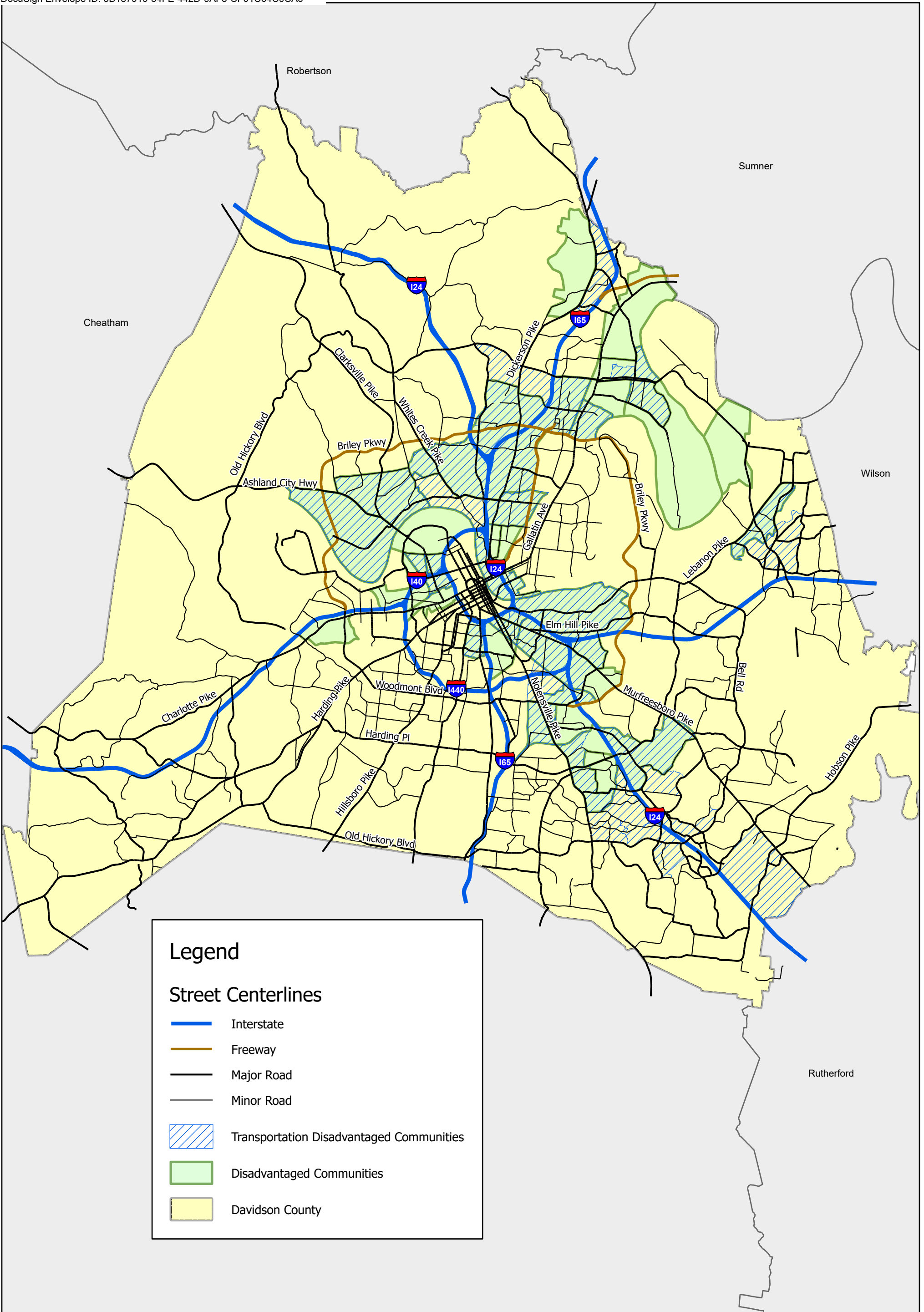
Equity By Design - NDOT is committed to the Equity By Design toolkit in the Metro Transportation Plan. Equity By design is an explicit equity lens on infrastructure that was developed in Metro's Transportation Plan. Using Equity By Design, we are sharpening our aim toward a performance-driven transportation system that is efficient, effective and accountable in planning, design, and implementation. This tool questions how a project meets certain equitable criteria concerning accessibility, connectivity, populations of varying age, safety, outreach, and environmental/sustainability throughout project design and implementation. This tool is intended to be broad, comprehensive, and open ended so that the design of each project will fully describe how that metric is being met. Equity goes beyond jobs, attainable housing, and educational opportunities. It also means ensuring that our streets treat all modes of travel with equal care.

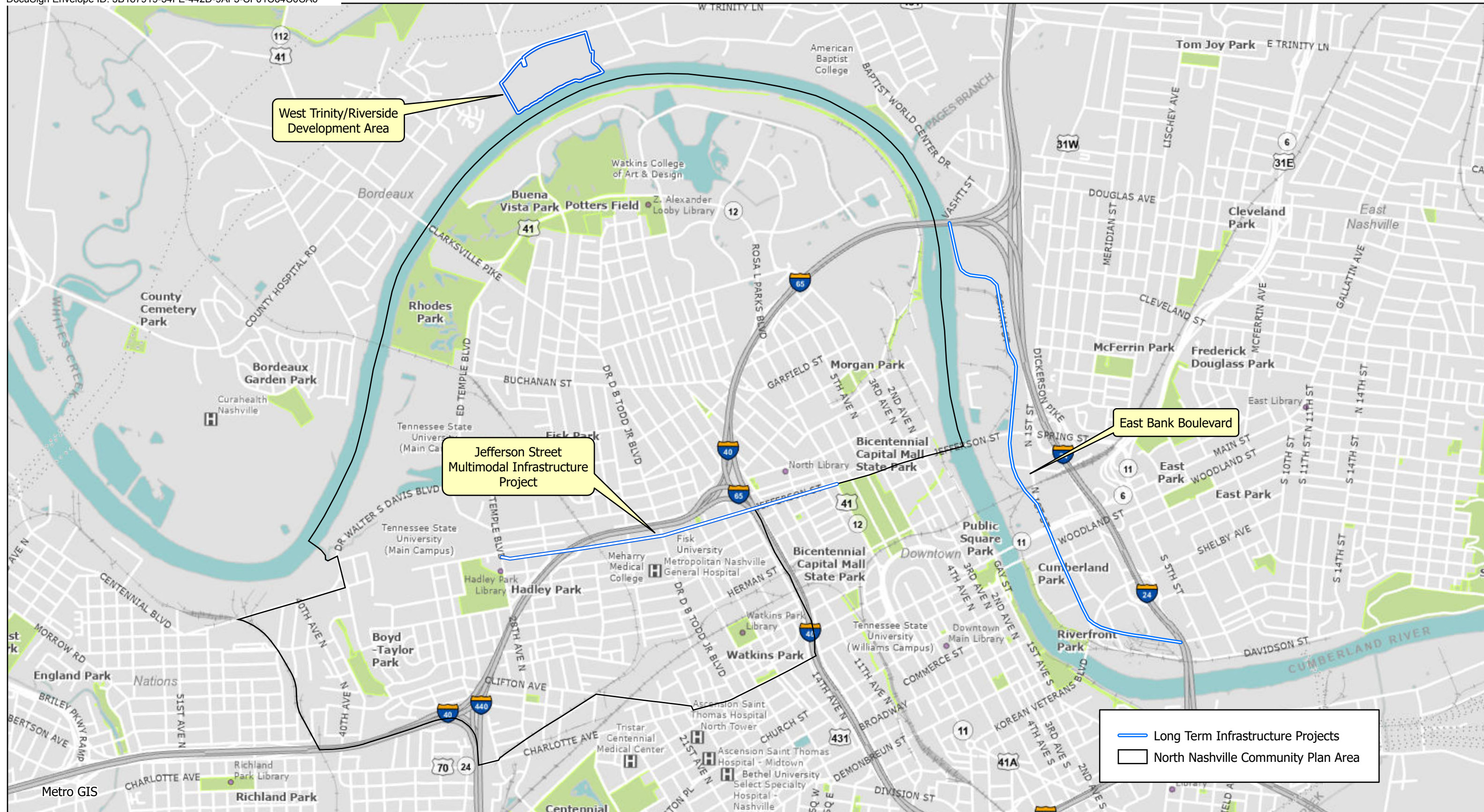
ATTACHMENTS FORM

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

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

1) Please attach Attachment 1	<input type="text" value="Maps .pdf"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
2) Please attach Attachment 2	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
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5) Please attach Attachment 5	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
6) Please attach Attachment 6	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
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15) Please attach Attachment 15	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>





West Trinity/Riverside Development Area

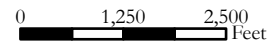
Jefferson Street Multimodal Infrastructure Project

East Bank Boulevard

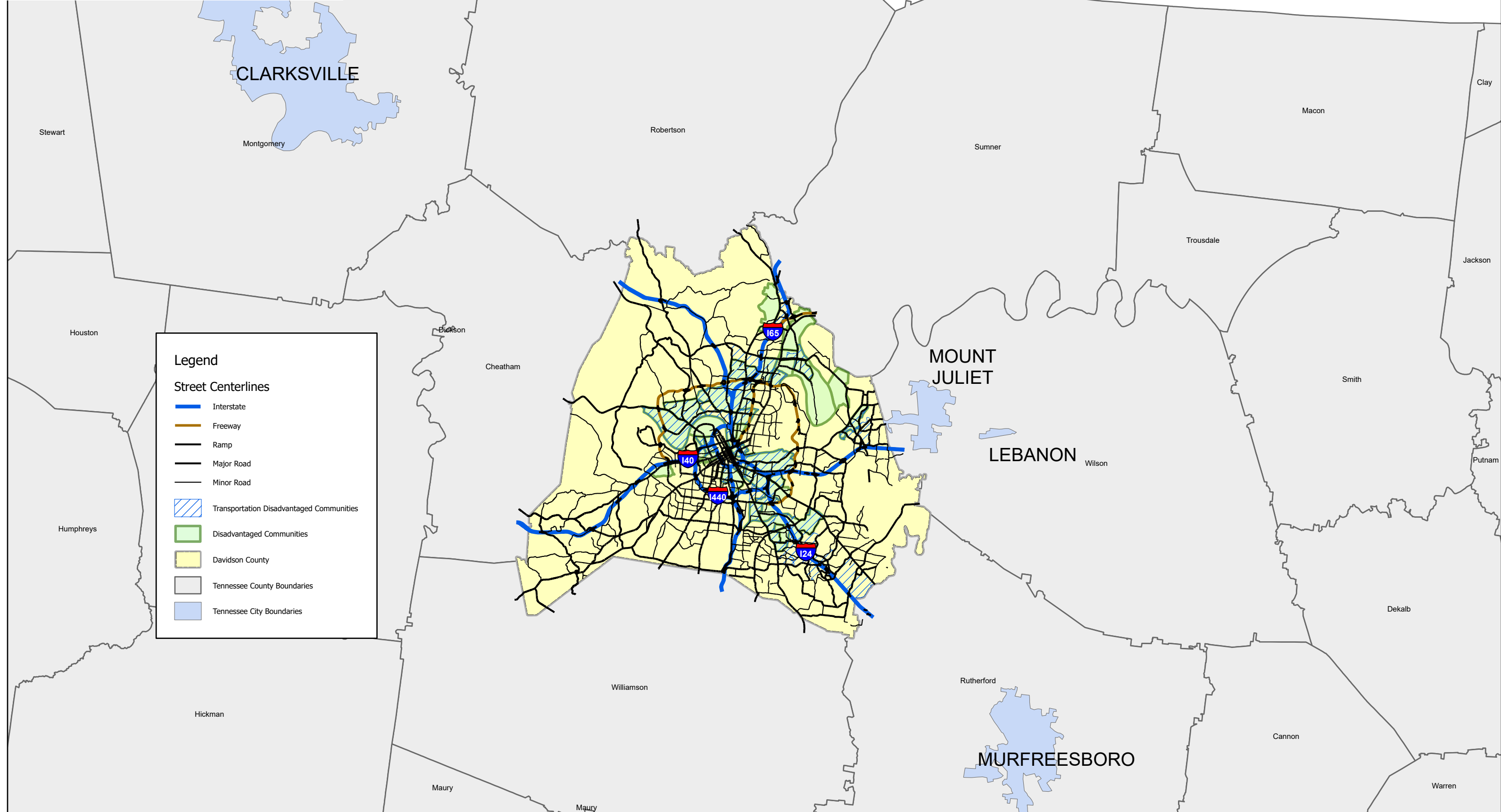
— Long Term Infrastructure Projects
 □ North Nashville Community Plan Area



Map 2



Coordinate System: NAD 1983 StatePlane Tennessee FIPS 4100 Feet



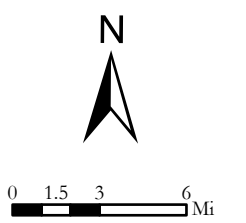
Legend

Street Centerlines

- Interstate
- Freeway
- Ramp
- Major Road
- Minor Road
- Transportation Disadvantaged Communities
- Disadvantaged Communities
- Davidson County
- Tennessee County Boundaries
- Tennessee City Boundaries

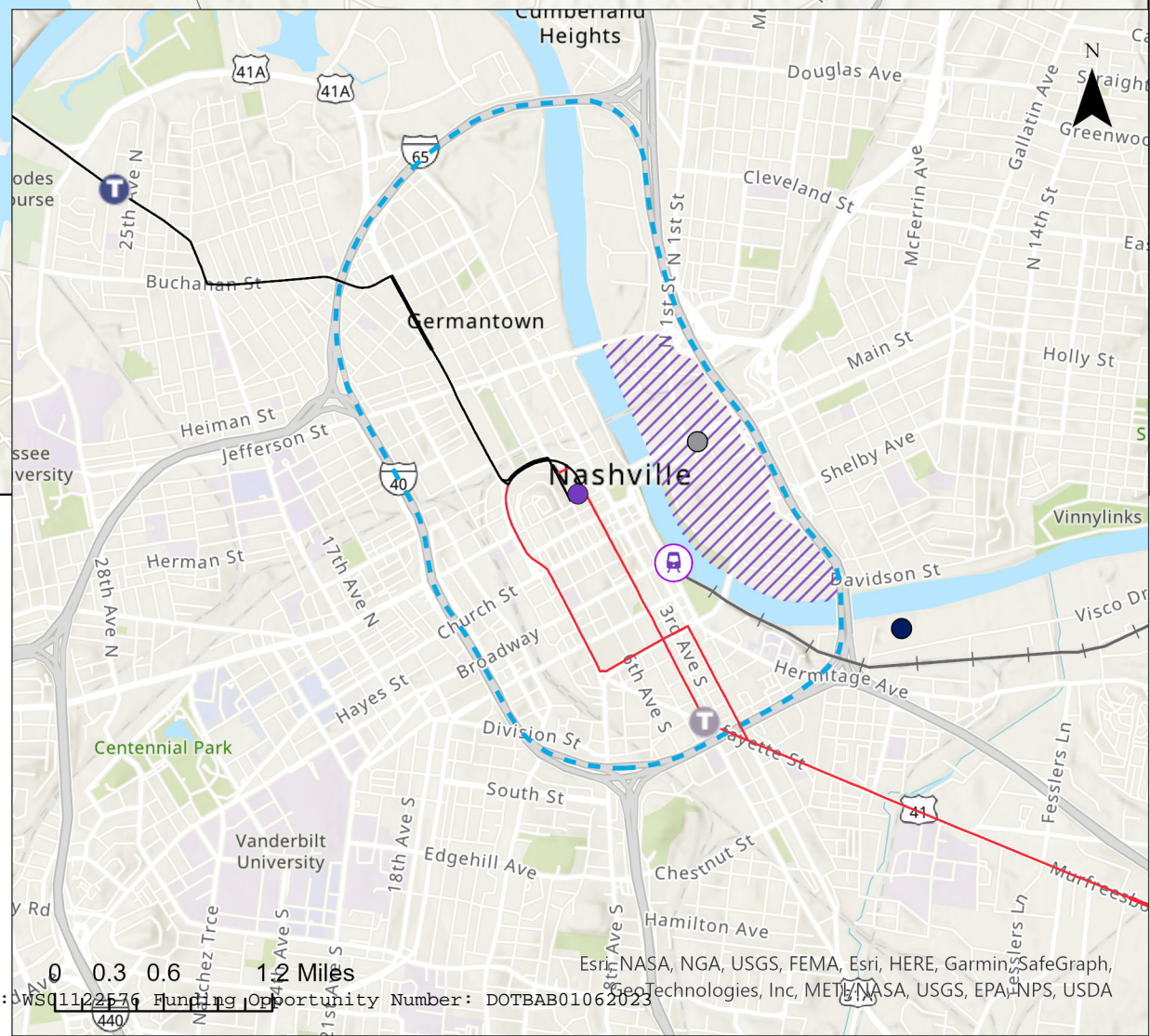
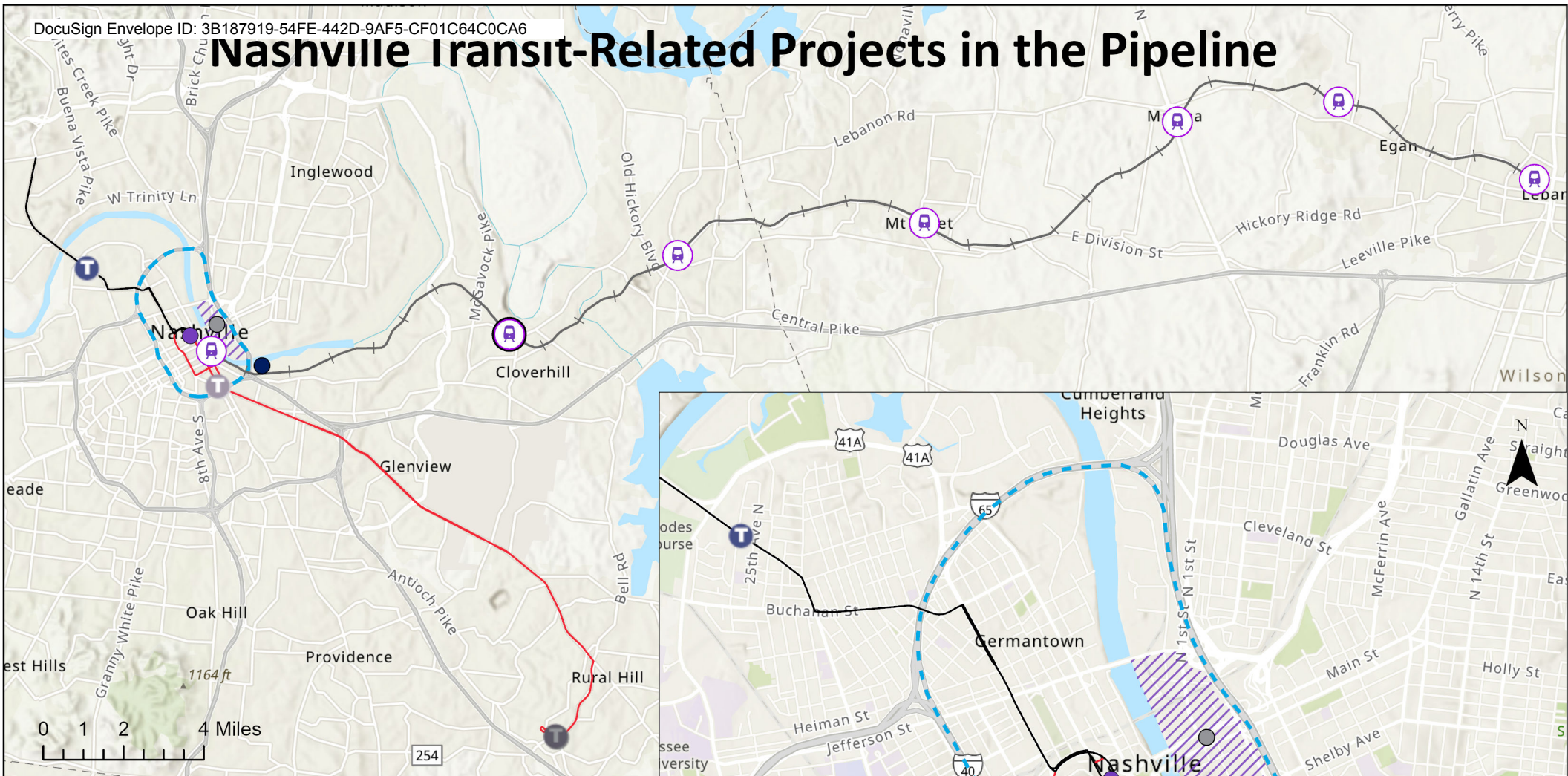


Map 3
















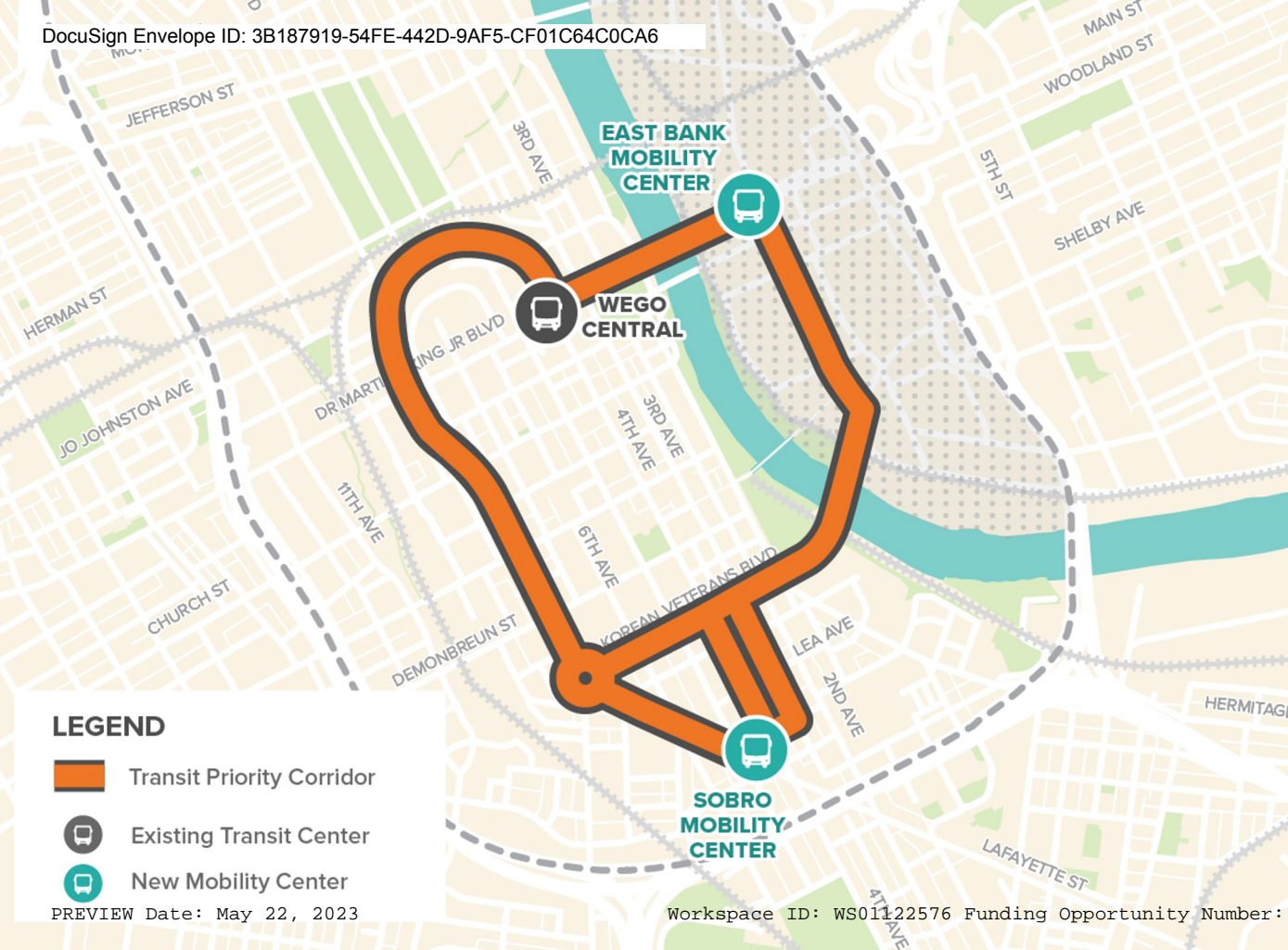
Coordinate System: NAD 1983 StatePlane Tennessee FIPS 4100 Feet

Nashville Transit-Related Projects in the Pipeline



Legend

-  North Nashville Transit Center (In progress)
-  SoBro Transit Center (Future)
-  Hickory Hollow Transit Center (Future)
-  Donelson Station Redevelopment
-  WeGo Star Train Stations
-  WeGo Central
-  Nestor Facility
-  East Bank Mobility Hub (Future)
-  Murfreesboro Pike (55)
-  WeGo Star
-  East Bank Boulevard (BRT)
-  Downtown Nashville
-  Clarksville Pike Rapid Bus

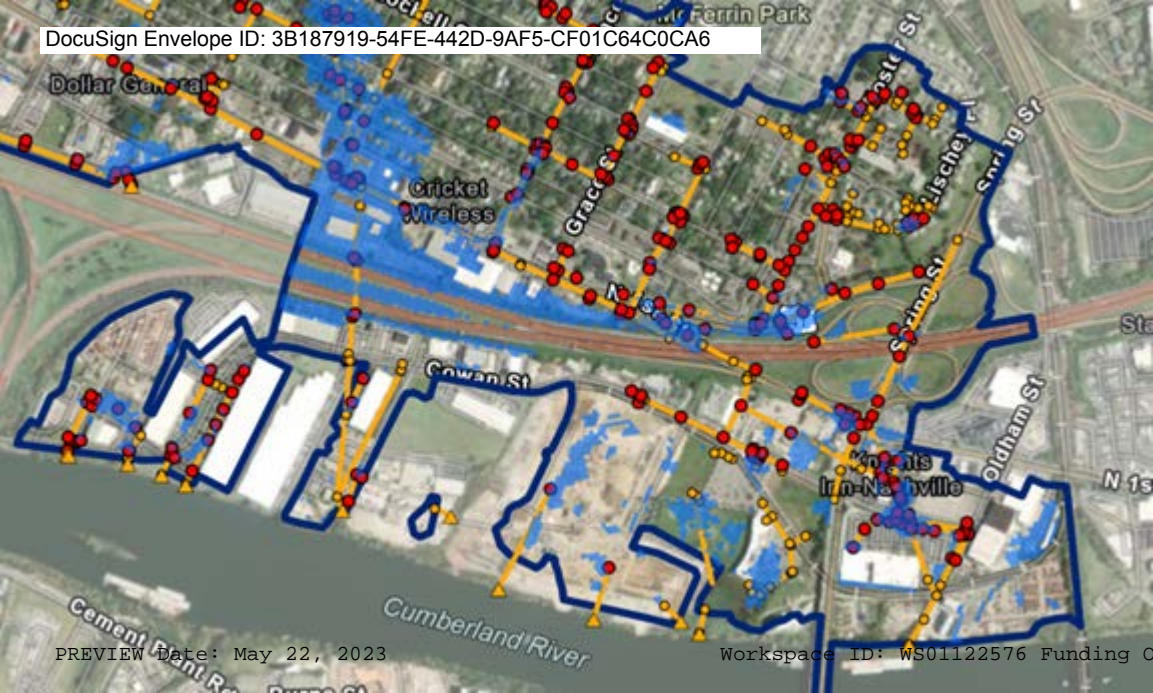


LEGEND

 Transit Priority Corridor

 Existing Transit Center

 New Mobility Center





Centennial Park

Nissan Stadium

Fort Nashborough

East Park Greenway Park

Music City Star-Riverfront Station

Gumberland Park

Shelby Ave

2nd Ave N

Veterans Blvd

S 2nd St

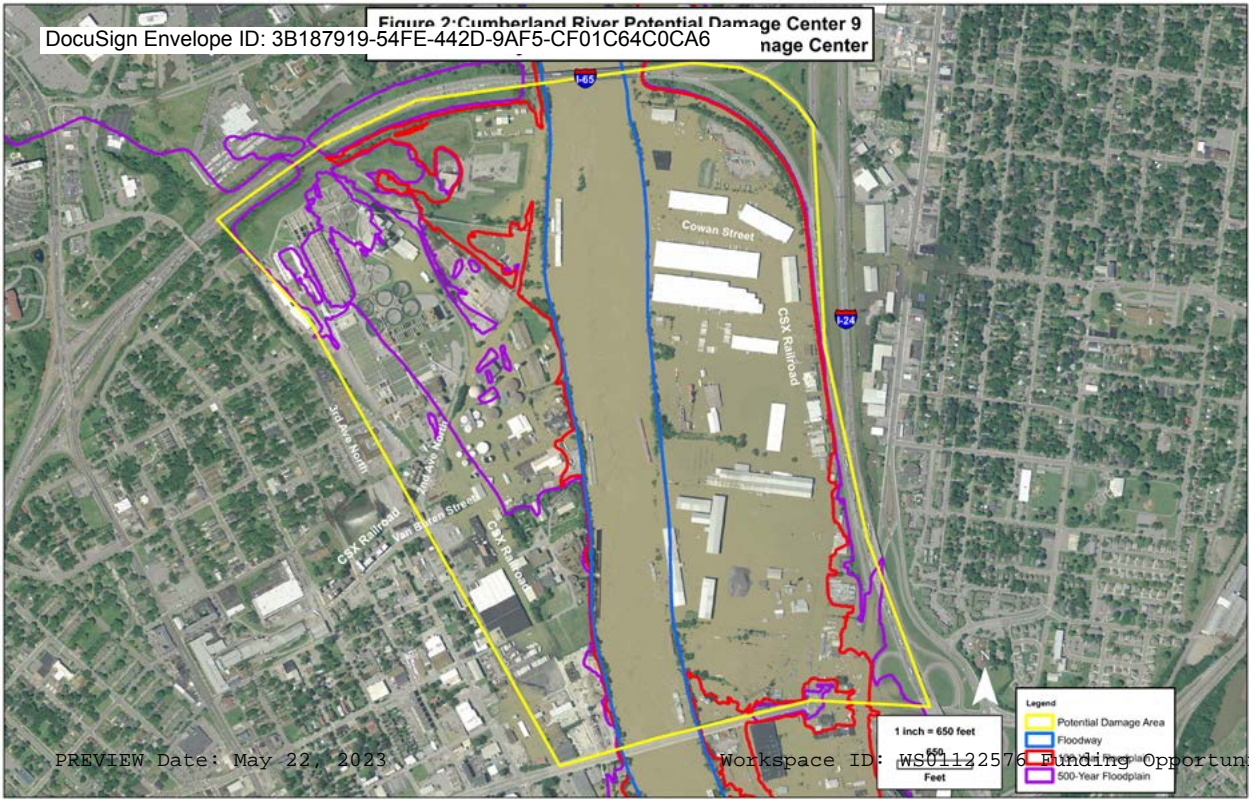
S 3rd St

Crutcher St

24

45

Figure 2: Cumberland River Potential Damage Center 9
Funding Opportunity



1 inch = 650 feet
650
Feet


Legend

- Potential Damage Area
- Floodway
- Funding Opportunity
- 500-Year Floodplain



APPLICATION FOR Regional Infrastructure Accelerator (RIA) Program

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

CCA6046654B9461...

5/22/2023

Director
Nashville Department of
Transportation and
Multimodal Infrastructure

Date

Certificate Of Completion

Envelope Id: 6DC40EA8C91E42EB80292350DE609B47	Status: Completed
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Source Envelope:	
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Certificate Pages: 16	Initials: 3
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Envelope Stamping: Enabled	Juanita Paulson
Time Zone: (UTC-06:00) Central Time (US & Canada)	730 2nd Ave. South 1st Floor
	Nashville, TN 37219
	Juanita.Paulsen@nashville.gov
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
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Storage Appliance Status: Connected	Pool: Metropolitan Government of Nashville and Davidson County	Location: DocuSign

Signer Events

Signer Events	Signature	Timestamp
Rose Wood rose.wood@nashville.gov Finance Admin Metro Finance Dept. OMB Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.185	Sent: 5/23/2023 11:04:00 AM Resent: 5/23/2023 11:31:36 AM Viewed: 5/25/2023 8:12:34 AM Signed: 5/25/2023 8:13:00 AM


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Aaron Pratt Aaron.Pratt@nashville.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.185	Sent: 5/25/2023 8:13:02 AM Viewed: 5/25/2023 8:14:18 AM Signed: 5/25/2023 8:14:26 AM
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Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Kelly Flannery Kelly.Flannery@nashville.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.100	Sent: 5/25/2023 8:14:30 AM Viewed: 5/25/2023 8:16:35 AM Signed: 5/25/2023 8:16:45 AM
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Lora Bark Fox lora.fox@nashville.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.144	Sent: 5/25/2023 8:16:47 AM Viewed: 5/25/2023 11:46:39 AM Signed: 5/25/2023 11:47:24 AM
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Courtney Mohan Courtney.Mohan@nashville.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.185	Sent: 5/25/2023 11:47:27 AM Viewed: 5/25/2023 1:17:26 PM Signed: 5/25/2023 2:11:39 PM
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Kristin Wilson Kristin.Wilson@nashville.gov Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.100	Sent: 5/25/2023 2:11:42 PM Viewed: 5/26/2023 9:00:56 AM Signed: 5/26/2023 9:01:50 AM
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John Cooper diane.treadway@nashville.gov Office Manager Security Level: Email, Account Authentication (None)	 Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.100	Sent: 5/26/2023 9:01:53 AM Viewed: 5/26/2023 10:08:21 AM Signed: 5/26/2023 10:08:29 AM
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Agent Delivery Events	Status	Timestamp
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Witness Events	Signature	Timestamp
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Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure
