

GRANT APPLICATION SUMMARY SHEET

Grant Name: Carbon Reduction Program 24-28
Department: NDOT
Grantor: GREATER NASHVILLE REGIONAL COUNCIL
Pass-Through Grantor (If applicable): TENN. DEPT. OF TRANS.
Total Applied For: \$8,000,000.00
Metro Cash Match: \$2,000,000.00
Department Contact: Casey Hopkins
 8801676
Status: NEW

Program Description:

Connect Downtown: Adaptive Signal System is a recommended project from our Connect Downtown plan. The Nashville Department of Transportation (NDOT)—in partnership with WeGo Public Transit, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership—embarked on a critical transportation planning effort to identify solutions that will improve mobility and address traffic congestion in the downtown core. Poor traffic signal timing contributes to traffic congestion and delay. Downtown is currently served by a conventional signal system that uses pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion.

Plan for continuation of services upon grant expiration:

N/A

APPROVED AS TO AVAILABILITY OF FUNDS:

APPROVED AS TO FORM AND LEGALITY:

Kevin Crumbo/mjw 11/21/2023 | 8:23 AM CST
 Director of Finance Date
GLM AP

Courtney Mohan 11/21/2023 | 3:36 PM CST
 Metropolitan Attorney Date

APPROVED AS TO RISK AND INSURANCE:

Balogun Colob 11/21/2023 | 8:44 AM CST
 Director of Risk Management Services Date

Patrick P'Connell 11/21/2023 | 2:21 PM CST
 Metropolitan Mayor Date
 (This application is contingent upon approval of the application by the Metropolitan Council.)

Grants Tracking Form

Part One

| | | | | | | | |
|---|-----------|--|--|--|---------|---|--|
| Pre-Application <input type="radio"/> | | Application <input checked="" type="radio"/> | | Award Acceptance <input type="radio"/> | | Contract Amendment <input type="radio"/> | |
| Department | Dept. No. | Contact | | | Phone | Fax | |
| PUBLIC WORKS | 042 | Casey Hopkins | | | 8801676 | | |
| Grant Name: | | Carbon Reduction Program 24-28 | | | | | |
| Grantor: | | GREATER NASHVILLE REGIONAL COUNCIL | | | | Other: | |
| Grant Period From: | | 03/01/24 | | <small>(applications only)</small> Anticipated Application Date: | | 11/27/23 | |
| Grant Period To: | | 12/31/28 | | <small>(applications only)</small> Application Deadline: | | 11/30/23 | |
| Funding Type: | | OTHER | | Multi-Department Grant | | <input type="checkbox"/> If yes, list below. | |
| Pass-Thru: | | TENN. DEPT. OF TRANS. | | Outside Consultant Project: | | <input type="checkbox"/> | |
| Award Type: | | FORMULA | | Total Award: | | \$8,000,000.00 | |
| Status: | | NEW | | Metro Cash Match: | | \$2,000,000.00 | |
| Metro Category: | | New Initiative | | Metro In-Kind Match: | | \$0.00 | |
| CFDA # | | 20.205 | | Is Council approval required? | | <input checked="" type="checkbox"/> | |
| Project Description: | | Applicable Submitted Electronically? <input checked="" type="checkbox"/> | | | | | |
| Connect Downtown: Adaptive Signal System is a recommended project from our Connect Downtown plan. The Nashville Department of Transportation (NDOT)—in partnership with WeGo Public Transit, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership—embarked on a critical transportation planning effort to identify solutions that will improve mobility and address traffic congestion in the downtown core. Poor traffic signal timing contributes to traffic congestion and delay. Downtown is currently served by a conventional signal system that uses pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. | | | | | | | |
| Plan for continuation of service after expiration of grant/Budgetary Impact: | | | | | | | |
| N/A | | | | | | | |
| How is Match Determined? | | | | | | | |
| Fixed Amount of \$ | | or | | 20.0% | | % of Grant | |
| | | | | | | Other: <input type="checkbox"/> | |
| Explanation for "Other" means of determining match: | | | | | | | |
| | | | | | | | |
| For this Metro FY, how much of the required local Metro cash match: | | | | | | | |
| Is already in department budget? | | | | Yes | | | |
| Fund | | 40023 | | Business Unit | | 42403023 | |
| Is not budgeted? | | | | Proposed Source of Match: | | | |
| | | | | FY23 CSP | | | |
| (Indicate Match Amount & Source for Remaining Grant Years in Budget Below) | | | | | | | |
| Other: | | | | | | | |
| Number of FTEs the grant will fund: | | | | 0.00 | | | |
| Departmental Indirect Cost Rate | | | | 18.83% | | | |
| *Indirect Costs allowed? <input type="radio"/> Yes <input checked="" type="radio"/> No | | | | % Allow. 0.00% | | | |
| | | | | Actual number of positions added: 0.00 | | | |
| | | | | Indirect Cost of Grant to Metro: \$1,883,000.00 | | | |
| | | | | Ind. Cost Requested from Grantor: \$0.00 in budget | | | |
| *(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions) | | | | | | | |
| Draw down allowable? <input type="checkbox"/> | | | | | | | |
| Metro or Community-based Partners: | | | | | | | |

Part Two

| Grant Budget | | | | | | | | | | |
|-----------------------------|-------------------|-----------------|---------------|---------------|----------------------|-------------------------|---------------------|-----------------------|------------------------|-----------------------------|
| Budget Year | Metro Fiscal Year | Federal Grantor | State Grantor | Other Grantor | Local Match Cash | Match Source (Fund, BU) | Local Match In-Kind | Total Grant Each Year | Indirect Cost to Metro | Ind. Cost Neg. from Grantor |
| Yr 1 | FY25 | \$500,000.00 | \$0.00 | \$0.00 | \$250,000.00 | 40023, 42403023 | \$0.00 | \$750,000.00 | \$141,225.00 | \$0.00 |
| Yr 2 | FY26 | \$1,000,000.00 | \$0.00 | \$0.00 | \$500,000.00 | 40023, 42403023 | \$0.00 | \$1,500,000.00 | \$282,450.00 | \$0.00 |
| Yr 3 | FY27 | \$3,250,000.00 | \$0.00 | \$0.00 | \$625,000.00 | 40023, 42403023 | \$0.00 | \$3,875,000.00 | \$729,662.50 | \$0.00 |
| Yr 4 | FY28 | \$3,250,000.00 | \$0.00 | \$0.00 | \$625,000.00 | 40023, 42403023 | \$0.00 | \$3,875,000.00 | \$729,662.50 | \$0.00 |
| Yr 5 | FY29 | | | | | | | | | |
| Total | | \$8,000,000.00 | \$0.00 | \$0.00 | \$2,000,000.00 | 40023, 42403023 | \$0.00 | \$10,000,000.00 | \$1,883,000.00 | \$0.00 |
| Date Awarded: | | | | | Tot. Awarded: | | | Contract#: | | |
| (or) Date Denied: | | | | | Reason: | | | | | |
| (or) Date Withdrawn: | | | | | Reason: | | | | | |

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





Carbon Reduction Program Grant Application

Section 1. Applicant Information

1. Please provide your contact information.

Name

Casey Hopkins

Organization

Nashville Department of Transportation and Multimodal Infras

Email

casey.hopkins@nashville.gov

Phone

615-880-1676

2. Are you the primary point of contact for questions about the proposed project?

- Yes, I am the primary point of contact
- No, I am only submitting the application



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Carbon Reduction Program Grant Application

Primary Contact

3. Please provide contact information for the person who will be able to answer questions about the proposed project.

| | |
|--------------|---|
| Name | <input type="text" value="Darrell Moore"/> |
| Organization | <input type="text" value="Nashville Department of Transportation and Multimodal Infras"/> |
| Email | <input type="text" value="darrell.moore@nashville.gov"/> |
| Phone | <input type="text" value="615-862-8730"/> |



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Carbon Reduction Program Grant Application

Section 2. Project Description

Only projects already itemized in (or deemed consistent with) the 2045 Regional Transportation Plan are eligible for CRP funds.

4. What is the Project Name?

Connect Downtown: Adaptive Signal System

5. What is the RTP ID? ([lookup at www.gnrc.org/maps/2045RTP](http://www.gnrc.org/maps/2045RTP))

This is a new project and has not been itemized in the RTP.

6. What is the TIP ID? ([lookup at www.gnrc.org/tip](http://www.gnrc.org/tip))

This is a new project and has not been itemized in the TIP.

7. If the project has not yet been itemized in the RTP or TIP, please provide a full project description

Connect Downtown: Adaptive Signal System is a recommended project from our Connect Downtown plan. The Nashville Department of Transportation (NDOT)—in partnership with WeGo Public Transit, the Tennessee Department of Transportation (TDOT), and the Nashville Downtown Partnership—embarked on a critical transportation planning effort to identify solutions that will improve mobility and address traffic congestion in the downtown core. Poor traffic signal timing contributes to traffic congestion and delay. Downtown is currently served by a conventional signal system that uses pre-programmed, daily signal timing schedules. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. The main benefits of adaptive signal control technology over conventional signal systems are that it can:

- Continuously distribute green light time equitably for all traffic movements
- Improve travel time reliability by progressively moving vehicles through green lights.
- Reduce congestion by creating smoother flow.
- Prolong the effectiveness of traffic signal timing.

8. Please upload any supporting documentation that you think will strengthen your application.

If you have more than one document, please bundle them into a single PDF prior to uploading. The maximum file size limit is 16MB.

Replace File

Adaptive%20Signal%20Project%20-%20Connect%20Downtown.pdf

Remove File

9. How do you intend to use the requested Carbon Reduction Program funds? Select any that apply.

- Begin a project that has not yet started
- Add funds to a project that has not yet received a federal or state grant
- Cover a cost overrun on an existing project
- Expand the scope of work for an existing project
- Other (Please describe)

10. If applicable, please describe funding needs related to an unprogrammed phases of work.

As NDOT expands our Traffic Management Center (TMC) and better connect our Downtown core locally and regionally we see the opportunity to utilize the funding sources provided from the IIJA to benefit people walking and rolling, biking and scooting, taking transit, and driving and parking while providing better connections to business, community destinations, schools, homes, and family and friends. Without this opportunity afforded by the IIJA and distributed by GNRC, Nashville would not be able to implement this unprogrammed project because of funding constraints.

11. If applicable, please describe the nature of any cost overruns on phases already programmed in the TIP.

N/A due to phases of work not being programmed in the TIP.

12. If applicable, please describe any changes in the project's scope of work.

N/A as the project consist of a new scope of work.

50%

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Carbon Reduction Program Grant Application

Section 3. Program Objectives

13. Please describe how the project will meet the intent of the Carbon Reduction Program to reduce on-road sources of carbon dioxide (CO2) emissions.

Nashville's transportation sector produces significant greenhouse gas (GHG) emissions that contribute to climate change. According to Nashville's 2019 Greenhouse Gas Emissions Inventory, community emissions totaled roughly 11.25 million metric tons – with roughly half derived from the transportation sector alone. Through Connect Downtown: Adaptive Signal System will reduce emissions of hydrocarbons and carbon monoxide due to improved traffic flow. Real-time management of traffic systems is proven to work, yet these systems have been deployed on less than 1 percent of existing traffic signals.



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Carbon Reduction Program Grant Application

Section 4. Project Timeline

All CRP funding awarded to this project must be obligated within four years of the apportioned year (e.g. for FY 2023 funding, obligation deadline of September 30, 2026)

14. Describe the anticipated project development timeline.

- Award Recommendations: January 17, 2024
- TIP Adoption: March 2024 (Date depends on 2024 TIP program deadlines)
- Initiate Project with TDOT Local Programs: March 2024
- TDOT Local Programs returns IGA: April 2024
- NDOT Returns IGA to TDOT: May
- NEPA: August 2024 - NDOT will seek a categorical exclusion (CE). 23 CFR Regulatory Reference (771.117(c)(8).
- Design: October 2024 – October 2026
- Construction: November 2026 – July 2028

15. What is the general status of the following phases of work?

| | Complete | Underway | Not Started | Not Applicable |
|------------------------|-----------------------|-----------------------|----------------------------------|----------------------------------|
| Design and Engineering | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Environmental Review | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Utilities Relocation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

| | Complete | Underway | Not Started | Not Applicable |
|--------------------------------|-----------------------|-----------------------|----------------------------------|----------------------------------|
| Right-of-Way Acquisition | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Construction or Implementation | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |

Other (please specify)

16. Do you anticipate any utility relocations or right-of-way acquisition challenges with the project?

Yes

No

if yes, please explain,

17. Please describe the anticipated strategies and/or actions that you will take to meet the obligation and expenditure deadlines. Please note specific strategies that you will pursue in an attempt to shorten the typical timeline of the project development process.

1. Communication and facilitation of intergovernmental and interagency project development. This project will be managed by NDOT's Capital Projects division with support from NDOT's Transportation Systems Management Division. NDOT's division of Capital Projects team has experience navigating the TDOT Local Programs process. Through the leadership of Derek Hagerty along with support from our TMC the communication and facilitation of intergovernmental and interagency project development will stay on schedule and within budget.

2. Innovative Procurement Strategies – NDOT has procured several vendors for our other ITS projects in accordance with local, state, and federal guidelines including guidelines from TDOT Local Programs. NDOT would look at all options and strategies that can be utilized to shorten procurement processes which will in return shorten the typical timeline.

83%



Carbon Reduction Program Grant Application

Section 5. Project Budget

18. What is the estimated cost of the remaining work on this project across all phases?

10,000,000

19. What amount of Carbon Reduction Program funding are you requesting?

8,000,000

20. Carbon Reduction Program funding typically requires a 20% local match with a 80% federal commitment. Do you have any anticipated concerns with being able to meet the local match?

NDOT has resources to complete the local match. We have identified \$2,000,000, or 20% of the total project budget and 25% of the program funding being requested in our programmed FY Capital Spending Plan, to contribute to the project.

21. Applicants will be responsible for any additional cost overruns above the grant award. Please describe how you would handle cost overruns on this project. What funding sources have been secured or would be secured in the event of a cost overrun on this project?

NDOT does not anticipate any cost overruns due to budgeting for unexpected construction costs and factoring in inflation with our estimate. However, in the unlikely event of a cost overrun, NDOT has secured grant matching funds in the adopted Capital Improvement Budget FY23-FY28 that can be utilized in a future approved Metro Capital Spending Plan.



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Done

What are Connect Downtown's five big moves?



BIG MOVE 1

Manage Congestion

Upgrade signals, improve traffic operations, and better manage events to keep people moving and improve system resiliency.



BIG MOVE 2

Improve Safety

Advance Vision Zero projects and programs to make Downtown's streets safer for people, especially Downtown's most vulnerable travelers.



BIG MOVE 3

Move More People

Prioritize buses on key corridors and increase the amount of service to provide faster and more reliable trips throughout the region.



BIG MOVE 4

Create Complete Networks

Develop safe, separated, and connected walking, rolling, biking, and scooting facilities to help people of all ages and abilities get into and around Downtown.



BIG MOVE 5

Maximize the Curb

Flex the uses of the curb throughout the day for deliveries, service vehicles, and passenger pick-up and drop-off to support local businesses and residents.

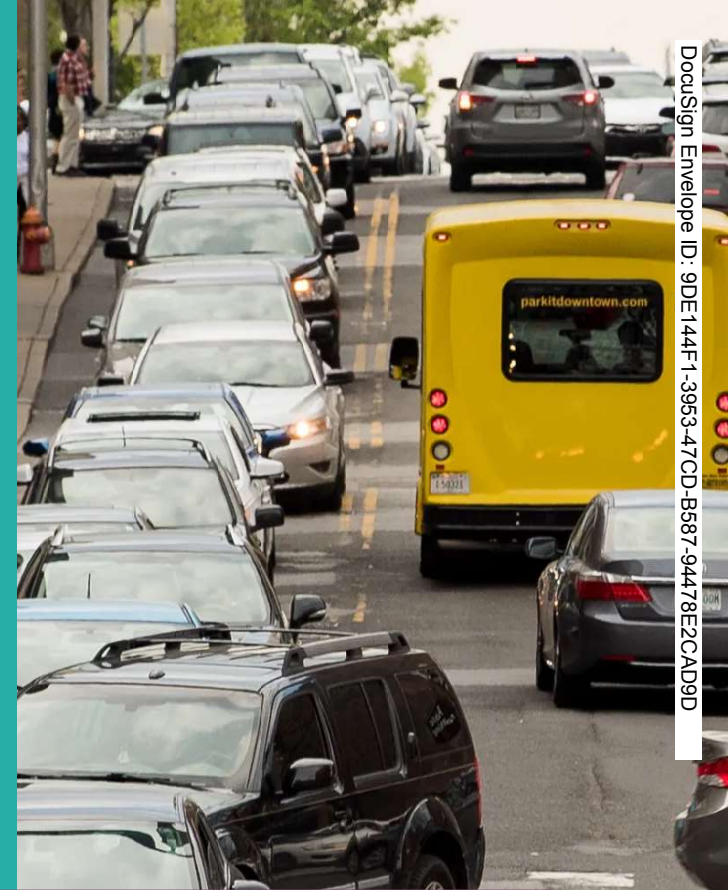
BIG MOVE 1

Manage Congestion

Upgrade signals, improve traffic operations, and better manage events to keep people moving and improve system resiliency.

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

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



Traffic congestion feels even worse when you don’t have other travel options. In fact, a recent Forbes article ranked Nashville as the nation’s hardest commute based on average time commuting, access to transit, and walkability and bikeability.

Traffic Management Strategies

Traffic management and operational strategies focus on improving traffic flows and travel reliability in congested areas.

These strategies increase the efficiency of the transportation system without widening roads. After all, Downtown Nashville doesn't have room for more travel lanes, and additional space for cars always leads to increased congestion.



Traffic Management Center (TMC)

Nashville is building its first TMC, which will manage traffic flows across the city's street network and support our first responders. Providing the ability to address congestion in real time, the TMC will be especially helpful during special events, emergencies, and peak travel periods.



Source: Wikipedia

Adaptive Signals

Updating Downtown's traffic signal system will provide important benefits for all modes of transportation. Adaptive signals give traffic engineers the ability to provide additional green time at an intersection, to increase the walk time for a crowd leaving an event, or to give a bus a head start in a busy corridor.



Source: Adart.com

Digital Message Signs

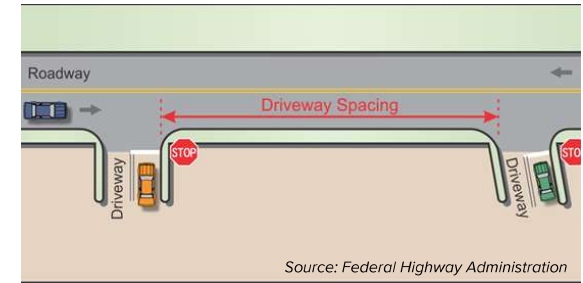
Providing drivers with updates on congested corridors, detours, and travel times can help people choose alternative routes and redistribute traffic after an event.



Source: City of Austin

Don't Block the Box Treatments

Keeping intersections clear improves safety and keeps buses moving and traffic flowing, especially where major streets connect and many people are turning.



Source: Federal Highway Administration

Access Management

As new developments are reviewed and permitted, driveways and garage entrances and exits can be consolidated and located on less congested streets when possible.

PHASE 1 : 2024–2026

Our first phase includes quick wins—projects that are ready to implement and will make important strides in improving mobility—and the start of design for critical Phase 2 investments. An expanded Nashville Connector program will include a residential transportation demand management element, and Metro’s event and construction management services will expand dramatically.



MANAGE CONGESTION

Nashville’s Traffic Management Center (TMC) is expected to open in early 2024.

Coupled with investments in **adaptive signals** at 50% of downtown intersections, NDOT will have the ability to manage congestion in real-time and respond to event traffic in ways that keep people moving. Coupled with the **transformation of 2nd Ave between Union St and Korean Veterans Blvd into a two-way street**, the Downtown system will begin to move more people.



MOVE MORE PEOPLE

WeGo and NDOT will partner to implement select transit priority lanes and queue jumps on 3rd and 4th Aves.

With a shift to one-way operations, the 3rd and 4th Ave transit priority lanes and queue jumps will support **faster trips to WeGo Central and improve reliability** for people coming from the south and east. The partners will begin design on the Westside Transit Priority Corridor and the SoBro Mobility Center to support rapid Phase 2 implementation. WeGo will also fully implement the transit service recommendations in the Better Bus Plan, providing a **15% increase in trips** to benefit the entire region.



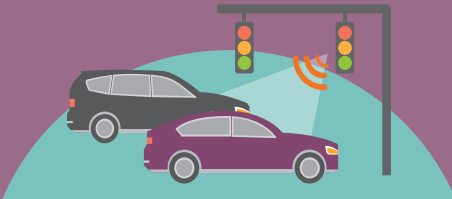
CREATE COMPLETE NETWORKS

NDOT will move quickly to build mobility lanes in the core of Downtown.

The mobility lanes will create connections to important destinations and **advance WalknBike implementation**. Mobility lanes on 1st, 3rd, and 7th Aves will improve north-south travel, and Union St and Woodland St will connect to the East Nashville Spokes Project. **Upgrades to the existing bicycle facilities** on Commerce and Demonbreun Sts will improve safety and support electric micromobility devices.

PHASE 2 : 2027–2029

Our second phase of implementation sees the opening of significant new transit facilities that serve the region. A robust network of mobility lanes continues to take shape, and Nashville's curb management program matures. Adding a visitor transportation demand management program to Nashville Connector and expanding the employer-based offerings will provide more people with better travel options.



MANAGE CONGESTION

NDOT will continue to add adaptive signals and make Vision Zero improvements throughout Downtown.

With the TMC fully operational, event traffic becomes less disruptive. **Adjustments to key intersections** will ensure people continue to move smoothly as the Transit Priority Corridors come online. **Digital message signs** will provide real-time information that helps drivers make informed decisions about their route.



MOVE MORE PEOPLE

NDOT and WeGo will open the Westside and James Robertson TPCs and the SoBro Mobility Center.

These signature projects will make it possible to provide **more frequent, reliable bus service** to the west and south sides of Downtown. Design of the East Bank TPC and Mobility Center will begin, in conjunction with other East Bank development. With a **38% increase in transit trips**, the entire region will be better connected to more destinations.





CREATE COMPLETE NETWORKS

NDOT will continue to fill mobility lane gaps and expand links outside the core of Downtown.

Creating a 2nd Ave N and 3rd Ave N **mobility lane couplet through Germantown** will provide an easier trip into Downtown for people coming from North Nashville. Connecting 8th Ave S to recent investments in Melrose and 12 South and **linking to planned Greenway projects** near 10th Ave N extends the reach of Metro's dollars.

Traffic Operations and Curb Management Phasing

Most of the Connect Downtown traffic operations and curb management recommendations can advance relatively quickly, thanks in part to investments already underway. The phasing prioritizes safety, efficiency, and adaptability of Downtown’s travel lanes and curbs.

| | PHASE 1 2024–2026 | PHASE 2 2027–2029 | PHASE 3 2030+ |
|--|--|--|---|
|  <p>Traffic Operations</p> | <ul style="list-style-type: none"> • Traffic Management Center opens • Adaptive signals at 50% of intersections • 2nd Ave converts to two-way (Union St to Korean Veterans Blvd) • 3rd Ave converts to one-way northbound and 4th Ave converts to one-way southbound (Deadrick St to Elm St) • 7th Ave converts to one-way southbound (Dr. Martin Luther King, Jr. Blvd to Demonbreun St) | <ul style="list-style-type: none"> • Adaptive signals at most remaining intersections • Operations adjustments at priority locations • Digital message signs in high-volume areas | <ul style="list-style-type: none"> • Adaptive signals at all remaining intersections • Operations adjustments to support transit priority • 2nd Ave converts to two-way (Korean Veterans Blvd to I-40) |
|  <p>Curb Management</p> | <ul style="list-style-type: none"> • Pilot smart loading and pick-up/drop-off programs • Develop strategy for autonomous taxi services • Digitize curbside regulations and inventory existing valet program • Add resources for data analytics, enforcement, and compliance • Advance permit system and process | <ul style="list-style-type: none"> • Explore centralized carrier program • Develop autonomous delivery services strategy | <ul style="list-style-type: none"> • Implement autonomous delivery services |

What's in it for me?

The investments identified in this action plan are the first steps NDOT, WeGo, and TDOT should take in the next decade to keep Downtown, our city, and our region moving.

We know that doing nothing isn't an option—traffic will just keep getting worse and the cost of inaction is too high. We can keep our economy thriving, save lives, reduce air pollution, and create a more equitable region by making meaningful and sustainable investments in mobility infrastructure and programs.

When we've implemented Connect Downtown, these are the stories we'll hear.



Sam loves the Westside Transit Priority Corridor and expanded late-night bus service.

He lives in North Nashville and doesn't have a car, so Sam relies on WeGo to get to work. He was just able to accept a nighttime restaurant job in the Gulch since he can now get home quickly on the bus when his shift ends.





Zaniyah is a 9th grader at Hume Fogg, and she's got a lot more independence now that there are mobility lanes connecting her from the East Bank to school.

She rides over the Woodland Bridge and takes the protected lane on Union St before turning south onto the 7th Ave mobility lane.



Beth drives for a rideshare company and used to dread trying to find her passengers near Broadway.

The new dedicated pick-up and drop-off spaces are making Beth's trips easier and faster—she knows right where to go and so do the people who are trying to find their ride.



Roberto works in the Pinnacle Building and was always trying to beat the clock to pick up his kids at daycare in Nolensville.

Now that 2nd Ave has been converted to a two-way street, Roberto can leave the garage on 2nd and head straight out of town, taking advantage of the new adaptive signals to keep moving.





Notice

Subject

APPORTIONMENT OF FEDERAL-AID HIGHWAY PROGRAM FUNDS FOR FISCAL YEAR (FY) 2023

| Classification Code | Date | Office of Primary Interest |
|---------------------|-----------------|----------------------------|
| N 4510.870 | October 3, 2022 | HCFB-10 |

- 1. What is the purpose of this Notice?** This Notice transmits the certificate of apportionment for apportioned Federal-aid highway program funds authorized for Fiscal Year (FY) 2023 pursuant to the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), Public Law (Pub. L.) 117-58. The apportionments made available by this Notice are for the following programs: National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program (NHFP), Metropolitan Planning Program (MPP), Carbon Reduction Program (CRP), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.
- 2. What is the availability of these funds?**
 - a. The funds resulting from this apportionment are available for obligation until September 30, 2026. Any amounts not obligated by the State on or before September 30, 2026, shall lapse.
 - b. The funds resulting from this apportionment are available for obligation immediately and shall be subject to obligation controls in force at the time of obligation.
 - c. For FY 2023, an amount of NHPP funds equal to \$639,000,000 prior to sequestration (\$602,577,000 after sequestration) that is exempt from obligation controls is provided. See the Federal Highway Administration Notice [N4510.871](#) for additional information on sequestration.
 - d. The Federal share payable shall be in accordance with section 120 of Title 23, United States Code (U.S.C.), except as specifically provided by another provision of law.
 - e. The program codes to be used when obligating these funds were provided in a separate memorandum issued on January 3, 2022.
 - f. The Catalog of Federal Domestic Assistance (CFDA) number for these funds is 20.205, with the exception that the CFDA number for the Recreational Trails Program is 20.219.
- 3. What amounts are authorized and available for apportionment?**
 - a. Section 11101(a)(1)(B) of the Bipartisan Infrastructure Law authorizes a total of \$53,537,826,683 for the Federal-aid apportioned programs for FY 2023. This total amount is referred to as the base apportionment.
- 4. How are the State-by-State amounts determined?**
 - a. Pursuant to section 104(c)(1)(A) of Title 23, U.S.C., the initial amount of the FY 2023 base apportionment for a State is calculated by multiplying the total amount available by the ratio of that State's FY 2021 combined amount of apportionments to the total FY 2021 combined amount of apportionments for all States.
 - b. Pursuant to section 104(c)(1)(B) of Title 23, U.S.C., the initial amounts are then adjusted to ensure that each State's aggregate amount of apportionments of the base apportionment is:
 - (1) not less than 95 percent of the estimated tax payments attributable to highway users in that State paid into the Highway Trust Fund (other than the Mass Transit Account) in the most recent fiscal year for which data is available and associated with taxes in effect on July 1, 2019 (and only up to the rate those taxes were in effect on that date);
 - (2) at least 2 percent greater than the apportionment that the State received for FY 2021; and
 - (3) at least 1 percent greater than the apportionment that the State received for the previous fiscal year.
- 5. How are the program-by-program amounts determined?**
 - a. From each State's total base apportionment determined under section 104(c)(1) of Title 23, U.S.C., an amount is set aside for the CMAQ Program. Pursuant to section 104(b)(4) of Title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2023 set-aside amount of \$2,587,220,620 for all States by the ratio of that State's FY 2020 apportionment for the CMAQ Program to the total FY 2020 CMAQ Program apportionments for all States.
 - b. From each State's total base apportionment determined under section 104(c)(1) of Title 23, U.S.C., an amount is set aside for the NHFP. Pursuant to section 104(b)(5) of Title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2023 set-aside amount of \$1,401,411,169 for all States by the ratio of that State's total base apportionment to the total base apportionments for all States.
 - c. From each State's total base apportionment determined under section 104(c)(1) of Title 23, U.S.C., an amount is set aside for the MPP. Pursuant to section 104(b)(6) of Title 23, U.S.C., the set-aside amount for each State is calculated by multiplying the total FY 2023 set-aside amount of

\$446,883,562 for all States by the ratio of that State's FY 2020 apportionment for the MPP to the total FY 2020 MPP apportionments for all States.

- d. After distributing the amounts for the CMAQ Program, the NHFP, and the MPP, pursuant to paragraphs (1) through (3) and paragraphs (7) and (8) of section 104(b) of Title 23, U.S.C., the remainder of the base apportionment to a State is distributed in the following proportions: 59.0771195921461 percent for the NHPP, 28.7402203421251 percent for the STBG Program, 6.70605141316253 percent for the HSIP, 2.56266964565637 percent for the CRP, and 2.91393900690991 percent for the PROTECT Formula Program.
 - e. Section 130(e)(1) of Title 23, U.S.C., instructs that not less than a total of \$245,000,000 for FY 2023 shall be set aside from the HSIP prior to the apportionment of that program for the Railway-Highway Crossings Program (RHCP). The RHCP amount for each State is determined by distributing the \$245,000,000 total amount according to the formula in section 130(f) of Title 23, U.S.C. The resulting RHCP amount for a State is then set aside from that State's initial HSIP amount.
 - f. Pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act (MAP-21), as amended by the Bipartisan Infrastructure Law, a total of \$3,500,000 for FY 2023 is set aside from the HSIP prior to the apportionment of that program to carry out safety-related activities and operate authorized safety-related clearinghouses under such section. The set-aside is made on a proportional basis from each State's initial HSIP amount.
 - g. A State's official HSIP apportionment is the initial HSIP amount net of the RHCP set-aside amount and the set-aside amount under section 1519(a) of MAP-21. In addition, the \$3,500,000 amount set aside under section 1519(a) of MAP-21 is classified as allocated funding for safety-related activities and clearinghouses and, therefore, does not appear in the table of State-by-State apportionments.
 - h. [Table 1](#) shows the State-by-State, program-by-program FY 2023 apportionment amounts (before post-apportionment set-asides, before penalties, and before sequestration) available under the Bipartisan Infrastructure Law.
6. **Are certain States subject to transfer or withholding penalties?** Yes. Currently, the States that are listed under the following requirements are subject to transfer or withholding penalties.

a. Open Container Requirements – 23 U.S.C. 154 – 2.5 percent

Funds subject to transfer penalty: NHPP and STBG Program.

Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Ohio, Tennessee, Virginia, and Wyoming

The funds subject to transfer for a State in noncompliance with section 154 of Title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of Title 23, U.S.C., or transferred to the State's Highway Safety Program under section 402 of Title 23, U.S.C.

[Table 2](#) shows the transfer penalty amounts under section 154 of title 23, U.S.C., subject to section 154(c)(5), which authorizes a State to designate how the total transfer penalty amount is to be derived from the NHPP and the STBG Program.

b. Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence – 23 U.S.C. 164 – 2.5 percent

Funds subject to transfer penalty: NHPP and STBG Program.

Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Missouri, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming

The funds subject to transfer for a State in noncompliance with section 164 of Title 23, U.S.C., are reserved and then, in the proportions elected by the State, released for use on eligible HSIP activities under section 148 of Title 23, U.S.C., or transferred to the State's Highway Safety Program under section 402 of Title 23, U.S.C.

[Table 3](#) shows the transfer penalty amounts under section 164 of Title 23, U.S.C., subject to section 164(b)(5), which authorizes a State to designate how the total transfer penalty amount is to be derived from the NHPP and the STBG Program.

7. **What other amounts are related to these apportionments?** Supplementary tables showing other amounts related to these apportionments will be issued at a later date via a separate notice. The amounts shown in the supplementary tables will include set-asides (e.g., State Planning & Research, Transportation Alternatives, etc.), suballocations for the STBG Program and the Transportation Alternatives set-aside, and various limiting amounts.

8. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Stephanie Pollack
Acting Administrator

Attachments

**CERTIFICATE OF APPORTIONMENT FROM THE SUM OF \$53,537,826,683
AUTHORIZED TO BE APPROPRIATED FOR APPORTIONED FEDERAL-AID
HIGHWAY PROGRAMS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2023**

TO—

The Secretary of the Treasury of the United States and the State departments of transportation:

Pursuant to section 9503 of the Internal Revenue Code of 1986, the Infrastructure Investment and Jobs Act, and title 23 of the United States Code (U.S.C.), I certify

First, that the Secretary of the Treasury has made the estimate required by section 9503(d) of the Internal Revenue Code of 1986 and, based on that estimate, I have determined that the amount that can be apportioned for the Federal-aid highway program under the Infrastructure Investment and Jobs Act, Public Law 117-58, is \$53,537,826,683, which is 100 percent of the amount authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account) for Fiscal Year 2023.

Second, that I have computed the apportionment to each State and the District of Columbia of the amounts authorized to be appropriated for the apportioned Federal-aid highway programs and further computed the distribution among the programs within each State and the District of Columbia in the manner provided by law.

Third, pursuant to section 1519(a) of the Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, as amended by the Infrastructure Investment and Jobs Act, I have set aside \$3,500,000 to carry out safety-related activities and operate authorized safety-related clearinghouses under such section. Such amount is set aside from the Highway Safety Improvement Program (HSIP) prior to the apportionment of that program under section 104(b)(3) of Title 23, U.S.C. The resulting amount for all apportioned Federal-aid highway programs after such set-aside is \$53,534,326,683.

Fourth, that in compliance with section 154 of Title 23, U.S.C., the Open Container Requirements, 2.5 percent of the National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG) Program apportionments for the States of Alaska, Connecticut, Delaware, Hawaii, Louisiana, Maine, Mississippi, Missouri, Ohio, Tennessee, Virginia, and Wyoming are reserved for release for use on eligible HSIP activities or transfer to the States' 402 Safety programs.

Fifth, that in compliance with section 164 of Title 23, U.S.C., the Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence, 2.5 percent of the NHPP and the STBG Program apportionments for the States of Alaska, California, Colorado, Hawaii, Indiana, Louisiana, Minnesota, Missouri, Montana, Nevada, New Mexico, North Dakota, Ohio, Oregon, Rhode Island, South Carolina, South Dakota, Vermont, Washington, and Wyoming are reserved for release for use on eligible HSIP activities or transfer to the States' 402 Safety programs.

Sixth, subject to the above-mentioned penalties, that the sums that are hereby apportioned to each State and the District of Columbia, effective immediately, are respectively as follows:

- [Table 1](#)
- [Table 2](#)
- [Table 3](#)

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[Federal Highway Administration](#) | 1200 New Jersey Avenue, SE | Washington, DC 20590 | 202-366-4000



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Transportation Grants

Carbon Reduction Program

The Bipartisan Infrastructure Law (BIL), also referred to as the Infrastructure and Investment Jobs Act (IIJA), enacted in November 2021 appropriated approximately **\$6.4 billion across the country to reduce transportation emissions**. Of the \$6.4 billion, the Nashville metropolitan planning area has been suballocated approximately \$15.7 million through FY 2026 to include \$13.8 million for the Nashville-Davidson Urbanized Area and \$1.9 million for the Murfreesboro Urbanized Area.

Call for Projects

Applications are being accepted from member jurisdictions and transportation agencies located within Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties. Eligible projects include ITS, electrification upgrades, vehicle to vehicle infrastructure, public transit, bicycle and pedestrian facilities, and street lighting and traffic signal upgrades. Projects must demonstrate an ability to reduce carbon dioxide (CO2) emissions from on-road sources.

Phase I: Funding for Existing Projects Only

- Application Available: August 16, 2023
- Application Deadline: September 1, 2023
- Award Recommendations: September 20, 2023

Phase II: Funding for New and Existing Projects

Select language

Powered by Google Translate

- Application Available: September 20, 2023
- Application Deadline: November 30, 2023
- Award Recommendations: January 17, 2024

APPLY NOW

Active Transportation Grant Program

The Active Transportation Grant Program was first established by the Transportation Policy Board in 2010 to provide additional funding to local governments and transit agencies seeking to improve walking and bicycling conditions across the region. The program is funded through the region’s share of the federal Transportation Alternatives (TA) grant program and a minimum set-aside of the region’s suballocation of the federal Surface Transportation Block Grant (STBG) program. The program is coordinated with the GNRC’s Bicycle and Pedestrian Advisory Committee whose members help evaluate projects for funding. [More information about the program](#) can be found within the adopted [Transportation Improvement Program](#).

- *There are currently no open grant opportunities through this program.*



| | | |
|--|---|---|
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| Greater Nashville Regional Council 44 Vantage Way, Suite 450 Nashville, TN 37228 Phone: 615-862-8828 Fax: 615-862-8840 | Area Agency on Aging & Disability Certified Development Company Economic Development District Metropolitan Planning Organization | FAQs Data Center Documents Library Public Notices Language Assistance |

APPLICATION FOR Carbon Reduction Program

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

Diana W. Alarcon

CCA6046554B9461...

11/20/2023

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

Date

Certificate Of Completion

| | |
|---|-------------------------------|
| Envelope Id: 9DE144F1395347CDB58794478E2CAD9D | Status: Completed |
| Subject: Complete with DocuSign: Updated NDOT Carbon Reduction Program 24-28 App Ready1.pdf | |
| Source Envelope: | |
| Document Pages: 29 | Signatures: 3 |
| Certificate Pages: 15 | Initials: 1 |
| AutoNav: Enabled | Envelope Originator: |
| 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 |
| | IP Address: 170.190.198.190 |

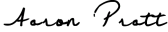
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| Greg.McClarin@nashville.gov | | Viewed: 12/1/2023 12:41:13 PM |
| Security Level: Email, Account Authentication (None) | | Signed: 12/1/2023 12:42:54 PM |
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| Aaron.Pratt@nashville.gov | | Viewed: 12/1/2023 1:41:25 PM |
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| MaryJo.Wiggins@nashville.gov | | Viewed: 12/1/2023 2:16:14 PM |
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| Courtney Mohan |  | Sent: 12/1/2023 2:17:04 PM |
| Courtney.Mohan@nashville.gov | | Viewed: 12/4/2023 10:56:09 AM |
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| Agent Delivery Events | Status | Timestamp |
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| Intermediary Delivery Events | Status | Timestamp |
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| Certified Delivery Events | Status | Timestamp |
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| Carbon Copy Events | Status | Timestamp |
| Danielle Godin Danielle.Godin@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign | COPIED | Sent: 12/4/2023 2:42:57 PM Viewed: 12/4/2023 2:46:52 PM |
| Sally Palmer sally.palmer@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 11/29/2023 10:21:27 AM ID: ab76d006-1652-4413-9e0e-4d91ab5d308e | COPIED | Sent: 12/4/2023 2:42:58 PM |
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