

LEGISLATIVE TRACKING FORM

Filing for Council Meeting Date: 02/16/21

Resolution Ordinance

Contact/Prepared By: Casey Hopkins

Date Prepared: 01/11/21

Title (Caption): TDOT's UTPG for the Downtown Neighborhood Traffic project per the transportation plan

Submitted to Planning Commission? N/A Yes-Date: _____ Proposal No: _____

Proposing Department: Public Works Requested By: Casey Hopkins

Affected Department(s): Public Works Affected Council District(s): 19,5,6

Legislative Category (check one):

- | | | |
|---|---|--|
| <input type="checkbox"/> Bonds | <input type="checkbox"/> Contract Approval | <input type="checkbox"/> Intergovernmental Agreement |
| <input type="checkbox"/> Budget - Pay Plan | <input type="checkbox"/> Donation | <input type="checkbox"/> Lease |
| <input type="checkbox"/> Budget - 4% | <input type="checkbox"/> Easement Abandonment | <input type="checkbox"/> Maps |
| <input type="checkbox"/> Capital Improvements | <input type="checkbox"/> Easement Accept/Acquisition | <input type="checkbox"/> Master List A&E |
| <input type="checkbox"/> Capital Outlay Notes | <input type="checkbox"/> Grant | <input type="checkbox"/> Settlement of Claims/Lawsuits |
| <input type="checkbox"/> Code Amendment | <input checked="" type="checkbox"/> Grant Application | <input type="checkbox"/> Street/Highway Improvements |
| <input type="checkbox"/> Condemnation | <input type="checkbox"/> Improvement Acc. | <input type="checkbox"/> Other: _____ |

FINANCE Amount +/-: \$ <u>\$ 200,000.00</u> Funding Source: Capital Improvement Budget Capital Outlay Notes Departmental/Agency Budget Funds to Metro General Obligation Bonds Grant Increased Revenue Sources	Match: \$ <u>\$ 400,000.00</u> Judgments and Losses Local Government Investment Project Revenue Bonds Self-Insured Liability Solid Waste Reserve Unappropriated Fund Balance 4% Fund Other: <u>In ICB. In proposed CSP</u> Date to Finance Director's Office: _____
DocuSigned by: Approved by OMB: <u>Tom Eddleman</u> Approved by Finance Accounts: _____ Approved by Div Grants Coordination: <u>VAUGHN WILSON</u>	APPROVED BY FINANCE DIRECTOR'S OFFICE: _____

ADMINISTRATION

Council District Member Sponsors: _____

Council Committee Chair Sponsors: _____

Approved by Administration: _____ Date: _____

DEPARTMENT OF LAW Date to Dept. of Law: _____ Approved by Department of Law: _____

Settlement Resolution/Memorandum Approved by: _____

Date to Council: _____ For Council Meeting: _____ E-mailed Clerk

All Dept. Signatures Copies Backing Legislative Summary Settlement Memo Clerk Letter Ready to File

GRANT APPLICATION SUMMARY SHEET

Grant Name: Urban Transportation Planning Grant 21-21

Department: PUBLIC WORKS

Grantor: TENNESSEE DEPARTMENT OF TRANSPORTATION

Pass-Through Grantor (If applicable):

Total Applied For: \$200,000.00

Metro Cash Match: \$400,000.00

Department Contact: Casey Hopkins

Status: NEW

Program Description:

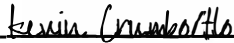
The planning of Metro Nashville's Downtown Neighborhood Traffic Project as described in the Transportation Plan. The project will address curbside management and transit needs throughout downtown. Public Works will be providing \$400,000.00. WeGo will be giving \$350,000.00 and Downtown Nashville Partnership will be giving \$50,000.00, if successful TDOT will be providing \$200,000.00 for the Downtown Neighborhood Traffic Project.

Plan for continuation of services upon grant expiration:

Length of projects shall not exceed 12 months.

APPROVED AS TO AVAILABILITY OF FUNDS:

APPROVED AS TO FORM AND LEGALITY:

DocuSigned by:

 1/12/2021

 Director of Finance Date

DocuSigned by:

 1/13/2021

 Metropolitan Attorney Date

APPROVED AS TO RISK AND INSURANCE:

DocuSigned by:

 1/13/2021

 Director of Risk Management Date
 Services

DocuSigned by:

 1/13/2021

 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		862-6000			
Grant Name:	Urban Transportation Planning Grant 21-22						
Grantor:	TENNESSEE DEPARTMENT OF TRANSPORTATION			Other:			
Grant Period From:	01/04/21	(applications only) Anticipated Application Date:		01/04/21			
Grant Period To:	01/04/22	(applications only) Application Deadline:		01/15/21			
Funding Type:	STATE	Multi-Department Grant		<input type="checkbox"/>	If yes, list below.		
Pass-Thru:		Outside Consultant Project:		<input checked="" type="checkbox"/>			
Award Type:	COMPETITIVE	Total Award:		\$200,000.00			
Status:	NEW	Metro Cash Match:		\$400,000.00			
Metro Category:	New Initiative	Metro In-Kind Match:		\$0.00			
CFDA #	N/A	Is Council approval required?		<input checked="" type="checkbox"/>			
Project Description:			Applic. Submitted Electronically?		<input checked="" type="checkbox"/>		
<p>The planning of Metro Nashville's Downtown Neighborhood Traffic Project as described in the Transportation Plan. The project will address curbside management and transit needs throughout downtown. Public Works will be providing \$400,000.00. WeGo will be giving \$350,000.00 and Downtown Nashville Partnership will be giving \$50,000.00, if successful TDOT will be providing \$200,000.00 for the Downtown Neighborhood Traffic Project.</p>							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
<ul style="list-style-type: none"> •\$200,000 is the maximum amount of planning services. •90% of consultant services will be funded by TDOT. •10% of the project cost must be a local cash match on behalf of the awarded jurisdiction. •Length of projects shall not exceed 12 months. 							
How is Match Determined?							
Fixed Amount of \$		or		% of Grant		Other: <input checked="" type="checkbox"/>	
Explanation for "Other" means of determining match:							
Metro Public Works is providing \$400,000.00. WeGo is providing \$350,000.00 Nashville Downtown Partnership is providing \$50,000.00. Metro Public Works is providing \$400,000.00. TDOT is providing \$200,000.00. 10% of the project costs must be local-match.							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?				Fund 40220	Business Unit	42400220	
Is not budgeted?				Proposed Source of Match:			
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)							
Other:							
Number of FTEs the grant will fund:		0.00		Actual number of positions added:		0.00	
Departmental Indirect Cost Rate		20.98%		Indirect Cost of Grant to Metro:		\$125,880.00	
*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 and Nashville Downtown Partnership.							

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	FY21		\$200,000.00		\$400,000.00	40040, 42400220	\$0.00	\$600,000.00	\$125,880.00	\$0.00
Yr 2	FY__									
Yr 3	FY__									
Yr 4	FY__									
Yr 5	FY__									
Total			\$200,000.00		\$400,000.00		\$0.00	\$600,000.00	\$125,880.00	\$0.00
Date Awarded:				Tot. Awarded:				Contract#:		
(or) Date Denied:				Reason:						
(or) Date Withdrawn:				Reason:						

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

GCP Rec'd
01/26/21

GCP Approved
01/26/21

VW

Resolution No. _____

A resolution approving an application for an Urban Transportation Planning Grant from the State of Tennessee, Department of Transportation, to The Metropolitan Government of Nashville and Davidson County.

WHEREAS, the State of Tennessee, Department of Transportation, is accepting applications for an Urban Transportation Planning Grant with an award of \$200,000.00 and a required cash match of \$400,000.00 to address curbside management and transit needs throughout downtown Nashville; and,

WHEREAS, the Metropolitan Government is eligible to participate in this grant program; and,

WHEREAS, it is to the benefit of the citizens of The Metropolitan Government of Nashville and Davidson County that this grant application be approved and submitted.

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

Section 1. That the Metropolitan Government's application for an Urban Transportation Planning Grant with an award of \$200,000.00, a copy of which is attached hereto and incorporated herein, is hereby approved, and the Metropolitan Planning Department is authorized to submit said application to the State of Tennessee, Department of Transportation.

Section 2. That this resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

APPROVED AS TO AVAILABILITY OF FUNDS:

DocuSigned by:

Kevin Crumbolto
Kevin Crumbolto, Director
Department of Finance

INTRODUCED BY:

APPROVED AS TO FORM AND LEGALITY:

DocuSigned by:

Neki Elie
Assistant Metropolitan Attorney

Member(s) of Council



Urban Transportation Planning Grant FY 2020-21 Application

Program Goals

- Assist urban jurisdictions with transportation-related solutions that strengthen multimodal cohesiveness of the transportation system.
- Guide communities with developing potential the strategies that will support improvements in traffic flow, safety, mobility, and overall efficiency of the transportation system.
- Provide jurisdictions with planning resources in order to achieve the community transportation and land use visions and future economic growth.

Eligible Applicants

- Must be a TN jurisdiction (municipal or county) located within a MPO's Planning Area.
- Multiple jurisdictions will be able to apply jointly.

Key Facts

- \$200,000 is the maximum amount of planning services.
- 90% of consultant services will be funded by TDOT.
- 10% of the project cost must be a local cash match on behalf of the awarded jurisdiction.
- Length of projects shall not exceed 12 months.

Eligible Activities

- Transportation plans that include analysis to determine multimodal transportation needs to increase the accessibility, mobility, and safety of people and freight, such as active transportation plans, safety focused plans (motorized and non-motorized), urban freight studies, and community mobility plans.
- Transportation planning activities to better coordinate transportation and land-use decisions, including corridor studies and school siting/industrial-commercial siting.
- Transportation planning activities to support a Corridor Management Agreement including curbside management in more urban environments.
- Transportation plans to enhance the integration and connectivity of the transportation system, such as a Transportation Systems Management & Operations (TSMO) study, a smart mobility plan, or a transportation resilience or transportation sustainability plan.
- Transportation plans that address parking management and Transportation Demand Management (TDM) strategies that support the use of transit, reduce private automobile demand, or promote alternative and/or shared modes, including transit-oriented development plans, urban area parking studies, and park-n-ride investment plans.
- Other innovative transportation-related planning projects and activities that are consistent with both the MPO's Metropolitan Transportation Plan and the State of Tennessee's transportation goals.

Please provide the following information below. Limit your application to no more than 4 pages.

Applying Jurisdiction (if filing jointly, please include all parties):

Metropolitan Government of Nashville-Davidson County, WeGo Public Transit, Nashville Downtown Partnership

MPO / TPO Location:

GNRC

Identified Transportation Needs (Double click to open dialog box and select "Checked" for all that apply):

- Accessibility** (e.g., access to local or regional services and facilities)
- Economic Development** (e.g., supporting economic growth, commerce, tourism, revitalization)
- Safety** (i.e., address safety concerns)
- Community Support** (i.e., studies to help increase awareness or advance transportation policy)
- Mobility** (e.g., smart mobility plans, TSM&O, parking management, etc.)



Urban Transportation Planning Grant FY 2020-21 Application

Plan Overview (include plan objectives and provide and provide any useful background information that supports the identified transportation need(s). Also, describe how you will use this plan once finalized):

Metro Nashville, with a population of over 694,144 in 2019, includes one of the most-visited downtowns in America with a vibrant business, travel and tourism and music industry. Over 16 million out of town visitors came to Nashville in 2019 including almost 5 million at downtown events. Downtown Nashville's 9,381 hotel rooms (as of spring 2020) support these activities and an additional 6,923 under construction or planned. The downtown resident population of 13,000 continues to grow with an additional 2,861 residential units under construction. As of 2019, more than 72,000 employees work in Downtown including well-known brands such as Amazon, Sony and Hospital Corporation of America

As the pandemic lessens and the recovery efforts continue following the Christmas Day bombing, a return to vibrancy for Downtown is anticipated. 2nd Avenue recovery efforts will be a focus within this overall project as it impacts the stakeholder, transit, traffic and curbside management components. The proposed public private partnership described in this application is a cornerstone to the future of effective, efficient transportation in Metro Nashville.

Metro Nashville's application, as follows, underscores community support, mobility and economic development as the primary transportation needs. Additionally, TDOT's stated program goals to assist and guide urban jurisdictions with resources to support overall transportation infrastructure and achieve our vision and economic prosperity are well supported in our application.

Metro's Urban Transportation Planning Grant request of \$200,000 will provide a significant contribution to the planning of our Downtown Neighborhood Traffic Project, underscoring TDOT's role as an essential partner. **The project objectives focus on determining prioritization and management of the various transportation activities in the downtown core including their relationship to TDOT's congestion study efforts. This would include an overarching community and stakeholder weighting and prioritization process that will guide solutions for (1) enhancing transit operations that promote service reliability, (2) expanding traffic management infrastructure, and (3) curbside management infrastructure with needed technical analysis to support final recommendations.** Metro's efforts on this project will be consistent with the *Metro Nashville Transportation Plan* (adopted in December 2020) that includes this effort specifically and will occur within the planning framework of our General Plan, *NashvilleNext*, which prescribes transit-supporting land use policies that direct new growth to locations along high capacity corridors that connect Downtown Nashville to growing centers and neighborhoods.

Community and stakeholder weighting and prioritization. Key areas of Downtown activity including Broadway, the influence of institutions such as Vanderbilt University, adjacent high growth corridors as well as initiatives such as the Coord curbside infrastructure management pilot, parking modernization, shared urban mobility device operations, and transit needs must be considered in a strong community engagement project defining the stakeholder weighting and prioritization around vehicular, delivery, pedestrian, and micromobility needs for our residents, businesses and hospitality industry. This comprehensive stakeholder effort around prioritization will be further supported by necessary technical analysis to set forth the deliverable of a necessary framework for design and implementation including downtown transit priority. Metro's project will also address mobility needs through developing an implementable action plan to integrate multimodal transportation activity and modernize traffic management and curbside infrastructure operations.

Transit element. The vital transit elements we look to achieve in planning the Downtown Neighborhood Traffic Project include enhancing options and promoting service reliability. The transportation needs mobility and accessibility continue to apply to our transit needs for this action plan. We need a plan that will support improvements in traffic flow, safety, mobility, and overall efficiency. With respect to public transportation, Downtown Nashville is the single largest generator of transit trips in Middle Tennessee. Beyond its role as a transit trip generator, Downtown Nashville plays an even larger role in transit system use than other aspects of mobility infrastructure due to the radial nature of Nashville's arterial street and transit network. This street network (and the resulting patterns of development) do not lend themselves easily to a grid system or other transit service design models. As such, not only is downtown Nashville a major origin and destination for transit trips in the region, it is



Urban Transportation Planning Grant FY 2020-21 Application

the single most dominant connecting point for transit trips in the region, and is very often the shortest path between “non-downtown” transit trip origins and destinations – particularly for inner ring neighborhoods.

Among the 44 bus routes and 1 regional commuter rail route operated by WeGo Public Transit (MTA and RTA), 39 routes operate in, around and through Downtown Nashville. This includes all 9 arterial corridors targeted to be part of the “Frequent Service Network” in the recently adopted Metro Nashville Transportation Plan, as well as the Clarksville Pike, Murfreesboro Pike and WeGo Star service corridors targeted for high levels of capital investment in the Metro Nashville Transportation Plan. WeGo Central (the major transfer point for MTA and RTA bus passengers) sees 15-17,000 daily patrons and over 2,200 daily bus movements. Almost half of daily ridership activity (46 percent of boardings and alightings) takes place in Downtown Nashville, many of whom depend on reliable transfers at WeGo Central to complete their trips. With such a high number of riders passing through Downtown, effective and reliable transit service is critical not only to maintain ridership but also to make transit an attractive mobility alternative and enhance overall access.

Despite the critical role of Downtown Nashville for regional transit operations, many downtown issues hamper transit operations in ways that make public transportation less attractive option for many potential users. As a result of this condition, we need a plan that will have buses operating in mixed traffic, react to frequent street closures, practice “through-routing”, and improve reliability. Currently transit is slowed by ever increasing volumes of general-purpose traffic, run slowly and unpredictably. During the afternoon peak, the average travel speed of WeGo Public Transit buses through the downtown core is below 4 miles per hour. To elaborate, frequent street closures (for construction and special events) make bus travel even slower, and bus routes more unpredictable, with the imposition of numerous detours. Furthermore, transit riders who do not have a downtown origin or destination could enjoy faster and more direct service if the practice of “through-routing” were employed by WeGo Public Transit. Practicing through-routing would take two routes from neighborhoods on opposing ends of downtown and pair them through Downtown Nashville for a faster and more direct trip. Unfortunately, the unpredictable nature of downtown travel makes this practice impractical for WeGo Public Transit, as scheduled recovery time at WeGo Central is crucial to maximizing the reliability of service due to downtown disruptions. As a result of these conditions, we need a plan that will increase mobility and accessibility throughout downtown. Prior traffic studies of the Downtown core that projected the impacts of current development project foretold stories of even greater congestion and unreliable travel times unless transit’s mode share for total trips can be increased significantly. As such, improvements in the convenience, reliability, speed and amenities associated with transit will be crucial for workers, students, visitors and residents to the downtown core to sustain a positive quality of life.

Traffic Management. The recommendations of the Traffic Management System evaluation completed as part of the Metro Nashville Transportation Plan 2020 relative to the downtown core to achieve reductions in travel time delay, safety improvements through improved traffic flow and management are key. Modernizing our traffic signal networks will also be key to the improvement for transit operations.

Curbside management. With continuous activity and cranes on the skyline, curb space in Downtown Nashville has been in great demand with loading/unloading, rideshare, micro-mobility and parking 24-hour activities. Downtown is a unique neighborhood of businesses, employees, institutions and residents with delivery and service vehicles, cars, transit, rideshare services, scooters, bikes and pedestrians all competing for mobility. Improving curbside management infrastructure ensures that downtown has efficient movement in our loading/unloading zones and sidewalks serving multiple modes of transportation providing benefits for the diverse community of downtown. Curbside management is essential to the planning of our project, because it provides solutions that strengthen multimodal cohesiveness. The weighting and prioritization of these demands is determined, and this study/project sets forth the necessary framework for design and implementation, including downtown transit priority.

Curb space is one of the greatest assets that cities possess. It is as valuable as the properties and buildings that it fronts, but historically has not been equally prioritized, managed, and priced. This has led to a confusing patchwork of parking, valet, loading, travel lanes, and bike lanes, with demand continuing to increase from those uses as well as transit lanes and stops, micro-mobility devices, pedestrian plazas, and trees. As a result of this condition, we need a plan that will coordinate strategy to move from an application-based strategy to one that prioritizes and prices this space according to goals for the city, and has the flexibility and nuance required to respond to equally



Urban Transportation Planning Grant FY 2020-21 Application

nanced environments. Curbside Management is gaining interest from city leaders nationwide for several reasons. These reasons include the transportation need of mobility by increasing competition from new technology enabled transportation mobility options (ride hail companies, micro-mobility, etc.), used as a powerful tool to advance mobility and livability goals, a source of revenue, and the evolution and availability of digital platforms to provide dynamic management of curbs in real time. For example, in 2020 Nashville was selected, along with Aspen, Omaha, and West Palm Beach to partner with curbside management platform Coord to pilot a Smart Zone program to better coordinate curbside loading and unloading while promoting safety, efficiency and local economic activity. Leading 21st century peer cities have been actively modernizing and managing their on-street parking systems using comprehensive, real-time data analytics through emerging smart mobility tools to inform better urban planning decisions and assess curbside space value and use.

Purpose and Need/Partnership Funding/Schedule: Development of a comprehensive Downtown Mobility Strategy with a transit priority element of enhancing transit operations and service reliability will be crucial to the long-term growth of transit ridership and mode share throughout the Greater Nashville region. As such, **WeGo** Public Transit has programmed **\$350,000** of its Federal formula funding toward the completion of the Downtown Neighborhood Traffic Project.

In addition to WeGo's support, **Nashville Downtown Partnership** has enthusiastically agreed to fund up to **\$50,000 on project related costs, as well as designated working hours (0.25 FTE)**. Having this public and private partnership is important to the planning of our Downtown Neighborhood Traffic Project. Considering the challenges Metro Nashville-Davidson County have experienced throughout 2020 from the tornado, Covid-19 pandemic, and Christmas Day bombing, Nashvillians continue to rise to the work needed to move our community forward. The remaining funding needed of approx. **\$400,000** for this estimated \$1M project will come from **Metro Nashville**.

Hallmark decisions are required to guide our success and we need a comprehensive process with robust engagement to find the answers. The TDOT Urban Transportation Planning Grant will greatly benefit the Metropolitan Government of Nashville-Davidson County by providing the funds essential to plan a Downtown Neighborhood Traffic Project that addresses the transportation needs of mobility and accessibility through improving traffic management, enhancing transit operations and service reliability as well as curbside management. Once finalized, we will use this plan to guide the implementation of the determined solutions.

Schedule:

Months	1	2	3	4	5	6	7	8	9	10	11	12
Finalize scope/ Engage professional services *	x	x										
Public outreach/Stakeholder engagement			x	x	x	x	x	x	x			
Technical Analysis								x	x	x		
Recommendations/ Action Plan											x	x

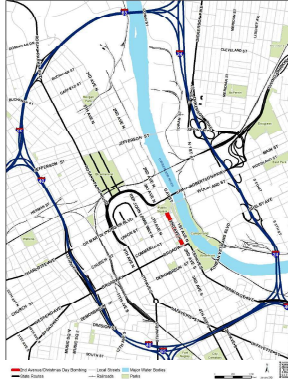
- Initial activities months 1-2 may be extended based upon contracting



Urban Transportation Planning Grant FY 2020-21 Application

Map of Study Area (highlight significant roadways and other important features):

[click on the icon below to insert map. Resize image if necessary]



Applicant Contact Information:

Casey Hopkins
Finance Officer 1- Grants Administrator
931-307-5367
casey.hopkins@nashville.gov

Acknowledgements (Double click to open dialog box and select "Checked"):

- I agree to provide an upfront 10% local match should I become a successful grant awardee.
- If awarded, I agree my governing body will adopt a resolution stating intent to endorse the plan document upon completion.

Application is due January 15, 2021

Send completed application to:
TDOT.LongRangePlan@tn.gov

Don't forget to attach this application!



A Service of Nashville MTA

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

John Cooper
Mayor

Gail Carr Williams
Chair

Janet Miller
Vice Chair

Hannah Paramore Breen
Member

Walter Searcy, III
Member

Mary Griffin
Member

Stephen G. Bland
Chief Executive Officer

Edward W. Oliphant
Chief Financial Officer

Bill Miller
Chief Operating Officer

Rita Roberts-Turner
Chief Administrative Officer

Trey Walker
Chief Engineer

January 7, 2021

Preston Elliott
Deputy Commissioner/Chief of Environment and Planning
Tennessee Department of Transportation
James K. Polk Building, Suite 700
505 Deaderick Street
Nashville, TN 37243

Dear Mr. Elliott,

I write to express WeGo's Public Transit strong support for the Metropolitan Government of Nashville's application for TDOT's 2021 Urban Transportation Planning Grant (UTPG). The goals of the UTPG align well with both Metro's and WeGo's desire to develop a comprehensive plan to more effectively manage transportation in the Downtown Nashville area, especially for transit.

Metro's UTPG application is assembled in coordination with several city departments as well as local and regional partners for a thorough approach that will consider different aspects of transportation, land use, and economic development. Such approach will help provide sound solutions to improve mobility and quality of life for residents and visitors in Downtown Nashville. The Nashville Downtown area is the center of the WeGo network, locally and regionally, but also a major challenge for reliable transit service because of the levels of activity and lack of transit priority. This is recognized in the recently adopted Metro Nashville Transportation Plan that highlights the need for improving transit as a top priority. Given the importance of this plan for the future of transit ridership and operations in the region, MTA is committing \$350,000 in FTA's Urbanized Area Formula (5307) funds towards the plan.

This project has the capacity to be transformational for transit and transportation. As such, I encourage TDOT to fund this key project for Nashville and the Middle Tennessee region.

Sincerely,

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

Chief Executive Officer

Cc: Gail Carr Williams, Nashville MTA Board of Directors
Michael Skipper, Greater Nashville Regional Council



January 8, 2021

To Whom It May Concern:

The Nashville Downtown Partnership writes on behalf of Metro Nashville in support of the Urban Community Transportation Planning proposal to the Tennessee Department of Transportation.

This grant will fund the Downtown Neighborhood Traffic Project to further improve traffic routing and flow, curb management, and smart parking solutions in downtown Nashville. We throw our organization's full support behind this grant application and the ability of the proposal's partners to achieve meaningful progress.

By way of this letter, we acknowledge specific contributions we will make to enhance this partnership. In the event this proposal is funded, we commit to a \$50,000 investment as well as designated working hours (0.25 FTE) of one staff member specifically for this project.

We look forward to working closely with all involved with this proposal on improving traffic conditions in Nashville.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Turner", is written over a light blue circular stamp.

Tom Turner
President/CEO
Nashville Downtown Partnership
150 4th Ave N, 20th Floor
Nashville, TN 37219

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20th Floor
Nashville, Tennessee 37219
615.743.3090
www.nashvilledowntown.com