



**METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY**

**JOHN COOPER  
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION  
AND MULTIMODAL INFRASTRUCTURE**

April 15, 2022

Vice Mayor Jim Shulman  
and Members of the Metropolitan Council  
Metropolitan Council  
P.O. Box 196300  
Nashville, TN 37219

Dear Vice Mayor Shulman and Members of the Metropolitan Council:

On behalf of the Nashville Department of Transportation and Multimodal Infrastructure, we are respectfully requesting introduction of a late filed resolution approving an application for a Rebuilding American Infrastructure with Sustainability and Equality "RAISE" grant from the United States Department of Transportation, to aid in the community outreach, planning and design of the East Bank Boulevard project.

This late file request is necessary due to the grant application is voluminous, and its preparation is labor intensive, requiring extensive input from multiple departments. In such circumstances, the Metropolitan Code permits the submission of the grant application contingent upon subsequent approval by the Council; and the Mayor's signature on the submitted grant application was accompanied by the statement, "The application is contingent upon the approval of the application by the metropolitan council, at a regularly scheduled meeting to be held on April 19, 2022"

If you have any additional question, please do not hesitate to contact me.

Sincerely,

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

**GRANT APPLICATION SUMMARY SHEET**

**Grant Name:** Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 22-26

**Department:** NDOT

**Grantor:** U.S. DEPARTMENT OF TRANSPORTATION

**Pass-Through Grantor (If applicable):** TENN. DEPT. OF TRANS.

**Total Applied For:** \$5,000,000.00

**Metro Cash Match:** \$4,000,000.00

**Department Contact:** Casey Hopkins  
8801676

**Status:** NEW

**Program Description:**

Much work has been done to date to conceptually plan for the East Bank Boulevard as part of the Master Plan and related efforts. The next phase of planning and design is urgently needed to ensure the Boulevard keeps pace with the community's growing mobility and accessibility needs while meshing seamlessly with Oracle, the Titans and other imminent development. The Metropolitan Government of Nashville and Davidson County (Metro) seeks \$5 million in RAISE Grant funding, supplemented with a local match of \$4 million, for a total of \$9 million. These resources will be used to continue the community engagement and planning efforts and to develop up to 60% design plans for the Boulevard.

**Plan for continuation of services upon grant expiration:**

N/A

**APPROVED AS TO AVAILABILITY OF FUNDS:**

DocuSigned by:  
Kelly Flannery/Ho 4/14/2022  
**Director of Finance** **Date**

**APPROVED AS TO FORM AND LEGALITY:**

DocuSigned by:  
Macy Amos 4/14/2022  
**Metropolitan Attorney** **Date**

**APPROVED AS TO RISK AND INSURANCE:**

DocuSigned by:  
Balogun Cobb 4/14/2022  
**Director of Risk Management Services** **Date**

DocuSigned by:  
Julia Cooper  
**Metropolitan Mayor** **Date**

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



## Grants Tracking Form

Part One							
Pre-Application <input type="radio"/>		Application <input checked="" type="radio"/>		Award Acceptance <input type="radio"/>		Contract Amendment <input type="radio"/>	
Department	Dept. No.	Contact	Phone	Fax			
NDOT		Casey Hopkins	8801676				
<b>Grant Name:</b>	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 22-26						
<b>Grantor:</b>	U.S. DEPARTMENT OF TRANSPORTATION <input type="button" value="Other:"/>						
<b>Grant Period From:</b>	08/01/22	(applications only) Anticipated Application Date:		01/28/22			
<b>Grant Period To:</b>	08/01/26	(applications only) Application Deadline:		04/14/22			
<b>Funding Type:</b>	FED PASS THRU	<b>Multi-Department Grant</b>		<input type="checkbox"/> If yes, list below.			
<b>Pass-Thru:</b>	TENN. DEPT. OF TRANS.	<b>Outside Consultant Project:</b>		<input type="checkbox"/>			
<b>Award Type:</b>	COMPETITIVE	<b>Total Award:</b>		\$5,000,000.00			
<b>Status:</b>	NEW	<b>Metro Cash Match:</b>		\$4,000,000.00			
<b>Metro Category:</b>	New Initiative	<b>Metro In-Kind Match:</b>					
<b>CFDA #</b>	20.933	<b>Is Council approval required?</b>		<input checked="" type="checkbox"/>			
<b>Project Description:</b>			<b>Applic. Submitted Electronically?</b>		<input checked="" type="checkbox"/>		
<p>Much work has been done to date to conceptually plan for the East Bank Boulevard as part of the Master Plan and related efforts. The next phase of planning and design is urgently needed to ensure the Boulevard keeps pace with the community's growing mobility and accessibility needs while meshing seamlessly with Oracle, the Titans and other imminent development. The Metropolitan Government of Nashville and Davidson County (Metro) seeks \$5 million in RAISE Grant funding, supplemented with a local match of \$4 million, for a total of \$9 million. These resources will be used to continue the community engagement and planning efforts and to develop up to 60% design plans for the Boulevard.</p>							
<b>Plan for continuation of service after expiration of grant/Budgetary Impact:</b>							
N/A							
<b>How is Match Determined?</b>							
<b>Fixed Amount of \$</b>	\$4,000,000.00	or	<b>% of Grant</b>	<b>Other:</b> <input checked="" type="checkbox"/>			
<b>Explanation for "Other" means of determining match:</b>							
The federal share of the program must not exceed 80%. However, to be competitive NDOT has decided to increase our match from 20% to a fixed amount of \$4,000,000							
<b>For this Metro FY, how much of the required local Metro cash match:</b>							
<b>Is already in department budget?</b>		Yes	<b>Fund</b>	42021	<b>Business Unit</b>		
<b>Is not budgeted?</b>			<b>Proposed Source of Match:</b>				
			FY21 CSP				
<b>(Indicate Match Amount &amp; Source for Remaining Grant Years in Budget Below)</b>							
<b>Other:</b>							
<b>Number of FTEs the grant will fund:</b>		0.00	<b>Actual number of positions added:</b>		0.00		
<b>Departmental Indirect Cost Rate</b>		18.83%	<b>Indirect Cost of Grant to Metro:</b>		\$1,694,700.00		
<b>*Indirect Costs allowed?</b> <input checked="" type="radio"/> Yes <input type="radio"/> No		% Allow.	0.00%	<b>Ind. Cost Requested from Grantor:</b>			
				\$0.00 in budget			
<b>*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)</b>							
<b>Draw down allowable?</b> <input type="checkbox"/>							
<b>Metro or Community-based Partners:</b>							

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	FY23	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 2	FY24	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 3	FY25	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 4	FY26	\$1,250,000.00	\$0.00	\$0.00	\$1,000,000.00	(42021 42409021)	\$0.00	\$2,250,000.00	\$423,675.00	\$0.00
Yr 5	FY__	\$0.00	\$0.00	\$0.00	\$0.00	0	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total</b>		<b>\$5,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$4,000,000.00</b>	<b>(42021 42409021)</b>	<b>\$0.00</b>	<b>\$9,000,000.00</b>	<b>\$1,694,700.00</b>	<b>\$0.00</b>
<b>Date Awarded:</b>					<b>Tot. Awarded:</b>	<b>Contract#:</b>				
<b>(or) Date Denied:</b>					<b>Reason:</b>					
<b>(or) Date Withdrawn:</b>					<b>Reason:</b>					

Contact: [trinity.weathersby@nashville.gov](mailto:trinity.weathersby@nashville.gov)  
[vaughn.wilson@nashville.gov](mailto:vaughn.wilson@nashville.gov)

VW



# WORKSPACE FORM

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

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

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

**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number: DTOS59-22-RA-RAISE

Opportunity Title: FY 2022 National Infrastructure Investments

Opportunity Package ID: PKG00271365

CFDA Number:

CFDA Description:

Competition ID: RAISE2-FY22

Competition Title: FY22 RAISE Grants

Opening Date: 01/14/2022

Closing Date: 04/14/2022

Agency: 69A345 Office of the Under Secretary for Policy

Contact Information: Andrea Jacobson  
Program Manager  
andrea.jacobson@dot.gov

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID: WS00860649

Application Filing Name: Metro Nashville Department of Transportation and Multimodal Infrastructure

UEI: LGZLHP6ZHM55

Organization: NASHVILLE & DAVIDSON COUNTY, METROPOLITAN GOVERNMENT OF

Form Name: Application for Federal Assistance (SF-424)

Form Version: 4.0

Requirement: Mandatory

Download Date/Time: Apr 12, 2022 12:16:55 PM EDT

Form State: No Errors

**FORM ACTIONS:**

**Application for Federal Assistance SF-424****\* 1. Type of Submission:**

- ☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

**\* 2. Type of Application:**

- ☒ New  
☐ Continuation  
☐ Revision

**\* If Revision, select appropriate letter(s):****\* Other (Specify):****\* 3. Date Received:**

Completed by Grants.gov upon submission.

**4. Applicant Identifier:****5a. Federal Entity Identifier:****5b. Federal Award Identifier:****State Use Only:****6. Date Received by State:****7. State Application Identifier:****8. APPLICANT INFORMATION:****\* a. Legal Name:**

Metropolitan Government of Nashville-Davidson County

**\* b. Employer/Taxpayer Identification Number (EIN/TIN):**

62-0694743

**\* c. UEI:**

LGZLHP6ZHM55

**d. Address:****\* Street1:**

750 S. 5th Street

**Street2:****\* City:**

Nashville

**County/Parish:****\* State:**

TN: Tennessee

**Province:****\* Country:**

USA: UNITED STATES

**\* Zip / Postal Code:**

37206-3805

**e. Organizational Unit:****Department Name:****Division Name:****f. Name and contact information of person to be contacted on matters involving this application:****Prefix:****\* First Name:**

Diana

**Middle Name:****\* Last Name:**

Alarcon

**Suffix:****Title:****Organizational Affiliation:****\* Telephone Number:**

615-862-8706

**Fax Number:****\* Email:**

diana.alarcon@nashville.gov

**Application for Federal Assistance SF-424****\* 9. Type of Applicant 1: Select Applicant Type:**☒ Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

Metropolitan Government

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

69A345 Office of the Under Secretary for Policy.

**11. Catalog of Federal Domestic Assistance Number:**

CFDA Title:

**\* 12. Funding Opportunity Number:**

DTOS59-22-RA-RAISE

\* Title:

FY 2022 National Infrastructure Investments

**13. Competition Identification Number:**

RAISE2-FY22

Title:

FY22 RAISE Grants

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

Add Attachment

Delete Attachment

View Attachment

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

The Boulevard: A Catalyst for Nashville's Next Great Neighborhood

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.

Add Attachment

Delete Attachment

View Attachment

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

* a. Federal	<input type="text" value="5,000,000.00"/>
* b. Applicant	<input type="text" value="4,000,000.00"/>
* 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="9,000,000.00"/>

**\* 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

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ \*\* I AGREE

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

**Authorized Representative:**

Prefix:  \* First Name:   
 Middle Name:   
 \* Last Name:   
 Suffix:

\* Title: \* Telephone Number:  Fax Number: \* Email: \* Signature of Authorized Representative:  \* Date Signed:

# EAST BANK BOULEVARD

*A Catalyst for Nashville's Next Great Neighborhood*

## Application for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

Prepared by:

**NDOT**

**NASHVILLE DEPARTMENT of TRANSPORTATION**  
**& MULTIMODAL INFRASTRUCTURE**



**APRIL 2022**

**NDOT**NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE**EAST BANK  
BOULEVARD****Table of Contents**

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**Contact Information**

Inquiries regarding this RAISE  
application should be directed to:

**Diana Alarcon**

Diana.Alarcon@nashville.gov  
(615) 862-8706



**Executive Summary****The Boulevard: A Catalyst for Nashville's Next Great Neighborhood**

Today, the East Bank sits largely dormant throughout the year. Despite being in the heart of Nashville, this area is categorized largely by industrial uses, hundreds of acres of asphalt parking lots, lifeless, disconnected roads and Nissan Stadium, which helps bring the area to life a few times a year. The East Bank is located in an Area of Persistent Poverty and a Historically Disadvantaged Community, as defined by this grant program, that was also hit hard by the flood of 2010 and again by the 2020 tornadoes. Amid tornado recovery efforts, the disadvantaged communities along the East Bank were disproportionately impacted by the COVID-19 global pandemic.

Over the past two years, Nashville began the East Bank Master Plan, advanced early planning activities and sought innovative partnerships with the private sector bringing the prospect of thousands of new jobs to Nashville. Metro Nashville is partnering with Oracle Corporation to bring 8,000+ jobs to a new 65 acre campus on the East Bank. Nashville and Tennessee are working with Oracle to reimagine the area around the stadium into a new mixed use community.

The Nashville Department of Transportation and Multimodal Infrastructure (NDOT), in partnership with the Office of the Mayor and the Metropolitan Nashville and Davidson County Planning Department, seeks a \$5 million RAISE Grant to plan and design the East Bank Boulevard, the backbone of the East Bank and catalyst for Nashville's next great neighborhood. The Boulevard is a modern, resilient and complete multimodal mobility option, development catalyst and job creator and a unifying address and community connector.



*Nashville has an exceptional opportunity to transform an underutilized flood-prone area into the city's next great neighborhood along the East Banks of the Cumberland River. Walkable neighborhoods, world-class accessible parks, trails and open spaces, thousands of new jobs. At the center of it all: A new Boulevard that will catalyze and connect the East Bank.*

**Transportation Challenges and Benefits**

The East Bank Boulevard project will generate significant long-term benefits by improving safety, enhancing mobility, connectivity and quality of life, applying transformative technology and explicitly addressing climate change and racial equity. The project benefits align with USDOT's merit criteria identified in the fiscal year (FY) 2022 RAISE Notice of Funding Opportunity (NOFO) and will result in:

- **Safety:** Reduce risk of crashes from safety improvements on the East Bank Boulevard.
- **Environmental Sustainability:**
  - » Reduce reliance on automobiles by providing sustainable active transportation options that lower vehicles miles traveled and greenhouse gas emissions by promoting a compact, walkable development pattern and viable transportation alternatives.
  - » Establish new standard for flood resiliency in Nashville by promoting responsible development practices in area known to be at risk of flooding.
  - » Reduce heat islands with dedicated space for street trees and additional landscaping.
- **Quality of Life:** Improve quality of life and access to employment, affordable housing and retail opportunities.



# EAST BANK BOULEVARD

- **Mobility and Connectivity:** Reduce barriers to opportunities for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors.
- **Economic Competitiveness and Opportunity:**
  - » Create jobs and improve connections to job opportunities within the East Bank and beyond.
  - » Enhance freight and traffic movement.
  - » Increase tourism activities.
- **State of Good Repair:** Improve infrastructure asset management and maintenance.
- **Partnership and Collaboration:**
  - » Increase outreach and community engagement.
  - » Increase investment in public infrastructure via strong public-private partnerships with Oracle Corporation, the Tennessee Titans, Metro Nashville and the State of Tennessee.
- **Innovation:**
  - » Innovative technologies to manage and improve operations of the transportation system.
  - » Innovative project funding, delivery and financing.

A detailed summary of the changes and long-term benefits expected from the East Bank Boulevard project is provided in the Benefits Analysis located in Appendix B.

## Project Description

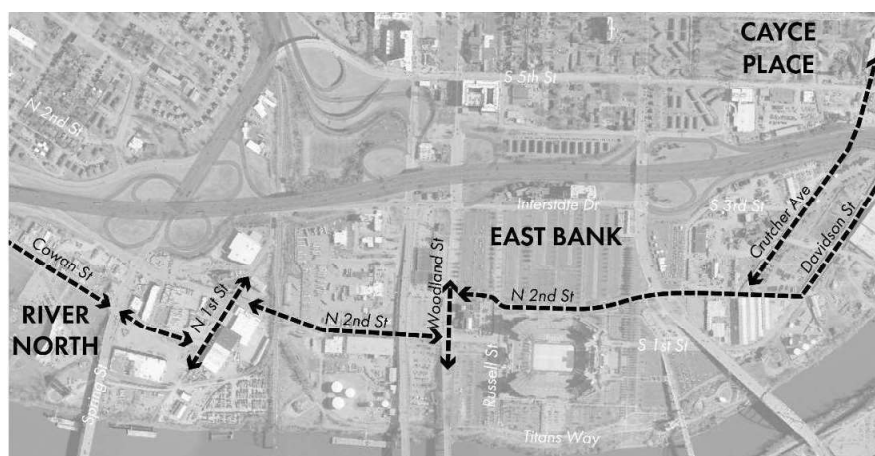
### Project History

Nashville's East Bank, defined as the strip of land across the river east of downtown and bordered by Nashville's interstate inner loop to the north, east and south, has always been a diamond in the rough. The East Bank was profoundly impacted by the May 2010 Tennessee floods. Nearly a decade later, the East Bank was ravaged by tornadoes in the Spring of 2020, only to suffer from the impacts of the COVID-19 global pandemic shortly thereafter.

Today, the East Bank is characterized by Nissan Stadium, large expanses of surface parking and a disconnected patchwork of lifeless streets. Nissan Stadium hosts home games and other events a few days out of the year but the area largely remains underutilized. East Bank is often perceived as a barrier to disadvantaged communities, growing East Nashville and opportunity in downtown and beyond. Traversing the East Bank in a car is difficult at best, and walking or cycling is nearly impossible. The barrier that the East Bank represents today directly impacts some of Nashville's most underserved neighborhoods, such as Cayce Place and Riverchase, many of whose residents lack access to private automobiles.



*The East Bank was one of Nashville's hardest hit neighborhoods in the flood of 2010.*



*The East Bank today is characterized by Nissan Stadium, large expanses of surface parking and a disconnected patchwork of lifeless roads.*

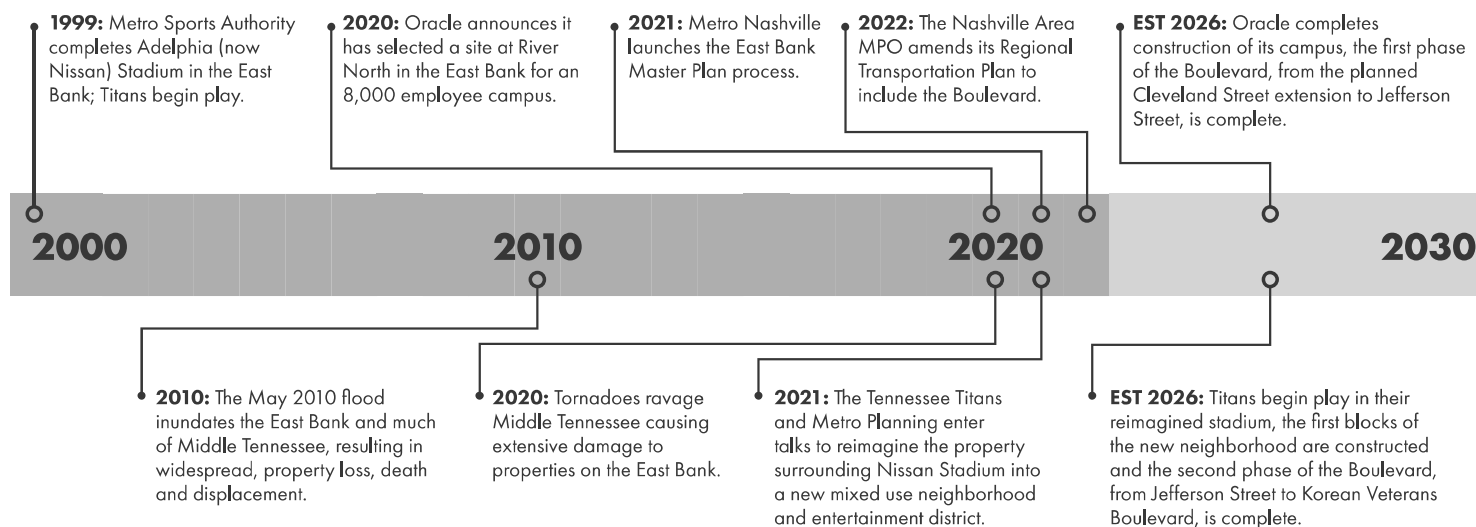
NDOT is partnering with the private sector to realize the East Bank's significant development potential, highlighted by recent announcements of the Oracle Corporation and the NFL's Tennessee Titans for major employment center and mixed use projects.



**NDOT**

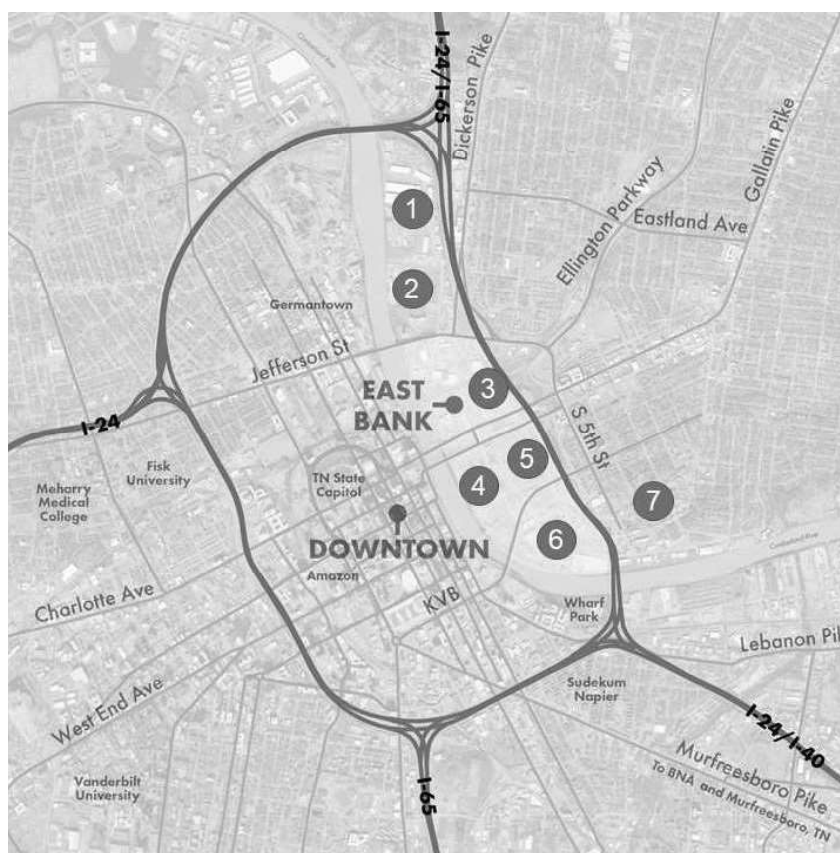
NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE

# EAST BANK BOULEVARD



Despite the East Bank's many challenges, its tremendous potential cannot be ignored. It is the last significant assemblage of developable land in Nashville's fast-growing urban core, one of the hottest real estate markets in the nation. A number of major development projects are proposed for the East Bank, highlighted by the Oracle Corporation's plans to construct an 8,000-employee campus.

The Metropolitan Nashville and Davidson County (Metro) Planning Department initiated the development of a Master Plan in early 2021 to create a coordinated vision and plan for the East Bank. The plan envisions the East Bank as Nashville's next great neighborhood with the Boulevard as the central organizing element. The Nashville Department of Transportation (NDOT) subsequently began a Mobility Plan for the East Bank that validates the need for the Boulevard.



## Major Development projects in and around East Bank (Planned and Potential)

- |                          |                         |
|--------------------------|-------------------------|
| 1 Oracle                 | 5 Mixed Use Development |
| 2 Creek Lane Multifamily | 6 PSC                   |
| 3 Truck Stop             | 7 Cayce Place           |
| 4 Stadium                |                         |

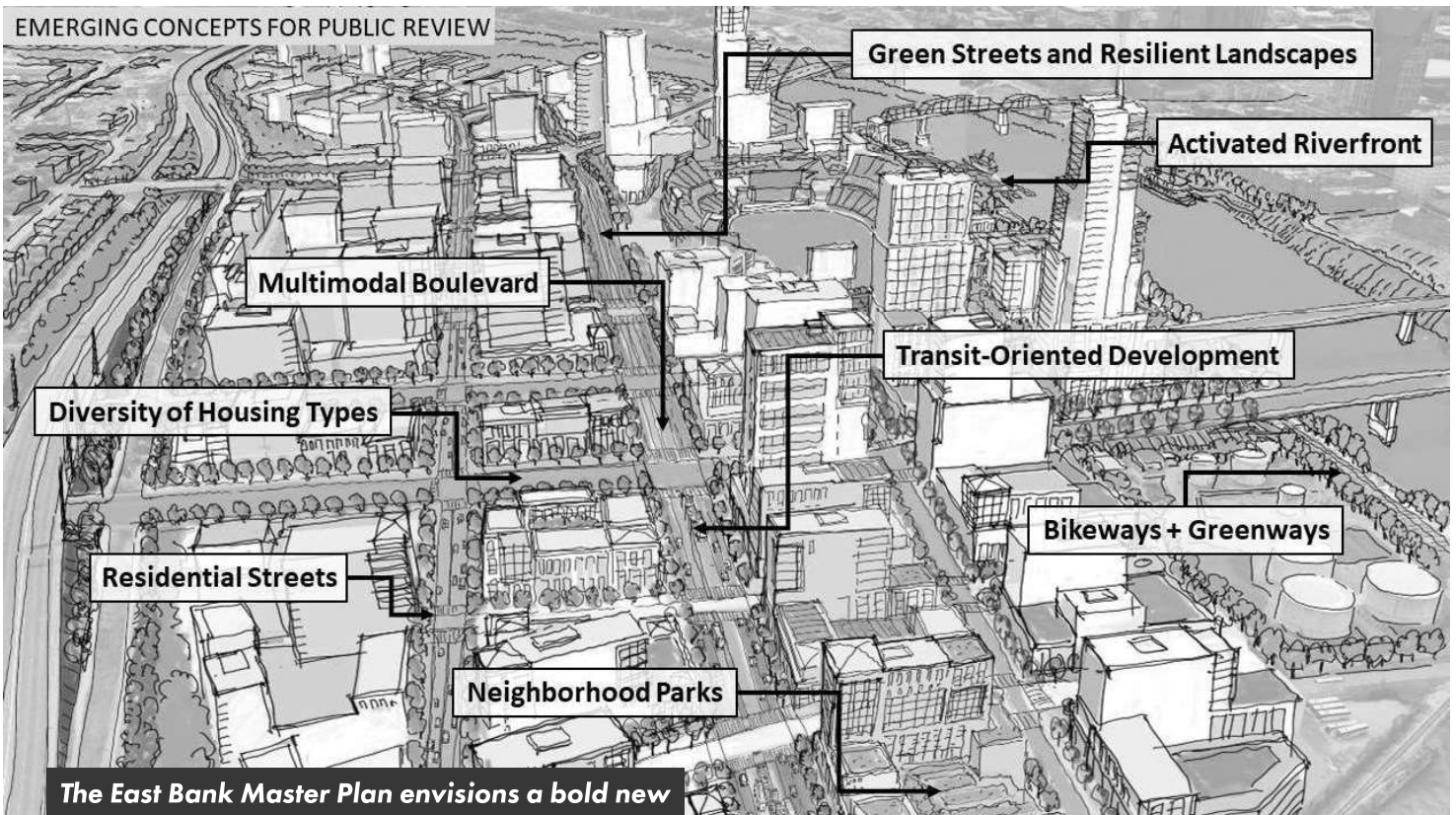


**NDOT**

NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE

# EAST BANK BOULEVARD

## EMERGING CONCEPTS FOR PUBLIC REVIEW



*The East Bank Master Plan envisions a bold new future as Nashville's next great neighborhood with the Boulevard at the center of it all.*

## Nashville Needs the Boulevard

There is tremendous opportunity awaiting the East Bank, but it can only be achieved with a fully realized Boulevard connecting the East Bank's jobs, affordable housing, retail and recreation opportunities to all of Nashville. The Boulevard represents a new way of thinking about Nashville's infrastructure that includes:

- **A modern and complete multimodal mobility option** that connects transit, pedestrians, cars, autonomous vehicles and bicycles/ micromobility in one cohesive and continuous north-south corridor.
- **A development catalyst and job creator** that activates previously inaccessible parcels that will generate an estimated 50,000+ jobs, 23 million square feet of office, commercial and hotel space and 20,000 new dwelling units, including affordable housing units.
- **A unifying address and community connector** that not only connects jobs, housing and open space within the East Bank, but to also diverse and economically disadvantaged neighborhoods on both sides of the river.



*The Boulevard will be the East Bank's "signature street" and a multimodal catalyst for thousands of jobs and new homes.*



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# EAST BANK BOULEVARD

## Work Completed to Date

Much work has already been done to date to conceptually plan for the East Bank Boulevard as part of the Master Plan and related Mobility Plan. The Master Plan envisioned the Boulevard and a larger multimodal framework through an extensive public process. The Mobility Plan further validates and evaluates the feasibility, including conceptual design, traffic analysis and coordination with property owners.

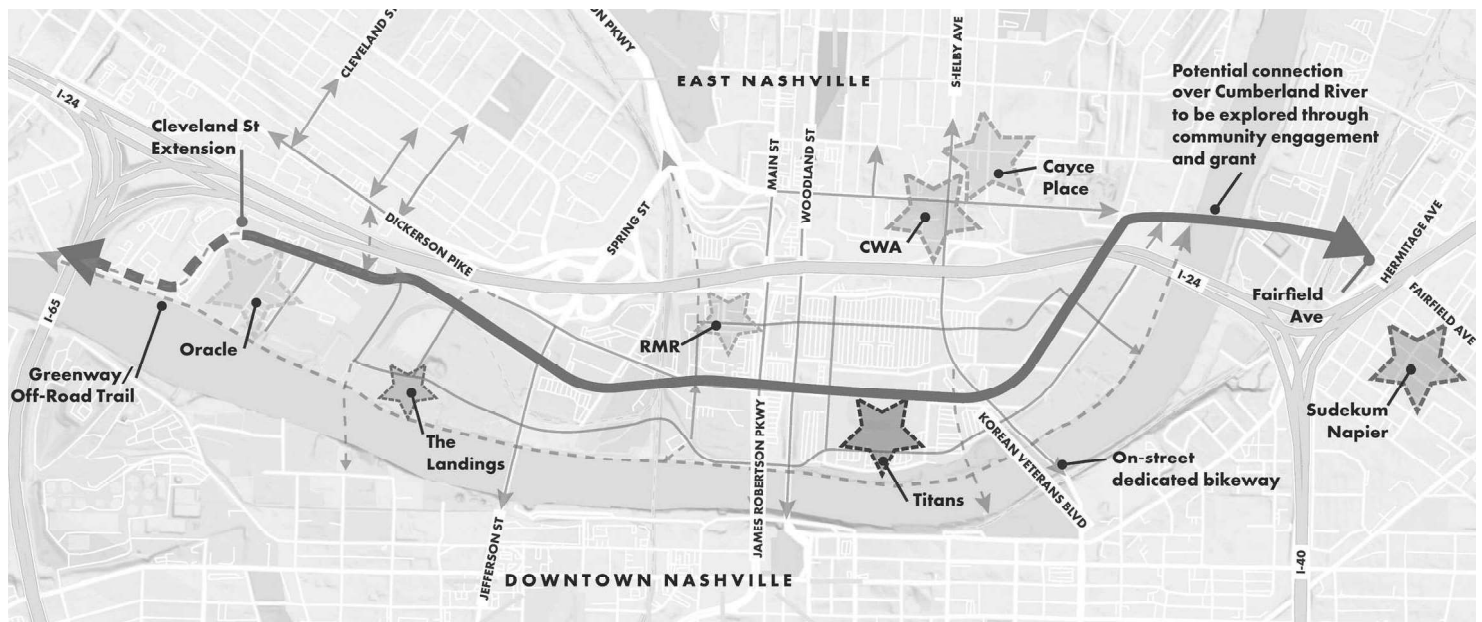


*The East Bank Mobility Plan proposes a new bridge connection that will connect Nashville's most disadvantaged and underserved neighborhoods to the East Bank via walking, cycling and transit.*

## Statement of Work

The next phase of planning and design is urgently needed to ensure the Boulevard keeps pace with the community's growing mobility and accessibility needs while meshing seamlessly with Oracle, the Titans and other imminent developments. The following tasks will be advanced with a successful RAISE Grant award:

- **Planning:** Further planning for NDOT and its partners to better understand how to leverage the Boulevard's catalytic potential, including a fiscal impact study, economic development strategic plan, an affordable housing study and policy recommendations to implement affordable housing.
- **Community Engagement:** Continued community engagement to help the planning team better understand local needs. To date, over 800 attendees have participated in 19 public meetings throughout the public engagement process.
- **NEPA and Design:** The proposed project will bring the design process to 60% completion, including the required National Environmental Policy Agency (NEPA) process.

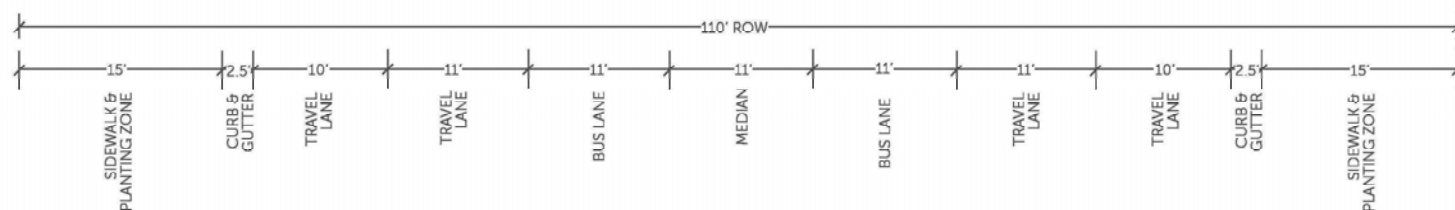


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& MULTIMODAL INFRASTRUCTURE



# EAST BANK BOULEVARD



The proposed bridge will require the expansion or relocation of WeGo's transit bus maintenance facility (highlighted in red), which is flood prone and capacity constrained. Alternatives will need to be examined through the design process.



**NDOT**

NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE

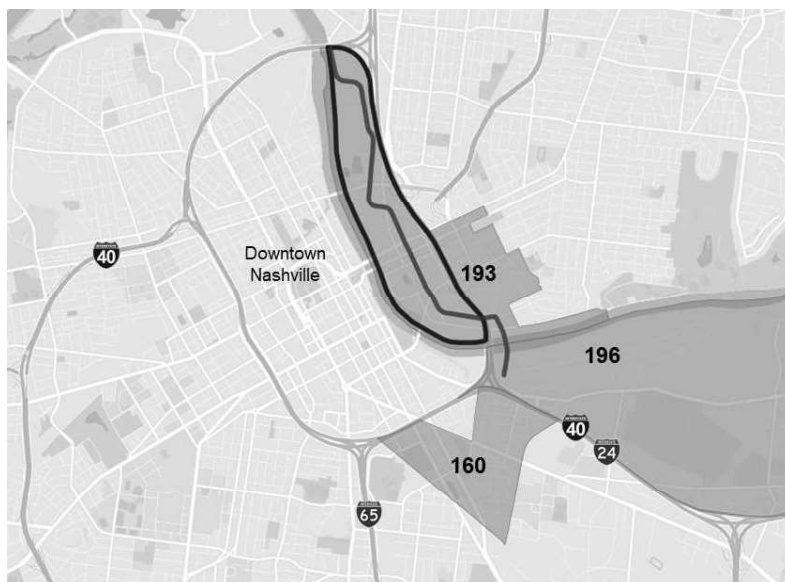
# EAST BANK BOULEVARD

## Project Location

The Boulevard is located on Nashville's East Bank and extends across the Cumberland River south of downtown. At its north terminus, the project is located at what is now Cowan Street where it will intersect with the planned extension of Cleveland Street. It extends south where it intersects with Jefferson Street, James Robertson Parkway and Main Street. South of Main Street, the project follows what is now Crutcher Street south of I-24 to 5th Street. At 5th Street, the project transitions to a bridge extending over the Cumberland River where it lands at Fairfield Avenue south of I-40/24. The East Bank is located within Tennessee's US Congressional District 5.

The core of the Boulevard is located in Census Tract 193 and in Tracts 196 and 160. All three Tracts are federally designated Historically Disadvantaged Communities and Tracts 193 and 160 are designated Areas of Persistent Poverty.

Census Tract 160 includes the Sudekum and Napier public housing communities, which are Choice Neighborhood planning areas. Census Tract 193 qualifies as an Opportunity Zone. All three Tracts are located within the Nashville Promise Zone.



<b>Project Location</b>	Latitude: 36° 10' 9.82" Longitude: -86° 46' 20.59"
<b>Census Designated Urbanized Area</b>	Nashville-Davidson
<b>Census Tracts</b>	193, 196, 160
<b>Historically Disadvantaged Community</b>	Yes (193, 196, 160)
<b>Area of Persistent Poverty</b>	Yes (193 and 160)
<b>Community Development Zone Designations</b>	Opportunity Zone Nashville Promise Zone Choice Neighborhoods

## Grant Funds, Sources and Uses of Project Funds

### Project Costs

The East Bank Boulevard project advances the work completed as part of the East Bank Master Plan and Mobility Study and brings it closer to shovel-ready. The total planning, environmental and up to 60% design project cost is estimated to be \$9 million, which includes the following major components.

Project Component	Cost (YOE \$)
Planning	\$500,000
Public and Stakeholder Outreach	\$400,000
NEPA and Design (60%)	\$8,100,000
<b>Total Cost</b>	<b>\$9,000,000</b>



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## Planning

Completing additional planning work for the East Bank Boulevard project will help NDOT and its partners better understand how to leverage the major catalytic potential of the Boulevard. Specifically, the proposed planning needs include:

- A **Fiscal Impact Study** to better understand the fiscal implications of growth and to provide public-sector revenue and expenditure forecasts for major infrastructure investments.
- An **Economic Development Strategic Plan** that recommends and highlights the opportunities and corresponding actions that will maximize Metro's ability to leverage resources for economic development.
- An **Affordable Housing Study** to examine how development on the East Bank will impact Nashville's housing supply and to evaluate and recommend appropriate policy and regulatory strategies and incentives to ensure the East Bank contributes positively to housing affordability.

## Public and Stakeholder Outreach

Extensive public outreach for the Master Plan has been conducted over the last year. A more focused outreach effort will help the project team gain a better understanding of local needs. Outreach efforts will focus individually on the neighborhoods that will benefit most from the Boulevard, bridge and East Bank development, including Cayce Place, Sudekum Napier, McFerrin Park and Chestnut Hill.

## NEPA and Design (60%)

The total cost to construct the Boulevard is estimated to be \$175 million. The cost to provide preliminary engineering is estimated to be \$15 million. The proposed project will bring the design process up to 60% completion, including the required NEPA process, and is estimated to be \$9 million.

Segment	Length	Estimated Construction Cost	Estimated Preliminary Engineering Cost
Cleveland to Jefferson/Spring	0.90 miles	\$30,000,000.00	\$2,500,000.00
Jefferson/Spring to I-24	1.46 miles	\$45,000,000.00	\$4,000,000.00
Bridge	0.64 miles	\$100,000,000.00	\$8,500,000.00
<b>Total Cost</b>		<b>\$175,000,000</b>	<b>\$15,000,000</b>
		<b>Up to 60% Design</b>	<b>\$8,100,000</b>

## Source and Amount of Funds

NDOT is requesting a total of \$5 million in RAISE Grant funds, which represents 55.6% of the total \$9 million project cost. Metropolitan Government of Nashville and Davidson County will provide the remaining \$4 million local match, which represents 44.4% of the total project cost. The Proof of Local Match is found in Appendix C.

## Documentation of Non-Federal Funding Commitments

The source of the local match is authorized as part of the Metropolitan Government of Nashville and Davidson County Capital Spending Plan (CSP), which allocated \$481,610,000 for fiscal year 2022 in total with \$114,500,000 to NDOT (RS2021-1201 attached in the Appendix). The resolution adopted by the Metropolitan County Council of the Metropolitan Government of Nashville and Davidson County authorizes expenditures that will be paid through general obligation bonds.

Funding Source	Amount	Share
RAISE Grant	\$5,000,000	55.6%
Metropolitan Government of Nashville and Davidson County	\$4,000,000	44.4%
<b>Total</b>	<b>\$9,000,000</b>	<b>100.0%</b>

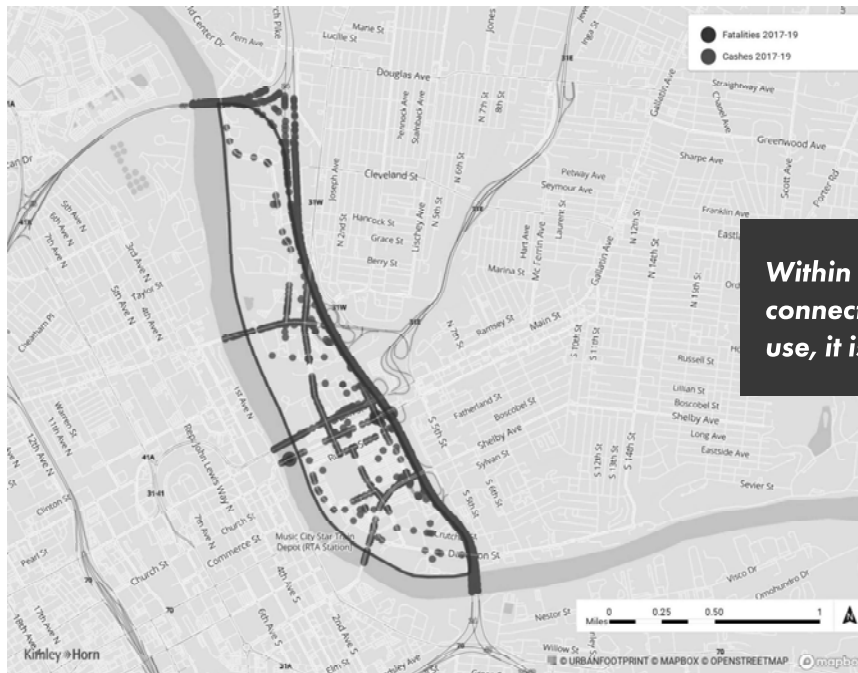


# EAST BANK BOULEVARD

## Merit Criteria

### Safety

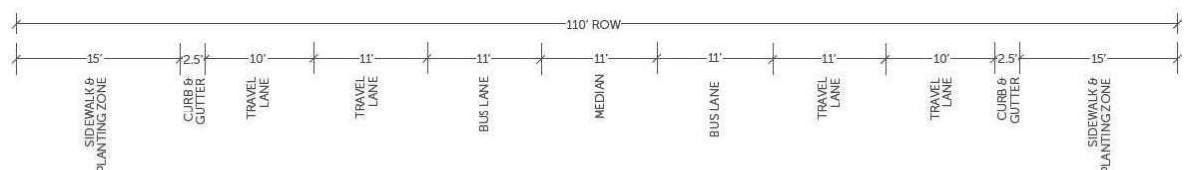
Between 2017 and 2019, there were almost 3,200 crashes and three fatalities within the East Bank, placing it among the top 5% of all crash locations in the region (source: Greater Nashville Regional Council). The high crash rates can be attributed to a number of factors, including a disconnected street network, absence of bicycle and pedestrian facilities, intersections that are unfriendly to pedestrians and bicyclists, lack of access management and an interstate frontage road system that lacks cohesion. This results in a barrier between many underserved neighborhoods in East Nashville and employment and educational opportunities in Downtown and West Nashville.



**Within the East Bank, crashes line the main east-west connections. Despite this area's dispersed present use, it is a hotspot for car crashes.**

The Boulevard is the centerpiece of a cohesive, multimodal, user-friendly mobility network that will introduce a culture of safe streets emphasizing walking, biking and transit in addition to helping safely move cars through the area. The proposed design includes 15 feet of combined sidewalk and space for trees, landscaping and amenities. Frequent cross streets and mid-block crossing locations provide ample opportunities for pedestrians to safely cross and access passenger stations along the median-running BRT route.

*The ultimate typical section of the Boulevard includes transit, motor vehicle and pedestrian accommodations.*



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# EAST BANK BOULEVARD

The existing street network in the East Bank area is characterized by frequent curb cuts and driveways that create a number of conflict points, making it difficult for pedestrians and cyclists to travel. Pavement markings within the existing network are worn and unclear, leading to a greater potential of confusion for pedestrians. To address these issues, direct driveway access will be prohibited on the Boulevard. This will significantly reduce the number of motor vehicle conflict points and confusion.

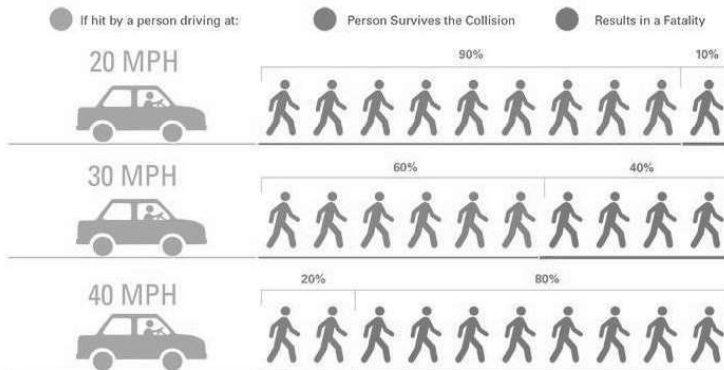


*The current condition of the East Bank roads is generally poor for all users. Pedestrians face unprotected sidewalks with frequent curb cuts, creating conflict points with motor vehicles.*



*Unclear, worn pavement markings not visible and understandable to drivers. Unclear pavement markings lead to motorist confusion, leading to potential conflicts with non-motorist roadway users, such as cyclists.*

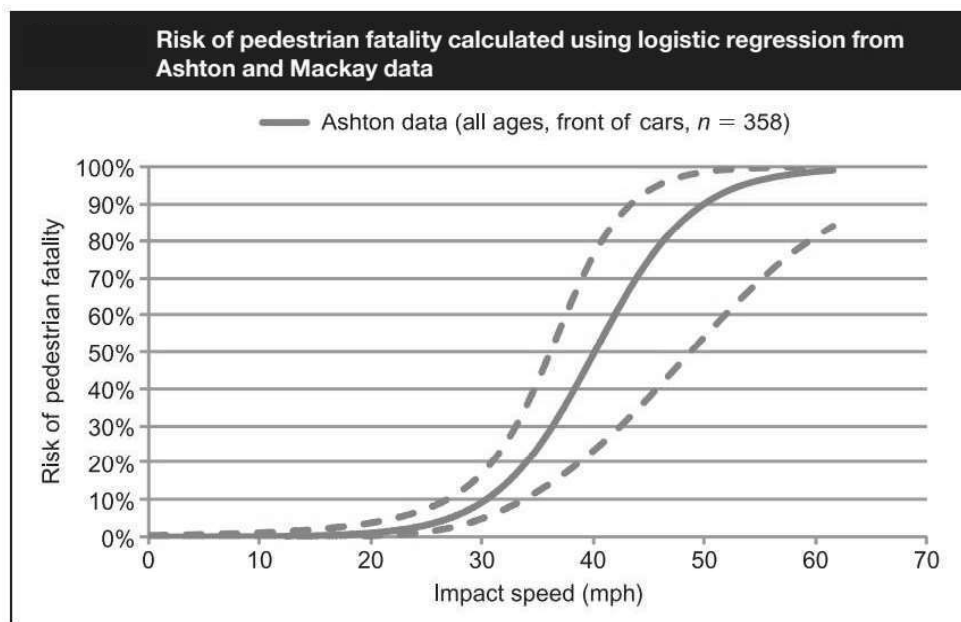
Speed is the number one factor that contributes to crashes and is a particular safety concern for pedestrians. The Boulevard will have a target design speed of 25 mph, an important threshold for reducing the severity and frequency of crashes, per the Institute for Transportation Engineers.



**At higher speeds, motorists are not able to react as quickly to pedestrians entering the roadway, and crash severity increases. There is a higher potential for a pedestrian fatality at higher speeds.** Source: <https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>

# EAST BANK BOULEVARD

**As motorist speeds increase, the risk of a pedestrian fatality increases exponentially. Data shows that the risk of being killed is approximately 5% if they are hit a speed of 25 mph. At 40 mph, the risk increases to 50%. Source: [https://nacto.org/docs/usdg/relationship\\_between\\_speed\\_risk\\_fatal\\_injury\\_pedestrians\\_and\\_car\\_occupants\\_richards.pdf](https://nacto.org/docs/usdg/relationship_between_speed_risk_fatal_injury_pedestrians_and_car_occupants_richards.pdf)**



Several measures the Boulevard will incorporate have marked examples of crash reduction. The table below examines the Crash Modification Factors (CMF) Clearinghouse data for many features of the Boulevard.

CMF	Author	Crash Reduction Factor (CRF) %
Implement transit signal priority	Song and Noyce	12.7%
Install sidewalk barrier	Alluri et al.	67%
Replace TWLTL with raised median*	Mauga and Kaseko	23%
Install bicycle boulevard	Minikel, E	63%

*\* Since there is no existing Boulevard, this CMF refers to replacing existing streets within the East Bank that are currently used for travel that have two-way left-turn lanes.*

The East Bank Boulevard project will improve access and safety for many of Nashville's underserved and historically disadvantaged communities, including Metropolitan Development and Housing Agency (MDHA) neighborhoods of Cayce Place--just east of the East Bank--and Sudekum Apartments and Napier Place--across the Cumberland River. For these communities, the Boulevard and its bridge represent a new, safe connection to opportunities in the East Bank and beyond, whether by walking, cycling, riding transit, or driving.



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## Environmental Sustainability

The Boulevard will be the centerpiece of a sustainable and resilient East Bank by promoting sustainable transportation options, incorporating a robust and healthy design and protecting Nashville's most vulnerable populations.

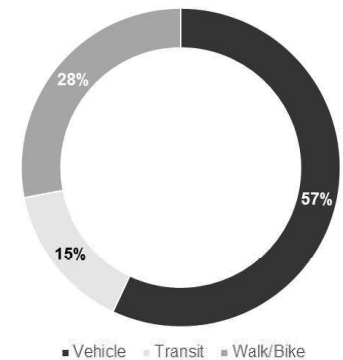
## Sustainable Transportation

The transportation sector is the largest contributor to greenhouse gas emissions in the United States. The Boulevard will contribute to a reduction in greenhouse gas emissions in two significant ways.

First, by promoting a compact, walkable development pattern and viable transportation alternatives, the Boulevard will reduce reliance on the private automobile as the primary mode of transportation. A trip generation analysis performed for the East Bank Mobility Study found that as many as four out of ten daily trips could be made via walking, cycling or riding transit. This shift from cars to alternative modes is made possible by putting homes and jobs in close proximity, creating a walkable block network and making thousands of jobs accessible to transit, all things that the Boulevard does.



Mode share resulting from a mixed-use development (MXD) trip generation analysis of the East Bank.



Second, the Boulevard will promote alternative fuel vehicles by providing electric vehicle (EV) charging stations at mobility hubs and incentivizing private development to provide priority parking and infrastructure for EVs.

## A Resilient and Healthy Future

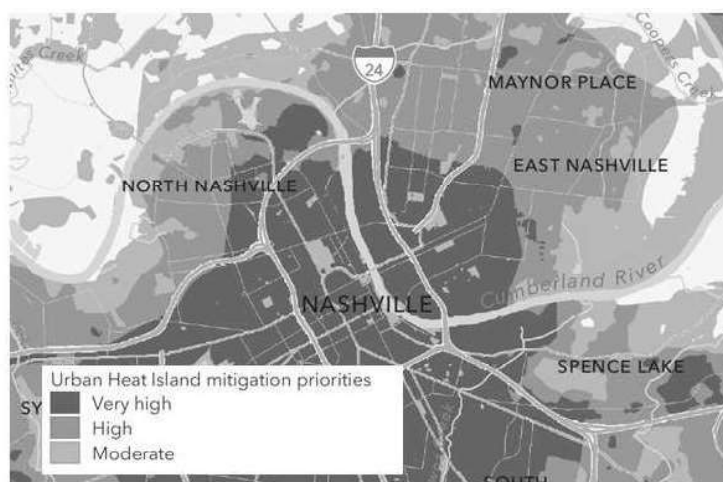
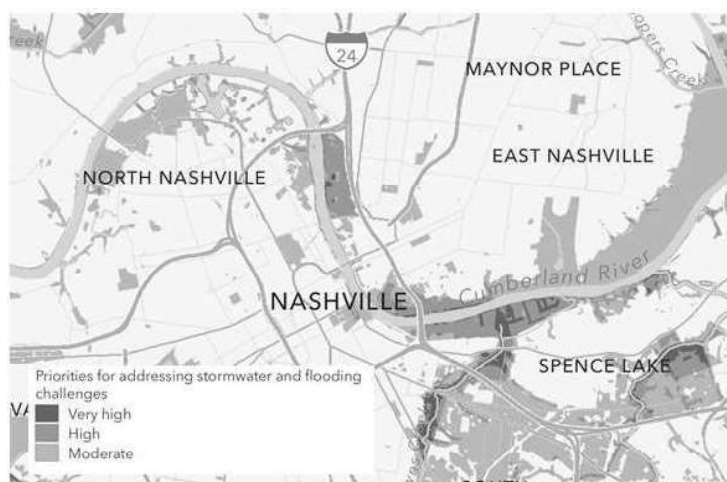
The great flood of May 2010 left Nashville reeling from the effects of widespread damage and served as a wakeup call for our vulnerability to major storm events.

The East Bank was one of the hardest hit locations, as images of Nissan Stadium inundated with water were a frequent occurrence on the national news cycle.

Source: Samuel M. Simpkins / The Tennessean / AP. <https://www.csmonitor.com/From-the-news-wires/2010/0504/Cumberland-River-flooding-causes-power-outages-in-Nashville>



# EAST BANK BOULEVARD

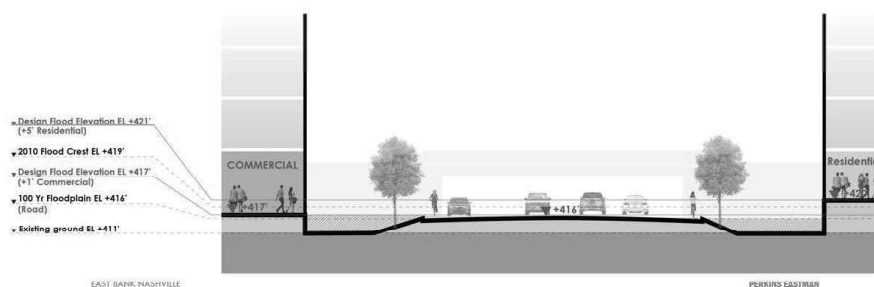


*The East Bank is among Nashville's most at-risk locations for flooding and the urban heat island effect.*

The Boulevard will set a new standard for flood resiliency in Nashville by promoting responsible development practices. The Boulevard itself will be constructed above the 100-year floodplain, and proposed standards for adjacent development will place commercial and residential uses at even higher elevations. Through coordination with Metro Water Services, the U.S. Army Corp of Engineers and NDOT and future NEPA studies, an exact elevation will be determined and finalized for all standards. More broadly the East Bank Master Plan prescribes a more resilient approach to new development that preserves and respects flood prone areas through a performative landscape design.

## NEW DESIGN FLOOD STANDARD

- New roads built to BFE (EI +415' - 416' NAVD)
- New commercial development: minimum first finished floor elevation at BFE + 1' (EI +416' - 417' NAVD)
- New residential development: minimum first finished floor elevation at BFE +5' (EI +420' - 421' NAVD)



*The East Bank Master Plan prescribes a more resilient approach to new development that preserves and respects flood prone areas through a performative landscape design*

The East Bank also has the greatest potential to suffer from the effects of urban heat islands, a growing concern as climate change continues to emerge as both a short- and long-term issue. The Boulevard is a catalyst to replace the East Bank's large expanses of parking lot asphalt with a greener design that prioritizes connected landscapes and open space. The Boulevard itself will include dedicated space for street trees and additional landscaping. Beyond this, a commitment to green infrastructure will be prioritized. This can include bioswales, sustainable landscaping and planting features, street trees with oversized wells and infiltration swales.



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## Protecting Nashville's Most Vulnerable Populations

The East Bank's vulnerability to flooding, climate change, tornadoes, pandemics and other natural disasters is underscored by the presence of historically disadvantaged and underserved communities. The East Bank and surrounding neighborhoods are Nashville's most at-risk for disasters, including flooding, tornadoes and pandemics according to the US Census Community Resilience Estimates. The Boulevard and the associated change that it will catalyze are critical to changing outcomes for these populations.



***The East Bank and surrounding neighborhoods are Nashville's most at-risk for disasters, including flooding, tornadoes and pandemics. Source: US Census Community Resilience Estimates***

## Quality of Life

The East Bank's strategic location along the Cumberland River offers tremendous promise and opportunity to adjacent neighborhoods that desire inclusion to key elements of jobs, services, affordable housing, parks and multimodal transportation. The East Bank Boulevard will improve the quality of life for residents, workers and visitors by providing access to employment and affordable housing; transforming an underutilized, flood-prone area; and connecting the East Bank to jobs, affordable housing and retail. Located in and adjacent to several designated Qualified Opportunity Zones, a Historically Disadvantaged Community and Areas of Persistent Poverty Census Tracts, the East Bank Boulevard project will provide an improved quality of life to all Nashvillians by addressing racial equity and improving access to transportation, jobs and affordable housing.

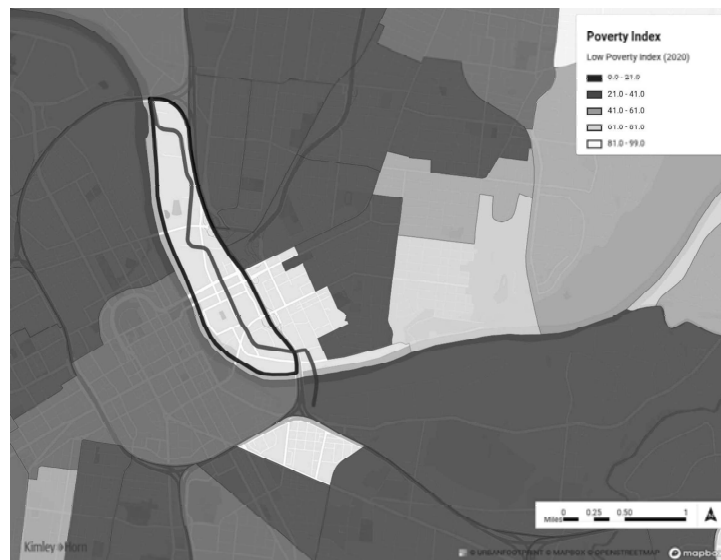
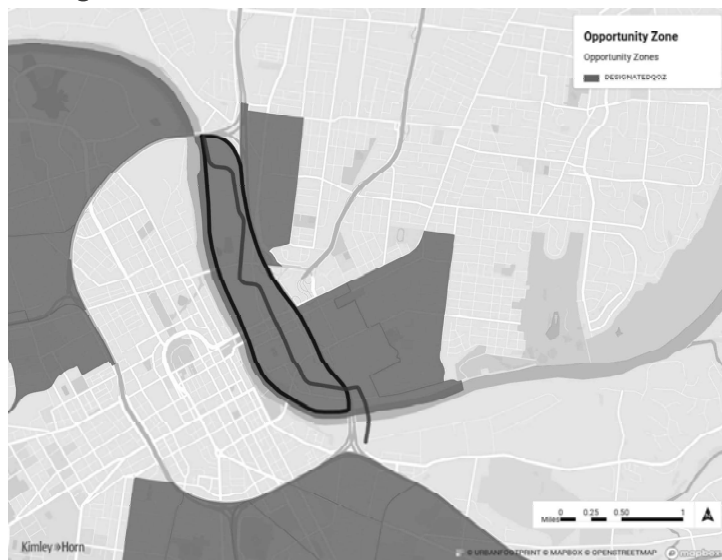
## Improve Access to Transportation

The project area is located within three designated Qualified Opportunity Zones (Census Tracts 160, 193 and 196) and abuts to two additional designated Qualified Opportunity Zones (Census Tracts 126 and 192). The area currently includes a disconnected street network, absence of bicycle and pedestrian facilities, lack of access management and an interstate frontage road system that lacks cohesion. The project area currently has three nearby main north-south corridors — Dickerson Pike, Main Street/Gallatin Pike (Gallatin Pike) and Ellington Parkway. The limited-access Ellington Parkway primarily serves driving commuters, while Gallatin Pike and

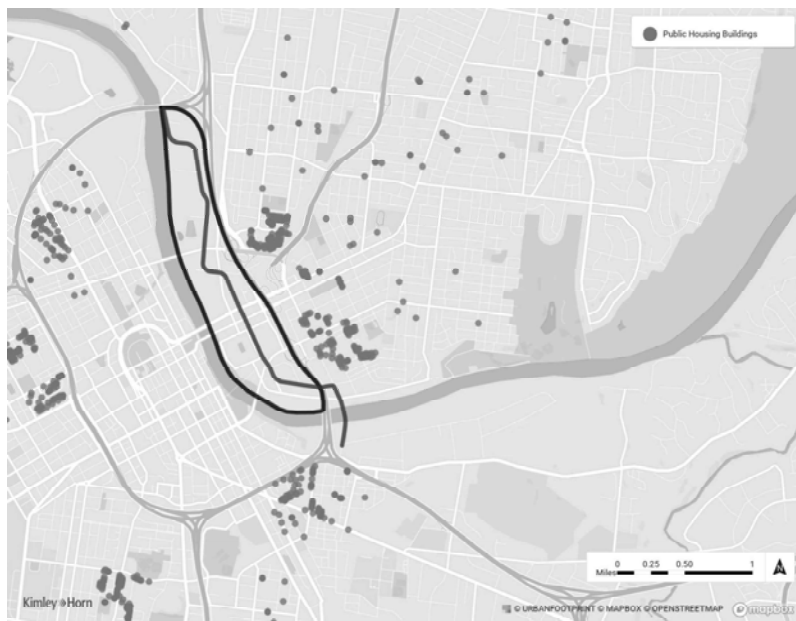


# EAST BANK BOULEVARD

Dickerson Pike serve a multimodal mix of commuters and local traffic. WeGo Transit's Gallatin Pike frequent service provides the corridor with an additional level of dependable transit and access to downtown and East Nashville. Route 56 provides every 10-minute frequency throughout the day on weekdays and every 20 minutes during weekends.



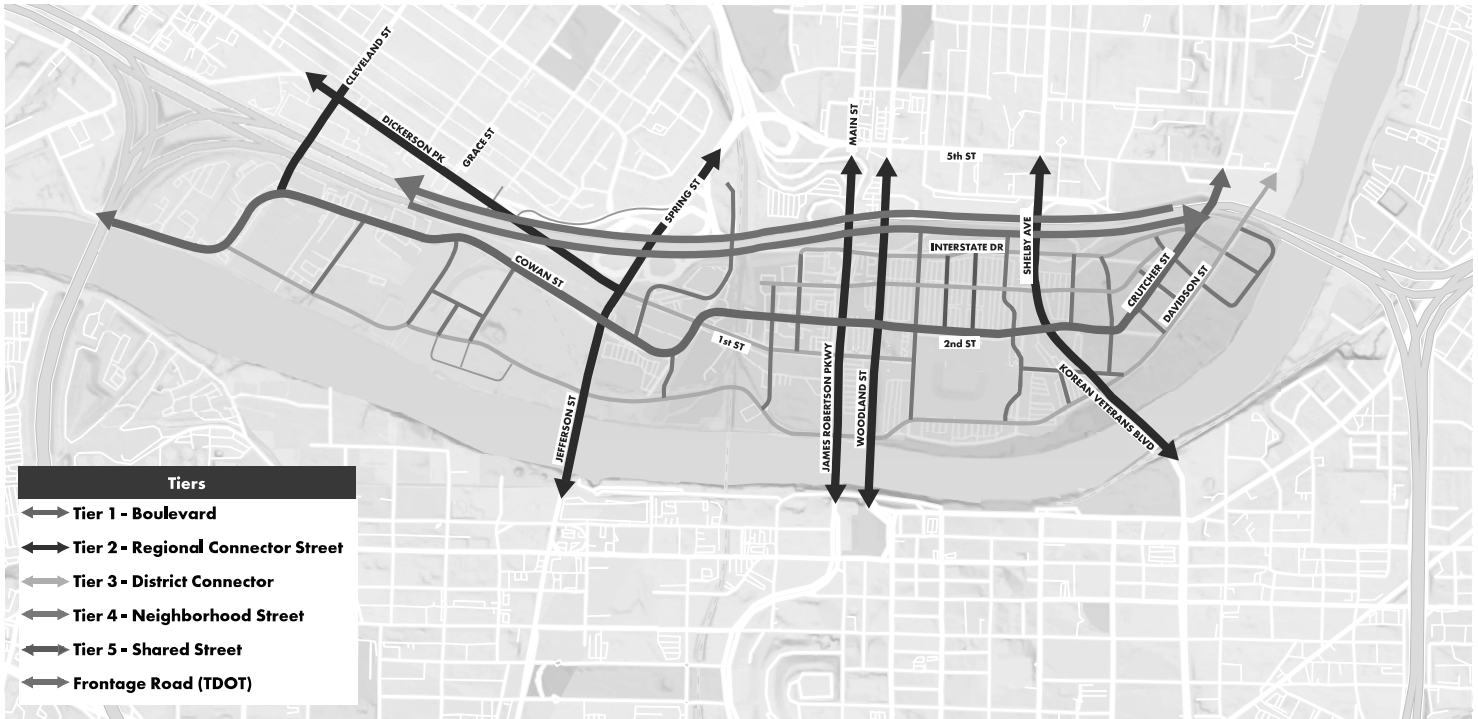
The 3.1-mile East Bank Boulevard will transform the current disconnected street network and provide access to many underserved neighborhoods in East Nashville, employment and educational opportunities in downtown and west Nashville. The Boulevard will serve as the backbone for a drastically improved transportation network in the East Bank. It will provide dedicated lanes for future BRT service and high-occupancy autonomous vehicles, as well as a dedicated roadside zone for pedestrians and landscaping. Sections of the Boulevard include a parallel multi-use trail and an interim design provides protected bike lanes (to ultimately be replaced by protected bike lanes on parallel streets).



Nashville needs this improved Boulevard as it will provide an important opportunity to both residents and visitors. The East Bank Boulevard project will connect numerous underserved areas to biking, walking and transit opportunities, particularly households that cannot afford the expense of owning and maintaining a personal automobile. A modern and complete multimodal mobility option that connects transit, pedestrians, cars, autonomous vehicles and bicycles/ micromobility in one cohesive and continuous north-south corridor will open opportunities and will provide reliability of travel time to work as well as expand travel options so more people can walk, bike, or take transit.

*The East Bank is adjacent to a number of affordable housing communities that will benefit from accessibility and opportunity that the Boulevard provides.*

# EAST BANK BOULEVARD

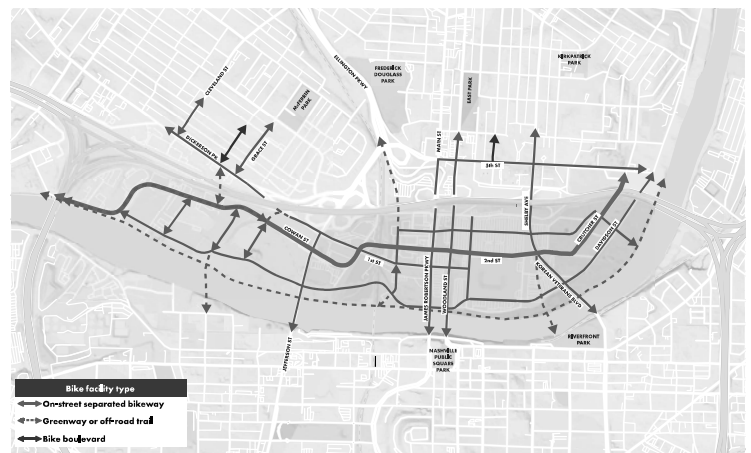
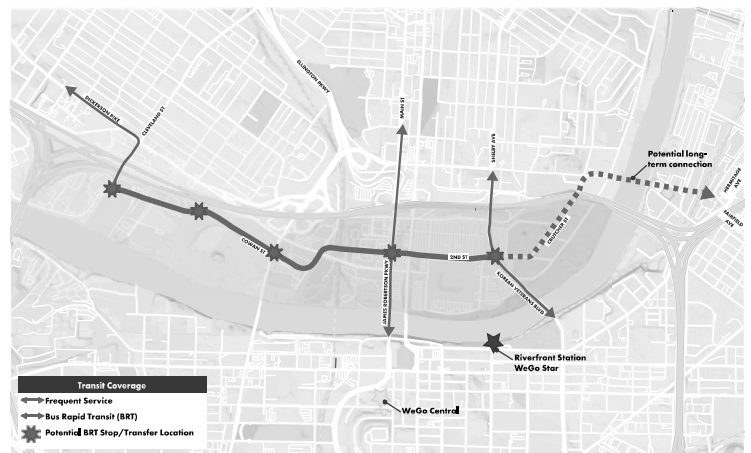


## Improve Flooding Resiliency

Homes and businesses were destroyed when tornadoes touched down and tore through Nashville and the flood-prone East Bank area in March 2020. Nashville will continue to face a myriad of climate risks over the next decade, including an increased number of intense storms and tornadoes like March 2020 and more frequent flooding and extreme heat days per year.

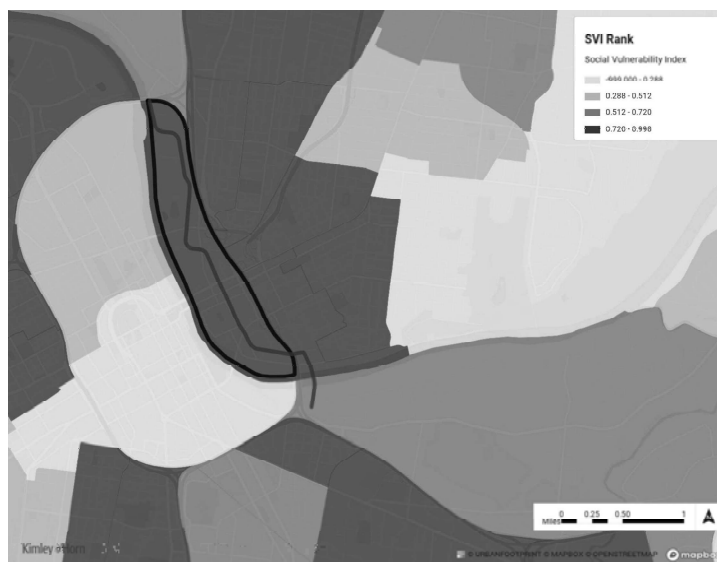
Nashville Mayor John Cooper has committed to the Global Covenant of Mayors for Climate and Energy (the largest global alliance for city climate leadership across the globe). In this vein, the administration is focused on supporting the growth of the community while preserving the region's natural resources, minimizing detrimental environmental impacts and achieving related cost savings, ensuring environmental equity and inclusion and improving residents' quality of life.

In concert with Metro Nashville Mayor's Office Sustainability Advisory Committee, the East Bank Boulevard project envisions a city that lives in harmony with the environment and supports Nashville's desire to eliminate the costs associated with flooding, stormwater drainage systems and reducing emissions. This project aligns with the



strategic task of restoring the functions of the landscape to improve water quality and improving resiliency. The East Bank Boulevard project will mitigate the impact of climate change, including increased heat, flooding and violent weather in communities already experiencing economic and health disparities.

The project area will prioritize flood resiliency for both the Boulevard and surrounding neighborhoods. The minimalization of flooding risks will reduce damage to properties within this area, while taking measures to reduce vulnerability to flooding events.



*The East Bank and surrounding neighborhoods rank among the highest on Community Resilience and Social Vulnerability Indices, placing them at the greatest risk for impacts associated with flooding, tornadoes and other adverse events.*

### **Improve Access to Job Opportunities**

The East Bank Boulevard project is a development catalyst and job creator that will activate previously inaccessible land, generating an estimated 50,000+ jobs, 23 million square feet of office, commercial and hotel space and 20,000 new dwelling units, creating new economic opportunities that will directly benefit those living in and around the surrounding area.

The Oracle Corporation is partnering with the City to bring 8,000+ jobs to a new 65-acre campus on the East Bank, and Nashville is working with the Tennessee Titans to reimagine the area around the stadium into a new mixed-use community. These public-private partnerships are invaluable to the growth of the East Bank and will complement the need for this north-south connection.

According to an economic and fiscal impact analysis prepared by the Center for Economic Research in Tennessee (CERT), the research division of Tennessee Department of Economic and Community Development (TNECD), the Oracle development is anticipated to generate 20,214 new jobs and \$2.0 billion in annual earnings. This workforce includes 8,521 direct new jobs in Davidson County with total annual earnings of \$1.1 billion, and an additional 11,693 indirect and induced new jobs in the state with total annual earnings of \$873.2 million.

The project is anticipated to contribute \$2 billion each year to Tennessee's gross state product (value added). The company's operations are projected to generate \$3.1 billion annually in economic output from direct and indirect economic activity.

# EAST BANK BOULEVARD

## The project is anticipated to generate additional benefits during the temporary construction period:

### **\$1.6 billion in capital investments.**

The project will include an initial period of construction where \$1.6 billion will be spent on land; buildings and other real property improvements; furniture, fixtures, and equipment; and infrastructure improvements.



**21,131 temporary direct, indirect, and induced jobs supported during the construction period.** This includes 10,051 direct full-time-equivalent workers during the project's construction and 11,080 indirect and induced workers employed in the region.

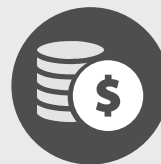


**\$1.2 billion in salaries related to project construction activity.** Workers employed directly in the project's construction will earn an estimated \$673.4 million in salaries, with an additional \$532 million in estimated salaries paid to indirect and induced workers supporting the project and its workers.



## The project is anticipated to generate significant local fiscal impacts in Davidson County, which include:

**\$8.8 million in projected local sales tax collections annually.** This includes sales tax collections generated annually through purchases of food and general items made by direct and indirect worker spending.



**\$16.1 million in local sales tax collections generated during the construction period.** The temporary construction period will generate \$16.1 million in local sales tax collections through construction, improvements and company expenditures on furniture, fixtures and equipment.



**\$17.9 million in projected local property tax collections each year.** Local property tax revenues generated by the projected development for land, buildings and other real property improvement



## Improve Access to Affordable Housing

To meet the demand in the next 10 years, Nashville needs to create more than 50,000 housing units citywide that are affordable to people with incomes at or below 80% of the area median income. The allowable density in the East Bank area would help Nashville tackle its housing needs at a tremendous scale.

An estimated 20,000 new housing units is a powerful tool to help address the housing crunch in and around the East Bank Boulevard. Nashville has an affordable housing target of up to 20% of all new housing to meet the definition of affordable, representing almost 4,000 new affordable housing units.

The additional affordable housing tools include tax abatements (IHTC PILOT or Mixed-Income PILOT) or subsidies from incremental tax (TIF, TORD, or IDB). The Tax Increment Financing in Transit-Oriented Redevelopment Districts (TORD) will directly fund affordable housing, as will the Metro Nashville Transportation Plan with 10% of infrastructure cost for affordable housing.

<b>Estimated total housing units at buildout</b>	20,000
<b>Affordable housing provision</b>	20%
<b>Potential new affordable housing units</b>	4,000
<b>&gt;=30% Average Median Income</b>	500
<b>31-60% Average Median Income</b>	1,500
<b>61-80% Average Median Income</b>	2,000

*Affordable housing targets in the East Bank*

**Mayor Cooper sees this venture as a "remarkable opportunity to create a great neighborhood along the iconic Cumberland River." He states that "A great neighborhood requires some key elements: sidewalks, bikeways and greenways, housing, parks, and strong transportation infrastructure. I'm committed to getting the fundamental elements right from the onset of this community-driven project."**



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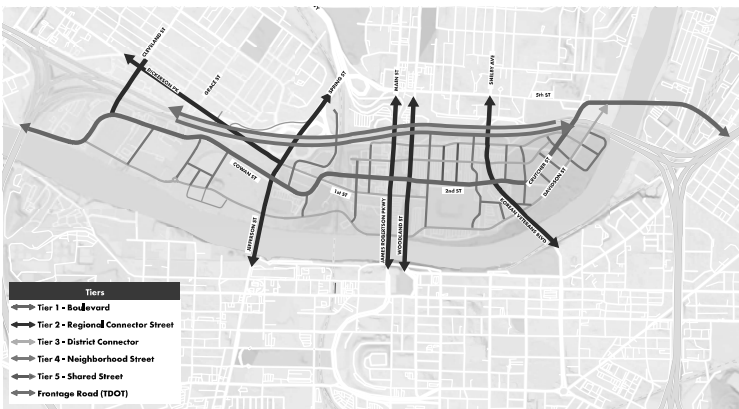
## Mobility and Community Connectivity

The Boulevard will fundamentally change mobility and connectivity in the East Bank and East Nashville by eliminating opportunity gaps for historically disadvantaged underserved communities and providing enhanced transportation choices for Nashvillians and visitors. The Boulevard will serve as the backbone of a balanced, cohesive multimodal network, creating a new standard for transit in Nashville, promulgating a system of walkable blocks and promoting safe and enjoyable opportunities for cycling.

## A Balanced and Cohesive Multimodal Street Network

The East Bank has the potential to transform the area into a series of great mixed-use neighborhoods offering much needed employment, housing and services opportunities, but this can only happen with a thoughtful approach to fixing the disjointed and scant existing street system. The Boulevard does this by creating a cohesive connection throughout the East Bank and to communities to the north and to the south across the river. The Boulevard and surrounding multimodal network disperses traffic and avoids the need for oversized intersections that create congestion and delay and serve as barriers to walking and cycling.

***The Boulevard will be the backbone of a balanced, cohesive multimodal network, create a new standard for transit in Nashville, promulgate a system of walkable blocks and promote safe and enjoyable opportunities for cycling.***

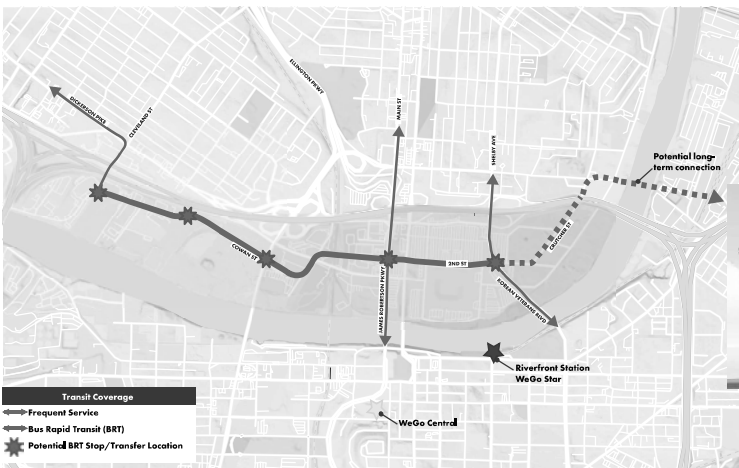


*The Boulevard is the backbone of a balanced and cohesive multimodal network.*

## Elevating Transit in Nashville

The Boulevard includes dedicated lanes for bus rapid transit (BRT) as integral to its design, which is a novel concept both in Nashville and industry-wide. The BRT alignment provides a viable transit option for commuters, links affordable housing to job opportunities and connects previously inaccessible communities.

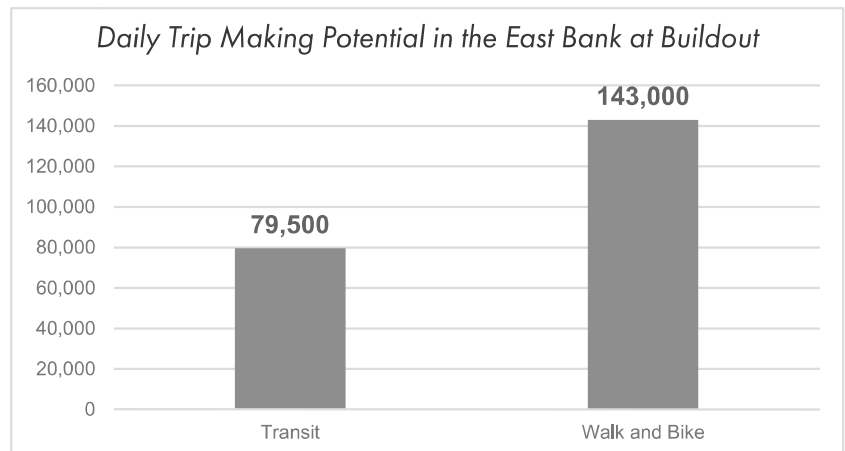
The dedicated transit lanes could potentially continue on the proposed bridge over the Cumberland River, connecting the East Bank to underserved communities such as Sudekum Napier as well as to the proposed Murfreesboro Pike BRT line that will ultimately connect to the airport. Many east-west frequent routes will intersect the Boulevard BRT line, providing true comprehensive transit connectivity to multiple major destination in Nashville.



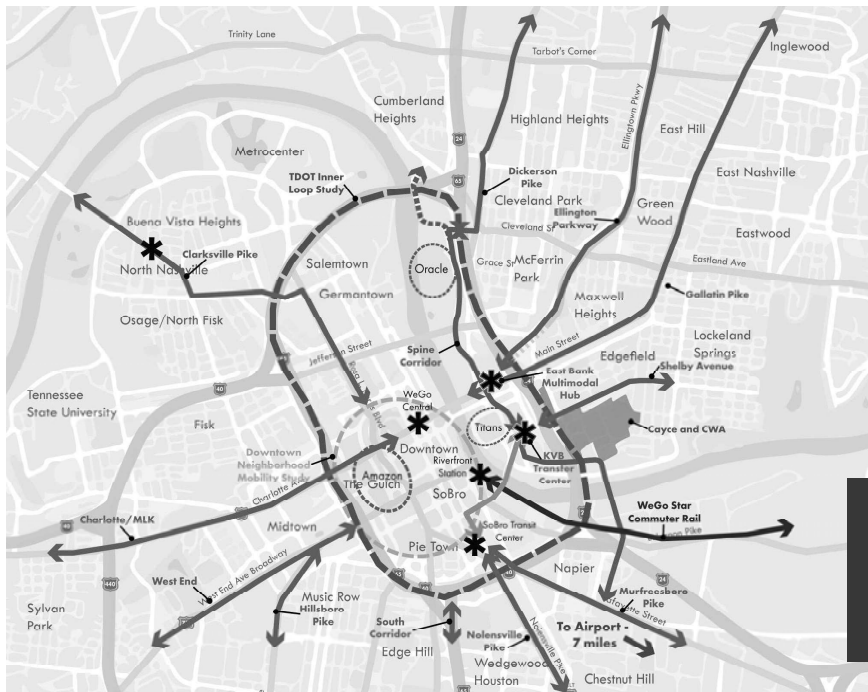
# EAST BANK BOULEVARD

## Walkable Block System

All new streets in the East Bank will have sidewalks. However, it will take more than simply sidewalks to make walking a safe and comfortable experience. The most important factor in determining a community's walkability is the presence of a compact system of blocks that results in smaller streets and intersections and a high degree of connectivity. The Boulevard promulgates this walkable block system by expressly prohibiting direct driveway access, thereby promulgating a network of connecting streets that provide access to new development.



Source: MXD trip generation analysis; UrbanFootprint



*The Boulevard creates a safe and enjoyable pedestrian experience by promulgating a system of compact, walkable blocks.*

**The Boulevard BRT line intersects with many east-west frequent routes providing comprehensive transit access to many regional destinations.**

## Safe and Enjoyable Opportunities for Cycling

Many Nashvillians would like to cycle more often, both for pleasure and as a practical, affordable transportation option, but simply lack access to safe and comfortable facilities. Members of Nashville's cycling community will tell you that the East Bank is currently a "cycling desert".

The East Bank Mobility Plan includes a system of dedicated on-street protected bicycle facilities and greenways that will make cycling safe and even enjoyable. The proposed

bridge will include a dedicated facility for cyclists, providing an accessible and affordable transportation option for underserved communities such as Sudekum Napier to access opportunity on the East Bank. The East Bank will be part of a larger plan to connect East Nashville to downtown providing direct cycling access to parks,

### Census Tracts in and Adjacent to the East Bank and Boulevard

Households with 1 vehicle	6,800	46%
Households with no vehicles	2,800	19%

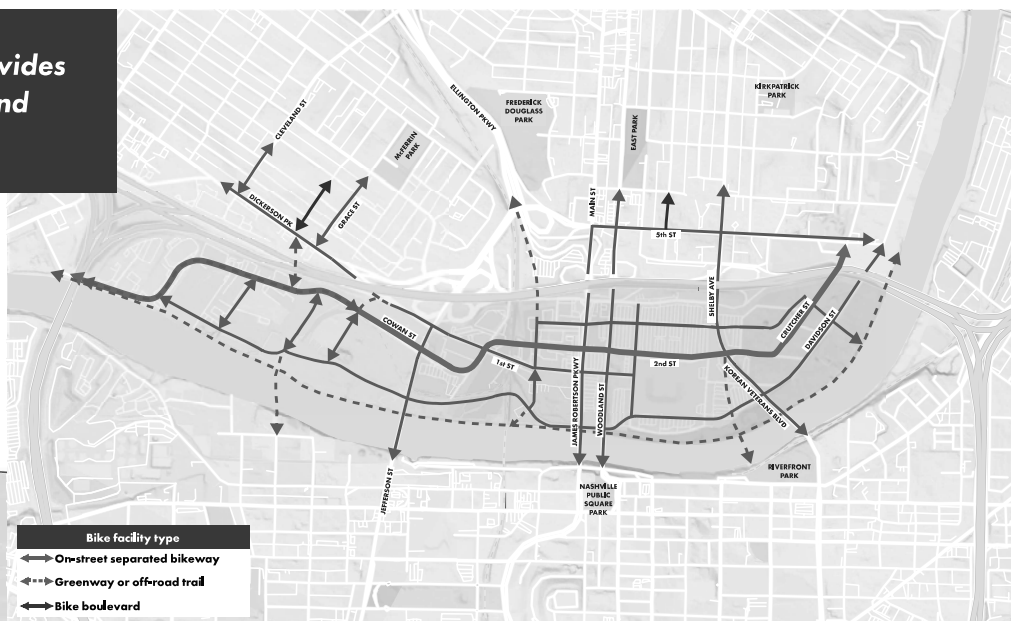




# EAST BANK BOULEVARD

affordable housing and job opportunities. NDOT is in the process of designing and constructing a protected bike facility on 5th Street to Shelby Avenue, through the East Bank and into downtown via the Korean Veterans Bridge.

**The East Bank Mobility Plan provides a system of on-street facilities and greenways to make cycling.**



**The East Bank Bikeways concept will make cycling an enjoyable experience.**



The interim design for the Boulevard includes a protected bicycle facility that will ultimately be replaced by a system of protected facilities on parallel streets.



The segment of the Boulevard adjacent to Oracle includes a multiuse trail consistent with Oracle's campus concept.



**NDOT**

NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE



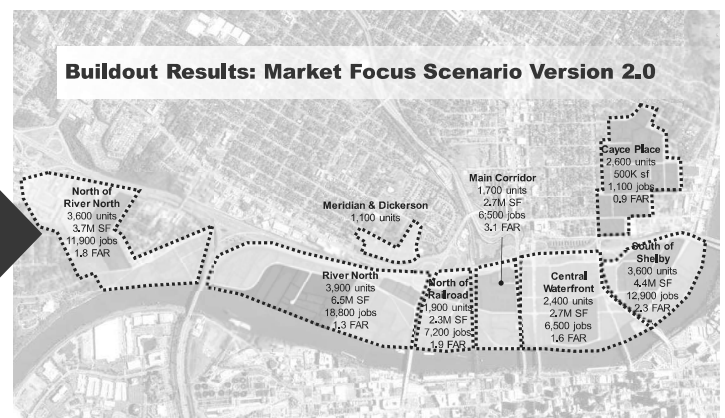
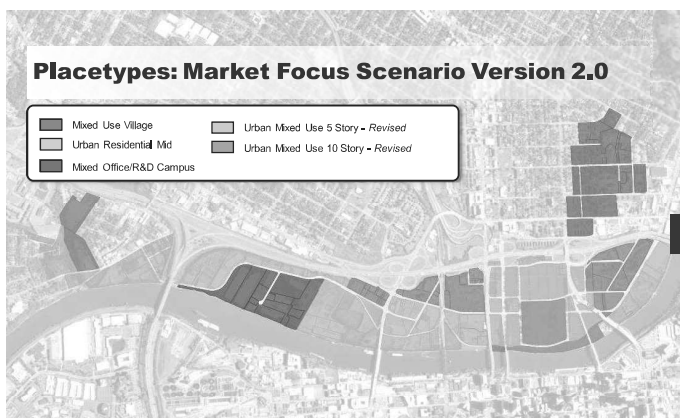
## Economic Competitiveness and Opportunity

As the last significant assemblage of vacant and underutilized land in Nashville's core, the East Bank represents one of the region's most significant opportunities for economic development and job creation as well as provides the ability to improve freight movement and support tourism in the community. The Boulevard is a central organizing element and catalyst for economic development and is an essential first step to unlocking the East Bank's full potential.

***The Boulevard is the central catalyzing element for job creation in the East Bank area, which is projected to bring over 50,000 new jobs to the region.***

## Job Creation

The East Bank Master Plan envisions a collection of connected mixed use neighborhoods representing residential retail, office and hotel uses. A buildout and market analysis prepared for the East Bank and surrounding area estimates that new development envisioned by the master plan will result in more than 50,000 new jobs derived from 23 million square feet of office, commercial and hotel space. This job creation is leveraged through public-private partnerships that allow for this magnitude of growth.



These massive job creation estimates are validated by the Oracle Corporation's imminent plans to bring more than 8,000 jobs to its new East Bank campus. An Economic and Fiscal Impact Analysis prepared by the Center for Economic Research in Tennessee (CERT), the research division of Tennessee Department of Economic and Community Development (TNECD), estimates that the total employment impact of Oracle includes:

- **8,500 direct new jobs** in Davidson County with total **annual earnings of \$1.1 billion**
- **11,700 indirect and induced new jobs** in the state with total **annual earnings of \$873.2 million**
- **\$2 billion annually** to Tennessee's gross state product (value added)
- **\$3.1 billion annually** in economic output from direct and indirect economic activity
- **~21,100 temporary direct, indirect and induced jobs** supported during the construction period with **\$1.2 billion in total salaries**

As shown in the table below, Oracle's campus represents just a fraction of the total development potential on the East Bank. A copy of the Economic Impact Plan for the River North Infrastructure Economic Development Area is provided in Appendix D. The following table describes the outputs of the analysis performed in the buildout analysis, categorized by number of units, population, floor area and employees for each district.

		South of Shelby	Central Waterfront	North of Main	North of Railroad	River North	North of River North	Cayce Place	Total
<b>Residential</b>	Units	3,600	2,400	1,700	1,900	3,900	3,600	2,600	197,000
	Population	6,100	4,100	2,900	5,600	3,300	10,100	6,200	38,300
<b>Office</b>	Floor Area	2.4M	1.4M	1.5M	1.2M	4.3M	1.8M	200K	12.8M
	Employees	9,300	4,800	4,700	4,400	16,700	8,700	700	49,300
<b>Retail</b>	Floor Area	1.4M	1.1M	800K	800K	1.8M	1.4M	200K	7.5M
	Employees	2,700	2,000	1,300	2,400	1,500	2,400	300	12,600
<b>Hotel</b>	Floor Area	600K	250K	400K	250K	440K	500K	87K	253K
	Employees	900	300	500	350	600	800	100	3,550
<b>Gross FAR (Excluding legacy properties)</b>		2.3	1.6	3.1	1.9	1.3	1.8	0.9	--

## Access to Underserved Communities

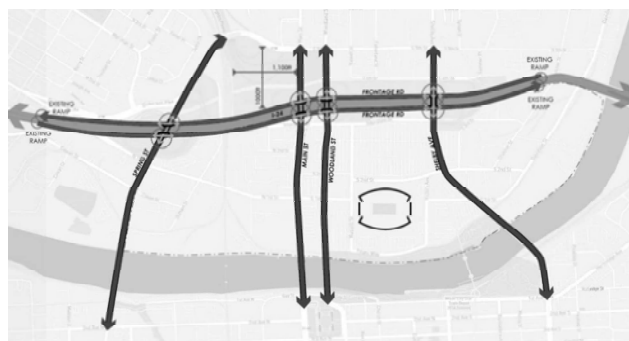
The East Bank's robust and connected multimodal network ensures that Nashville's historically disadvantaged and underserved neighborhoods, including Cayce Place and Sudekum Napier, will have multiple safe and convenient connections to job opportunities both within the East Bank as well as to downtown Nashville, the airport and other employment centers, whether walking, cycling or riding transit. This planning opportunity will provide the necessary resources to plan and design the Boulevard in close partnership with Metropolitan Development and Housing Agency (MDHA), which will leverage their 2014 Envision Cayce Master Plan for Revitalization. The plan will provide specific policy recommendations to implement affordable housing along the East Bank. The Mobility and Connectivity section provides greater detail on how the Boulevard will serve these communities.

## Enhanced Freight and Traffic Movement

The disconnected transportation network on the East Bank results in frequent bottlenecks and increased travel time and delay crossing through the East Bank area and over the Cumberland River into downtown and other locations throughout the region. This congestion is an issue not just for the tens of thousands of commuters who pass through and around the East Bank every day, but also for the thousands of daily truck trips that must pass through Nashville to keep the nation's freight moving.

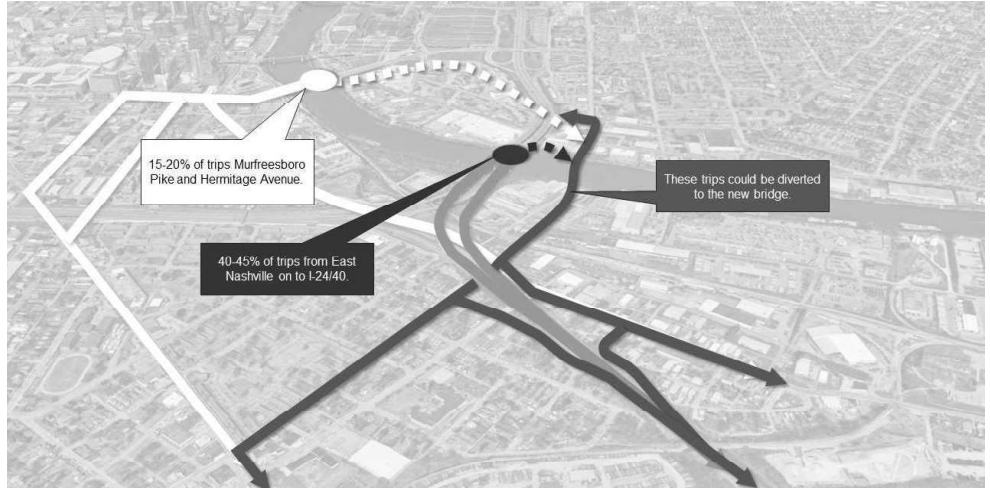
The Boulevard is the backbone of a larger multimodal network that will provide transportation infrastructure that supports freight and traffic movements:

- A new bridge connection over the Cumberland River providing direct access to the airport and Murfreesboro and will relieve congestion and delay on the I-24 bridge
- The creation of a normalized interstate frontage road system to improve operations along I-24 in the East Bank
- The possible relocation of CSX rail operations from the East Bank through infrastructure upgrades elsewhere in Nashville to improve overall operations for CSX
- Future high-capacity transit service to provide viable options for commuters should they choose not to drive—or, who lack another viable transportation option



# EAST BANK BOULEVARD

*A new bridge connection will relieve congestion on the Korean Veterans Boulevard and I-24 bridges.*



## Tourism

Nissan Stadium is located within the footprint of the East Bank Boulevard project. This multi-purpose stadium is currently home to the National Football League's Tennessee Titans and is also the site to home games for the Tennessee State University Tigers football team, the 4-day County Music Association Music Festival and the TransPerfect Music City Bowl. Nashville is also a candidate for hosting the 2026 World Cup. The stadium hosts numerous concert events, most recently serving as a tour site for Kenny Chesney, Garth Brooks, the Red Hot Chili Peppers and Elton John. The East Bank area can capitalize on these entertainment opportunities in the face of the tourism downturn caused by the pandemic.

***The Boulevard will be the destination for visitors as they seek all that the East Bank has to offer.***

Located just across the river, downtown Nashville's Honky Tonks, restaurants and entertainment venues are the core of a region that attracted more than 16 million visitors in 2019 and has achieved numerous destination-oriented accolades, such as Five of the Best U.S. Destinations to Visit in 2021, Best Cities in the U.S., 50 Best Places to Travel in 2021, World's Greatest Cities for Music Lovers, America's Best Bourbon Bars and Best Food Cities awards.

The East Bank will include a vastly improved stadium, an estimated 2.5 million square feet of hotel space and numerous restaurants, retail businesses and attractions that will reinforce Nashville's status as a tourism powerhouse. The Boulevard will be the destination for visitors as they seek all the East Bank has to offer.

## State of Good Repair

The East Bank suffers from a transportation network that is badly disconnected and in ill repair. The Boulevard addresses this problem by providing a modern and continuous north-south transportation connection. The proposed alignment will provide a direct path that connects the East Bank to communities on both sides of the Cumberland River. The alignment will also be built at an elevation resistant to flooding that historically has affected this neighborhood of Nashville.

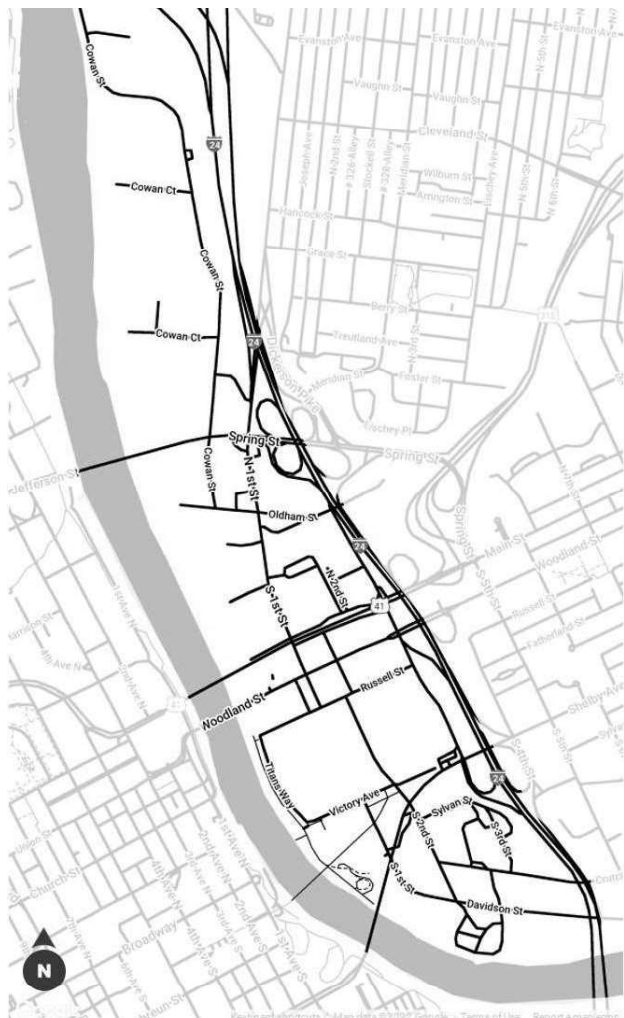
The Boulevard will catalyze commercial and economic growth by promoting the presence of people, services and goods. These resources are currently limited due to the lack of a robust transportation network, and the East Bank remains largely dormant throughout much of the year, void of residential and lodging accommodations, commercial options and a vibrant community. The completion of the Boulevard supports and complements the existing infrastructure by providing a new connection to serve the East Bank and surrounding communities better. The East Bank is located near multiple disadvantaged communities, including Sudekum Apartments, Napier Place and Cayce Place. The Boulevard can provide a necessary link for these currently underserved neighborhoods and



**NDOT**

NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE

# EAST BANK BOULEVARD



Gaps in facilities, especially in the area north of Jefferson Street, characterize the East Bank's roadway network their residents. Without the Boulevard, members of these communities are left without non-vehicular options, drastically reducing potential for economic opportunities.

There is significant support for the Boulevard, which indicates a long-lasting commitment to maintaining the infrastructure. In an area long forgotten by Nashville, the Boulevard will serve as a multimodal transportation thoroughfare, altering the physical landscape of the East Bank. Intangibly, the Boulevard will become an example of the effort Nashville is taking to invest in previously vulnerable communities.

## Partnership and Collaboration

Seizing the opportunity to elevate the Cumberland River's East Bank to be Nashville's next great neighborhood for all Nashvillians is at the forefront of the East Bank Boulevard project. For the East Bank to truly be inclusive, thoughtful and comprehensive, a continuous public and stakeholder engagement process is necessary.

The Imagine East Bank Phase One: Vision & Infrastructure Study represented a year-long effort to engage Nashvillians and gather public feedback. From February 2021 to February 2022,

### Public and Stakeholder Engagement at a Glance:

- 19 public meetings with 800 attendees
- 1,500 survey responses
- 980 email subscriptions
- 150 technical meetings
- 20 property owner meetings



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& MULTIMODAL INFRASTRUCTURE

# EAST BANK BOULEVARD

Metro Planning and NDOT hosted nearly 200 meetings to discuss potential changes. These dialogues helped shape infrastructure and design recommendations for an evolving East Bank, including the Boulevard.

*Metro Planning hosted almost 20 public meetings, including this one at Cayce Homes public housing development.*



The COVID-19 pandemic substantially shifted Metro Planning's approach to public engagement. To solicit the greatest amount of community feedback during COVID-19, staff implemented strategies that included virtual and hybrid meetings via WebEx and Facebook Live, extensive online survey efforts, email blasts and website updates\*. Community engagement began in earnest at the virtual information meeting on February 4, 2021, which introduced the public to the scope of the study. Over the next several months, this initial meeting was followed by several types of engagement opportunities to create a community-centered vision. Activities included open public meetings and workshops, stakeholder collaboration, presentations to nonprofits and neighborhood groups, surveys and community conversations.

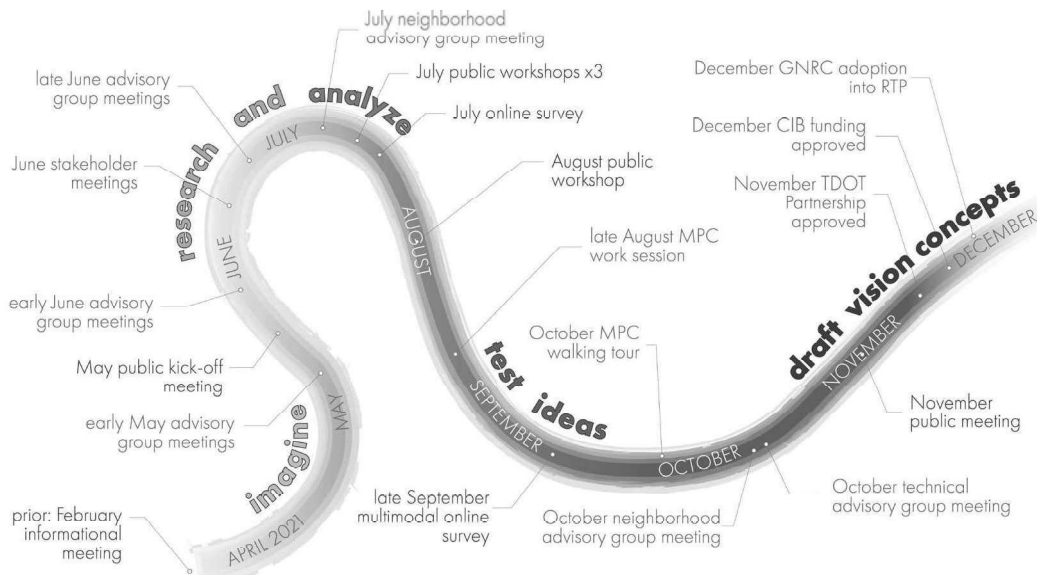


Multiple partners--ranging from State, local, community-based organizations, minority businesses and neighborhoods and private entities--have all been instrumental in the planning process of this project with all suggestions considered and evaluated. During project implementation, our partners in workforce development will include local residents in workforce development as part of the project implementation.



\*[www.nashville.gov/departments/planning/long-range-planning/local-planning-studies/east-bank-planning-study](http://www.nashville.gov/departments/planning/long-range-planning/local-planning-studies/east-bank-planning-study)

## PHASE ONE: establish a vision and define infrastructure needed to direct future growth



**Timeline of the  
East Bank Master  
Plan community  
engagement effort.**



**NDOT**

NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE

The Boulevard and East Bank Master Plan enjoy a high degree of public support. The following list identifies elected officials, non-profits, public agencies and other organizations who provided letters of support for this project. The letters can be found in Appendix A.

### Partnership and Collaboration List

US Senator Marsha Blackburn	Council Member Brett Withers	Martha O'Bryan Center
US Senator Bill Hagerty	Council Member Zach Young	United Neighborhood Health
US Representative Jim Cooper	Tennessee Department of Transportation, Interim Commissioner Joseph Galbato III	Trevecca University
State Senator Brenda Gilmore	Greater Nashville Regional Council	Metropolitan Development and Housing Agency
State Senator Jeff Yarbro	Metro Parks	WeGo Public Transit
State Senator Heidi Campbell	Metro Planning	Transit Alliance of Middle Tennessee
State Representative Bill Beck	Civic Design Center	
Council Member Jeff Syracuse		



### Public Engagement and Community Partnerships

Public engagement and community partnerships to date include:

- Public Update Meetings held regularly throughout the planning process, including February, May and November 2021.
- Four in-person Visioning Workshops during July and August 2021 where 75+ attendees participated in six distinctive activities related to the programming of public spaces, authenticity, circulation and mobility, resilient river, planning + design principles and land use mix.
- A Technical Advisory Committee representing WeGo Public Transit, Nashville Department of Transportation, US Army Corps of Engineers, the Tennessee Department of Environment & Conservation, the Tennessee Department of Transportation, Metro Water Services and more has met four times between May and October 2021.



*Members of the East Bank team met with property owners to integrate the Boulevard with individual site plans.*



- A Neighborhood Advisory Committee representing the Downtown Residents Association, Homeless Support Organizations, Friends of Shelby Park, Cross Point Church and local neighborhood associations has met four times from May-October 2021.
- Three online Surveys, which resulted in more than 1,500 public comments on preferences for public spaces, authenticity, circulation and mobility, resilient river, planning + design principles and land use mix.
- Individual property owner and developer meetings to describe the Master Plan and integrate the Boulevard within their site plans.
- Digital engagement, including a dedicated website, email listserv and social media posts to build awareness of the plan and provide an on-demand opportunity to learn and engage.

During the public outreach process, four major community priorities were identified:

- Destinations for Nashvillians
- Riverfront Access and Resiliency
- Better, Safer and Easier Connectivity to the project area
- Equity and Affordability

These priorities informed the conceptualization and planning of the Boulevard and will continue to shape the design.

## Public-Private Partnerships

The success of the East Bank and the Boulevard project will rely on partnerships. This includes several partnerships with private sector entities who clearly see the value and potential this project provides. These partnerships are highlighted by the Oracle Corporation and the Tennessee Titans as described below.

### Oracle Corporation

Nashville has partnered with Oracle Corporation to bring more than 8,000 new jobs to the East Bank with their planned 1.2 million square foot corporate campus. In addition to nearly \$1.2 billion in on-site improvements, Oracle will partner with Metro Nashville to build more than \$175 million in public infrastructure for the East Bank. Additionally, the State of Tennessee has committed to provide \$40 million for the Tennessee Department of Transportation to extend Cleveland Street underneath I-24 to the Boulevard at Oracle's campus.

***The Oracle Corporation is partnering with Metro Nashville to invest more than \$175 million in infrastructure for the East Bank. A portion of this investment will go to constructing the Boulevard.***

### Tennessee Titans

The Tennessee Titans have plans to upgrade or replace the current Nissan Stadium and to transform the parking lots surrounding the stadium into a walkable, mixed-use neighborhood with the Boulevard at its center. This massive transformation requires significant investment in infrastructure upgrades. A three-way partnership between the Titans, Metro Nashville and the State of Tennessee to finance the infrastructure is currently in development.

### Public Private Partnership Highlights

**\$175 million** infrastructure investment by the Oracle Corporation

**\$40 million** in State Economic Development funds to construct the extension of Cleveland Street to the Oracle campus

**Cost sharing** for public infrastructure by the Titans, Metro Nashville and State of Tennessee for infrastructure around the stadium



**Innovation**

A tremendous opportunity awaits the East Bank, but it can only be achieved with a fully realized Boulevard connecting the East Bank's jobs, affordable housing, retail and recreation opportunities to the rest of Nashville. The East Bank Boulevard's planned technology components reflect a new way of thinking about Nashville's infrastructure and the inventive ways to provide opportunities to residents in designated Qualified Opportunity Zone and Promise Zone areas.

**"Built-In" Bus Rapid Transit**

The vast majority of dedicated BRT projects in the United States are retrofits to existing arteries and expressways, either by expanding the road and acquiring additional right-of-way, or through conversion of existing travel lanes. In contrast, the East Bank Boulevard includes dedicated lanes for buses and other transit vehicles as an integral part of its initial design. By virtue of this fact, the Boulevard provides an important opportunity to set a new standard for the planning and design of complete streets for our nation.



*The Boulevard will set a new standard for arterial planning and design in the US by making BRT an integral part of its design.*

**Innovative Technologies**

East Bank Boulevard will use a number of innovative technologies to manage and improve operations of the transportation system. Collectively, these deployments will improve the safety of vulnerable road users, increase accessibility and convenience for all modes of transportation, improve the city's asset management capabilities, prepare the existing system for connected and automated vehicle technology and improve overall system reliability. Innovative elements currently under consideration for the final design of the Boulevard include the following technologies:

**Arterial DMS** - Dynamic messaging signs (DMS) to direct traffic to available parking and manage traffic flow during events and emergencies on state roads.

**Smart Lighting** - Enhanced lighting at night to improve safety at pedestrian crossings and reduce power consumption.

**Bicycle and Pedestrian Sensors** - Automated pedestrian and bicycle detection at intersections and mid-block crossings to extend green times, crossing times, or other safety measures such as ADA-accessible pedestrian signals.

**Autonomous Vehicles** - The ability to operate high-occupancy autonomous vehicles within transit lanes.

**Smart and Connected Signals** - The ability to transmit and receive messages to connected vehicles, roadside units and vulnerable users such as pedestrians and vehicles, per vehicle-to-everything (V2X) communications systems (SAE J2735 standards).



**Automated Traffic Signal Performance Measures and Real-time Condition Monitoring** – Software solutions that provide real-time traffic signal system management with the advanced traffic controllers needed to support roadside units.

**Advanced Adaptive and Traffic Responsive Traffic Signal Control Systems** – Traffic signals along the corridor will be operated with the use of both adaptive and traffic responsive control systems that will support the safety and effective operations of all modes of travel along the East Bank.

**Mobility Hubs** – Mobility hubs in public parking structures that include infrastructure to support EV charging stations, visitor information kiosks, bicycle racks, Wi-Fi broadband hot spots and other amenities.

**Green Infrastructure** – Green and LID Infrastructure will be utilized in the study area where contextually possible within the right-of-way.

**Pavement Management Systems** – Video-based inventory systems using machine-learning to assess needs, perform pavement maintenance and extend the life-cycle of pavement, sidewalks and related infrastructure.

**Street Flood Notification System** – Sensors to identify locations where street flooding is eminent or occurring to route travelers around this safety hazard

The feasibility and use of these technology components will be explored further through the RAISE planning grant.

### **Innovative Financing**

---

As part of its public-private partnership with Oracle, Metro Nashville is providing a rebate of half of its property tax revenue annually in exchange for \$175 million in up-front infrastructure improvements, including a portion of the East Bank Boulevard. The rebate will continue for 25 years or until the total rebate equals \$175 million, . Metro Nashville will continue to seek out innovative financing partnerships with the Titans and other entities as the development of the East Bank evolves over the next several years.



# APPENDIX



# APPENDIX

## Appendix A – Letters of Support



MARSHA BLACKBURN  
TENNESSEE  
<http://www.blackburn.senate.gov/>

357 DIRKSEN SENATE OFFICE BUILDING  
WASHINGTON, DC 20510  
(202) 224-3344  
FAX: (202) 228-0566

## United States Senate

April 6, 2022

COMMITTEES:  
ARMED SERVICES  
COMMERCE, SCIENCE, AND  
TRANSPORTATION  
JUDICIARY  
VETERANS' AFFAIRS

The Honorable Pete Buttigieg  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I write to bring your attention to the grant application submitted by the Metropolitan Government of Nashville in Davidson County, Tennessee for funding available through the RAISE grant program.

I understand that the City of Nashville is submitting a proposal to develop the East Bank Boulevard. The City of Nashville informs me that a new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit. Furthermore, this planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of the local community.

Please give all due consideration to this request. Should you have any questions or need more information, please contact Alexander Gonzalez on my staff at (202) 224-3344.

Sincerely,



Marsha Blackburn  
United States Senator



BILL HAGERTY  
TENNESSEE

RUSSELL SENATE OFFICE BUILDING  
SUITE 240  
WASHINGTON, DC 20510-4209  
(202) 224-4944

# United States Senate

WASHINGTON, DC 20510

April 5, 2022

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

I write today in support of the City of Nashville's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. Nashville seeks federal funding to help with the construction of the East Bank Boulevard, a new, multimodal corridor that will connect the East Bank with downtown Nashville and surrounding areas.

Currently, the East Bank is an underutilized and flood-prone region, located in an area of persistent poverty that was hit hard by the flood of 2010 and again by the 2020 tornadoes. Amid tornado recovery efforts, the disadvantaged communities along the East Bank were again severely impacted by the COVID-19 pandemic. However, Nashville has several major plans in place to transform the area into the city's next great neighborhood.

With imminent plans for development through private sector partnerships, there arises the need for a resilient and sustainable road that will connect East Bank's future jobs, affordable housing, and retail and recreation opportunities to all of Nashville. The East Bank Boulevard will unify over 3 miles of the developing neighborhood with dedicated lanes for bus/rapid transit; roadside zones for pedestrians and bicycle lanes; building frontages; curbside loading zones; and much more.

I thank you in advance for your careful consideration of the City of Nashville's application to the Rebuilding American Infrastructure with Sustainability and Equity Grant Program. The funding of the East Bank Boulevard project will greatly serve the community as it faces growing mobility and accessibility needs throughout the area's development. Should you have any questions, please do not hesitate to contact my office at (202) 224-4944.

Sincerely,



Bill Hagerty  
United States Senator

**CHATTANOOGA**  
JOEL W. SOLOMON  
FEDERAL BUILDING  
900 GEORGIA AVENUE  
SUITE 260  
CHATTANOOGA, TN 37402  
(423) 752-5337

**COOKEVILLE**  
L. CLURE MORTON  
FEDERAL BUILDING  
9 E BROAD ST  
THIRD FLOOR  
COOKEVILLE, TN 38503  
BY APPOINTMENT  
(931) 981-4874

**JACKSON**  
ED JONES  
FEDERAL BUILDING  
109 S HIGHLAND AVE  
SUITE 216  
JACKSON, TN 38301  
BY APPOINTMENT  
(731) 234-9358

**KNOXVILLE**  
HOWARD H. BAKER, JR.  
U.S. COURTHOUSE  
800 MARKET STREET  
SUITE 112  
KNOXVILLE, TN 37902  
(605) 545-4253

**MEMPHIS**  
CLIFFORD DAVIS-ODELL  
HORTON FEDERAL BUILDING  
167 NORTH MAIN STREET  
SUITE 1068  
MEMPHIS, TN 38103  
(901) 544-4224

**NASHVILLE**  
3322 WEST END  
AVENUE  
SUITE 120  
NASHVILLE, TN 37203  
(615) 736-5129

**TRI-CITIES**  
TRI-CITIES REGIONAL  
AIRPORT  
2525 HIGHWAY 75  
SUITE 101  
BLOUNTVILLE, TN 37617  
(423) 325-6240

JIM COOPER  
5TH DISTRICT, TENNESSEE  
HOUSE ARMED SERVICES COMMITTEE  
SUBCOMMITTEE ON STRATEGIC FORCES –  
CHAIRMAN  
SUBCOMMITTEE ON INTELLIGENCE, EMERGING  
THREATS AND CAPABILITIES  
SUBCOMMITTEE ON SEAPOWER AND PROJECTION  
FORCES  
COMMITTEE ON OVERSIGHT  
AND REFORM  
SUBCOMMITTEE ON NATIONAL SECURITY  
COMMITTEE ON THE BUDGET

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515

**PLEASE MAIL TO NASHVILLE OFFICE:**  
605 CHURCH STREET  
NASHVILLE, TN 37219-2314  
(615) 736-5295  
FAX: (615) 736-7479  
WASHINGTON OFFICE:  
(202) 225-4311  
FAX: (202) 226-1035  
WEBSITE: [cooper.house.gov](http://cooper.house.gov)

April 8, 2022

The Honorable Pete Buttigieg  
Secretary  
United States Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

**RE: RAISE Grant proposal for East Bank Boulevard Project in Nashville, TN**

Dear Mr. Secretary,

I am writing to you in support of Metro-Nashville's RAISE grant application. This grant would help facilitate the next phase of planning and community engagement for the city's *East Bank Boulevard* project.

Despite its proximity to the city center, Nashville's East Bank is underdeveloped and underutilized. Metro-Nashville has already begun to plan for the development of an *East Bank Boulevard*, a multimodal path along the east side of the Cumberland River that will create economic opportunities, increase safety, and connect communities. This grant would allow Metro-Nashville to move to the next phase of planning and design, including potentially extending the *East Bank Boulevard* by creating a bridge over the Cumberland River that would make East Nashville's jobs, housing, restaurants, retail, and open spaces more accessible.

Thank you for your consideration of this project.

Sincerely,



Jim Cooper  
Member of Congress



**BRENDA GILMORE**  
STATE SENATOR, DISTRICT 19<sup>TH</sup>  
DAVIDSON COUNTY

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

**Tennessee State Senate**  
**NASHVILLE**  
**DEMOCRATIC FLOOR LEADER**

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

April 7, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

**Subject: East Bank Boulevard 2022 RAISE Grant Application**

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Sincerely,

A handwritten signature in black ink that reads "Brenda Gilmore". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Brenda Gilmore, State Senator  
District 19

**JEFF YARBRO**  
MINORITY LEADER  
21<sup>ST</sup> SENATORIAL DISTRICT



## **Tennessee State Senate**

NASHVILLE

CORDELL HULL BUILDING, SUITE 764  
425 REP. JOHN LEWIS WAY NORTH  
NASHVILLE, TENNESSEE 37243  
(615) 741-3291

### **MEMBER OF COMMITTEES:**

FINANCE, WAYS AND MEANS  
STATE & LOCAL GOVERNMENT  
HEALTH AND WELFARE  
RULES  
CALENDAR

April 7, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: **East Bank Boulevard**  
**2022 RAISE Grant Application**

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Best,

A handwritten signature in black ink, appearing to read "J. Yarbrow", written over a horizontal line.

Jeff Yarbrow

**HEIDI CAMPBELL**

20<sup>TH</sup> SENATORIAL DISTRICT

425 JOHN LEWIS WAY NORTH  
CORDELL HULL BUIDLING, SUITE 770  
NASHVILLE, TENNESSEE 37243  
615-741-6679

# Tennessee State Senate

**COMMITTEES:**

ENERGY, AGRICULTURE AND  
NATURAL RESOURCES

GOVERNMENT OPERATIONS

FISCAL REVIEW

April 7, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: **East Bank Boulevard  
2022 RAISE Grant Application**

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Sincerely,



Senator Heidi Campbell  
[sen.heidi.campbell@capitol.tn.gov](mailto:sen.heidi.campbell@capitol.tn.gov)

51ST LEGISLATIVE DISTRICT  
DAVIDSON COUNTY

LEGISLATIVE OFFICE:  
425 5TH AVENUE NORTH  
CORDELL HULL BUILDING, SUITE 574  
NASHVILLE, TENNESSEE 37243  
(615) 741-3229 PHONE  
(615) 253-0233 FAX  
rep.bill.beck@capitol.tn.gov



## House of Representatives State of Tennessee

**BILL BECK**  
HOUSE DEMOCRATIC FLOOR LEADER

**MEMBER OF COMMITTEES:**  
CRIMINAL JUSTICE  
SELECT ETHICS  
STATE GOVERNMENT

**MEMBER OF SUBCOMMITTEES:**  
CRIMINAL JUSTICE  
DEPARTMENTS & AGENCIES  
WORKPLACE DISCRIMINATION  
AND HARASSMENT

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Subject: East Bank Boulevard 2022 RAISE Grant Application

April 4, 2022

Dear Mr. Secretary,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that are a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling, and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods a reality.

Sincerely,

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Beck", written in a cursive style.

Bill Beck





## METROPOLITAN COUNCIL

Member of Council

### **Jeff Syracuse Councilmember, District 15**

April 6, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Subject: **East Bank Boulevard  
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses, and lifeless streets that is a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling, and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with community and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

Jeff Syracuse  
Councilmember, District 15



## METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

One Public Square, Suite 204  
Nashville, Tennessee 37201  
Office: (615) 862-6780  
Fax: (615) 862-6784

1113 Granada Avenue  
Nashville, Tennessee 37206  
Cell: (615) 427-5946  
Email: [brett.withers@nashville.gov](mailto:brett.withers@nashville.gov)

**BRETT A. WITHERS**  
Councilmember, District 6

April 08, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Subject: **East Bank Boulevard**  
**2022 RAISE Grant Application**

Dear Secretary Buttigieg:

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.

I serve as the Nashville Metro Council District 6 representative for the area where much of the East Bank Boulevard is proposed. I have worked with our county's Metro Planning Department to undertake the East Bank Planning Study that has engaged surrounding neighborhood associations, nonprofit agencies, and other stakeholders to create a new vision for this area along Nashville's riverfront. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

Nashville's East Bank was once part of a complete urban street grid until it was bisected from the East Nashville neighborhoods by the construction of an interstate loop system in the 1960s. The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is a barrier between East Nashville communities such as Cayce Place and the rest of Nashville.

Cayce Place is a HUD property where I have worked with public housing residents and surrounding neighbors to implement the Envision Cayce Master Plan that was codified in 2014. The Envision Cayce Master Plan implementation utilizes RAD funding strategies to create mixed-income housing with no displacement of existing public housing residents. Together we are adding density and replacing 1930s-era housing units with new units without increasing rents for public housing residents.

The next challenge after providing new and improved housing is to provide connectivity so that these historically underserved residents can safely reach employment, education and other resources and opportunities. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This RAISE planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the local community stakeholders including public housing residents so that it serves the needs of all Nashvillians.

I wholeheartedly support this RAISE grant application and look forward to seeing the vision of creating one of Nashville's next great neighborhoods become a reality.

I would like to welcome you as well as HUD Secretary Fudge to visit Cayce Place with me so that you can experience first-hand the exciting affordable and mixed-income housing work that we have underway there and how this RAISE planning grant will help to address an historical injustice by reconnecting these residents to surrounding neighborhoods and opportunities.

Sincerely,

A handwritten signature in dark ink, reading "Brett A. Withers". The signature is written in a cursive, flowing style.

Brett A. Withers

District 6 Representative, Metropolitan Council of Nashville and Davidson County  
Metro Council Planning & Zoning Committee Chair  
Davidson County Planning Commission – Metro Council Representative



METROPOLITAN COUNCIL

Member of Council

**ZACH YOUNG**  
**COUNCILMEMBER, DISTRICT 10**

April 8, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Subject: East Bank Boulevard**  
**2022 RAISE Grant Application**

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Metro Government and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

Zach Young  
Councilmember, District 10



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**COMMISSIONER'S OFFICE**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2848

**JOSEPH GALBATO, III**  
INTERIM COMMISSIONER

**BILL LEE**  
GOVERNOR

April 6, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: East Bank Boulevard, 2022 RAISE Grant Application

Dear Mr. Secretary,

Please accept this letter of support for the City of Nashville's East Bank Boulevard grant application for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses, and lifeless streets that is a barrier between East Nashville communities and numerous public housing neighborhoods such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is a desire Nashville has established for providing a more modern, safe, connected, and convenient option for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

We support East Bank Boulevard because the future project proposes the following benefits to the area:

- Dedicated lanes for bus rapid transit and autonomous vehicles,
- Flood resiliency for the Boulevard and surrounding neighborhoods, and
- A modern and complete multimodal mobility option that connects transit, pedestrians, cars, autonomous vehicles, and bicycles as well as micromobility in one cohesive and continuous north-south corridor.

Secretary Pete Buttigieg  
U.S. Department of Transportation

Page 2

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with our agency and other stakeholders so that it serves the needs of all Nashvillians. The Tennessee Department of Transportation appreciates your favorable consideration of the City of Nashville's application.

Respectfully,

A handwritten signature in black ink, appearing to read "Joe Galbato", written over a horizontal line.

Joseph Galbato, III  
Interim Commissioner

CC: Paul Degges, Deputy Commissioner, Bureau of Engineering  
Preston Elliott, Deputy Commissioner, Bureau of Environment & Planning  
The Honorable John Cooper, Mayor, City of Nashville  
Brad Freeze, Chief Engineer, Nashville Department of Transportation and  
Multimodal Infrastructure



April 11, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Subject: East Bank Boulevard 2022 RAISE Grant Application**

Dear Secretary Buttigieg,

On behalf of the Transportation Policy Board of the Greater Nashville Regional Council (GNRC), I would like to express support for Metro Nashville's application to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank of the city that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

GNRC is recognized as the Metropolitan Planning Organization (MPO) for the seven county Nashville metropolitan planning area, which includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties in the middle Tennessee area.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling, and transit that will catalyze the East Bank to reach its full potential.

We support the East Bank Boulevard because it addresses both goals supported by our region and objectives necessary to create a vibrant neighborhood from an underutilized and deteriorating legacy industrial area in the heart of Nashville. The Boulevard will provide a modern and complete multimodal mobility option that accommodates transit, cars, cyclists/micromobility, and pedestrians in a newly cohesive facility. It will also activate previously inaccessible land parcels and serve as a development catalyst and job creator. It can then connect those jobs with housing and open space within the East Bank neighborhood and beyond, serving diverse and economically disadvantaged neighborhoods on both sides of the river.

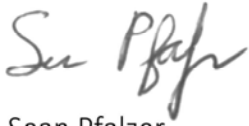
This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with members of the Transportation Policy Board and regional stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

**Connecting Communities. Empowering People.**

220 Athens Way, Suite 200 • Nashville, TN 37228 • [GNRC.org](http://GNRC.org)



Sincerely,

A handwritten signature in black ink, appearing to read "Sean Pfalzer". The signature is fluid and cursive, with the first name "Sean" and last name "Pfalzer" clearly distinguishable.

Sean Pfalzer

Transportation Planning Manager

Cc: Members of the Nashville Area MPO Transportation Policy Board  
Michael Skipper, Executive Director, GNRC

JOHN COOPER, MAYOR

## METROPOLITAN BOARD OF PARKS AND RECREATION

Centennial Park Office  
Park Plaza at Oman Street  
Nashville, TN 37201



(615) 862-8400  
Fax (615) 862-8414  
[www.nashville.gov/parks](http://www.nashville.gov/parks)

Monique Horton Odom, Director

April 6, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: **East Bank Boulevard  
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

Please accept this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The East Bank Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and connect communities. It is our goal at Metro Parks and Recreation for **all** residents and visitors to be able to equitably take advantage of improvements in mobility, recreational, and sustainability resources Nashville offers. The Boulevard vision will support this goal.

Currently, the East Bank is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that create a barrier between East Nashville communities and the rest of Nashville. A new vision and strategy are needed to provide modern, safe, and convenient options for walking, cycling and transit that propels the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Metro Parks and Recreation and other stakeholders so that it serves the needs of all Nashvillians. I support the grant application and look forward to future partnership and collaboration on this important project.

Kindly,

Monique Horton Odom, Director

*"It is the mission of Metro Parks and Recreation to sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community"*



FOR ADA ACCOMMODATIONS, PLEASE CONTACT 615-862-8400

WE ARE AN EQUAL OPPORTUNITY EMPLOYER



April 11, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: **East Bank Boulevard**  
**2022 RAISE Grant Application**

Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The East Bank is a once-in-a-generational opportunity to transform hundreds of underutilized, industrial acres in the core of Nashville's downtown into a thriving neighborhood that can also serve as a vital connector for the city's transportation network.

The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, as well as unify and connect communities – many of which were cut off by the construction of the Interstate in the 1960s.

In my work as Metro Nashville's Planning Director, I've spent the better part of 18 months understanding the barriers that exist on the East Bank today – a disconnected collection streets, hundreds of acres of parking lots, legacy industrial uses and a lifeless area that comes to life a few times a year – and the place Nashvillians would like to see it become. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

I support the East Bank Boulevard and cross-river connectivity because I believe this is our city's opportunity to build Nashville's next great neighborhood and ensure we have quality-of-life standards from the start, such as housing, safe mobility options and equitable access to open space, jobs and transit, that so many cities spend decades trying to retrofit their communities for.

The development of the multimodal boulevard would improve access to transit for more than 110,000 residents within a half mile of Nashville's four major transit routes, enhance bikeway connections for more than 35,000 residents around East Nashville, and provide Nashville with its first dedicated transit lane.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Metro Planning, Nashville Department of Transportation, and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on this important project.

Sincerely,

A handwritten signature in cursive script that reads "Lucy Alden Kempf". The signature is written in dark ink and is positioned above the printed name.

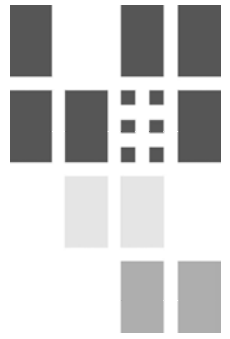
Lucy A. Kempf

Executive Director, Metro Nashville Planning Department



## Civic Design Center

p: 615.248.4280  
138 2nd Ave N, Suite 106  
Nashville TN, 37201



April 01, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: **East Bank Boulevard  
2022 RAISE Grant Application**

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

We support East Bank Boulevard because the project idea has been discussed by Nashvillians since the creation of the Civic Design Center and the formation of its guiding publication *The Plan of Nashville: Avenues to A Great City* published in 2005. The East Bank has been the focus of a global design competition led by the Design Center that produced exciting visions for the new neighborhood. The Design Center has also worked with the University of Tennessee College of Architecture and Design to further these efforts and promote the idea of sparking development of this area. The Boulevard project is critical to the success of this new neighborhood and will serve as a central multi-modal transportation connection in Nashville and Middle-Tennessee.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Civic Design Center and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on this important project.

Sincerely,

Civic Design Center CEO



April 12, 2022

**Board of Directors**

2021-2022

**Co-Chairs**

Harrison Frist

Molly Ruberg

**Treasurer**

Leighton Liles

Nicole Anderson

Jerome Burt

Melissa Burton

Adam Carr

Todd Cruse

Samori Cummings

Liz Denning

Andy Faught

Toni Fitzgerald

Midge Folger

Tam Gordon

Marilyn Greer

Greg Hagood

Eddie Hamilton

Kemarcus Haynes

Kurt Jones

Corinne Kidd

Robbie King

Mike McGuffin

Sabrina Miller

Derrick Morgan

Sam Needham

Sara Perry

Brant Phillips

Clay Richards

Grant Rutledge

Tim Sinks

Jeffrey Zager

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
United States

Subject: East Bank Boulevard - 2022 RAISE Grant Application

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Martha O'Bryan Center and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

Marsha Edwards  
President and CEO



March 29, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

**We write in strong support of Nashville's East Bank Boulevard proposal for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.**

We believe the Boulevard could be the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities. As a federally qualified health center serving these communities for the last 46 years, we at Neighborhood Health see firsthand every day from our clinics how the East Bank today remains a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit. This in turn would help East Bank to reach its full potential and improve lives of its residents and our patients.

We know the built environment has a profound effect on health, which is why we have been integrally involved in numerous urban planning efforts in these communities. This includes our ongoing with Metro's Envision Cayce and related efforts. We are starting to see these efforts come to fruition and see signs of small but notable improvements in the quality of life and environment. This planning grant will provide the necessary resources to build on these successes with a continued focused on social equity; the grant will allow Nashville plan and design the Boulevard in close partnership with Neighborhood Health and other stakeholders so that it serves the needs of all Nashvillians.

**We enthusiastically endorse Nashville's RAISE grant proposal and pledge to remain closely engaged with the East Bank Boulevard project.**

Sincerely,

Brian Haile  
Chief Executive Officer





April 8, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: East Bank Boulevard  
2022 RAISE Grant Application

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

The East Bank today is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that catalyzes the East Bank to reach its full potential.

We support the East Bank Boulevard because it transforms a challenged and neglected area of the city into a community that is connected to the thriving life of Nashville. As the university that anchors one end of the Boulevard, we see our capacity for supporting our neighbors take a giant step forward. We are pleased to support our mayor in working on this vital Nashville project.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Trevecca Nazarene University and other stakeholders so that it serves the needs of all Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

A handwritten signature in dark ink that reads "Dan Boone". The signature is fluid and cursive, with the first and last names clearly legible.

Dan Boone

Office of the President

**Metropolitan Development and Housing Agency**  
701 South Sixth Street \* Nashville, Tennessee \* Telephone (615) 252-8400  
Telephone Device For The Deaf (615) 252-8599

**Dr. Troy D. White**  
Executive Director

**Mailing Address: P.O. 846**  
Nashville, TN. 37202

April 12, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Subject: East Bank Boulevard  
2022 RAISE Grant Application

Dear Secretary Buttigieg:

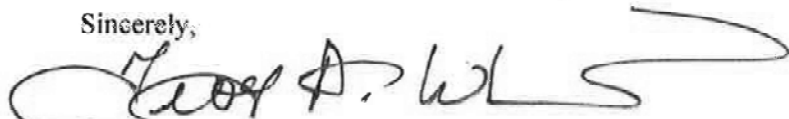
I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The East Bank Boulevard is the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new jobs, housing, economic opportunities, and unify and connect communities in Nashville.

Today, the East Bank is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that are a barrier between East Nashville communities such as Cayce Place and the rest of Nashville. A new multimodal corridor and bridge over the Cumberland River is desperately needed to provide modern, safe, and convenient options for walking, cycling and transit that would catalyze the East Bank to its full potential.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Metropolitan Development and Housing Agency and other stakeholders so that it serves the needs of all Nashvillians. As the owners of Cayce Place and CWA Plaza affordable housing developments the Metropolitan Development and Housing Agency supports the application for the RAISE planning grant to connect Nashville residents to goods, services, and economic opportunities. Additionally, the planning efforts will also aid in clarifying potential TOD opportunities that may yield additional housing opportunities.

I support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,



Troy D. White, DPA  
Executive Director



April 12, 2022

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

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: East Bank Boulevard  
2022 RAISE Grant Application

John Cooper  
Mayor

---

Gail Carr Williams  
Chair

Janet Miller  
Vice Chair

Walter Searcy, III  
Member

Mary Griffin  
Member

Jessica Dauphin  
Member

---

Stephen G. Bland  
Chief Executive Officer

Edward W. Oliphant  
Chief Financial Officer

Andy Burke  
Chief Operating Officer

Rita Roberts-Turner  
Chief Administrative Officer

Trey Walker  
Chief Development Officer

Dear Secretary Buttigieg,

I am pleased to provide this letter of support for funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard has the potential to be the centerpiece of a more resilient and sustainable East Bank that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities if it is planned and designed properly, with equity, sustainability and resilience at the forefront.

Funding that would be made available if this proposal is funded would support a highly engaged planning, design, and NEPA compliance process with a focus on these very issues. From the standpoint of equity and sustainability, we hope that resulting designs can address some of the historic inequities that have manifested themselves in Nashville's transportation network to provide, not only a model for mobility on the East Bank but, a model for how our corridors generally should develop throughout the region. Some of the questions this process will seek to answer include:

1. Can proposed high-capacity transit along the corridor be designed to make travel easier, faster and more reliable for transit riders overall, but particularly for the disadvantaged individuals who make up a large percentage of WeGo Public Transit patronage, or will it continue to give priority to single occupant auto drivers?
2. Will the transit connections from the East Bank Boulevard to connecting corridors be safe, easy and convenient, or will they force low income and persons of color to navigate auto-dominant streets with their inherent perils?

**East Bank Boulevard**  
**2022 RAISE Grant Application**  
**April 12, 2022**  
**Page 2 of 2**

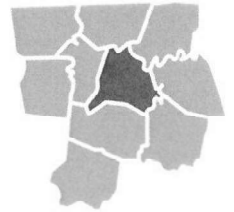
3. The potential of a massive upgrade or replacement of the WeGo Public Transit bus operations facility as part of the project presents an unprecedented opportunity to advance Nashville's mobility goals with respect to transit service expansion and sustainability by creating a facility that is sufficient to manage a larger fleet, and support a zero emissions fleet (which the current facility is incapable of hosting). However, the study will also address the questions of "if the facility needs to be relocated, where can it go?" and "how will the City pay for the project, which could range upwards of \$200 million?"

The East Bank Boulevard presents a transformational opportunity to improve access and mobility in Nashville. By making transit a prominent component of this project, Metro Nashville recognizes the critical role that transit plays in building strong and healthy communities, and to begin to reverse the inequities in our society that historic transportation investments helped to create. A RAISE grant award will help provide the essential tools to address the many issues and questions that will arise in making the eventual project an enhancement for all Nashvillians.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephen G. Bland". The signature is fluid and cursive, with the first name "Stephen" and last name "Bland" clearly distinguishable.

Stephen G. Bland  
Chief Executive Officer



April 12, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States

Subject: **East Bank Boulevard  
2022 RAISE Grant Application**

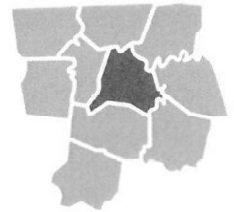
Dear Secretary Buttigieg,

The Transit Alliance of Middle Tennessee lends this letter of support for funding the planning process for a multimodal Boulevard on Nashville's East Bank through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. The Boulevard would be the centerpiece of a resilient and sustainable East Bank that aims to improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

Today, the East Bank is a patchwork of disconnected parking lots, legacy industrial sites, and dark, lifeless streets that are major barriers between diverse East Nashville communities such as Cayce Place and the growing opportunities in Nashville. For a city like Nashville, it's a waste of valuable land and our residents deserve to have safer, more accessible mobility in the area. The East Bank is so close to the Cumberland River and our vibrant downtown, yet it is grossly underutilized, ugly, and unsafe for people. It is a challenge to navigate and offers no equitable access to the growing number of jobs nearby. A well-designed multimodal corridor and bridge over the Cumberland River would not only activate the space and provide modern, safe, and convenient mobility options for people, including public transit access, walking, and cycling. It would also catalyze the East Bank and spur the city to reach its fullest and highest potential.

The Alliance supports creating the East Bank Boulevard because we know and understand the value of multimodal infrastructure to spur economic development, provide equitable access to higher paying jobs, sustain the environment, mitigate cost of living, elevate quality of life, inspire community and creativity, and more. We are particularly piqued by the possibility of dedicated public transit lanes, safer pedestrian/bicycle infrastructure, and robust public engagement. As Nashville contends with continued economic expansion, including record job and population growth year over year, the infrastructure must keep pace.

Perhaps more importantly, we look forward to obtaining further community feedback through the public outreach process to inform and prioritize the design elements and preferred modes of mobility

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OF MIDDLE TENNESSEE

along the Boulevard and East Bank. Nashvillians have been increasingly disillusioned with the rate of development feeling that it is not benefitting them. The East Bank Boulevard is a rare moment for Nashville to illustrate through intentional development how the city can combine federal support and local funding to support growth in the city that will serve her residents for decades ahead. It's imperative that we not just plan for today but that we plan for a future that we envision for ourselves and our children.

The East Bank Boulevard is a blank slate in that the property is primarily parking lots and industrial sites. There is an opportunity for the community to design the space and its potential from the ground up. Nashville is ready for more. Taking the time to develop a comprehensive multimodal Boulevard along the East Bank is the next step in the city's evolution to serve its residents while facilitating economic growth, centering pedestrian safety, and protecting our environmental sustainability.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Transit Alliance of Middle Tennessee and other critical stakeholders so that it serves the needs of *all* Nashvillians. I support this grant application and look forward to future partnerships and collaboration on this vital project as the Nashville region continues to grow intentionally and equitably.

Sincerely,

Jessica Dauphin  
President and CEO

Transit Alliance of Middle Tennessee

# APPENDIX

## Appendix B – Benefits Analysis





A benefit-cost analysis (BCA) is a conceptual framework used to evaluate the cost effectiveness of infrastructure projects. Economists typically conduct BCAs to quantify and monetize the societal benefits and costs generated by a project or proposed project. When possible, benefits are expressed in monetary terms and weighed against the total project costs to determine the project's societal return on investment.

The benefits that result from the project represent the extent to which people impacted by the project are made better-off. A net increase in public welfare is a positive result, even if some groups within society are made worse-off. A project is rated positively if the benefits to some are large enough to compensate the losses of others.

Additionally, BCA seeks to anticipate the welfare impacts of a project over the entire lifecycle of the project. To account for society's general preference for present consumption (rather than future consumption), all benefits and costs that occur in the future need to be discounted to be compared equitably in present values. To that end, a real discount rate that reflects the opportunity cost of capital is identified and applied to all benefits and costs in future years.

The BCA produces several important measures to assess the cost-effectiveness of a proposed infrastructure project:

- **Benefit-Cost Ratio (BCR)** - Calculated by dividing the project's discounted benefits by its discounted costs. The BCR measures the societal return on each dollar spent in project costs. A BCR of more than 1.0 indicates that more than one-dollar worth of benefits will be generated by the project for each dollar spent.
- **Net Present Value (NPV)** - Calculated by subtracting the discounted project costs from the discounted benefits generated by the project. This measure indicates the net societal worth created by the project, after accounting for its costs.

It is worth noting that the BCR and NPV only consider the benefits that are successfully quantified and monetized. Benefits generated by a project that are difficult to monetize are therefore excluded from the measures described above. Therefore, it is important that the BCR and NPV of a project be considered in conjunction with other criteria when judging a project's overall worth to society.

For federal discretionary grant applications such as RAISE, the methodology for BCA involves:

- Defining the No-Build and Build scenarios and establishing existing and future conditions.
- Assessing benefits with respect to the merit criteria identified in the FY 2022 RAISE Notice of Funding Opportunity (NOFO).
- Measuring costs and benefits in dollars, whenever possible.
- Using U.S. Department of Transportation (USDOT) BCA guidance to estimate the value of travel time savings, vehicle operating cost savings, emission cost savings, and crash cost savings, and relying on industry best practices for other impacts.
- Discounting future benefits and costs with a real discount rate of 7 percent, as recommended by U.S. DOT.
- Conducting a sensitivity analysis to assess the impact of changes in key inputs (e.g., project costs, project schedule, value of time, value of statistical life, etc.)

As a RAISE Planning Grant application, the requirement for a BCA is not applicable to the East Bank Boulevard project. Key inputs such as capital cost estimates, ridership, and implementation schedule could change as the project advances further into planning, preliminary engineering, and design. These activities will support the collection and analysis of data required to conduct a detailed BCA in the future.

It is our expectation that when quantified and monetized, the discounted benefits are highly likely to exceed the discounted costs of the East Bank Boulevard project, and thus resulting in a BCR greater than 1.0.

The East Bank Boulevard project will generate significant long-term benefits by improving safety, enhancing mobility, connectivity and quality of life, applying transformative technology, and explicitly addressing climate change and racial equity. The project benefits align with USDOT's merit criteria identified in the FY22 RAISE Notice of Funding Opportunity (NOFO) and will result in:

- Reduced risk of crashes from safety improvements on the East Bank Boulevard **(Safety)**.
- Sustainable active transportation options, reducing reliance on automobiles (reduced vehicle miles traveled and greenhouse gas emissions) as the primary mode of transportation by promoting a compact, walkable development pattern and viable transportation alternatives **(Environmental Sustainability)**.
- New standard for flood resiliency in Nashville by promoting responsible development practices in an area known to be at risk of flooding **(Environmental Sustainability)**.
- Reduced heat islands with dedicated space for street trees and additional landscaping **(Environmental Sustainability)**.
- Improved quality of life and access to employment, affordable housing, and retail opportunities **(Quality of Life)**.
- Reduced barriers to opportunities for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors **(Mobility and Connectivity)**.
- Job creation and improved connections to job opportunities within the East Bank and beyond **(Economic Competitiveness and Opportunity)**.
- Enhanced freight and traffic movement **(Economic Competitiveness and Opportunity)**.
- Increased tourism activities **(Economic Competitiveness and Opportunity)**.
- Improved infrastructure asset management and maintenance **(State of Good Repair)**.
- Increased outreach and community engagement **(Partnership and Collaboration)**.
- Increased investment in public infrastructure via strong public-private partnerships with Oracle Corporation, the Tennessee Titans, Metro Nashville, and the State of Tennessee **(Partnership and Collaboration)**.
- Innovative technologies to manage and improve operations of the transportation system **(Innovation)**.
- Innovative project funding and financing **(Innovation)**.

A detailed summary of the changes and long-term benefits expected from the East Bank Boulevard project is provided in the benefits table below.

Table 1: East Bank Boulevard Benefits

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
The East Bank Boulevard will introduce a culture of safe streets emphasizing walking, cycling, and transit in addition to helping move cars safely through the area. Safety improvements will result in a connected street network, bicycle and pedestrian facilities, intersections that are friendly to pedestrians and cyclists, and upgraded pavement markings. The East Bank Boulevard will have a target design speed of 25 mph, an important threshold for reducing the severity and frequency of crashes (e.g., there were almost 3,200 crashes and three fatalities within the East Bank between 2017 and 2019, placing it among the top 5% of all crash locations in the region).	Safety	Reduced risk of crashes	Members of the community, including vulnerable populations; pedestrians and bicyclists; automobiles; transportation agencies
The East Bank Boulevard will be the centerpiece of a sustainable and resilient East Bank by promoting sustainable active transportation options, incorporating a resilient and healthy design, and protecting Nashville's most vulnerable populations. The Boulevard will reduce reliance on automobiles as the primary mode of transportation by promoting a compact, walkable development pattern and viable transportation alternatives. According to the East Bank Mobility Study, as many as four out of ten daily trips could be made via walking, cycling, or riding transit. This shift from automobiles to alternative modes is made possible by putting homes and jobs in proximity, creating a walkable block, and making thousands of jobs accessible to transit, and by providing the opportunity for increased bus priority transit service.	Environmental Sustainability	Reduced vehicle miles traveled and greenhouse gas emissions; improved health	Members of the community, including vulnerable populations; pedestrians and bicyclists; automobiles; transportation agencies

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>The great flood of May 2010 left Nashville reeling from the effects of widespread damage and served as a wakeup call for the City's vulnerability to major storm events. The East Bank was one of the hardest hit locations, as images of Nissan Stadium inundated with water were a frequent occurrence on the national news cycle. The flooding also caused severe damage to the WeGo bus maintenance facility. The East Bank Boulevard will set a new standard for flood resiliency in Nashville by promoting responsible development practices. The Boulevard itself will be constructed above the 100-year floodplain, and proposed standards for adjacent development will place commercial and residential uses at even higher elevations.</p>	<p>Environmental Sustainability</p>	<p>Enhanced resiliency</p>	<p>Members of the community, including vulnerable populations; commercial and residential properties; We Go maintenance facility; transportation agencies</p>
<p>The East Bank has great potential to suffer from the effects of urban heat islands, a growing concern as climate change continues to be both a short- and long-term issue. The Boulevard is a catalyst to replace the East Bank's large expanses of parking lot asphalt with a greener design that prioritizes connected landscapes and open spaces. The Boulevard itself will include dedicated space for street trees and additional landscaping.</p>	<p>Environmental Sustainability</p>	<p>Reduced heat island; improved health</p>	<p>Members of the community, including vulnerable populations</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>The East Bank Boulevard will improve the quality of life for residents, workers, and visitors by providing access to employment and affordable housing; transforming an underutilized, flood-prone area; and connecting the East Bank to jobs, affordable housing, and retail. Located in and adjacent to several designated qualified opportunity zones, a historical disadvantaged community, and areas of persistent poverty census tracts, the East Bank Boulevard will provide an improved quality of life to all Nashvillians by addressing racial equity and improving access to transportation, jobs, and affordable housing. The East Bank Boulevard will transform the current disconnected street network and provide access to many underserved neighborhoods in East Nashville and employment and educational opportunities in downtown and west Nashville.</p>	<p>Quality of Life</p>	<p>Improved quality of life and access to employment, affordable housing, and retail; reduced barriers to opportunity</p>	<p>Members of the community, including vulnerable populations; landowners and developers; business owners</p>
<p>The East Bank Boulevard will be the backbone of a balanced, cohesive multimodal network, create a new standard for transit in Nashville, promulgate a system of walkable blocks, and promote safe and enjoyable opportunities for cycling. The East Bank has the potential to transform the surrounding area into a series of vibrant mixed-use neighborhoods offering much needed employment, housing, and services opportunities. The Boulevard will include dedicated lanes for bus rapid transit (BRT) as integral to its design. The BRT alignment will provide a viable transit option for commuters, link affordable housing to job opportunities, and connect previously inaccessible communities.</p>	<p>Mobility and Connectivity</p>	<p>Eliminate opportunity gaps for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors.</p>	<p>Members of the residential and business community, including vulnerable populations; pedestrians and bicyclists; business owners; local governments; visitors</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>When complete, the development of the East Bank is projected to bring more than 50,000 new jobs to the region. The Boulevard is the central catalyzing element for job creation on the East Bank. This estimate is validated by Oracle Corporation's imminent plans to bring more than 8,000 jobs to its new East Bank campus. Oracle's campus represents just a fraction of the total development potential on the East Bank. The East Bank's robust and connected multimodal network ensures that Nashville's historically disadvantaged and underserved neighborhoods, including Cayce Place and Sudekum Napier, will have multiple safe and convenient connections to job opportunities within the East Bank as well as to downtown Nashville, the airport, and other employment centers.</p>	<p>Economic Competitiveness and Opportunity</p>	<p>Job creation and improved connections to job opportunities within the East Bank and beyond; improved access to underserved communities</p>	<p>Members of the residential and business community, including vulnerable populations; pedestrians and bicyclists; business owners; local government</p>
<p>The disconnected transportation network on the East Bank results in frequent bottlenecks and increased travel time and delay. This congestion is an issue for tens of thousands of commuters who pass through and around the East Bank every day, but also for the thousands of daily truck trips that must pass through Nashville to keep the nation's freight moving. The Boulevard will provide transportation infrastructure that supports freight and traffic movement (e.g., a new bridge connection that will provide direct access to the airport and Murfreesboro and will relieve congestion and delay on the I-24 bridge, creation of a normalized interstate frontage road system to improve operations along I-24, possible relocation of CSX rail operations from the East Bank through infrastructure upgrades, and future high-capacity transit service to provide viable options for commuters).</p>	<p>Economic Competitiveness and Opportunity</p>	<p>Enhanced freight and traffic movement</p>	<p>Members of the community, including vulnerable populations; freight and automobile traffic</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
The East Bank will include a vastly improved stadium, an estimated 2.5 million square feet of hotel space and numerous restaurants, retail businesses, and attractions that will reinforce Nashville's status as a tourism powerhouse. Nashville is in the running for inclusion as a host city for the 2026 FIFA World Cup. The Boulevard will be the destination for visitors as they seek all that the East Bank has to offer.	Economic Competitiveness and Opportunity	Increased tourism activity	Visitors; business owners; local governments
The East Bank suffers from a transportation network that is badly disconnected and in ill repair. The Boulevard addresses this problem by providing a modern and continuous north-south transportation connection. The proposed alignment will provide a direct path that connects the East Bank to communities on both sides of the Cumberland River. The alignment will also be built at an elevation resistant to flooding that historically affected this neighborhood.	State of Good Repair	Improved infrastructure, asset management and maintenance	Members of the community, including vulnerable populations; local government; transportation agencies
The success of the East Bank and Boulevard project will depend on continuous public and stakeholder engagement. Between February 2021 and February 2022, Metro Planning and the Nashville Department of Transportation hosted 19 public meetings with 800 attendees, received 1,500 survey responses and 980 email subscriptions. Additionally, 150 technical meetings and 20 property owner meetings were hosted. These dialogues helped shape infrastructure and design recommendations for an evolving East Bank, including the Boulevard.	Partnership and Collaboration	Increased outreach and community engagement	Members of the community, including vulnerable populations; local government; transportation agencies; business owners; landowners



Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
<p>The Oracle Corporation is partnering with Metro Nashville to invest more than \$175 million in public infrastructure for the East Bank. A portion of this investment will go to constructing the Boulevard. Additionally, the State of Tennessee has committed to provide \$40M in State Economic Development funds to construct the extension of Cleveland Street to the Oracle campus. The Tennessee Titans have plans to upgrade or replace the current Nissan Stadium and to transform the parking lots surrounding the stadium into a walkable, mixed-use neighborhood with the Boulevard at its center. A three-way partnership between the Titans, Metro Nashville, and the State of Tennessee to finance the infrastructure is currently in development.</p>	<p>Partnership and Collaboration</p>	<p>Increased investment in public infrastructure in the East Bank resulting from strong public-private partnerships</p>	<p>Members of the community, including vulnerable populations; local government; transportation agencies; business owners; landowners</p>
<p>The East Bank Boulevard will use several innovative technologies to manage and improve operations of the transportation system. These potentially include arterial dynamic messaging signs (DMS), smart lighting, bicycle and pedestrian sensors, autonomous vehicles, smart and connected signals, automated traffic signaling performance measures and real-time condition monitoring, advanced adaptive and traffic responsive traffic signal control systems, mobility hubs, green infrastructure, pavement management systems, and street flood notification system. Collectively, these deployments will improve the safety of vulnerable road users, increase accessibility and convenience for all modes of transportation, improve the city's asset management capabilities, prepare the existing system for autonomous shuttles, and improve overall system reliability.</p>	<p>Innovation</p>	<p>Applied transformative technology</p>	<p>Members of the community, including vulnerable populations; road users; transportation agencies</p>

Changes to Baseline	USDOT Merit Criteria	Benefits	Population Affected
As part of its P3 with Oracle, Metro Nashville is providing a rebate of half of its property tax revenue annually in exchange for \$175M in up-front infrastructure improvements, including a portion of the East Bank Boulevard. Metro Nashville will continue to seek innovative financing partnerships with the Titans and other entities as the development of the East Bank evolves over the next several years.	Innovation	Innovative project funding and financing	Members of the community, including vulnerable populations; local governments; transportation agencies; private construction and development firms

**Disclaimer: The East Bank Boulevard Project is still in early planning stages. Key inputs such as capital cost estimates, traffic data, ridership, and implementation schedule could change as the project advances further into planning and design. Therefore, this benefits analysis should be considered preliminary, based on the best available data and information at the current time and is subject to change. Project-specific data is needed to conduct a detailed BCA.**

Note: Vulnerable populations include transit-dependent riders, low-income persons, and those with limited access to important resources, such as jobs or housing.

# APPENDIX

## Appendix C – Proof of Local Match





# Metropolitan Nashville and Davidson County, TN

## Legislation Details (With Text)

<b>File #:</b>	RS2021-757	<b>Name:</b>	
<b>Type:</b>	Resolution	<b>Status:</b>	Passed
<b>File created:</b>	2/5/2021	<b>In control:</b>	Metropolitan Council
<b>On agenda:</b>	3/2/2021	<b>Final action:</b>	3/2/2021
<b>Title:</b>	Initial resolution determining to issue general obligation bonds of The Metropolitan Government of Nashville and Davidson County in an aggregate principal amount of not to exceed \$481,610,000.		
<b>Sponsors:</b>	Kyonzte Toombs, Nancy VanReece, Dave Rosenberg		
<b>Indexes:</b>			
<b>Code sections:</b>			
<b>Attachments:</b>	1. RS2021-757 Exhibit A as originally filed, 2. RS2021-757 Exhibit B, 3. Substitute RS2021-757 with Exhibits A and B		

Date	Ver.	Action By	Action	Result
3/3/2021	2	Mayor	approved	
3/2/2021	1	Metropolitan Council	adopted	
3/2/2021	2	Metropolitan Council	substituted	
3/1/2021	1	Budget and Finance Committee	approved with a substitute	
2/16/2021	1	Metropolitan Council	deferred	

Initial resolution determining to issue general obligation bonds of The Metropolitan Government of Nashville and Davidson County in an aggregate principal amount of not to exceed \$481,610,000.

WHEREAS, it is necessary and in the public interest of The Metropolitan Government of Nashville and Davidson County (the "Metropolitan Government") to issue general obligation bonds in an aggregate principal amount of not to exceed \$481,610,000 (the "Bonds") for the purposes hereinafter provided; and,

WHEREAS, pursuant to Section 9-21-205, Tennessee Code Annotated, prior to the issuance of any general obligation bonds, the governing body of the local government proposing to issue said bonds shall adopt a resolution determining to issue the same; and,

WHEREAS, for the purpose of complying with the requirements of said statute, the Metropolitan County Council of the Metropolitan Government adopts this Resolution.

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

Section 1. Purpose. For the purposes of financing (a) all or a portion of the costs of the acquisition of land for and the planning, design, development, construction, renovation, modification, improvement, upgrade, expansion, repair, maintenance, rehabilitation, equipping and/or acquisition of the following public works projects (as defined in Section 9-21-105, Tennessee Code Annotated): (1) school buildings and facilities; (2) parks, parks facilities, and greenways; (3) public safety buildings and facilities, including, buildings and facilities for the police and fire departments, and technology improvements related to the foregoing; (4) facilities related to traffic control center; (5) bridges including lighting and related technology improvements; (6) bikeways, sidewalks, roads, streets and rights-of-way, including streetscape improvements, drainage improvements, lighting, signage and signalization, roadway improvements related to traffic management and

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**File #:** RS2021-757, **Version:** 2

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traffic calming, and related information technology improvements; (7) facilities related to transit centers and shelter improvements; (8) Metropolitan Government buildings and facilities; (9) information technology improvements related to public works projects of the Metropolitan Government; (10) drainage systems including stormwater sewers and drains; (11) solid waste system improvements; (12) public transportation (including monies for grant matches), (13) Fair Park at Fairgrounds Nashville improvements and; (14) vehicles for the Metropolitan Government and (collectively, the "Projects"), as all such Projects are more specifically set forth on Exhibit A attached hereto; provided, however, that the specific portion of total funding allocated to each Project as set forth on Exhibit A may hereafter be amended by legislation of the Metropolitan Council; and further provided that such Projects with an estimated value in excess of \$5,000,000 are more specifically set forth on collective Exhibit B attached hereto; (b) acquisition of all property, real and personal, appurtenant to the foregoing and acquisition or construction of certain public art as required by Ordinance No. BL2000-250; (c) legal, fiscal, administrative, architectural and engineering costs incident to all the foregoing; (d) all other costs authorized to be financed pursuant to Section 9-21-109, Tennessee Code Annotated, including without limitation, costs of issuance of the Bonds and (e) the payment or reimbursement of the payment of principal of and interest on any bonds, notes or other debt obligations issued in anticipation of the Bonds, the Metropolitan County Council hereby determines to issue the Bonds in an aggregate principal amount of not to exceed \$481,610,000.

Section 2. Authorization. The Bonds described herein shall be issued pursuant to the Charter of the Metropolitan Government and/or the Local Government Public Obligations Act of 1986, as amended, codified as Title 9, Chapter 21, Tennessee Code Annotated, and no referendum or election shall be required for the issuance of the Bonds unless a petition for an election relating to their issuance is filed within the time and in the manner provided for in said statute.

Section 3. Interest. The maximum rate of interest of the Bonds shall not exceed seven and one-quarter percent (7.25%) or the maximum rate permitted by applicable law.

Section 4. Source of Payment. Debt service on the Bonds shall be payable from and secured by ad valorem taxes on all taxable property in the General Services District and Urban Services District, fully sufficient to pay all such debt service falling due prior to the time of collection of the next succeeding tax levy; provided, however, taxes so levied in the General Services District shall be levied in an amount sufficient to pay that portion of such debt service attributable to school projects and projects in the General Services District financed by the Bonds; and the taxes so levied in the Urban Services District shall be levied in an amount sufficient to pay that portion of such debt service attributable to projects in the Urban Services District financed by the Bonds; provided, further, however, that the Metropolitan Government shall be unconditionally and irrevocably obligated to levy and collect ad valorem taxes without limit as to rate or amount on all taxable property within the Metropolitan Government to the full extent necessary to pay all debt service on the Bonds, and the full faith and credit of Metropolitan Government shall be irrevocably pledged to the payment thereof.

Section 5. Publication of Resolution. The Metropolitan Clerk is hereby directed to cause this Resolution, upon its adoption, together with the statutory notice required by Section 9-21-206, Tennessee Code Annotated, to be published in full once in a newspaper published and having general circulation in the Metropolitan Government.

Section 6. Effective Date. This Resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government requiring it.

# APPENDIX

## **Appendix D – Economic Impact Plan for the River North Infrastructure Economic Development Area**



**THE INDUSTRIAL DEVELOPMENT BOARD OF THE METROPOLITAN  
GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY**

**ECONOMIC IMPACT PLAN  
FOR  
THE RIVER NORTH INFRASTRUCTURE ECONOMIC DEVELOPMENT AREA**

1. **Authority for Economic Impact Plan.** Industrial development corporations are authorized under Section 314 of Tennessee Code Annotated § 7-53-101, *et. seq.* (the “**IDB Act**”) to prepare and submit to metropolitan governments an economic impact plan with respect to an area that includes a project within the meaning of the IDB Act and such other properties that the industrial development corporation determines will be directly improved or benefited due to the undertaking of such project. The IDB Act also authorizes metropolitan governments, cities and counties to apply and pledge new incremental tax revenues arising from the area subject to the economic impact plan to industrial development corporations to pay the cost of projects and public infrastructure or to pay debt service on bonds or other obligations issued by industrial development corporations to pay the cost of projects and such public infrastructure.

The Industrial Development Board of The Metropolitan Government of Nashville and Davidson County (the “**Board**”) desires to adopt this Economic Impact Plan (the “**Plan**”) pursuant to the IDB Act in order to induce Oracle America, Inc., a Delaware corporation, and/or one or more of its affiliates (the “**Company**”), to undertake the Project as provided herein.

2. **The Project.** The Company desires to acquire the real property located in the River North area on the east bank of the Cumberland River within the municipal boundary of the Metropolitan Government of Nashville and Davidson County, Tennessee (“**Metro**”) and as specifically described on **Exhibit A** (the “**Property**”). The Company also desires to construct on the Property approximately One Million Two Hundred Thousand (1,200,000) square feet or more of office space, together with potential retail space, parking facilities and other improvements (collectively, the “**Buildings**”), at a cost expected to exceed One Billion Eighty Five Million Dollars (\$1,085,000,000), together with the furniture, fixtures, and equipment to be located on the Property (“**Personal Property**”), at a cost of approximately Ninety-Five Million Dollars (\$95,000,000) (collectively, the “**Project**”).

3. **The Public Infrastructure.** The Property lacks the necessary infrastructure for the development of the Project, so in order to make the Project feasible, the Company has offered to fund up to One Hundred Seventy-Five Million Dollars (\$175,000,000) of the cost of following activities (the “**Permitted Costs**”): (i) providing Public Infrastructure as permitted by the Uniformity in Tax Increment Financing Act of 2012, codified in Tennessee Code Annotated § 9-23-101, *et seq.* (the “**TIF Uniformity Act**”), other than privately-owned parking lots, (ii) remediating or otherwise addressing any environmental or geotechnical issues on or emanating from the Property that are necessary or appropriate to enable the Property to be improved and related to or arising from the presence of a former landfill on a portion thereof, including, without limitation the cost of removing and disposing of contaminated or unsuitable soils, waste, debris or materials, and the installation of air or ground water monitors, vapor barriers, venting systems or

pilings to support the Buildings or other improvements thereon (collectively, the “**City Landfill Issues**”), and (iii) the transaction costs, closing costs, and legal expense of the adoption and implementation of this Plan. “**Public Infrastructure**” is defined in Tennessee Code Annotated § 9-23-102(15) as “roads, streets, publicly-owned or privately-owned parking lots, facilities or garages, traffic signals, sidewalks or other public improvements that are available for public use, utility improvements and storm water and drainage improvements, whether or not located on public property or a publicly-dedicated easement, that are necessary or desirable, as determined by the tax increment agency.” The Public Infrastructure is anticipated to include, without limitation, a pedestrian bridge over the Cumberland River linking the River North area to the Germantown area of the city, a riverfront park at the landing of said bridge at River North, the provision of greenways along the riverfront through some or all of the Plan Area, the construction, relocation, lighting and improvement of streets and utilities, storm water detention, retention and management, parks and recreational areas that may be accessed by the public, and other Public Infrastructure for the completion, use and operation of the Project, whether on the Property or off-site. Pursuant to the TIF Uniformity Act, the “tax increment agency” means the Board.

It is acknowledged and agreed that although permitted under applicable law, the Company has agreed to not seek the payment of any interest on the funds that it advances for the Permitted Costs, and has agreed to not seek reimbursement for the cost of any privately-owned parking facilities to be built on the Property.

The Board intends, subject to the approval of the governing body of Metro (the “**Metro Council**”) of this Economic Impact Plan, to provide funds pursuant to the IDB Act, to reimburse the Company for Permitted Costs, not to exceed the Maximum Contribution as provided in Section 6, below. It is hereby agreed and determined that the Project is an eligible “project” within the meaning of Section 101(15) of the IDB Act, and that the use of all or a portion of the Increment to fund the Permitted Costs is necessary or desirable.

4. **Boundaries of Plan Area.** The boundary of the area that is subject to this Plan, and to the tax distribution provisions described in Section 6 below (the “**Plan Area**”), is the Property. A list of the tax parcels that comprise the Property is shown on **Exhibit B** attached hereto, which the Board hereby agrees and determines is the property that will directly benefit from the development of the Project. The Project is hereby identified as the project that will be located within the Plan Area.

5. **Expected Benefits to Metro.** Metro expects to benefit in many ways from the provision of the Project. Most importantly, the Company anticipates creating approximately 2,500 jobs at an average annual wage of \$110,000, plus benefits, by the end of 2027, and approximately 8,500 new full-time jobs at the Project by the end of 2031, with total annual salary and wages by that date estimated to be \$1.1 Billion.

Attached hereto as **Exhibit C** is an Economic and Fiscal Impact Analysis (the “**Economic Impact Analysis**”), prepared by the Center for Economic Research in Tennessee (CERT), the research division of the Tennessee Department of Economic and Community Development. As noted in the Economic Impact Analysis, the Project is anticipated to generate over 11,000 additional indirect and induced jobs, that support the Company’s operations as well as its employees and their families. These spinoff jobs in service sectors, including the retail, restaurant



and entertainment areas, will enhance the livability of the community and its reputation as a destination for visitors and conventions. Direct, indirect and induced jobs are anticipated to collectively result in about \$2 Billion in annual salary and wages.

The Economic Impact Analysis projects that during the construction period, the Project will generate about \$1.6 Billion in capital investment, including the cost of the Property, Personal Property, the Buildings and Public Infrastructure, and the construction of the Project will create approximately 20,000 temporary direct, indirect and induced jobs, which would collectively result in an additional \$1.2 Billion in salaries and wages related to the construction activities.

Local sales and use tax collections as a result of the Project are expected to reach about \$8.8 Million annually, plus an additional estimated \$16 Million as a result of the construction of the Project as summarized in the Economic Impact Analysis.

As noted in Section 6 below, the Project is anticipated to eventually generate approximately \$17.9 Million in real property taxes to Metro each year. Metro will retain fifty percent (50%) of these taxes during the period during which the Company is being reimbursed for the Permitted Costs, and Metro will receive all of such real property taxes thereafter, thereby benefitting Metro and its schools.

All of the taxes on the Personal Property in the Plan Area and all of the sales taxes generated by the Project shall be retained by and benefit Metro and its schools. Visitors to the Project will lead to increased hotel and motel occupancy in Nashville, which will increase the associated tax revenues with respect thereto.

The reputation of Nashville as an office destination for the technology industry and its highly skilled workforce will be enhanced as a direct result of the Project.

6. **Distribution of Real Property Taxes.** Under the Economic Impact Analysis, it is estimated that the real property tax attributable to the completed Buildings and the Project will be \$17.9 Million per annum, based upon current property values and tax rates and without consideration of increases in the value of the Property and Buildings over time.

The Board and the Company will enter into a Project Agreement (the “**Project Agreement**”), pursuant to which the Board will agree to pay the Net Increment to the Company to reimburse the Company for paying the Permitted Costs, without interest, until the first to occur of (i) the payment to the Company of Net Increment equal to the Maximum Contribution, or (ii) the payment to the Company of the twenty-fifth (25<sup>th</sup>) annual installment of the Net Increment, being the Net Increment resulting from the real property taxes for calendar year 2045, which twenty-fifth (25<sup>th</sup>) annual installment of the Net Increment is anticipated to be paid to the Company during 2046. It is understood that after this period, all real property taxes in the Plan Area will be allocated and paid to Metro the same as all other property taxes levied by Metro on all other property. The maximum amount of the Net Increment that will be paid to the Company shall be One Hundred Seventy-Five Million (\$175,000,000) (the “**Maximum Contribution**”).

The “**Net Increment**” is defined as fifty percent (50%) of the real property taxes that are payable with respect to the Plan Area per annum, provided that in all events Metro shall receive an amount equal to at least the Base Tax Amount and the dedicated taxes as defined in the TIF

Uniformity Act (the “**Dedicated Taxes**”), and the applicable persons shall receive any taxes levied for the purposes referenced in Section 314(j) of the IDB Act. The term “**Base Tax Amount**” is defined as the portion of Metro real property taxes that were payable with respect to the Plan Area for 2020, being the full calendar year prior to the date of approval of this Economic Impact Plan. The Base Tax Amount for each tax parcel comprising the Plan Area is set forth on **Exhibit B**. Pursuant to Section 9-23-103(c) of the TIF Uniformity Act, the Board shall calculate the Base Tax Amount and Dedicated Taxes on an aggregate basis with respect to all parcels included in the Plan Area. The aggregate Base Tax Amount with respect to the Plan Area is \$735,241.38.

Real property taxes imposed on the Property located within the Plan Area shall be allocated and distributed in accordance with Sections 314(c) and 314(d) of the IDB Act as follows:

(a) Commencing with the taxes assessed for the 2021 calendar year, the Net Increment, if any, shall be allocated to and when collected, paid into a separate fund of the Board established to hold such payments until used to reimburse the Company for Permitted Costs under the Project Agreement; and

(b) All of the real property ad valorem taxes other than the Net Increment shall be allocated to and, as collected, paid to Metro as all other taxes levied by Metro on all other properties; provided, however, that in a year, if any, in which such taxes on the property within the Plan Area are less than the Base Tax Amount, there shall be allocated and paid to Metro only the taxes actually imposed; and

(c) All property taxes imposed on personal property located within the Plan Area shall be paid to Metro as all other taxes levied by Metro on all other personal property.

7. **Qualified Use.** The Board and Metro, by the adoption of this Economic Impact Plan, find (i) that the use of the Net Increment as described herein is in furtherance of promoting economic development in Nashville, and will develop trade and commerce in and adjacent to Nashville, contribute to the general welfare, and alleviate conditions of unemployment, and (ii) that the construction and equipping of the Project will be necessary and advantageous to the Board in furthering the purposes of the IDB Act.

8. **Approval Process.** Pursuant to Section 314 of the IDB Act, the process for the approval of this Economic Impact Plan is as follows:

(a) The Board shall hold a public hearing relating to the proposed Economic Impact Plan after publishing notice of such hearing in a newspaper of general circulation in Metro at least two (2) weeks prior to the date of the public hearing. The notice must include the time, place and purpose of the hearing as well as notice of how a map of the subject area may be viewed by the public. Following such public hearing, the Board will submit this Economic Impact Plan to Metro for approval.

(b) This Economic Impact Plan shall be submitted to the Metropolitan Mayor prior to the approval thereof by the Metro Council. The Metro Council must approve this Economic Impact Plan for this Economic Impact Plan to be effective. Pursuant to the IDB Act, this Economic Impact Plan may be approved by resolution of the Metro Council, whether or not the local charter provisions of said governing body provide otherwise.

(c) Pursuant to Sections 104 and 108 of the TIF Uniformity Act, the use of the Net Increment to reimburse the Company for Permitted Costs related to City Landfill Issues and for the number of annual payments of the Net Increment exceeding twenty (20) years are subject to the Commissioner of the Department of Economic and Community Development and the Comptroller of the Treasury making a written determination that the use of tax increment revenues for such purposes is in the best interest of the State of Tennessee. If the written determination approving or rejecting these proposed uses is not rendered within thirty (30) days from the receipt of the written request by the Commissioner of the Department of Economic and Community Development and the Comptroller of the Treasury, the uses shall be deemed approved.

(d) Subject to the provisions of Section 8(c), the Economic Impact Plan shall be effective upon its approval by the Metro Council.

(e) Upon approval of the Economic Impact Plan by the Metro Council, the Metropolitan Clerk or other recording official of Metro shall transmit the following to the appropriate tax assessors and taxing agency affected: (a) a copy of the description of the property within the Plan Area, and (b) a copy of the Resolution approving the Economic Impact Plan, and any and all other filings required under the TIF Uniformity Act.

**EXHIBIT A**  
**PLAN AREA**



**EXHIBIT B**

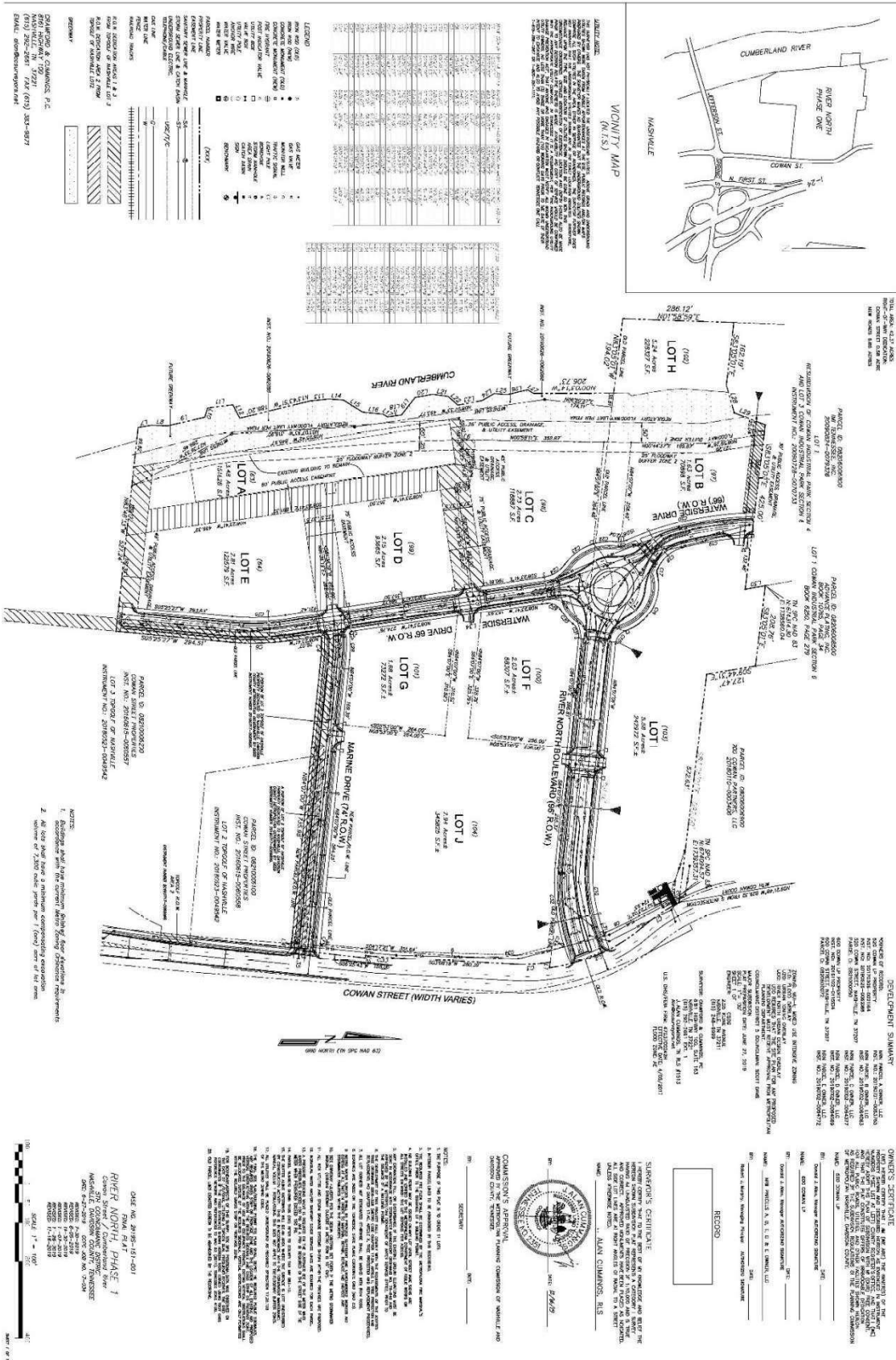
<b>LIST OF TAX PARCELS</b>				
<b>Tract #</b>	<b>Map and Parcel #</b>	<b>Street Address</b>	<b>Account #</b>	<b>Base Tax Amount</b>
3	57.2% of Map 82-1, Parcel 5 <sup>1</sup> ,	520 Cowan Street	08210000500	\$89,074.79
4	48.9 % of 082060A00200CO <sup>2, 3</sup>	Unit Y in 600 Cowan Land Condominium	082060A00200CO	\$61,569.92
5	Map 82-6, Parcel 1	701 Cowan Street	08206000100	\$11,597.62
6	Map 82-6, Parcel 69	700 Cowan Street	08206006900	\$111,214.91
7	Map 82-6, Parcel 87	1429 Cowan Court	08206008700	\$11,812.05
8	Map 82-6, Parcel 85	1425 Cowan Court	08206008500	\$30,247.65
9	Map 82-6, Parcel 68	1433 Cowan Court	08206006800	\$53,758.65
10	Map 82-6, Parcel 88	1437 Cowan Court	08206008800	\$50,305.88
11	Map 82-6, Parcel 89	1436 Cowan Court	08206008900	\$18,150.30
12	Map 82-6, Parcel 91	1432 Cowan Court	08206009100	\$9,713.37
13	Map 82-6, Parcel 86	1420 Cowan Court	08206008600	\$28,132.12
14	Map 82-6, Parcel 83	740 Cowan Street	08206008300	\$37,482.48
15	Map 82-2, Parcel 79	750 Cowan Street	08202007900	\$93,858.15
15A	Map 82-6, Parcel 90	0 Cowan Court	08206009000	\$16.89
16	Map 82-2, Parcel 78	800 Cowan Street	08202007800	\$128,306.57

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<sup>1</sup> See Lot I on proposed River North Phase 1 Final Plat attached hereto.

<sup>2</sup> See Lot I on proposed River North Phase 1 Final Plat attached hereto.

<sup>3</sup> The remaining Lots on proposed River North Phase 1 Final Plat attached hereto are NOT included.



**EXHIBIT C**  
**ECONOMIC IMPACT ANALYSIS**

## Economic and Fiscal Impact Analysis

*Analysis prepared by the Center for Economic Research in Tennessee (CERT),  
the research division of TNECD.*

This report outlines the anticipated (projected) economic and fiscal impacts which the project, locating in Davidson County, will have on the state and local economies. Annual projections reflect estimates for the first year during which the project becomes fully operational.

- **The project is anticipated to generate 20,214 new jobs and \$2.0 billion in annual earnings.**  
This workforce includes **8,521 direct new jobs in Davidson County with total annual earnings of \$1.1 billion**, and an additional 11,693 indirect and induced new jobs in the state with total annual earnings of \$873.2 million. Indirect<sup>1</sup> and induced<sup>2</sup> jobs support the company's operations, as well as company employees and their families.
- **The project is anticipated to contribute \$2.0 billion each year to Tennessee's gross state product (value added).**  
The company's operations are projected to generate \$3.1 billion annually in economic output<sup>3</sup> from direct and indirect economic activity. Value added, or contribution to state GDP, is the portion of total economic output which excludes the cost of intermediate inputs.
- **The project is anticipated to generate additional benefits during the temporary construction period:**
  - **\$1.6 billion in capital investments**  
The project will include an initial period of construction where \$1.6 billion will be spent on land; buildings and other real property improvements; furniture, fixtures, and equipment; and infrastructure improvements.
  - **21,131 temporary direct, indirect, and induced jobs supported during the construction period**  
This includes 10,051 direct full-time-equivalent workers during the project's construction and 11,080 indirect and induced workers employed in the region.
  - **\$1.2 billion in salaries related to project construction activity**  
Workers employed directly in the project's construction will earn an estimated \$673.4 million in salaries, with an additional \$532.0 million in estimated salaries paid to indirect and induced workers supporting the project and its workers.

<sup>1</sup> Indirect jobs include individuals employed at supplier organizations to the company.

<sup>2</sup> The company's direct and indirect economic impacts induce additional economic activity in the region, supported by workers spending parts of their salaries in the state. Induced impacts in the region can be seen in industries such as retail stores, real estate, and healthcare practitioners.

<sup>3</sup> Economic output is the value of goods and services produced in the state as a result of the company's operations as well as the operations of indirect and induced economic activity. Economic output can be thought of as the revenue generated by the direct business and spin-off businesses.



- **The project is anticipated to generate significant local fiscal impacts in Davidson County, which include:**
  - **\$8.8 million in projected local sales tax collections annually**  
This includes sales tax collections generated annually through purchases of food and general items made by direct and indirect worker spending.
  - **\$16.1 million in local sales tax collections generated during the construction period**  
The temporary construction period will generate \$16.1 million in local sales tax collections through construction, improvements and company expenditures on furniture, fixtures and equipment.
  - **\$17.9 million in projected local property tax collections each year**  
Local property tax revenues generated by the company for land, buildings, and other real property improvements.

Analysis prepared by the Center for Economic Research in Tennessee (CERT), the research division of TNECD.

Analysis prepared using an impact model developed by Impact DataSource, an economic consulting, research and analysis firm founded in 1993. The model was developed for TNECD to forecast economic and fiscal impacts of business development opportunities. To derive projections of economic and fiscal changes, the model relies on project-specific information as well as other assumptions and parameters including tax rates and industry-specific RIMS II multipliers sourced from the U.S. Bureau of Economic Analysis.

## FY 2022 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
<b>Project Name</b>	The Boulevard: A Catalyst for Nashville's Next Great Neighborhood	Enter a <b>concise</b> , descriptive <b>title</b> for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
<b>Project Description</b>	The project will fund planning and up to 60% design plans for a new multimodal boulevard and bridge from the extension of Cleveland Street in Nashville's East Bank to Fairfield Avenue on the other side of the Cumberland River.	Describe the project in plain English terms, using <b>no more than 100 words</b> . For example, "The project will fund construction activities for streetcar service from location X to location Y" or "the RAISE grant will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z." Please <b>do not</b> describe the project's benefits, background, or alignment with the selection criteria in this description field.
<b>Urban/Rural</b>	Urban	Identify whether the project is <b>located in a rural or urban area</b> , using the drop-down menu. For RAISE 2022, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.
<b>Urbanized Area</b>	Nashville-Davidson, TN	If you have identified the project as "urban," please select the <b>associated 2010 Census-designated urbanized area (UA)</b> from the drop-down. If you identified the project as "rural" but it is located in an UA with a population under 200,000, please select the UA from the drop-down. If you have identified the project as "rural" and it is located outside an urbanized area, please select "Not located in an urbanized area" from the drop-down.
<b>Capital or Planning</b>	Planning	Identify the project as <b>capital</b> or <b>planning</b> .  The " <b>capital</b> " designation is for projects that requesting funding for the construction of surface transportation capital infrastructure.  The " <b>planning</b> " designation is for projects that are requesting funding primarily for planning, preparation, or design of eligible surface transportation capital projects.
<b>Amount Requested</b>	\$5,000,000	Enter the <b>total amount of RAISE funds requested</b> for this project in this application. <i>[See Section B.2 for minimum and maximum award size]</i>
<b>Project Location County</b>	TN - Davidson County	<b>Identify the county</b> where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located.

## FY 2022 RAISE Project Information Form - All Fields Required

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Field Name	Response	Instructions
Additional Project Counties		<b>Identify additional counties separated by a comma.</b> For instance, if the project additionally runs through Middlesex County and Suffolk County, please enter 'Middlesex County, Suffolk County' in the cell.
Project Location Census Tract	193	<u>Identify the census tract number of the project. Please visit USDOT's RAISE webpage to review a full list of census tracts by state and county or refer to the Census Bureau's TIGER Web map to identify. For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located.</u>
Other Project Census Tracts	196, 160	<b>Identify other census tracts in which the project is located, seperated by a comma.</b> For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell.
Project Located in an Area of Persistent Poverty?	Yes - it is located in a census tract that meets the definition	<u>Identify if the project is located in an area of persistent poverty based on the criteria outlined in the NOFO. The list of counties and census tracts that meet this definition can be found on USDOT's RAISE webpage.</u>
Project Located in a Historically Disadvantaged Community?	Yes	<u>Identify if the project is located in a Historically Disadvantage Community based on the information outlined in the NOFO. The list of census tracts that meet this definition can be found on USDOT's RAISE website.</u>
Project Location Zip Code	37213	<b>Identify the 5-digit zip code of the project location.</b> If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located.
Project Location Latitude	36.166767°N	<u>Please provide the project's latitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Please use the US Census Bureau's Geocoder Tool to identify the project's coordinates.</u>
Project Location Longitude	86.77397°W	<u>Please provide the project's longitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Please use the US Census Bureau's Geocoder Tool to identify the project's coordinates.</u>
Project Located in a Federally-Designated Community Zone?	Opportunity Zones	<u>Identify if the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods) If yes, please describe which of the four Federally designated community development zones in which your project is located.</u>

**FY 2022 RAISE Project Information Form - All Fields Required**  
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Field Name	Response	Instructions
<b>Project Type</b>	Road - Complete Streets	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
<b>US DOT FY22 Discretionary Application?</b>		If the applicant intends to submit this project to another FY 2022 USDOT discretionary grant program, please list the name of the program(s).
<b>Other Federal Agency Assistance?</b>		If this project has applied for another Federal (non-USDOT) financial assistance or capacity-building program, please list the name of the program(s).
<b>Total Project Cost</b>	\$9,000,000	Enter the <b>total cost of the project</b> . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i>
<b>Total Federal Funding</b>	\$5,000,000	Enter the <b>amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount</b> . <i>This value may not be less than the amount requested.</i>  For RAISE projects designated as urban, Federal funding cannot exceed 80% of total project cost unless the project is located in a rural area, historically disadvantaged community, or an area of persistent poverty as defined in the RAISE NOFO.
<b>Total Non-Federal Funding</b>	\$4,000,000	Enter the <b>amount of funds committed to the project from non-Federal sources</b> . For RAISE projects designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the project cost unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty as defined in the RAISE NOFO.
<b>Tribal Government?</b>	No	Select "Yes" from the drop-down menu if the applicant is a <b>Federally recognized tribal government</b> .
<b>Tribal Benefits?</b>	N/A	<b>If the applicant is not a Federally recognized tribal government</b> , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
<b>Private Corporation Involvement</b>	Yes - directly involves or benefits a private corporation	Does this project <b>involve (a) private entity(ies) that will receive a direct and predictable financial benefit</b> if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.

**FY 2022 RAISE Project Information Form - All Fields Required**  
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Field Name	Response	Instructions
Private Corporation Name(s)	Oracle Corportation, Tennessee Titans	<b>If this project directly involves or benefits a specific private corporation</b> , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act ( <b>TIFIA</b> ) or Railroad Rehabilitation & Improvement Financing ( <b>RRIF</b> ) <b>loans</b> ?
Department Financing Program?	Yes	If your application is unsuccessful, would you like to be contacted about the <b>Department's financing program</b> ?

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

**METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY**

DocuSigned by:  
  
CCA6046554B9461...

4/5/2022

\_\_\_\_\_  
Diana W. Alarcon, Director  
Department of Transportation  
And Multimodal Infrastructure

\_\_\_\_\_  
Date