

GRANT APPLICATION SUMMARY SHEET

Grant Name: Bloomberg Initiative Cycling Infrastructure 23-26

Department: NDOT

Grantor: Bloomberg Philanthropies

**Pass-Through Grantor
(If applicable):**

Total Applied For: \$800,000.00

Metro Cash Match: \$800,000.00

Department Contact: Casey Hopkins
8801676

Status: NEW

Program Description:

Funding for technical assistance regarding 12th - 14th connecting to Demonbreun Hill bikeway project.

Plan for continuation of services upon grant expiration:

No plan for continuation

**APPROVED AS TO AVAILABILITY
OF FUNDS:**

DocuSigned by:

Kelly Flannery/mjw

2/1/2023

Director of Finance

Date

**APPROVED AS TO FORM AND
LEGALITY:**

DocuSigned by:

Courtney Mohan

2/1/2023

Metropolitan Attorney

Date

**APPROVED AS TO RISK AND
INSURANCE:**

DocuSigned by:

Balagun Cobb

2/1/2023

Director of Risk Management
Services

Date

DocuSigned by:

John Cooper

2/1/2023

Metropolitan Mayor

Date

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

Grants Tracking Form

Part One

Pre-Application ☐		Application ☒		Award Acceptance ☐		Contract Amendment ☐	
Department	Dept. No.	Contact	Phone	Fax			
NDOT		Casey Hopkins	8801676				
Grant Name:		Bloomberg Initiative Cycling Infrastructure 23-26					
Grantor:		Bloomberg Philanthropies	Other:				
Grant Period From:		05/01/23	(applications only) Anticipated Application Date:		02/03/23		
Grant Period To:		05/01/26	(applications only) Application Deadline:		02/03/23		
Funding Type:	FOUNDATION	Multi-Department Grant		☐ If yes, list below.			
Pass-Thru:		Outside Consultant Project:		☐			
Award Type:	COMPETITIVE	Total Award:		\$800,000.00			
Status:	NEW	Metro Cash Match:		\$800,000.00			
Metro Category:	New Initiative	Metro In-Kind Match:		\$0.00			
CFDA #		Is Council approval required?		☒			
Project Description:		Applic. Submitted Electronically?		☒			
Funding for technical assistance regarding 12th - 14th connecting to Demonbreun Hill bikeway project.							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
No plan for continuation							
How is Match Determined?							
Fixed Amount of \$		\$800,000.00	or	% of Grant	Other: ☒		
Explanation for "Other" means of determining match:							
Match is not required, but highly recommended to stay competitive in the program							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?		Yes	Fund	42021	Business Unit	42409021, 42411021	
Is not budgeted?			Proposed Source of Match:		Split between two BU #'s in FY21		
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)							
Other:							
Number of FTEs the grant will fund:		0.00	Actual number of positions added:		0.00		
Departmental Indirect Cost Rate		18.83%	Indirect Cost of Grant to Metro:		\$301,280.00		
*Indirect Costs allowed? ☒ Yes ☐ No		% Allow.	1.89%	Ind. Cost Requested from Grantor:		\$30,000.00 in budget	
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)							
Draw down allowable?		☐					
Metro or Community-based Partners:							

Part Two

Grant Budget

Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY24	\$0.00	\$0.00	\$800,000.00	\$800,000.00	1, 42409021, 42411021	\$0.00	\$1,600,000.00	\$301,280.00	\$30,000.00
Yr 2	FY25	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Yr 3	FY26	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Yr 4	FY__									
Yr 5	FY__									
Total		\$0.00	\$0.00	\$800,000.00	\$800,000.00		\$0.00	\$1,600,000.00	\$301,280.00	\$30,000.00
Date Awarded:				Tot. Awarded:		Contract#:				
(or) Date Denied:				Reason:						
(or) Date Withdrawn:				Reason:						

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

VW

A. First Name [Short Text]	Casey
B. Last Name [Short Text]	Hopkins
C. Email Address [Short Text]	casey.hopkins@nashville.gov
D. Title [Short Text]	Grants Coordinator
E. Local Government Name [Short Text]	Metropolitan Government of Nashville-Davidson County
F. Department (if applicable) [Short Text]	Nashville Department of Transportation and Multimodal Infrastructure (NDOT)
G. Confirm that you are an official representative or agent of the local government (city, town, metropolitan authority or other local government authority) and have jurisdiction where the proposed projects are located? [select: yes]	Yes
H. Please describe the relationship between the primary point of contact's department and the City Leader (Mayor's Office or equivalent) office [Text Response: 50 Words or fewer]	NDOT has a great relationship with the Mayor's Office. Mayor Cooper has supported policy changes which improve safety through sidewalks, protected bikeways, and intersections. The Mayor has done so in a way that prioritizes equity and inclusion.
Your City Leader (Mayor or equivalent the highest elected official / administrative entity head)	
A. First Name [Short Text]	John
B. Last Name [Short Text]	Cooper
C. Email Address [Short Text]	mayor@nashville.gov
D. Title [Short Text]	Mayor
E. Please describe the City Leader's jurisdiction or authority over your proposed project. [Text Response: 35 Words]	Mayor Cooper has authority and jurisdiction as the executive of Metro Government
F. Is your City Leader elected or appointed? [Select: Yes/No]	Yes
G. If your City Leader is elected or appointed, please list the date of the end of their term, if they are eligible for re-election/reappointment, and if they plan to run. Otherwise, please note any other anticipated transitions in city leadership. [Text Response: 50 Words or fewer]	Mayor Cooper's first term ends in September. Mayor Cooper is eligible for another term, and we anticipate his decision on re-election in the coming months. As all planning efforts are adopted by the Metropolitan Council, we as a department do not expect any changes to our proposed project.
H. Confirm that your City Leader has reviewed and is supportive of this application [Select: Yes]	Yes
Geographic Information	
A. Administrative Entity Name (e.g. city, town, metropolitan authority or other local government authority name) [Short Text]	Metro Nashville-Davidson County. The city and county governments were consolidated in 1962.
B. Administrative Entity Population [Short Text]	Population of Nashville-Davidson County is 715,884 per 2020 Census.
C. Administrative Division (e.g. State/Province/Region) [Short Text]	Tennessee

D. Country [Short Text]	US
E. Continent [Pre-populated drop down menu]	North America
SECTION 2: VISION AND AMBITION Share your vision and ambition for your BICI project! Tell us how your project fosters local catalytic change and sets a new precedent for cycling infrastructure in your city or region.	
Pitch your idea! Describe how your cycling infrastructure will be different in 3 years because of your BICI project. [Text Response: 100 Words or fewer]	Demonbreun is a critical connection between downtown and midtown for bicyclists. Currently, there are several bike lane treatments, including buffered lanes with vertical delineators and unbuffered, striped lanes. In two locations the bike lane on Demonbreun is positioned between two active vehicular traffic lanes, creating a situation that is hazardous and confusing for both cyclists and motorists. In three years this BICI project will have (1) delivered safer, more comfortable bike lanes in an important corridor; (2) extended the protected network into downtown; and (3) provided a replicable WIN for solving an especially tricky design challenge.
Compared to how you've delivered existing cycling infrastructure, what makes this proposal unique? We're excited to hear how your approach is different from what has been attempted before. [Text Response: 100 Words or fewer]	Placing portions of the bike lane between vehicular lanes was an attempt to address a difficult roadway geometry and traffic patterns but has not met community need on this most highly used bikeway segment in the county. Seeking technical assistance through the BICI project will allow NDOT to benefit from the insights of designers around the world in finding a solution. NDOT also wishes to aim for a higher level of comfort/protection in the project than what is currently provided by buffered or striped lanes and seeks BICI assistance in finding creative solutions in a constrained corridor.
Scope and scale:	
A. Today, how many kilometers of cycling infrastructure (i.e. cycle lanes and tracks) are available in your city? [Numeric input]	498
B. Today, what percentage of that cycling infrastructure is fully protected (separated from motor vehicles)? [Numeric input]	5.9%
C. After this project is implemented, how many kilometers of cycling infrastructure (i.e. cycle lanes) will be available in your city? [Numeric input]	498
D. After this project is implemented, what percentage of cycling infrastructure will be fully protected (separated from motor vehicles)? [Numeric input]	6.0%

What else sets your project apart? What new design improvements, approaches to delivery, materials, technologies, or other innovations are included as part of this project? [Text Response: 150 Words or fewer]	NDOT is open to innovative approaches that may be identified by BICI to address issues in this particularly challenging corridor. Located within the city's downtown core, the corridor has a high traffic volume and includes a bridge crossing an interstate that cannot support the additional concrete that would be required for concrete barriers. Solutions to separating bike and vehicular traffic are needed given the roadway geometry and turning patterns in the project area. Traffic enters I-65/I-40 from 14th Avenue South and often queues on Demonbreun. NDOT is also interested in pursuing experimental bikeway signal concepts as well as bike/ped count technology and technology such as LiDAR to help analyze near miss incidents. Given the scale of economic development in Nashville, the city is constantly pursuing innovative bikeway materials such as bioswale-protected bike lanes as well as innovative delivery approaches using multiple on call contractors.
Please provide a letter from your City Leader describing their commitment for your BICI project. This should include an explanation of how the project connects to the City Leader's vision for resident mobility; how the BICI program will support it; and how they will serve as a champion for the program if it is selected. [Upload]	[to be attached]
How will you create momentum for other improvements to your city's cycling infrastructure after your BICI project is implemented? How will you create replicable processes or establish policies that ensure that a complete cycle network is built? [Text Response: 100 Words or fewer]	As NDOT expands the network of protected bike lanes in Nashville, there will be many other challenging design issues. Tackling this high-profile issue will provide a proof of concept, building confidence among NDOT, community members, and elected officials that there are feasible solutions and that protected bike lanes can become a reality in downtown Nashville, despite right of way constraints, traffic volumes, and active private development construction. NDOT is already building relationships around this project and will promote the story through our engagement platforms. This project will serve as a model for Metro's complete streets implementation guide (underway).
What percentage of your proposed BICI project will be completed and open for public use by December 2025? [Numeric input]	100%

SECTION 3: NEED AND IMPACT We're excited to understand how your project solves a specific challenge and reduces barriers to cycling for residents. Help us understand what outcomes and impacts your BICI project will produce!

Tell us about the challenges that your BICI project addresses. Use specific examples and data to describe the challenge. [Text Response: 150 Words or fewer]

In two locations the bike lane on Demonbreun is positioned between two active vehicular traffic lanes, creating a situation that is hazardous and confusing for both cyclists and motorists. It will be a challenge to find a way for people biking to safely navigate the corridor given the presence of heaving traffic and turning lanes—including four interstate ramps. Additionally, the bike lanes on the bridge over I-40/I-65 are buffered but not fully protected. The bridge structure is not able to accommodate the weight of concrete barriers that would protect the bike lane, so a lightweight solution is needed that would provide the comfort and safety benefits of a more robust barrier. Given the cross sections at the interstate ramps, NDOT will likely need an experimental bikeway signal solution. With Nashville's recent commitment to Vision Zero, this is an opportunity to implement bike/ped counting and near miss detection technology.

If any, what past efforts have the city made to address these challenges? [Text Response: 150 Words or fewer]

The bike facilities already in place on this portion of the Demonbreun corridor were an initial attempt to provide improve bicycle mobility through the corridor. However, safety and comfort for cyclists in the vicinity has remained a concern for the community, as there are serious concerns about the placement of bike lanes between active vehicular lanes. NDOT is currently redesigning the Demonbreun bikeway west of the proposed project area, between 14th Ave S and Buddy Killen Circle, to add protection for the bike lane. This will effectively remove on-street metered parking, to be replaced with pilot parklets and loading/rideshare spaces in downtown Nashville. Additionally, NDOT is working with private development further east on the Demonbreun corridor to add buffer, protection, and other enhancements to the bikeway. These efforts are supported by the Connect Downtown multimodal mobility plan underway, which has affirmed Demonbreun as a key bikeway corridor in downtown.

What will change in your city as a result of your BICI project? What metrics will you use to

Given Nashville's commitment to transportation safety and multiple mode options, for this project NDOT will evaluate the improvement in bicycle

understand if you have succeeded? [Text Response: 150 Words or fewer]	level of traffic stress, crashes, near miss incidents, and user and community perception. NDOT will take baseline bike counts prior to the project's construction as well as post-project to track the increased use of the bike lanes. These counts will be corroborated by pre- and post-level of traffic stress analysis incorporated into the project design. NDOT will also monitor collisions within the project termini, including both bicycle, pedestrian, and vehicular collisions. For qualitative feedback, NDOT will conduct online and intercept surveys of people biking, walking, and driving the corridor as well as adjacent residents and businesses. NDOT will also conduct stakeholder interviews with city leadership, elected officials, and other key community members. This proof of concept will provide momentum to tackle other challenging bikeway connections throughout the county.
Please describe how you will measure the usage, connectivity, quality, and safety of your cycle network. Please include both quantitative and qualitative data collection. [Text Response: 150 Words or fewer]	NDOT will evaluate the level of traffic stress for all segments of the project prior to design and will design the project to achieve the lowest level of traffic stress/highest quality bike facility. As part of Nashville's citywide bikeway network and sidewalk and bikeway program management, staff will estimate the amount of high quality bikeway added to the network with this facility, as well as progress on our WalknBike plan goals to increase safety, provide transit access, and serve vulnerable communities. NDOT will also evaluate similar facility types countywide where these solutions can be replicated. In addition to analyzing crashes and collecting before and after user counts, NDOT will use technology to evaluate near miss incidents and take a proactive, preventative approach to design. Online and intercept surveys, through street activation events, will gather feedback around safety and comfort from all road users and neighbors.
SECTION 4: IMPLEMENTATION CAPACITY Help us understand your current abilities and capacity to implement your BICI project. This includes your current internal staff capacity, budgets, and political and community support.	
Annually, how much funding has been dedicated to cycle network infrastructure in your city in each of the following years?	
A. 2021 [Numeric input]	\$4,500,000
B. 2020 [Numeric input]	\$750,000
C. 2019 [Numeric input]	\$ 1,500,000

D. 2018 [Numeric input]	\$5,000,000
E. 2017 [Numeric input]	\$1,000,000
Please describe the internal and external capacity used to implement cycling infrastructure in your city. Where do you see a need for additional capacity or expertise? [Text Response: 150 Words or fewer]	Nashville's Bikeways Program is managed by NDOT, a new Metro department formed in 2021 to consolidate transportation program planning and delivery efforts. NDOT drew staff from the former Public Works Department as well as the Planning Department. Two NDOT staff members work on the Bikeways Program, one fully dedicated to bikeways projects and the other who splits time between sidewalk and bikeway projects. The efforts of Metro staff are supplemented by a program management contract with LDA Engineering, which provides oversight of facility design and project delivery as well as assistance with project-specific public engagement. NDOT has on-call contracts with additional consulting firms for project design, construction and CEI services. NDOT seeks technical assistance from BICI and GDCI regarding design of bikeways in this challenging location, both in terms of roadway configuration and the structural limitations of the bridge over the interstate.
How are decisions made on funding cycle networks and mobility programming? Who makes those decisions? [Text Response: 100 Words or fewer]	The Capital Spending Plan passed annually by Council allocated funds for the bike network. NDOT's Walking and Biking Program Manager applies the funds to the WalknBike work plan. WalknBike 2022 prioritized projects identified in the 2017 WalknBike document and defined a flexible 2022-2024 work program based upon budgetary constraints, staff capacity, and complexity. Two segments of Demonbreun, Buddy Killen Circle to 14 th Avenue S and 10 th Avenue South to 1 st Avenue South are included in the 2022-2024 work program. The proposed BICI project was initially excluded from the current work program due to complexity, but the addition would be welcomed.
Describe your city's ability to dedicate resources to implementation, including staff and budget. Does it rely on the support of a legislative body, such as city council? If so, please describe that process of approval. [Text Response: 150 Words or fewer]	The Operating Budget is approved annually from July 1 st to June 31 st . The process starts with the Mayor sending out the budget package to each department. The departments send back investment requests. The Finance Department reviews the requests and assembles a draft Operating Budget. The Operating Budget goes back to the Mayor for review and is filed. After this, the Council reviews and passes the

	Operating Budget. This is followed by Capital Spending Budget. This budget process is similar to the Operating Budget but can be approved multiple times a year. This budget includes project funding, including staff support. Grants are reviewed and approved through Metro Council.
What are the top 2 risks to successfully implementing your BICI project, and what is your plan to mitigate them? [Text Response: 150 Words or fewer]	Risks to the project include the inherent complexity and extent of the challenges in the corridor as well as the presence of nearby private development construction projects in the immediate vicinity of the project. NDOT will mitigate these risks by seeking technical assistance from BICI to identify innovative solutions to these challenges. NDOT will also coordinate closely with adjacent developers and encourage best construction management practices to be used to minimize construction impacts (from both the private development and the bike project) on mobility in the corridor.
What additional resources, including in-kind funding, will the city or additional partners make available to implement the project and how will you secure them? [Text Response: 100 Words or fewer]	NDOT will contribute capital resources which include a \$400,000 match from NDOT Partnership Funds and a \$400,000 match from the NDOT Bikeway program, for a total local match of \$800,000. Most importantly, NDOT will dedicate three staff members time to delivering the project from beginning to end, in addition to the Sidewalk and Bikeway Program Management team support. NDOT staff support will include NDOT Bike Program Manager, Bikeway Technician, and Grant Manager.
Please use this budget template to identify how BICI Program grant funding would be used to support your ambitious cycle network goals: [Document upload]	Budget document in files.
In the last five years, has your city attempted to change the design of a street to create safe cycle network infrastructure (e.g., removing or relocating automobile parking, removing or narrowing vehicle travel lanes, removing or narrowing sidewalks)? Please share examples of these activities and whether the projects were successful. [Text Response: 200 Words or fewer]	Nashville is building significant momentum in expanding its network of protected bike lanes. Sixty-four percent of Nashville's protected bike network was built in the last five years alone (19 out of a total of 30 kilometers). These projects have reduced driving lanes, removed and relocated on street parking, and delivered transit-compatible infrastructure. The 12th Ave. S Complete and Green Street project includes fully protected bike lanes, improved bus stop access, enhanced stormwater management, enhanced pedestrian crossings, and enhanced landscaping. Construction began in May 2022 and is expected

	to be complete by April 2023. The project involved removal of a center turn lane and location of protected bike lanes throughout the entire route and behind existing on-street parking. Despite significant construction activity for an extended period, including delay for people driving during peak hours, the project is already a major success and proof of concept for a high quality bikeway connecting Nashville's thriving downtown with one of the most historically underserved neighborhoods and an evolving commercial/residential neighborhood. There is more momentum in Nashville now than ever to expand on these successes and extend the network of bold, world class bikeways which prioritize safety and mobility for the most vulnerable roadway users.
In the last five years, have elected leaders contributed to successful project delivery or encouraged high-quality projects within your city? If yes, please provide specific examples of how their support influenced successful project delivery. [Text Response: 100 Words or fewer]	Upon election, Mayor Cooper developed a Nashville Transportation Plan (2020) which provided strong support for walking and biking infrastructure. Establishment of NDOT, the 2022 WalknBike update, and development of a Vision Zero Action Plan are further evidence of Mayor Cooper's commitment to walking and biking projects. In his 2021 State of Metro address, Mayor Cooper challenged NDOT to deliver sidewalks and bikeways 50% faster and at 20% lower cost. NDOT has succeeded in meeting this challenge by implementing efficiency measures and prioritizing projects that are ripe for advancement.
Who are the top 3 most important public, private, nonprofit or community organizations needed as stakeholders and supporters in your project? How have you engaged them to date, and how will you ensure their participation and support during implementation? [Text Response: 150 Words or fewer]	(1) Walk Bike Nashville. Since 1998, Walk Bike Nashville has sought to make our city more walkable, bikeable, and livable. They are a 501(c)(3) nonprofit organization that advocates for improved infrastructure and safer streets and works to support a culture of walking and bicycling through events and educational programs. Building on continued coordination, NDOT have informed them of this BICI application and will work in close partnership with the organization. (2) Metropolitan Government Departments. NDOT will rely on existing working relationships to collaborate with the Mayor's Office, Planning Department, WeGo Public Transit, and Water

	Services to deliver this innovative cycling infrastructure. (3) Tennessee Department of Transportation. We will again leverage existing partnerships with staff at the state DOT, including Multimodal and Traffic Engineering staff. While Demonbreun is a local street, access to I-65/I-40 via 14th Avenue South is a matter of interest to TDOT so NDOT will coordinate.
To what degree has the community been engaged in planning your BICI project or other cycling infrastructure? [Text Response: 150 Words or fewer]	Through the WalknBike plan and project-specific efforts, NDOT (formerly Metro Public Works) has engaged the community about the challenges on Demonbreun for several years. The original WalknBike plan in 2017 and the 2022 update involved significant in person and virtual community outreach, including meeting community members where they are at events and online. Since 2021, design has begun again in earnest with multiple stakeholder meetings, including a meeting with residents, business owners, and the biking community in November 2021, a walking audit in spring 2022, a community meeting to review the design concept for adjacent Demonbreun Hill in December 2022, with one-on-one stakeholder meetings and communications continuing. All of these meetings have facilitated dialogue among diverse community member perspectives, shaping data collection and project design. NDOT will build on the success of this engagement and the relationships that have developed in engaging the community around the BICI project.
Please describe the relationship between your department and community partners or NGOs. Have you worked together before? How do your different backgrounds and objectives contribute to improving cycle network infrastructure in your city? [Text Response: 150 Words or fewer]	NDOT actively engages with community partners and organizations as well as local elected officials. Examples of groups that participated in the Steering Committee for the 2022 update of WalknBike include Walk Bike Nashville, Civic Design Center, BCycle, Black Girls Do Bike, WeGo Public Transit, TDOT, Vanderbilt University, Metro Nashville Public Schools, the Greater Nashville Regional Council, and Empower Tennessee. NDOT collaborates regularly and closely with community partners: for example, NDOT staff are currently leading a cohort of agency and community organization representatives in the Nashville contingent of the Tennessee Complete Streets Leadership Academy, a prestigious

	competitive opportunity provided by Smart Growth America to co-develop quick build transportation safety and placemaking projects and programs in Nashville. Accountability partners rather than adversaries, we effectively bring together the diverse perspectives of partner organizations and agencies into creative, replicable solutions such as the quick build project on Dickerson Pike in Nashville.
SECTION 5: SUPPORTING RESOURCES	
Map of existing cycle network with proposed BICI project locations (please provide descriptions and/or key projects that are part of your proposal) [Document upload(s)]	
Estimated BICI implementation timeline and milestones [Document upload(s)] (Optional)	
Letters of support from other elected officials, local community groups, neighborhood leaders, or business leaders. [Document upload(s)] (Optional)	

City Name & Project Site/Name:	Nashville, Demonbreun (from 12th to 14th)
Date:	1/27/2023
Currency Exchange Rate to USD as of date above:	1

1 Direct Costs	Year 1 (Local Currency)	Year 2 (Local currency)	Year 3 (Local currency)	Total (Local Currency)	Estim. Cost USD	Notes
Materials						
Concrete Islands	\$950,000.00			\$950,000.00	\$950,000.00	
Pavement striping	\$20,000.00			\$20,000.00	\$20,000.00	
Pavement repair	\$90,000.00			\$90,000.00	\$90,000.00	
Physical protection elements (armadillos)	\$50,000.00			\$50,000.00	\$50,000.00	
Sub Total	\$1,110,000	\$0	\$0	\$1,110,000	\$1,110,000	
Equipment						
Painting equipment	\$10,000.00			\$10,000.00	\$10,000.00	
Concrete work equipment	\$150,000.00			\$150,000.00	\$150,000.00	
Sub Total	\$160,000	\$0	\$0	\$160,000	\$160,000	
Direct Costs Total	\$1,270,000	\$0	\$0	\$1,270,000	\$1,270,000	

2 Personnel Costs	Year 1 (Local Currency)	Year 2 (Local currency)	Year 3 (Local currency)	Total (Local Currency)	Estim. Cost USD	Notes
Labor (staff costs)						
Construction	\$300,000.00			\$300,000.00	\$300,000.00	
				\$0.00	\$0.00	
				\$0.00	\$0.00	
				\$0.00	\$0.00	
Sub Total	\$300,000	\$0	\$0	\$300,000	\$300,000	
Subcontracts/Consulting						
Sub Total						
Personnel Costs Total	\$300,000	\$0	\$0	\$300,000	\$300,000	

3 Indirect Costs		Year 1 (Local Currency)	Year 2 (Local currency)	Year 3 (Local currency)	Total (Local Currency)	Estim. Cost USD	Notes
Communications							
	Sub Total						
Meetings							
	Weekly project meetings	\$30,000.00			\$30,000.00	\$30,000.00	
	Sub Total	\$30,000	\$0	\$0	\$30,000	\$30,000	
	Indirect Costs Total	\$30,000	\$0	\$0	\$30,000	\$30,000	

4 Other Costs		Year 1 (Local Currency)	Year 2 (Local currency)	Year 3 (Local currency)	Total (Local Currency)	Estim. Cost USD	Notes
Other Costs 1							
	Sub Total						
Other Costs 2							
	Sub Total						
	Other Costs Total						

5 Total Costs	Year 1 (Local Currency)	Year 2 (Local currency)	Year 3 (Local currency)	Total (Local Currency)	Estim. Cost USD
Grand Totals	1600000	Total amount	Total amount	Total amount	Total amount

Sources	Amount (USD)
BICI Program Grant	\$400,000.00
BICI Program Grant additional (cell was locked)	\$400,000.00
Local matching funds	\$800,000.00
Total:	\$1,600,000.00
Balance (total sources minus total costs)	\$0.00



Application for the Bloomberg Initiative for Cycling Infrastructure

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:



CCA6046554B0461...

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

1/25/2023

Date

Certificate Of Completion

Envelope Id: 04AB57D6659142FC87F2A7D3CF93CC08

Status: Completed

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Source Envelope:

Document Pages: 18

Signatures: 3

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Juanita Paulson

AutoNav: Enabled

730 2nd Ave. South 1st Floor

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Nashville, TN 37219

Time Zone: (UTC-06:00) Central Time (US & Canada)

Juanita.Paulsen@nashville.gov

IP Address: 170.190.198.185

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Juanita.Paulsen@nashville.gov

Security Appliance Status: Connected

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Storage Appliance Status: Connected

Pool: Metropolitan Government of Nashville and
Davidson County

Location: DocuSign

Signer Events**Signature****Timestamp**

Rose Wood



Sent: 2/7/2023 2:04:32 PM

rose.wood@nashville.gov

Viewed: 2/7/2023 2:56:51 PM

Finance Admin

Signed: 2/7/2023 2:57:03 PM

Metro Finance Dept. OMB

Signature Adoption: Pre-selected Style

Security Level: Email, Account Authentication
(None)

Using IP Address: 170.190.198.185

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Tom Eddlemon



Sent: 2/7/2023 2:57:07 PM

Tom.eddlemon@nashville.gov

Viewed: 2/7/2023 3:32:54 PM

Director of Finance

Signed: 2/7/2023 3:33:25 PM

Security Level: Email, Account Authentication
(None)

Signature Adoption: Pre-selected Style

Using IP Address: 170.190.198.185

Electronic Record and Signature Disclosure:

Accepted: 2/7/2023 3:32:54 PM

ID: 2418b6b5-5455-4cfc-b95e-a0a027d079f6

Kelly Flannery/mjw



Sent: 2/7/2023 3:33:31 PM

MaryJo.Wiggins@nashville.gov

Viewed: 2/7/2023 4:37:25 PM

Security Level: Email, Account Authentication
(None)

Signed: 2/7/2023 4:37:42 PM

Signature Adoption: Pre-selected Style

Using IP Address: 170.190.198.100

Electronic Record and Signature Disclosure:

Accepted: 2/7/2023 4:37:25 PM

ID: 0fc55de2-74f4-4e19-92db-a1298fb87cd7

Courtney Mohan



Sent: 2/7/2023 4:37:46 PM

Courtney.Mohan@nashville.gov

Viewed: 2/8/2023 8:25:40 AM

Security Level: Email, Account Authentication
(None)

Signed: 2/8/2023 8:49:00 AM

Signature Adoption: Pre-selected Style

Using IP Address: 170.190.198.185

Electronic Record and Signature Disclosure:

Signer Events	Signature	Timestamp
Accepted: 2/8/2023 8:25:40 AM ID: 01f136f0-4aaf-4ce9-9062-dcd05b14ea9b		
In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Danielle Godin Danielle.Godin@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 2/8/2023 8:49:04 AM Viewed: 2/8/2023 11:07:44 AM
Sally Palmer sally.palmer@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 2/7/2023 8:29:46 AM ID: 7b324e1e-9dbe-4109-98d6-b9c819e5bdc9	COPIED	Sent: 2/8/2023 8:49:07 AM Viewed: 2/8/2023 8:58:47 AM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	2/7/2023 2:04:32 PM
Certified Delivered	Security Checked	2/8/2023 8:25:40 AM
Signing Complete	Security Checked	2/8/2023 8:49:00 AM
Completed	Security Checked	2/8/2023 8:49:07 AM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		