

GRANT APPLICATION SUMMARY SHEET

Grant Name: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 23-28

Department: PUBLIC WORKS

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: \$5,000,000.00

Department Contact: Casey Hopkins
8801676

Status: NEW

Program Description:

Last year NDOT submitted a grant regarding the East Bank Boulevard grant application. NDOT was not awarded during the 2022 cycle but was received favorably by the US Department of Transportation (USDOT), achieving “Highly Recommended” status and reaching the final round of project selection. USDOT has encouraged NDOT to reapply. NDOT is seeking federal funding to help plan and design the East Bank Boulevard and Greenway, the “backbone” of the East Bank Master Plan. The Nashville Department of Transportation is submitting an application to receive a \$5 million federal match through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, a \$2.5 billion grant program authorized by the Bipartisan Infrastructure Law. The Boulevard is one of the most important projects recommended by the East Bank Master Plan, with the potential to catalyze thousands of jobs and new homes, create a modern and complete mobility option and to connect all Nashvillians to the tremendous opportunity on the East Bank.

Plan for continuation of services upon grant expiration:

No plan for continuation of service after expiration of grant/budgetary impact.

**APPROVED AS TO AVAILABILITY
OF FUNDS:**

DocuSigned by:
Kelly Flannery 2/22/2023
Director of Finance Date

**APPROVED AS TO FORM AND
LEGALITY:**

DocuSigned by:
Courtney Mohan 2/22/2023
Metropolitan Attorney Date

**APPROVED AS TO RISK AND
INSURANCE:**

DocuSigned by:
Balogun Cobb 2/22/2023
Director of Risk Management Date
Services

DocuSigned by:
John Cooper 2/22/2023
Metropolitan Mayor Date

(This application is contingent upon 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
PUBLIC WORKS	042	Casey Hopkins				8801676	
Grant Name:		Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 23-28					
Grantor:		U.S. DEPARTMENT OF TRANSPORTATION				Other:	
Grant Period From:		07/01/23	(applications only) Anticipated Application Date:		02/28/23		
Grant Period To:		07/01/28	(applications only) Application Deadline:		02/28/23		
Funding Type:	FED PASS THRU	Multi-Department Grant		☐ If yes, list below.			
Pass-Thru:	TENN. DEPT. OF TRANS.	Outside Consultant Project:		☐			
Award Type:	COMPETITIVE	Total Award:		\$5,000,000.00			
Status:	NEW	Metro Cash Match:		\$5,000,000.00			
Metro Category:	New Initiative	Metro In-Kind Match:		\$0.00			
CFDA #	20.933	Is Council approval required?		☒			
Project Description:		Applic. Submitted Electronically?		☒			
Last year NDOT submitted a grant regarding the East Bank Boulevard grant application. NDOT was not awarded during the 2022 cycle but was received favorably by the US Department of Transportation (USDOT), achieving "Highly Recommended" status and reaching the final round of project selection. USDOT has encouraged NDOT to reapply. NDOT is seeking federal funding to help plan and design the East Bank Boulevard and Greenway, the "backbone" of the East Bank Master Plan. The Nashville Department of Transportation is submitting an application to receive a \$5 million federal match through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, a \$2.5 billion grant program authorized by the Bipartisan Infrastructure Law. The Boulevard is one of the most important projects recommended by the East Bank Master Plan, with the potential to catalyze thousands of jobs and new homes, create a modern and complete mobility option and to connect all Nashvillians to the tremendous opportunity on the East Bank.							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
No plan for continuation of service after expiration of grant/budgetary impact.							
How is Match Determined?							
Fixed Amount of \$		\$5,000,000.00	or	50.0%	% of Grant	Other: ☒	
Explanation for "Other" means of determining match:							
The match is determined based on similar projects and the need to stay competitive in the grant program. The addition of the greenway in the application has increased NDOT's match from FY 22							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?		\$5,000,000.00	Fund	42021	Business Unit	42409021	
Is not budgeted?		\$0.00	Proposed Source of Match:		FY 22 CSP		
(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:		\$1,883,000.00		
*Indirect Costs allowed? ☒ Yes ☐ No		% Allow.	0.00%		Ind. Cost Requested from Grantor:		\$0.00 in budget
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)							
Draw down allowable? ☐							
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	\$2,500,000.00	\$0.00	\$0.00	\$2,500,000.00	42021, 42409021	\$0.00	\$5,000,000.00	\$941,500.00	\$0.00
Yr 2	FY25	\$2,500,000.00	\$0.00	\$0.00	\$2,500,000.00	42021, 42409021	\$0.00	\$5,000,000.00	\$941,500.00	\$0.00
Yr 3	FY__									
Yr 4	FY__									
Yr 5	FY__									
Total		\$5,000,000.00	\$0.00	\$0.00	\$5,000,000.00		\$0.00	\$10,000,000.00	\$1,883,000.00	\$0.00
Date Awarded:		Tot. Awarded:		Contract#:						
(or) Date Denied:		Reason:								
(or) Date Withdrawn:		Reason:								

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

GCP Rec'd
02/22/23

GCP Approved
02/22/23

VW

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:

1 Pulic Square

Street2:

* City:

Nashville

County/Parish:

* State:

TN: Tennessee

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

37201-5007

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:

Casey

Middle Name:

* Last Name:

Hopkins

Suffix:

Title:

Organizational Affiliation:

* Telephone Number:

615-880-1676

Fax Number:

* Email:

casey.hopkins@nashville.gov

Application for Federal Assistance SF-424

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

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

* 12. Funding Opportunity Number:

DTOS59-23-RA-RAISE

* Title:

FY 2023 National Infrastructure Investments

13. Competition Identification Number:

RAISE-FY23

Title:

FY23 RAISE Grants

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

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

East Bank Boulevard and Greenway: 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	5,000,000.00
* b. Applicant	5,000,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	10,000,000.00

*** 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 18, Section 1001)**

☒ ** I AGREE

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

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email:

* Signature of Authorized Representative: * Date Signed:

EAST BANK BOULEVARD + GREENWAY

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



FEBRUARY 2023

Project Description

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



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, and thousands of new jobs. At the center of it all: a new Boulevard and Greenway that will catalyze and connect the East Bank.

The Nashville Department of Transportation and Multimodal Infrastructure (NDOT), in partnership with the Office of the Mayor and the Metropolitan Nashville and Davidson County (Metro) 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—and a complementary greenway along the Cumberland River. Together, the Boulevard and Greenway represent modern, resilient, and complete multimodal mobility options; development catalysts and job creators; and a unifying address and community connector.

Project History

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, Nashville's East Bank has always been a diamond in the rough. The East Bank was profoundly impacted by the May 2010 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; however, the rest of the time the area largely remains underutilized. The East Bank is often perceived as a barrier to disadvantaged communities, the growing East Nashville area, 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 the East Bank represents today directly impacts some of Nashville's most underserved neighborhoods, such as Cayce Place, many of whose residents lack access to private automobiles.

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 and the construction of a new world-class NFL stadium immediately adjacent to the existing Nissan Stadium.

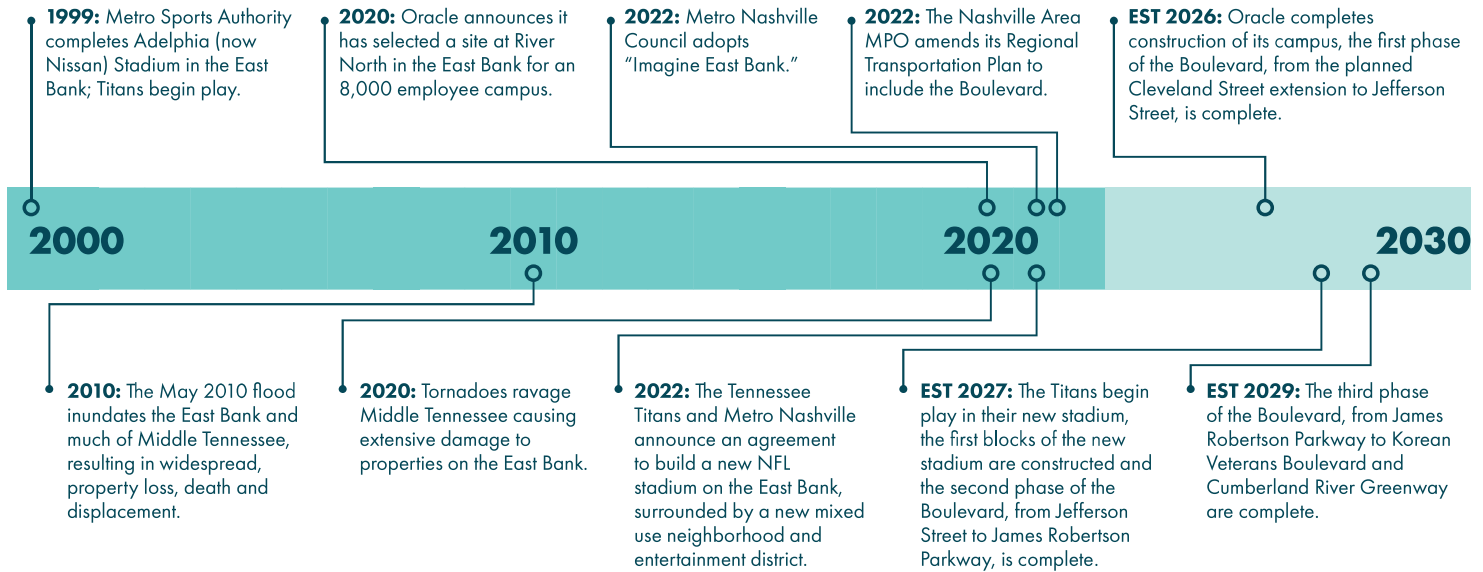


The East Bank was one of Nashville's hardest hit neighborhoods in the flood of 2010.



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

The Metro Planning Department initiated the development of a master plan in early 2021 to create a coordinated vision and plan for the East Bank. Adopted in late 2022, Imagine East Bank envisions Nashville's next great neighborhood with the Boulevard as the central organizing element. NDOT subsequently began a Mobility Plan for the East Bank that validates the need for the Boulevard and Greenway.



Nashville Needs the Boulevard

There is tremendous opportunity awaiting the East Bank, but it can only be achieved with a fully realized Boulevard and Greenway 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 also diverse and economically disadvantaged neighborhoods on both sides of the river.
- The **parallel Greenway** along the Cumberland River that complements the Boulevard's catalytic potential by creating fun, safe, and interesting mobility and recreation options that activate Nashville's long neglected riverfront.



The Greenway along the Cumberland River complements the Boulevard's catalytic potential by creating fun, safe, and interesting mobility and recreation options that activate Nashville's long neglected riverfront.

EAST BANK BOULEVARD + GREENWAY



Work Completed to Date

Much work has already been done to date to conceptually plan for the East Bank Boulevard and Cumberland River Greenway as part of Imagine East Bank, which envisioned the Boulevard, Greenway, 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.

Oracle, in collaboration with NDOT, has incorporated the Boulevard in its plans for a new campus, and has begun design of the portion of the Cumberland River Greenway that will traverse the campus (this section of the Greenway is not part of the grant application). The Tennessee Titans and Metro Nashville announced an agreement to finance the construction of a new NFL stadium, and Metro Nashville released a Request for Qualifications (RFQ) in early 2023 to develop the area around the new stadium.

Statement of Work

The next phase of planning and design is urgently needed to ensure the Boulevard and Greenway keep 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, and a planning and environmental linkages study to transition to the NEPA process.
- **Community Engagement:** Continued community engagement to help the planning team better understand local needs. To date, more than 1,200 attendees have participated in 50+ 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.



Metro Nashville is partnering with the private sector to realize the East Bank's significant redevelopment potential, including the recent announcement of a deal with the Tennessee Titans to build a new NFL stadium surrounded by a mixed-use community.



Transportation Challenges and Benefits

The East Bank Boulevard and Greenway 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) 2023 RAISE Notice of Funding Opportunity (NOFO) and will result in:

- **Safety:**

- » Reduced risk of crashes by replacing the existing patchwork of streets with a new East Bank Boulevard that will be designed for appropriate motor vehicle speeds and safe spaces for people to walk and access transit.
- » A safe, dedicated facility for walking, cycling, and all forms of micromobility on the Cumberland River.

- **Environmental Sustainability:**

- » Reduced vehicle miles traveled and greenhouse gas emissions by promoting a compact, walkable development pattern, viable transportation alternatives, and zero and/or low emission vehicles.
- » A new standard for flood resiliency in Nashville by promoting responsible development practices and a district-wide stormwater strategy in an area known to be at risk of flooding.
- » The preservation and restoration of the Cumberland Riverfront and redevelopment of brownfield sites.
- » Reduction in the heat island effect with dedicated space for street trees and additional landscaping.

- **Quality of Life:** Improved quality of life and access to employment, affordable housing and retail opportunities through new mixed-use communities, and safe and accessible transportation options.

- **Mobility and Connectivity:** Reduced barriers to opportunities for historically disadvantaged underserved communities and enhanced transportation choices for Nashvillians and visitors.

- **Economic Competitiveness and Opportunity:**

- » Job creation and improved connections to job opportunities within the East Bank and beyond.
- » Enhanced freight and traffic movement.
- » Increased tourism activities.

- **State of Good Repair:**

- » Restoration of the East Bank's obsolete road network with modern infrastructure.
- » Commitment to a state of good repair by adhering to a long term schedule of regular maintenance.

- **Partnership and Collaboration:**

- » Expanded outreach and engagement building on the Imagine East Bank process.
- » Additional 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.



Metro Nashville is partnering with the private sector to realize the East Bank's significant redevelopment potential, including the recent announce of a deal with the Tennessee Titans to build a new NFL stadium surrounded by a mixed use community.

Project Location

The Boulevard and Greenway are located on Nashville's East Bank within Tennessee's US Congressional District 6. At its north terminus, the Boulevard 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 new proposed bridge extending over the Cumberland River where it lands at Fairfield Avenue south of I-40/24. The bridge is included in the project definition for this RAISE Grant application.



At its north terminus, the Greenway will connect to the pedestrian bridge and greenway on Oracle's planned campus, both of which are currently under design. The pedestrian bridge will traverse the Cumberland River into the Germantown neighborhood of downtown Nashville, while the Oracle greenway will continue further north along the river. The project Greenway will continue south along the river to its southern terminus at the I-24 Silliman Evans bridge, where it will connect to the existing protected bikeway on Davidson Street and can also connect to the Boulevard bridge.

The core of the Boulevard and Greenway are located in Census Tract 193, while the Boulevard also extends to 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.

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

Grant Funds, Sources and Uses of Project Funds

Project Costs

The East Bank Boulevard and Greenway project advances the work completed as part of Imagine East Bank and the Mobility Study and brings it closer to shovel-ready. The total planning, environmental, and up to 60% design project cost is estimated to be \$10 million, which includes the following major components:

Project Element	Cost (YOE \$)
Planning	\$500,000
Public and Stakeholder Outreach	\$500,000
NEPA and Design (60%)	\$9,000,000
Total Cost	\$10,000,000

There will be no expenses incurred between the time of the grant award and the obligation of grant funds. All expenses identified in the table above will be incurred after grant funds have been obligated.

Planning

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

- A **Fiscal Impact Study** to better understand the fiscal implications of growth and 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.
- A **Planning and Environmental Linkages Study** that creates a smooth transition from planning to the NEPA process.

Public and Stakeholder Outreach

Extensive public outreach for Imagine East Bank has been conducted over the last two years. 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 \$185 million. The cost to provide preliminary engineering is estimated to be \$16 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
Boulevard	Cleveland to Jefferson/Spring	0.90 miles	\$30,000,000	\$2,500,000
	Jefferson/Spring to I-24	1.46 miles	\$45,000,000	\$4,000,000
	Bridge	0.64 miles	\$100,000,000	\$8,500,000
Greenway	Pedestrian bridge at Oracle campus to I-24 Silliman Evans Bridge	1.60 miles	\$10,000,000	\$1,000,000
Total Cost			\$185,000,000	\$16,000,000
			Up to 60% Design	\$9,000,000

Source and Amount of Funds

NDOT is requesting a total of \$5 million in RAISE Grant funds, which represents 50% of the total \$10 million project cost. The Metropolitan Government of Nashville and Davidson County will provide the remaining \$5 million local match, which represents 50% of the total project cost.

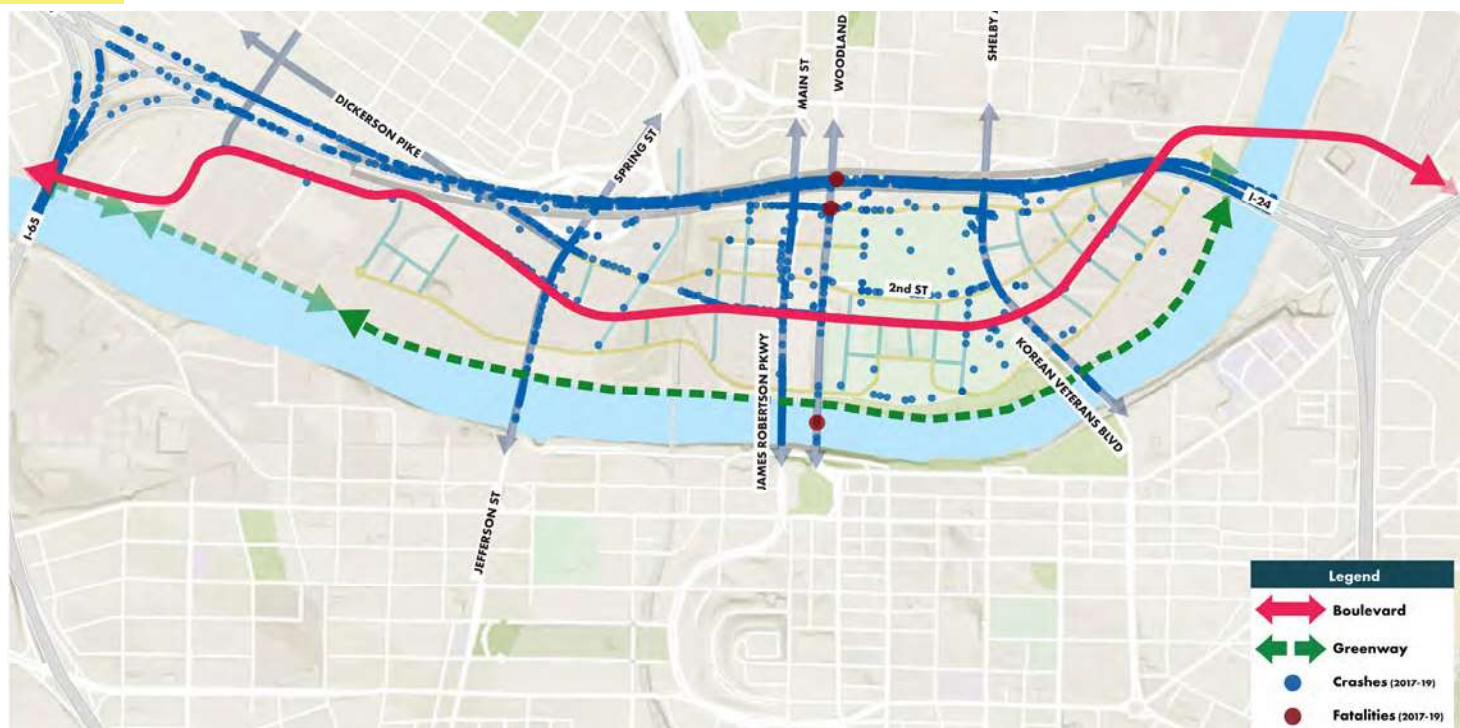
Funding Source	Amount	Share
RAISE Grant	\$5,000,000	50%
Metropolitan Government of Nashville and Davidson County	\$5,000,000	50%
Total	\$10,000,000	100%

Census Tract	Project Cost per Census Tract
193	\$8,000,000
196	\$1,000,000
160	\$1,000,000
Total Project Cost	\$10,000,000

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 allocated to NDOT. Resolution RS2021-1201 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. Documentation of the non-federal funding commitment is located in the Funding Commitments file.



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) in addition to serving as a barrier between many underserved neighborhoods and employment and educational opportunities.

The Boulevard and Greenway project 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 bus rapid transit (BRT) route. The Greenway is envisioned to provide cyclists and pedestrians with the ability to travel from north to south between the different neighborhoods on the East Bank in a safe, dedicated space separate from motor vehicles.

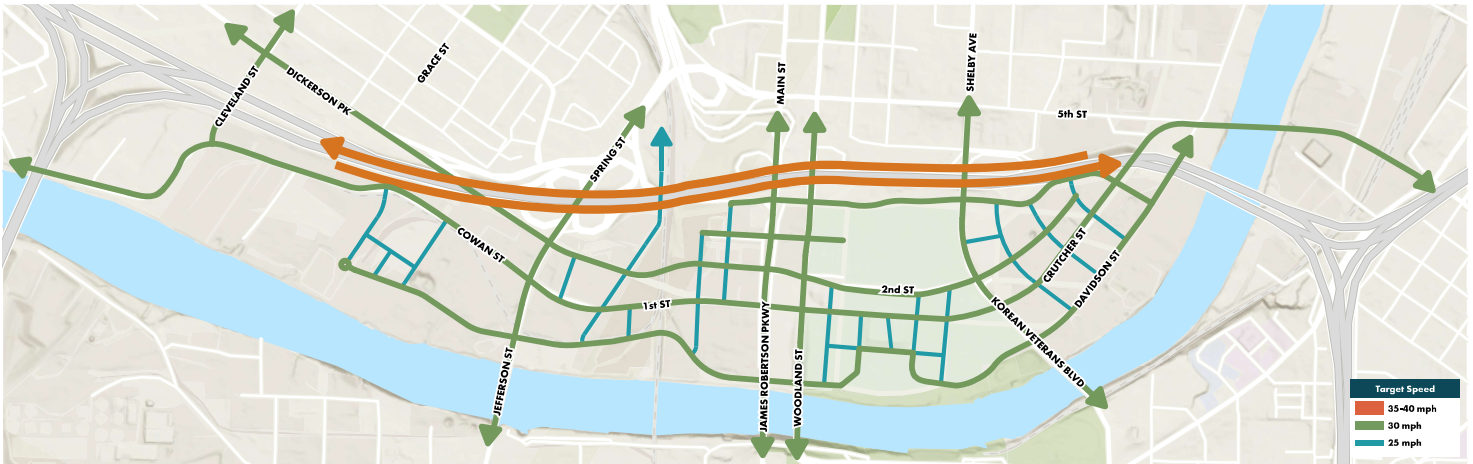


The current condition of the East Bank roads is generally poor for all users. Pedestrians face unprotected sidewalks with frequent curb cuts, creating conflict points with motor vehicles.

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



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 30 miles per hour (mph), an important threshold for reducing the severity and frequency of crashes, per the Institute for Transportation Engineers.



NDOT has made safety, and more specifically Vision Zero, one of its top priorities. Motor vehicle speed is the number one factor that determines pedestrian fatality rates. Below 30 mph, the pedestrian collision fatality rates decrease significantly.

The project will incorporate actions and activities identified in US DOT's National Roadway Safety Strategy in the following ways:

- **Safer Speeds:** The design of the Boulevard and associated intersections will adhere to a 30 mph target speed, a critical threshold below which pedestrian death rates decrease significantly.
- **Safer Roads:** The Boulevard and Greenway design incorporates proven safety countermeasures, including high visibility crosswalks, medians and refuge islands, and separate bicycle facilities.
- **Safer Vehicles:** Support for advanced technologies, such as autonomous vehicles, smart lighting, and smart and connected signals, to prevent crashes and mitigate harm when a does crash happen.

The East Bank Boulevard project will improve access and safety for many of Nashville's underserved and historically disadvantaged communities, including the 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 Greenway represent new, safe connections to opportunities on the East Bank and beyond, whether by walking, cycling, riding transit, or driving.

Environmental Sustainability

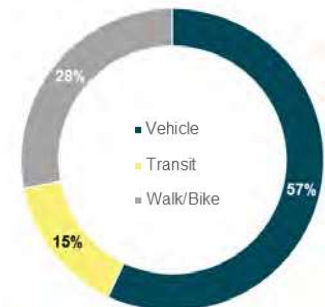
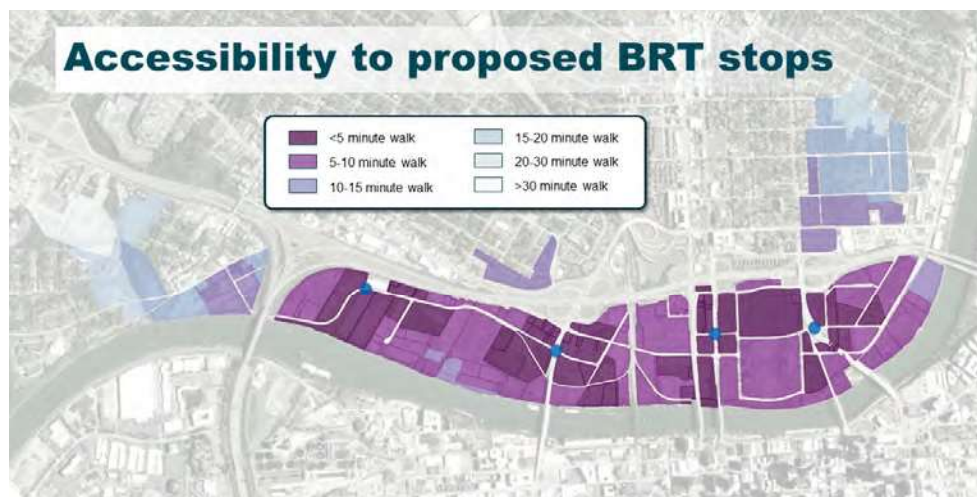
The Boulevard will be the centerpiece of a sustainable and resilient East Bank by promoting multimodal transportation options; incorporating a robust design that minimizes environmental, health, and other impacts; and protecting Nashville's most vulnerable populations.

Sustainable Transportation

Nashville needs access to sustainable transportation and has established a foundation to support the pursuit of sustainable transportation projects. A recent greenhouse gas (GHG) emissions inventory found that in 2019 over half (51 percent) of Nashville's emissions come from the transportation sector, an increase from 2017. In February of 2022, Metro adopted a resolution to reduce GHG emissions by 80 percent in 2050 from 2014 levels (RS2022-1358).

Metro's Climate Change Mitigation Action Plan, created in 2021 by the Mayor's Sustainability Advisory Committee, provides a comprehensive set of strategies and actions to meet the 2050 goal of 80 percent GHG emissions. The Boulevard and Greenway will implement the Climate Change Mitigation Action Plan in three specific ways:

Reduction of vehicle miles travelled by passenger vehicles: By promoting a compact, walkable development pattern and viable transportation alternatives, the Boulevard and Greenway will reduce reliance on the private automobile as the primary mode of transportation. This shift from cars to alternative modes is made possible by putting homes and jobs in close proximity, creating a walkable block and cycling networks and making thousands of jobs accessible to transit—all things that the Boulevard does.



A trip generation analysis performed for the East Bank Mobility Study found that as many as four out of 10 daily trips could be made via walking, cycling, or riding transit.

Electrification of government and community motor vehicle fleets: 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. WeGo Public Transit is in the process of studying the feasibility of transitioning its fleet to zero emission vehicles, including those that will operate on the Boulevard BRT facility.

Strengthen and connect greenway and park networks: The Greenway is an important piece of a broader greenway network that connects the East Bank to the Cumberland River Greenway in downtown Nashville as well as the Shelby Bottoms Greenway. It provides a safe, fun, and interesting recreational and mobility experience for Nashvillians of all abilities and is closely integrated with the East Bank's extensive planned park system.



The Greenway provides a safe, fun, and interesting recreational experience for Nashvillians of all abilities.

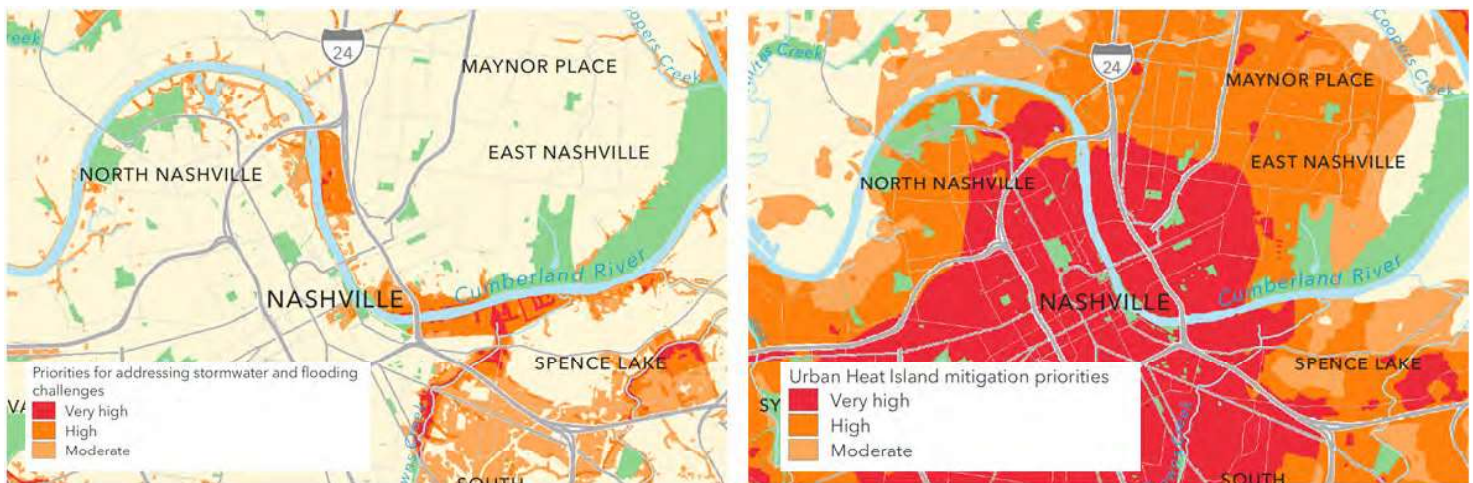
A Resilient and Healthy Future

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 regulations for adjacent development will place commercial and residential uses at even higher elevations. Through coordination with Metro Water Services, the U.S. Army Corps of Engineers, NDOT, and future NEPA studies, an exact elevation will be determined and finalized for all design and construction standards.

Imagine East Bank prescribes a riparian edge allowing room for the Cumberland River to flood during significant storm events. Nashville has applied for a Building Resilient Infrastructure and Communities (BRIC) grant to further study this concept.



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 and Greenway are catalysts to replace the East Bank's large expanses of parking lot asphalt with a greener design that prioritizes connected landscapes and open space with dedicated space for trees and landscaping.



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

Protecting Nashville's Most Vulnerable Populations

The East Bank and surrounding neighborhoods are some of Nashville's most at-risk communities for disasters, including flooding, tornadoes, and pandemics according to the US Census Community Resilience Estimates. The Boulevard and Greenway and the associated change that they 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 Boulevard and Greenway project is a modern and complete multimodal mobility solution that connects transit, pedestrians, cars, autonomous vehicles, and bicycles/micromobility in parallel cohesive and continuous north-south corridors that will open opportunities, provide reliability of travel time to work, and expand travel options.



The project area is located within three designated Qualified Opportunity Zones (Census Tracts 160, 193, and 196) and abuts two additional designated Qualified Opportunity Zones (Census Tracts 126 and 192).

Improve Access to Transportation

The Boulevard and Greenway will serve as the backbone for a drastically improved transportation network in the East Bank by transforming its disconnected street network and providing access from underserved neighborhoods in East Nashville to employment and educational opportunities. The Boulevard will provide dedicated lanes for future high capacity transit service that could also serve high-occupancy autonomous vehicles as well as a roadside zone for pedestrians, stormwater management, and landscaping. The parallel Greenway will be a safe, continuous, and accessible transportation option for cyclists and pedestrians of all ages and abilities.

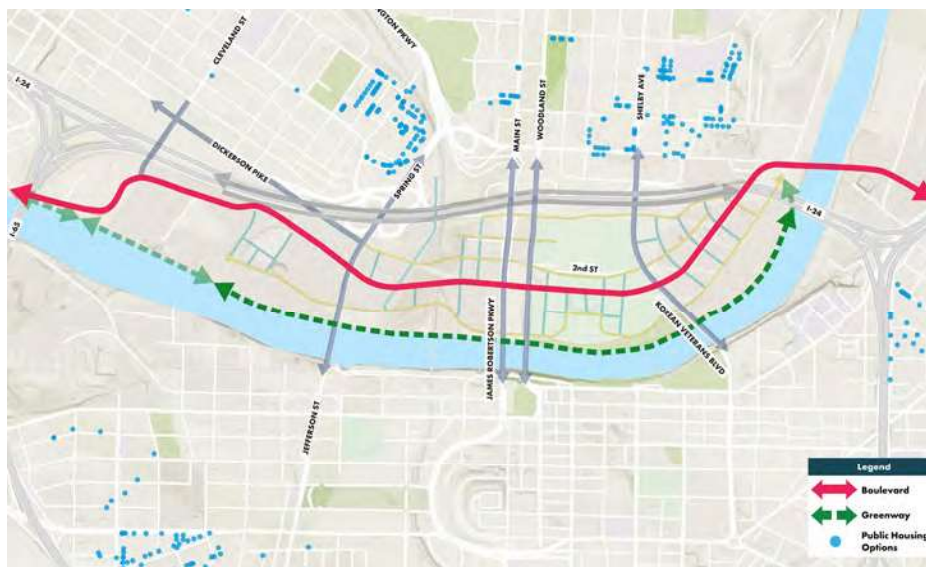
Improve Access to Job Opportunities

The Boulevard and Greenway 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 new stadium into a 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.

Improve Access to Affordable Housing

Nashville needs to create more than 50,000 housing units citywide that are affordable to people with incomes at or below 80 percent of the area median income by 2030 (Metro Affordable Housing Taskforce Report, June 2021). The allowable density in the East Bank area would help Nashville tackle its housing needs at a tremendous scale.



Affordable housing targets in the East Bank

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

An estimated 20,000 new housing units on the East Bank is a powerful tool to help address the housing demand in Nashville. Imagine East Bank established housing benchmarks for Phase One of development on the Metro-owned land that advance affordability. At least 20 percent of units target households earning between 61-80 percent Area Median Income, representing almost 4,000 new affordable housing units. These will be re-evaluated for appropriateness in future phases of development. Today there are zero housing units on the East Bank.

Metro will need to use many tools to achieve affordable housing on the East Bank. On top of aggressively pursuing state and federal funding, local funds will be a critical component. Other notable local tools available to Metro include:



- ## Mobility and Community Connectivity

A Balanced and Cohesive Multimodal Street Network

Tiers

- Tier 1 - Boulevard
- Tier 2 - Regional Connector Street
- Tier 3 - District Connector
- Tier 4 - Neighborhood Street
- Frontage Road (TDOT)

Legend

- Boulevard
- Greenway
- Regional Connectors
- District Connectors
- Neighborhood Street

Street Typology

Street Type	Motor Vehicle Lane	Motorist Center Lane	Curb Lane	Lanes/ft	Sidewalk	Curb and Gutter	Bicycle Facility	Total B/W			Bicycle Footings
								Min.	Max.	Standard	
Tier 1 - Boulevard	11'	11'	8'	3 to 10'	10 to 15'	2.5'	None	110'	132'	160'	10 to 15'
Tier 2 - Regional Connector	11'	11'	8'	3 to 10'	10 to 15'	2.5'	X	80'	120'	150'	5 to 10'
Tier 3 - District Connector	10'	10'	8'	3 to 10'	10 to 15'	2.5'	X	80'	90'	70'	5 to 10'
Tier 4 - Neighborhood Street	10'	NA	8'	3 to 10'	5 to 10'	2.5'	X	50'	70'	80'	5 to 10'

Notes:

1. The standard of highest connectivity is achieved by the most use of the above. The highest and lowest street use width is 10' adjacent to each.
2. Sidewalks are optional for the Boulevard and Regional Connector street in such form to accommodate the District Connector.
3. Sidewalks or other green space may be up to 2' to 10' wide for the District Connector to provide connectivity.
4. Minimum between-block width must be incorporated to facilitate and facilitate travel.
5. When located in the District Connector, District 400' block width is required for the most, all other widths are necessary for the District Connector. District 400' block width is required for the most, all other widths are necessary for the District Connector.

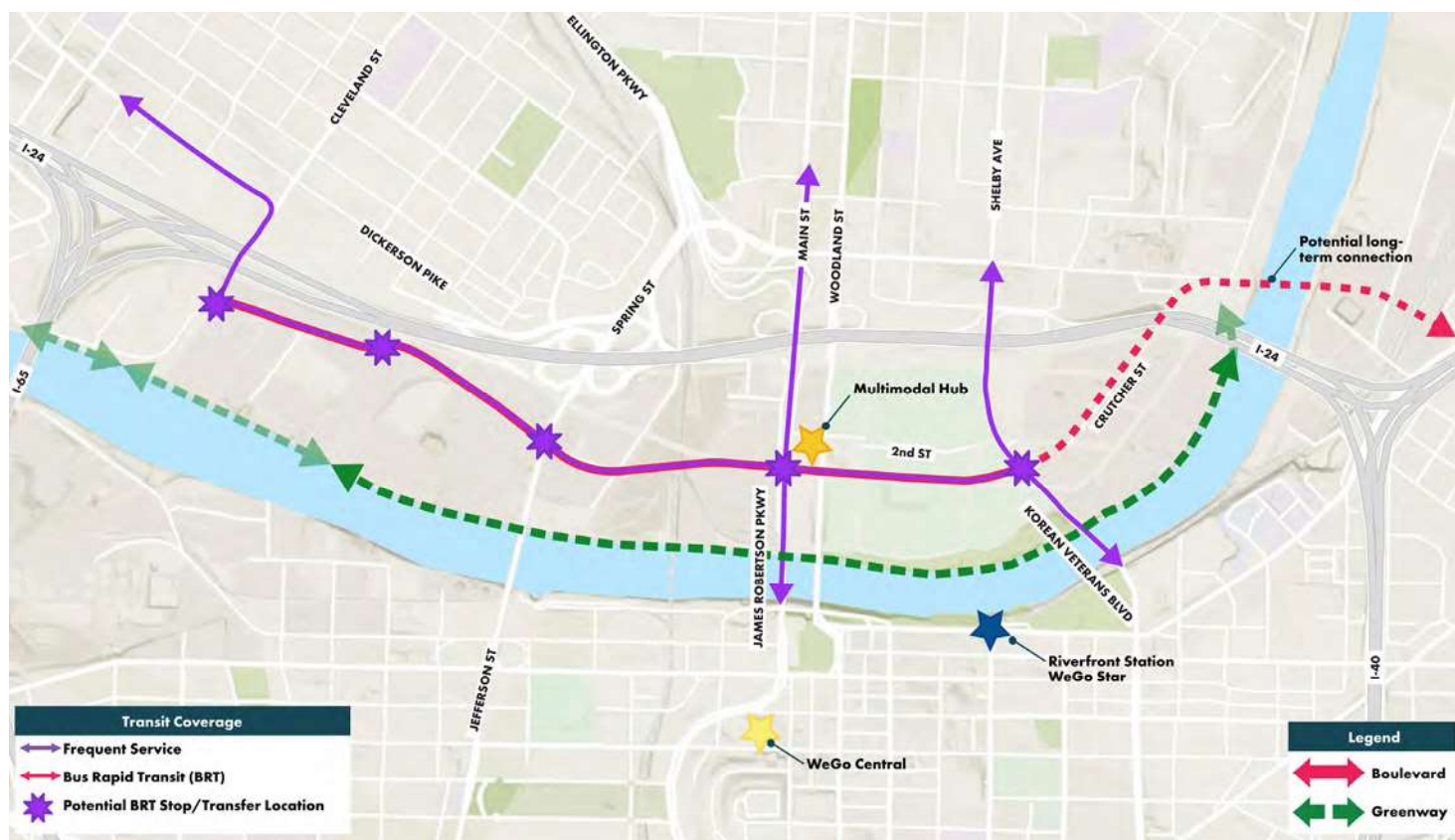
Recommended Block Size

400'

Elevating Transit in Nashville

Integral to its design, the Boulevard concept includes dedicated lanes for BRT, providing a viable transit option for commuters, linking affordable housing to job opportunities, and connecting 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 high capacity transit line that will ultimately connect to the airport.

A new mobility hub for transit, micromobility, and Transportation Network Company (TNC) options is proposed for the East Bank immediately adjacent to the Boulevard. Many east-west frequent routes will serve the hub and Boulevard high capacity transit line, providing true comprehensive transit connectivity to multiple major destinations in Nashville.



Walkable Block System

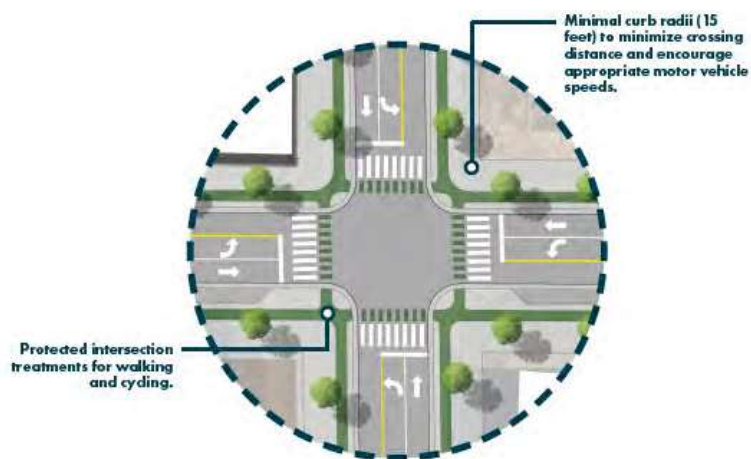
All new streets in the East Bank will have sidewalks. However, it will take more than sidewalks to make walking a safe and comfortable experience. The most important factor in determining a community's walkability is the presence of a compact system of blocks that results in shorter streets, smaller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

Safe and Enjoyable Opportunities for Cycling

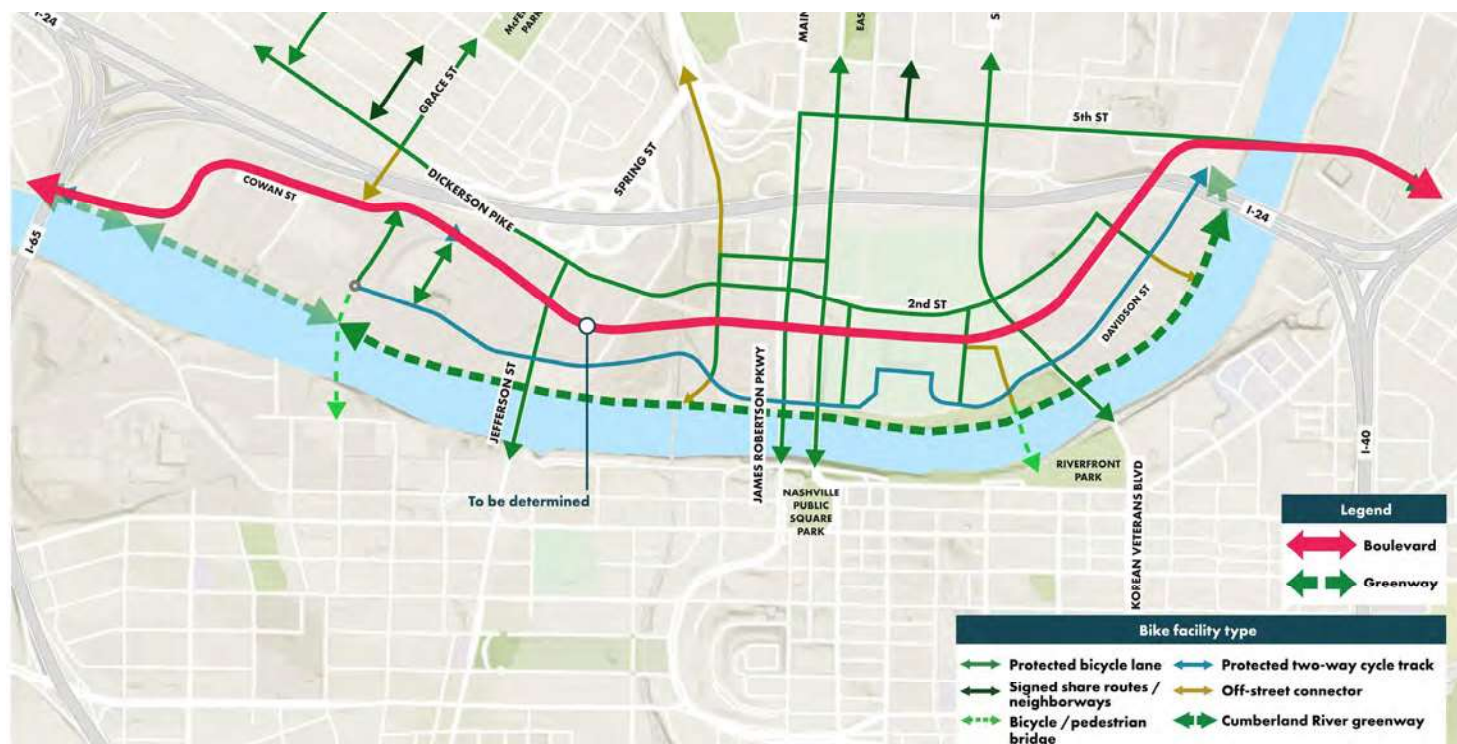
Many Nashvillians would like to cycle more often, both for pleasure and as a practical, affordable transportation option, but simply lack access to safe and comfortable facilities. Members of Nashville's cycling community will say the East Bank is currently a "cycling desert."

The Greenway, in combination with a system of protected bicycle facilities, will make cycling safe and enjoyable. The proposed bridge connecting the boulevard over the Cumberland River to the south will include a dedicated facility for cyclists, providing an accessible and affordable transportation option for underserved communities such as

Sudekum Napier to access the East Bank. The East Bank Greenway will be part of a larger plan to connect East Nashville to downtown, providing direct cycling access to parks, affordable housing, and job opportunities.



EAST BANK BOULEVARD + GREENWAY



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.

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 providing the ability to improve freight movement and support tourism in the community. The Boulevard and Greenway are central organizing elements and catalysts for economic development and are an essential first step to unlocking the East Bank's full potential.

Job Creation

Imagine East Bank envisions a collection of connected mixed-use neighborhoods, including 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.

Inclusive Economic Development: Metro places a top priority on creating opportunities for Minority and Women-Owned Business Enterprise (MWBE) inclusion efforts. Through procurement regulation changes underway, Nashville is implementing a race and gender-neutral program that establishes a contract threshold, under which certain contracts become eligible by designation to only be bid on by small business in accordance with SBA guidelines. The program will also provide more time for prime contractors and subcontractors to plan for and prepare timely bids. This is to increase the ability for firms to form joint ventures or teaming arrangements and to obtain any needed support services. Metro is developing an enhanced communications plan for how it will better assist the MWBE business community in understanding its programs, implementations, and how to prepare for future procurement opportunities. Metro has issued an outstanding RFQ for a master developer for a portion of the East Bank that includes a 20 percent MWBE target.



The project is anticipated to generate additional benefits during the temporary construction period:**\$1.6 billion in capital investments.****21,131 temporary direct, indirect, and induced jobs supported during the construction period.****\$1.2 billion in salaries related to project construction activity.****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.****\$16.1 million in local sales tax collections generated during the construction period.****\$17.9 million in projected local property tax collections each year.**

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) and, the research division of Tennessee Department of Economic and Community Development (TNECD) estimates 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.

Projected Housing and Job Creation on the East Bank at Full Buildout:

Residential		Office		Retail/Service		Hotel	
Units	Population	Floor Area	Employees	Floor Area	Employees	Floor Area	Employees
19,700	38,300	12.8M	49,300	7.5M	12,600	253,000	3,550

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 within the East Bank as well as 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 MDHA, who will leverage their 2014 Envision Cayce Master Plan for Revitalization. Imagine East Bank provides specific policy recommendations to implement affordable housing on the East Bank. Chapter 5 Safe and Simple Multimodal Connections provides greater detail on how the Boulevard and Greenway will serve these communities.

Land Use Productivity

Imagine East Bank lays out a comprehensive framework for a series of mixed-use neighborhoods with the Boulevard as a catalyst and central organizing element. They will be "neighborhoods for all Nashvillians" and include a mix of housing types that attract various income levels from deeply affordable to market rate. Metro is currently embarking on a public-private partnership via an RFQ for a master developer of the land surrounding



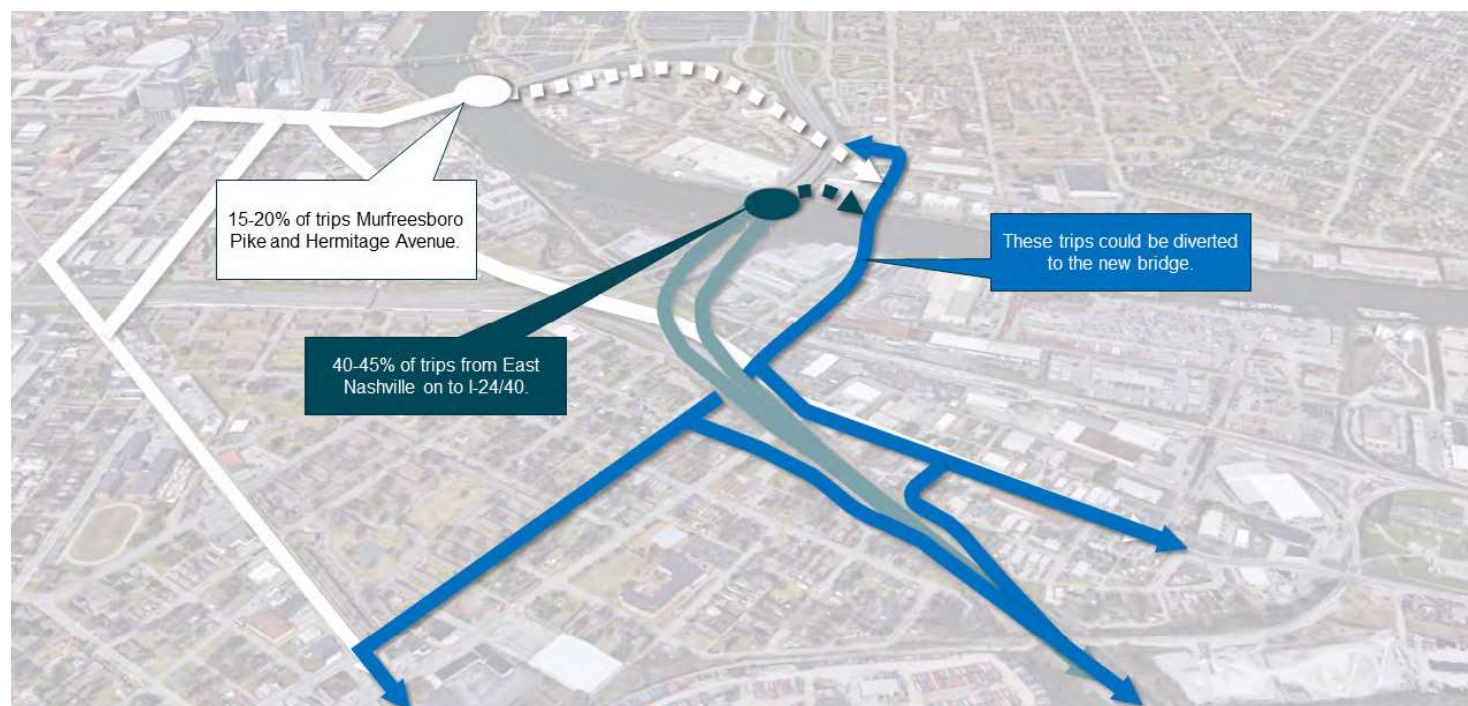
the new stadium. Proposals are asked to specifically address how best to achieve the housing goals stated in Chapter 4 of Imagine East Bank.

Enhanced Freight and Traffic Movement

The disconnected transportation network on the East Bank results in frequent bottlenecks, increased travel time, and delays crossing through the East Bank 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 Pike will relieve congestion and delay on the I-24 bridge
- 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
- High-capacity transit service to provide viable options for commuters should they choose not to drive or lack another viable transportation option



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

Tourism

In late 2022, Metro and the Tennessee Titans announced a partnership to construct a new NFL stadium on the East Bank, just east of the existing stadium. The stadium will include a new, state-of-the-art covered design and provisions for numerous retail, restaurant, and entertainment opportunities. In addition to hosting the Tennessee Titans, special events such as CMA Fan Fest, and numerous concerts, the state-of-the-art stadium design will place Nashville among the front-runners to host the Super Bowl and other world-class events.

Located just across the river, downtown Nashville's Honky Tonks, restaurants, and entertainment venues are the core of a region that is projected to attract more than 15 million visitors in 2023 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 Boulevard will be the destination for visitors as they seek all that the East Bank has to offer, including a new state of the art NFL stadium.

State of Good Repair

Metro Nashville is committed to making the Boulevard and Greenway lasting investments in the City's infrastructure by maintaining a comprehensive schedule of regular maintenance. This will ensure that the Boulevard and Greenway remain in a state of good repair for generations to come. Regular maintenance activities by NDOT and the Metro Parks Department include pavement, sidewalks, lighting, and signals. The table below outlines NDOT's planned 25-year maintenance schedule.

Boulevard and Greenway 25-Year Maintenance Schedule																												
Item	Description	Frequency	Average Annual Cost ⁴	Year																								
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Pavement (Boulevard and Greenway)	Rejuvenate seal application	Once	\$440,000		●																							
	Pavement preservation surface sealant application	Once										●																
	Milling and resurfacing	Every 12 years														●												●
Sidewalks ¹	Repair due to tree damage	First 10 years	\$120,000	●	●	●	●	●	●	●	●	●	●															
	Repair due to damage utility vaults, water/ sewer utilities, roof drains, alley ramps	Annually/ as needed			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Lighting ²	Regular maintenance	Annually	\$200,000	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
	Knockdown pole replacements	Annually/ as needed		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
	Fixture replacement	Every 10 years										●												●				
Signals ³	Regular maintenance	Annually	\$80,000	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	
\$840,000																												

1 Assumes 25% of trees will buckle within the first 10 years; the following will be damaged once over 25 years: 100% of 30 utility vaults; 5% of 600 water/sewer appurtenances; 20% of 300 roof drains; 50% of alley ramps.

2 Assumes 445 LED lighting fixtures; all of which will need to be replaced once every 10 years; each pole will be knocked down once in 25 years.

3 Assumes 18 signals; includes power and maintenance activities.

4 2023 dollars.

Partnership and Collaboration

For the East Bank to truly be inclusive, a thoughtful and comprehensive public and stakeholder engagement process has been necessary. Imagine East Bank engaged Nashvillians continuously from early 2021 to late 2022. Metro Planning and NDOT hosted over 50 public meetings and 200 technical meetings to craft a collaborative vision. These dialogues helped shape infrastructure and design recommendations for the future of the East Bank, including the Boulevard and Greenway.

Engagement by the Numbers



Multiple partners—ranging from state, local, and community-based organizations; minority businesses; 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.

The Boulevard and Greenway, as part of Imagine East Bank, enjoy a high degree of public support. Letters of support from elected officials, non-profits, public agencies, and other organizations can be found in a separate application file.



Public Engagement and Community Partnerships

Public engagement and community partnerships to date include:

- Public Update Meetings held regularly throughout the Imagine East Bank planning process.
- Four in-person Visioning Workshops during the Summer of 2021.
- Multiple draft Imagine East Bank Plan community review and feedback meetings held in late 2022.
- A Technical Advisory Committee representing WeGo Public Transit, NDOT, U.S. Army Corps of Engineers, numerous state agencies, and Metro departments that met regularly throughout the process.
- A Neighborhood Advisory Committee representing the Downtown Residents Association, Homeless Support Organizations, Friends of Shelby Park, Cross Point Church, and local neighborhood associations met four times from May-October 2021.
- Three online surveys, which resulted in more than 1,500 public comments.
- Individual property owner and developer meetings to discuss Imagine East Bank and integrate the Boulevard and Greenway 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.



Public-Private Partnerships

The success of the East Bank and the Boulevard and Greenway project will rely on public and private partnerships with entities who clearly see the value and potential this project provides. These partnerships are highlighted by the Oracle Corporation, Tennessee Titans, and the State of Tennessee, 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.

Tennessee Titans

The Tennessee Titans have plans to replace Nissan Stadium with a new, world-class covered stadium and a desire to see the transformation of 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 public-private partnership between the Titans, Metro Nashville, and the State of Tennessee to finance the infrastructure has been proposed and is under consideration.

State of Tennessee

The State of Tennessee is a key partner in the development of the East Bank. The State has committed to providing \$40 million for the Tennessee Department of Transportation (TDOT) to extend Cleveland Street underneath I-24 to the Boulevard at Oracle's campus, and is providing \$400 million toward the cost of the new Titans stadium. Additionally, TDOT is partnering with Metro in a study to inform early right-of-way acquisition for the Boulevard.

Master Developer

In January 2023, Metro Procurement issued an RFG for a master developer for an initial development area of approximately 30 acres of City-owned land immediately adjacent to the new stadium. The development will include multiple buildings and associated new infrastructure, including affordable housing, and will be the first of several public-private partnerships to shape the future of the East Bank.

Innovation

The East Bank Boulevard and Greenway project'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 arterials 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 U.S. by making BRT an integral part of its design.



Innovative Technologies

The East Bank Boulevard and Greenway will use a number of innovative technologies to manage and improve operations of the transportation system. Innovative elements that will be explored further through this RAISE Planning Grant include:

- **Arterial Dynamic Message Signs (DMS)** to direct traffic to available parking and manage traffic flow during events and emergencies on state roads.
- **Smart Lighting** to improve safety at pedestrian crossings and reduce power consumption.
- **Bicycle and Pedestrian Sensors** at intersections and mid-block crossings to extend green times, crossing times, or other safety measures.
- **Autonomous Vehicles** operating within transit lanes.
- **Smart and Connected Signals** to transmit and receive messages to connected vehicles, roadside units, and vulnerable users, per vehicle-to-everything (V2X) communications systems (SAE J2735 standards).
- **Automated Traffic Signal Performance Measures and Real-Time Condition Monitoring** 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** that will support the safety and effective operations of all modes of travel along the East Bank.
- **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** to reduce and capture stormwater runoff.
- **Pavement Management 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** to identify locations where street flooding is imminent or occurring to route travelers around this safety hazard

Innovative Financing and Project Delivery

Metro Nashville has approached the finance and delivery of the Boulevard and Greenway project and adjacent property and infrastructure on the East Bank in a number of innovative ways:

- Through a partnership with TDOT, NDOT is studying the right-of-way impacts of the Boulevard to ensure a smoother transition to the NEPA project phase.
- The State of Tennessee is partnering with Metro to fund the construction of the Cleveland Street extension, which will connect to the Boulevard and provide direct access to the Oracle campus. The State is also participating in the financing of the new Titans stadium.
- As part of its public-private partnership with the Oracle Corporation, 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 has issued an RFQ for a master developer for approximately 30 acres of City-owned property adjacent to the new stadium and Boulevard, including buildings and infrastructure. The master developer process will include public-private partnerships to fund public infrastructure.

Metro Nashville will continue to seek out innovative financing partnerships as the development of the East Bank evolves over the next several years.



Project Readiness**Project Schedule**

The planning and design of the East Bank Boulevard and Greenway must move briskly to keep pace with major complementary projects such as the Oracle Corporation campus and new Titans stadium. At the same time, the project must include sufficient time for thoughtful planning, meaningful community dialogue, and sound yet creative solutions to design challenges.

The proposed schedule spans approximately 24 months. It begins with the Planning Phase for the first 12 months. During this phase, the study will coordinate closely with a countywide affordable housing study that will be conducted by Metro Planning. Running concurrently with the Planning Phase is the 30 Percent Design Phase, which will begin approximately four to six months after the project begins and will last 10 to 12 months. This will lead directly into the NEPA Study and 60 Percent Design Phase.

Public and stakeholder engagement will occur early and often. The team will create a dedicated and regularly maintained project web presence, develop project materials, and establish a standing community engagement initiative. A more targeted community engagement effort, focused on specific neighborhoods that are impacted by the project, will occur during strategic milestones for the duration of the project. Up to six targeted neighborhood outreach efforts will take place.

The project schedule is designed to conclude by mid-2025, which provides plenty of time to absorb contingencies, such as a delay in the project start date or an extended NEPA process.

Phase	2023					2024												2025								
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Project Management and Coordination																										
Planning																										
Fiscal Impact Study																										
Economic Development Strategic Plan																										
Planning and Environmental Linkages Study																										
Affordable Housing Study <i>*Parallel study conducted by the Metro Nashville Planning Department.</i>																										
Public and Stakeholder Outreach																										
Ongoing Engagement (Project Website; Speakers Bureau)																										
Targeted Neighborhood Outreach																										
NEPA Study																										
Design																										
30% Design																										
60% Design																										



Technical Capacity

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

NDOT has adequate systems in place to effectively implement this project. There are no outstanding legal, technical, or financial issues that would make this a high-risk project. It can be implemented quickly, as described in the project timeline.

Federal Grant Experience

Metro and, more specifically, NDOT, has significant experience working with federal agencies through numerous formula and discretionary grant programs. Among the more notable recent grant partnerships include:

- Successful completion of a Vision Zero Action and Implementation Plan in 2022 using \$470,000 of a \$1,500,000 Congestion Mitigation and Air Quality (CMAQ) grant. The grant program was delivered under budget.
- Development of Metro Nashville Connector Transportation Demand Management (TDM) program in 2022 using the remainder of the \$1.5 million in CMAQ grant funding. The program was delivered under budget and received a second CMAQ grant award for three years of operation.
- A \$1.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant in 2022 for the Charlotte Avenue/Dr. Martin L King, Jr. Boulevard Transit Headways and Congestion Management project. This project is conducted in partnership with the TDOT and is currently on schedule.
- A \$3.4 million CMAQ grant in 2022 to develop and operate the Nashville Traffic Management Center (TMC) for three years.
- A \$200,000 grant from TDOT, combined with \$400,000 in local funds and \$400,000 in Federal Transit Administration (FTA) Section 5307 funds, for Connect Downtown—a joint project between NDOT, WeGo Transit, the Downtown Partnership, and TDOT to address mobility and traffic congestion in the downtown core. The project is on track to be completed later this year.

Financial Capacity and Stability

NDOT has successfully identified and secured matching funds for the project as described in the Project Budget and Funding Commitment files, backed by the full faith and credit of the Metropolitan Government of Nashville and Davidson County. Metro's bond ratings are "Aa2" (Moody's) and "AA" (S&P Global), and the State of Tennessee has a "AAA" bond rating, indicating a stable outlook.

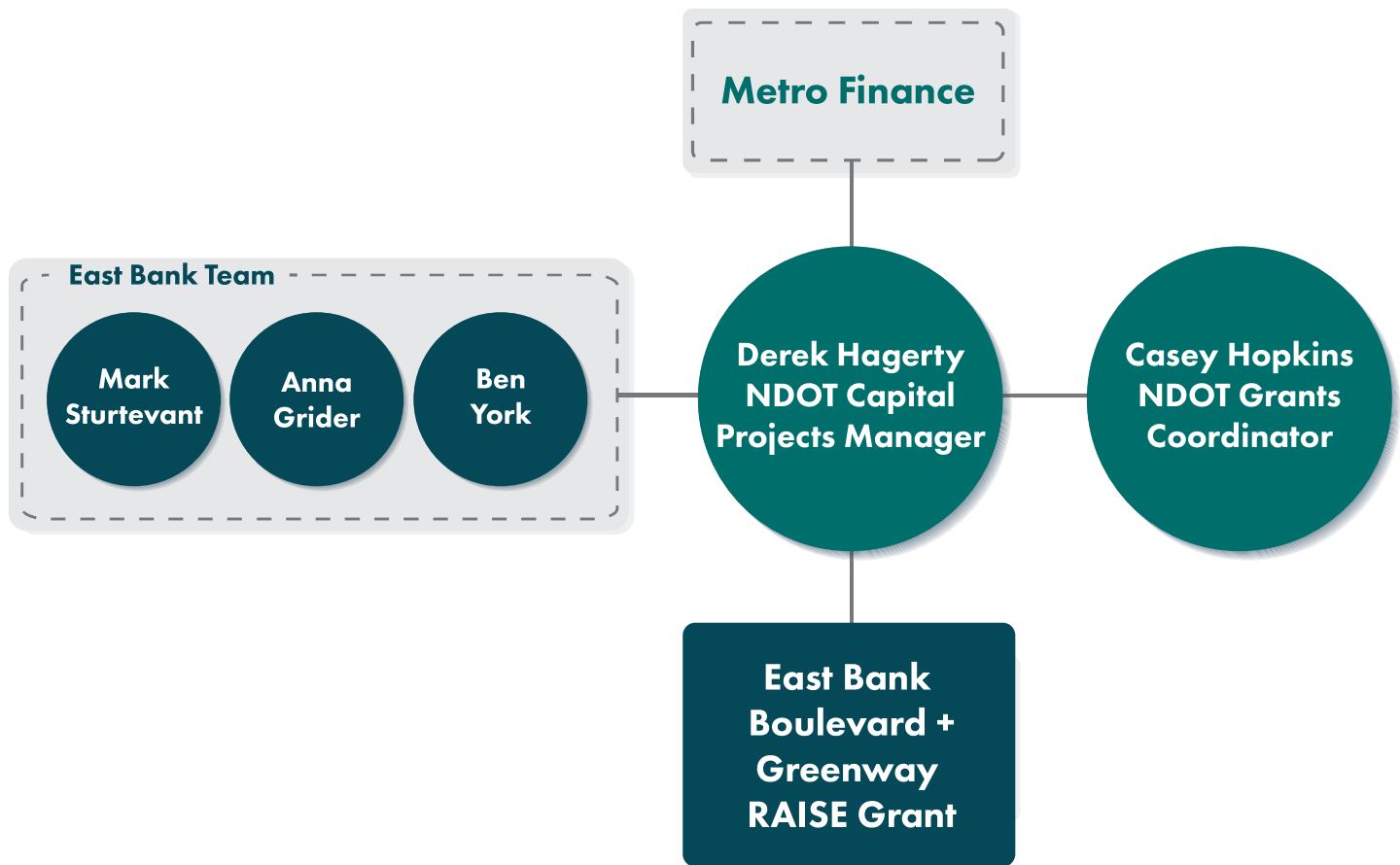
As demonstrated by its successful track record of completing federally-funded projects, NDOT does not anticipate any cost overruns on this project. In the unlikely event that a cost overrun occurs, NDOT has the financial and staff capacity to absorb it.

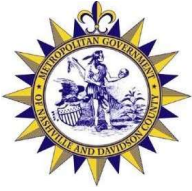


Technical Experience and Resources

The RAISE Grant will be managed by Derek Hagerty, NDOT's Capital Projects Manager. Derek will be supported by NDOT Grants Coordinator Casey Hopkins, who oversees all of NDOT's federal grants compliance. Metro's Finance Division will provide general oversight to ensure the grant adheres to accounting protocols. Working in close coordination with Casey and NDOT will be the East Bank Team, a dedicated group of experienced professionals established by Metro specifically for the purpose of managing projects on the East Bank. The East Bank Team includes Mark Sturtevant, who leads Metro's partnerships with Oracle Corporation and the Titans; Anna Grider, project manager for Imagine East Bank; Ben York, project manager for the Mobility Study; and Derek Hagerty, NDOT Capital Projects Manager. This committee will oversee the management and implementation of the RAISE Grant project as a primary responsibility, ensuring its successful completion on time and within budget.

Working in close coordination with Derek and NDOT will be the East Bank Team, a dedicated group of experienced professionals established by Metro specifically for the purpose of managing projects on the East Bank. The East Bank Team includes Mark Sturtevant, who leads Metro's partnerships with Oracle Corporation and the Titans; Anna Grider, project manager for Imagine East Bank; and Ben York, project manager for the Mobility Study. This committee will oversee the management and implementation of the RAISE Grant project as a primary responsibility, ensuring its successful completion on time and within budget.





Metropolitan Nashville and Davidson County, TN

Legislation Details (With Text)

File #:	RS2021-757	Name:	
Type:	Resolution	Status:	Passed
File created:	2/5/2021	In control:	Metropolitan Council
On agenda:	3/2/2021	Final action:	3/2/2021
Title:	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.		
Sponsors:	Kyonzte Toombs, Nancy VanReece, Dave Rosenberg		
Indexes:			
Code sections:			
Attachments:	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

File #: RS2021-757, Version: 2

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.

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

BRETT A. WITHERS
Councilmember, District 6

February 15, 2023

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

Subject: **East Bank Boulevard**
2023 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. Following nearly 20 months of community engagement, our Metro Planning Commission adopted the East Bank Vision Plan document in October of 2022.

The East Bank Boulevard is the centerpiece of a more resilient and sustainable riverfront neighborhood that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities long severed by human-created barriers including an interstate system. The East Bank today is a disconnected aggregation of parking lots, legacy industrial uses, and lifeless streets. Its present state creates a daunting physical barrier between affordable housing communities and employment and educational opportunities.

One of these affected affordable housing communities is Cayce Place. This is a mid-Century HUD property that was suffering from declining maintenance funding and lack of transportation, educational and employment opportunities.

Our East Nashville community began working to solve the housing and quality of life problem by engaging public housing residents and surrounding neighbors to create the Envision Cayce Master Plan, which our Metropolitan Development and Housing Agency approved and published in 2014. We are implementing

the Envision Cayce Master Plan utilizing RAD funding strategies to create mixed-income housing with no displacement of existing public housing residents. This strategy purposefully avoids gentrification and displacement.

The next challenge is to provide multimodal 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 help meet their access needs.

This RAISE planning grant will provide the necessary resources to plan and design the East Bank Boulevard in close partnership with 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 invite 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 here. This RAISE planning grant will further address an historical injustice by reconnecting these residents to surrounding neighborhoods and opportunities.

Sincerely,



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

Jeff Syracuse Councilmember, District 15

February 8, 2023

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

Subject: East Bank Boulevard - 2023 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

February 10, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Ave SE
Washington, D.C. 20590

Re: **East Bank Boulevard**
2023 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 for the East Bank Boulevard. Today, Nashville's East Bank is a disconnected collection of parking lots, legacy industrial uses and lifeless streets that is a barrier between East Nashville communities and the rest of Nashville.

The proposed East Bank Boulevard will be the backbone of a more resilient and sustainable East Bank, reestablishing a once connected street grid and adding necessary multimodal connections over the Cumberland River into downtown. The Boulevard also adds a needed north-south connection in this area and enhances existing east-west connections for all modes.

Walk Bike Nashville supports the East Bank Boulevard because of Metro Planning and NDOT's commitment to community engagement. After Walk Bike advocates called for bike lanes on the boulevard, alternative concepts were included in the *Imagine East Bank* plan. This grant will allow for continued community engagement to ensure the Boulevard improves connection and multimodal infrastructure, access to employment opportunities, and the public realm itself.

This planning grant will provide necessary resources to plan and design the Boulevard in close partnership with Walk Bike Nashville 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 black ink, appearing to read "J. Wesley Smith", with a stylized flourish at the end.

J. Wesley Smith
Policy and Government Relations Manager



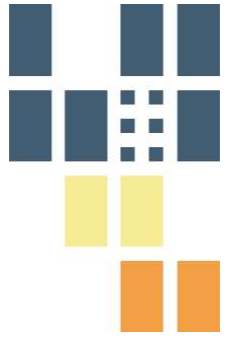
Civic Design Center

p: 615.248.4280

f: 615.248.4282

138 2nd Ave N, Suite 106

Nashville TN, 37201



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

East Bank Boulevard 2023 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.

The Civic Design Center supports East Bank Boulevard project as we feel it addresses many of the our Guiding Principles for Civic Design. It will help organize community plans with sightlines that feature landmarks and natural assets to improve functionality and civic identity, it celebrates streets as places that address neighborhood needs and facilitate community interactions, and it develops equitable and desirable transportation infrastructure in the heart of the new East Bank neighborhoods.

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

Sincerely,

Gary Gaston

Civic Design Center, CEO

UTK College of Architecture + Design, Assistant Professor of Practice



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
NASHVILLE, TENNESSEE 37243-0435

DAVID W. SALYERS, P.E.
COMMISSIONER

BILL LEE
GOVERNOR

February 16, 2023

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

Subject: East Bank Boulevard
2023 RAISE Grant Application

Dear Mr. Secretary,

I am pleased to provide this letter of support for the Nashville Department of Transportation (NDOT) application seeking funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. Metro Nashville has a unique opportunity to develop the East Bank of the Cumberland River through downtown Nashville. The East Bank Boulevard will act as an anchor, creating 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 the state agency chartered with protecting and improving the quality of Tennessee's air, land, and water as well as conserving the state's resources, projects that enhance community sustainability, increase resilience, and present multi-modal opportunities, while fostering economic growth, are supportive of TDEC's mission. This planning grant will provide NDOT with the necessary resources to plan and design the Boulevard in close partnership with my organization and other stakeholders so that it serves the needs of all Nashvillians.

We appreciate NDOT's leadership in championing a more resilient and sustainable Nashville and are pleased to offer our support for the East Bank Boulevard project and look forward to coordinating with NDOT as the project moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Taylor".

Matthew Taylor
Deputy Director, Office of Sustainable Practices
Tennessee Department of Environment and Conservation
Matthew.K.Taylor@tn.gov
(615) 979-2449



January 25, 2023

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

Subject: **East Bank Boulevard**
2023 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 the last two years 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.

This connectivity is a vital piece in the *Imagine East Bank* Vision Plan, which was unanimously approved by the Metro Nashville Planning Commission, and 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 black ink that reads "Lucy Alden Kempf". The signature is written in a cursive, flowing style with a horizontal line underneath the name.

Lucy A. Kempf

Executive Director, Metro Nashville Planning Department

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:
CIVIL JUSTICE
ETHICS
STATE GOVERNMENT
TRANSPORTATION

MEMBER OF SUBCOMMITTEES:
CIVIL 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 2023 RAISE Grant Application**

February 16, 2023

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 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 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 and North 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. The development of the east bank includes a \$1 billion investment by Oracle bringing 8,500 jobs, the redevelopment of hundreds of acres of city land, redevelopment of a truck stop, and the building of a \$2 billion enclosed Titans stadium complex will result in one of the most exciting economic opportunities in the state and the southeast.

As the state representative of downtown and the east bank, I can say the opportunity to build a multi-modal and resilient infrastructure to support the development of hundreds of acres of riverfront property in the heart of one of the fastest growing cities in the country is unprecedented. This is a once in a lifetime opportunity to build a vibrant connected community with jobs, housing, and community assets. It also provides an opportunity to relieve some of the interstate pressure for Nashvillians.

This planning grant will provide the necessary resources to plan and design the Boulevard 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 black ink, appearing to read "Bill Beck", written in a cursive style.

Bill Beck

1112 Jefferson St
Nashville, TN 37208



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

Subject: **East Bank Boulevard
2023 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.

We support East Bank Boulevard because it will provide much needed attainable price housing and jobs to an area that is currently underserved in East Nashville.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with New Level Community Development Corporation 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, 

Teresa Skipper
Executive Director
New Level Community Development Corporation



SOUND HEALTHCARE & FINANCIAL

February 17, 2023

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

Subject: **East Bank Boulevard
2023 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 Nashville's beloved urban neighborhoods.

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. Nashville is among the fastest growing cities in America; the development of our Cumberland River East Bank is inevitable. 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 with thoughtful, controlled development.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Sound Healthcare & Financial and other community 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,

RJ Stillwell

Founder/CEO

Board Affiliations – Victory Fund

Boys and Girls Clubs of Middle TN (past Chair)

100 Taylor Street, Suite A-10
Nashville, TN 37208

615.256.8667

rj.stillwell@soundhealthcare.org



A Service of Nashville MTA

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

John Cooper
Mayor

Gail Carr Williams
Chair

Janet Miller
Vice Chair

Walter Searcy, III
Member

Mary Griffin
Member

Jessica Dauphin
Member

Stephen G. Bland
Chief Executive Officer

Andy Burke
Chief Operating Officer

Renuka Christoph
Chief Communications Officer

Vince Malone
Chief of Staff & Administration

Nick Oldham
Chief Safety & Security Officer

Edward W. Oliphant
Chief Financial Officer

Trey Walker
Chief Development Officer

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

Subject: **East Bank Boulevard
2023 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.

WeGo Public Transit is the public transportation provider for Nashville and Davidson County. From a public transportation perspective, creation of a "Transit-centric" East Bank Boulevard with dedicated lanes and a new mobility hub will support significantly expanded public transit ridership. From an equity perspective, it will also significantly reduce travel times throughout our city to low income neighborhoods and neighborhoods of color.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with WeGo Public Transit 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 blue ink that reads "Stephen G. Bland".

Stephen G. Bland
Chief Executive Officer



EAST TENNESSEE STATE
UNIVERSITY

Tennessee Climate Office, Johnson City, TN 37614
(423) 439-4183

T. Andrew Joyner, Ph.D., joyner@etsu.edu

17 February 2023

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

Subject: **East Bank Boulevard
2023 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.

I support East Bank Boulevard because of its potential to improve the health of the many people that live in and near this area. Not only do multimodal corridors create connections that drastically improve accessibility to various amenities, including parks, restaurants, stores, and area businesses, but they also often provide relief from the most extreme impacts of urban heat islands. Nashville was recently part of the 2022 Urban Heat Island Mapping Campaign – a partnership between the National Integrated Heat Health Information System and CAPA Strategies. The East Bank area was consistently one of the warmer areas of Nashville, especially during the morning and evening monitoring periods. This is not surprising since the East Bank is predominantly composed of high impervious surfaces that retain more heat. The East Bank Boulevard will include wide tree-lined sidewalks, landscaping, open space, and additional shading, as well as stormwater management – crucial in an area that was severely impacted by major flooding in 2010.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Tennessee Climate Office 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,

T. Andrew Joyner
Tennessee State Climatologist
Associate Professor of Geosciences
East Tennessee State University



**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

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

January 23, 2023

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

RE: East Bank Boulevard, 2023 RAISE Grant Application

Dear Secretary Buttigieg,

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.

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.

Sincerely,

A handwritten signature in blue ink that reads "Howard H. Eley".

Howard H. Eley
Commissioner of Transportation

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

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

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

United States Senate

February 3, 2023

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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program funding.

I understand that the City of Nashville is submitting a proposal to develop the East Bank Boulevard. The City of Nashville informs me that their proposed development of the East Bank coincides with a \$1 billion investment by Oracle bringing 8,500 jobs, the redevelopment of hundreds of acres of city land, redevelopment of a truck stop, and the building of a \$2 billion enclosed Titans stadium complex.

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,

A handwritten signature in blue ink that reads "Marsha Blackburn". The signature is fluid and cursive, with the first name "Marsha" and last name "Blackburn" clearly legible.

Marsha Blackburn
United States Senator



312 Rosa L. Parks Ave.
Nashville, TN 37243

615-613-1096
Alexa.Voytek@tn.gov
www.TNCleanFuels.org



U. S. Department of Energy

Middle-West Tennessee
Clean Fuels has been
designated a U.S. DOE
Clean Cities Coalition since
2004.

February 16, 2023

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

Subject: **East Bank Boulevard
2023 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 proposed Boulevard project 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 and 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.

The Middle-West Tennessee Clean Fuels Coalition (MWTCF), a U.S. DOE-designed Clean Cities Coalition, is pleased to support the East Bank Boulevard. This project is well-aligned with Nashville's development and transportation needs and MWTCF's mission to promote and educate Tennesseans on the aspects of energy use in transportation, advanced vehicle technologies, and sustainable transportation options. By prioritizing and educating citizens on the aspects of energy use in transportation, MWTCF seeks to reduce energy costs and increase the energy efficiency of the transportation sector, enhance resiliency and emergency preparedness through diversification of available fuels, and promote economic growth with improved environmental quality. For these reasons, MWTCF supports the East Bank Boulevard for its potential to connect Nashville's neighborhoods, provide new and sustainable mobility solutions, and spur economic development in a historically disadvantaged community.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with Middle-West Tennessee Clean Fuels 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,

Alexa Voytek
Coalition Director, Middle-West Tennessee Clean Fuels Coalition
Deputy Director - Programs, Innovation & Transportation, Communications, TDEC OEP
TN Tower, 2nd Floor, 312 Rosa L. Parks Avenue, Nashville, TN 37243
(615) 532-0238
alexa.voytek@tn.gov



January 24, 2023

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 work 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 focus 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

CHARLANE OLIVER
19th SENATORIAL DISTRICT

CORDELL HULL BUILDING, SUITE 768
425 REP. JOHN LEWIS WAY NORTH
NASHVILLE, TENNESSEE 37243
(615) 741-2453

Tennessee State Senate

NASHVILLE

February 14, 2023

MEMBER OF COMMITTEES:

GOVERNMENT OPERATIONS
ENERGY, AGRICULTURE AND
NATURAL RESOURCES

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

Subject: **East Bank Boulevard – Nashville, TN**
2023 RAISE Grant Application

Dear Mr. Secretary,

As the state senator that represents both the East Bank, the historically Black communities and all four Historically Black Colleges and Universities in North Nashville, 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 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 and North 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. The development of the east bank includes a \$1 billion investment by Oracle bringing 8,500 jobs, the redevelopment of hundreds of acres of city land that will include housing and parks is an opportunity to allow under invested communities easier access to transportation, housing, and jobs.

I can say this planning grant can be the glue that can connect communities torn apart with the development of the interstate system and build a brighter future for urban Nashvillians. I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,



Senator Charlane Oliver

sen.charlane.oliver@capitol.tn.gov

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

Monique Horton Odom, Director

January 20, 2023

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

Subject: **East Bank Boulevard
2023 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.

It is our goal at Metro Parks and Recreation for **all** Nashville residents and visitors to be able to equitably take advantage of current and improved opportunities for mobility, recreation, and sustainability. The East Bank Boulevard vision will support this effort.

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

Sincerely,

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



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

Subject: **East Bank Boulevard
2023 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.

Today, the East Bank today is largely a patchwork of disconnected parking lots and legacy industrial uses accented by a lone stadium. The dark and lifeless streets are a major barrier between East Nashville communities such as Cayce Place and the rest of Nashville's vibrant economy and energy. Recently, our Metro Planning Department conducted a study to plan the development of the East Bank and community feedback was clear: 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.

The Transit Alliance of Middle Tennessee supports this effort because we understand this is an incredible opportunity for Nashville to design part of its downtown literally from the ground up. The Alliance is encouraged by the identified multimodal spine—the first of its kind anywhere in the city. The addition of a fully modern multimodal option that prioritizes public transit with safe pedestrian access along a wide corridor with connections for bike lanes and greenways would be transformative for the East Bank and the city. It could set a precedent for other corridor updates. The process for community engagement for the planning and design of the East Bank, done in collaboration with local organizations like the Transit Alliance, will also set a precedent of robust and diverse community participation in co-designing vital city infrastructure.

To ensure the planning and design of the East Bank meets the needs of the residents it will serve for generations to come, the Alliance is ready to assist NDOT in any way we can, including community outreach and engagement and promotion of meetings.

We can't overstate the value this project will have to our city today and into the future. We are committed to supporting NDOT make an impact by listening to communities. By collaborating with NDOT on the East Bank, we are confident that it can help Nashville rise to its full potential and meet the challenges of the future resiliently and sustainably.



This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with the Transit Alliance of Middle Tennessee (TAMT) and other community 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 blue ink that reads "Jessica Dauphin".

Jessica Dauphin
President and CEO

Transit Alliance Board of Directors

- ♦ Jim Schmitz, Chair
- ♦ Ryan Stanton-Wyman, Vice Chair
- ♦ Richard Warren, Treasurer
- ♦ Charles Sueing, Secretary
- ♦ Chase Harper
- ♦ Dale Hall
- ♦ David DeVaul
- ♦ Jamie Dunham
- ♦ Mayor Ken Moore
- ♦ Mayor Randall Hutto
- ♦ Mayor Shane McFarland



January 26, 2023

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

Subject: **East Bank Boulevard
2023 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 jobs 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.

We support East Bank Boulevard because the boulevard would end at Lafayette Street/Murfreesboro Pike just west of the main entrance to Trevecca. The construction of the boulevard would provide several favorable opportunities.

1. The road would provide increased access to other areas of the city;
2. With the potential for new businesses and developments in the area, persons in the 37210 zip code in which Trevecca is located would have access to jobs;
3. The residents and students who live in the food desert in the 37210 zip code would have easier access to grocery stores and markets;
4. The upgrades to the area surrounding the boulevard (lighting, increased traffic) would hopefully help to lower the crime rate in the area;
5. Trevecca Nazarene University would have increased visibility.

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 this important project.

Sincerely,

A handwritten signature in black ink that reads "Dan Boone".

Dan Boone
President

Office of the President



Two Newton Place
255 Washington Street, Suite 300
Newton, Massachusetts 02458
617-796-8390
rmrgroup.com

February 17, 2023

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

Subject: **East Bank Boulevard
2023 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.

The RMR Group is the manager of Service Properties Trust, which owns over 18 acres along the Boulevard. We intend to redevelop our property into a master-planned neighborhood that would ultimately include 1,400 units of housing, 1.2 million square feet of office, over 200,000 square feet of retail, and two hotels, along with several acres of highly activated, publicly accessible greenspace. The resiliency, access and connectivity the Boulevard would bring to the East Bank is critical both to the success of our project and, more broadly, to realizing the economic development goals identified by the Metropolitan Government of Nashville and Davidson County for this area.

This planning grant will provide the necessary resources to plan and design the Boulevard in close partnership with The RMR Group 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 black ink, appearing to read "Jesse Abair", written over a horizontal line.

Jesse Abair
Vice President
The RMR Group



JEFF YARBRO
MINORITY LEADER
21ST SENATORIAL DISTRICT

CORDELL HULL BUILDING, SUITE 764
425 5th AVENUE NORTH
NASHVILLE, TENNESSEE 37243
(615) 741-3291

Tennessee State Senate

NASHVILLE

MEMBER OF COMMITTEES:

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

February 16, 2023

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

Subject: East Bank Boulevard
2023 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 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 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 North 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. The development of the east bank includes a \$1 billion investment by Oracle bringing 8,500 jobs, the redevelopment of hundreds of acres of city land, redevelopment of a truck stop, and the building of a \$2 billion enclosed Titans stadium complex will result in one of the most exciting economic opportunities in the state and the southeast.

As the senior state senator for Nashville, I can say the opportunity to build a multi-modal and resilient infrastructure to support the development of hundreds of acres of riverfront property in the heart of one of the fastest growing cities in the country is unprecedented. This is a once in a lifetime opportunity to build a vibrant connected community with jobs, housing, and community assets. It also provides an opportunity to relieve some of the interstate pressure for Nashvillians.

The Honorable Pete Buttigieg
February 16, 2023
RE: East Bank Boulevard
2023 RAISE Grant Application
Page 2

This planning grant will provide the necessary resources to plan and design the Boulevard 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 black ink, appearing to read "Jeff Yarbrow". The signature is fluid and cursive, with the first name "Jeff" and last name "Yarbrow" clearly distinguishable.

Jeff Yarbrow
State Senator
District 21



Civil and Environmental Engineering

February 21, 2022

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

RE: Metro-Nashville's East Bank Boulevard 2023 RAISE Grant Application

Dear Mr. Secretary,

I am pleased to provide this letter of support for Metro-Nashville's RAISE grant application on behalf of the Vanderbilt Engineering Center for Transportation and Operational Resiliency (VECTOR). The Boulevard is the centerpiece of a more resilient and sustainable East Bank plan that will improve safety and mobility, create new job and economic opportunities, and unify and connect communities.

Despite being located along a desirable stretch along the Cumberland River, in close proximity to downtown Nashville, the East Bank is underdeveloped and underutilized. The river and an interstate system create a barrier between East Nashville and much of the rest of Nashville. A new multimodal corridor, and bridge over the river, would enable easy and equal access to and through the East Bank and connect Nashvillians with jobs, housing, retail, and recreation opportunities on both sides of the river.

The mission of the VECTOR is to improve the quality of life in our community, region, and nation through leadership and excellence in transportation and operational resilience research, education, and outreach. We look forward to collaborating on this important project because the grant would allow Metro-Nashville to move to the next phase of planning and design with the support of Vanderbilt University and other stakeholders to benefit the broader Nashville community.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Janey Camp'. The signature is fluid and cursive, with the first name 'Janey' and the last name 'Camp' clearly distinguishable.

Janey Camp, PhD, PE, GISP, CFM
Director, Vanderbilt Center for Transportation and Operational Resiliency (VECTOR)

FY 2023 RAISE Project Information Form - All Fields Required		
DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS		
Field Name	Response	Instructions
Project Name	East Bank Boulevard + Greenway: A Catalyst for Nashville's Next Great Neighborhood	Enter a <u>concise</u> , descriptive <u>title</u> for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	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 and a new greenway along the Cumberland River.	Describe the project in plain English terms, using <u>no more than 100 words</u> . For example, "The project will fund construction activities for streetcar service from location X to location Y" or "the RAISE grant will redevelop Main street with Complete Streets enhancements, ADA accessible sidewalks, and dedicated bicycle paths from 10th street to 25th street." <u>Do not</u> describe the project's benefits, background, or alignment with the selection criteria in this description field.
RAISE Amount Requested	\$5,000,000	Enter the <u>total amount of RAISE funds requested</u> for this project in this application. <i>[See NOFO Section B.2 for minimum and maximum award size]</i>
Total Project Cost	\$10,000,000	Enter the <u>total cost of the project</u> . 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> <i>Total Project cost means future eligible costs. This cannot include any previously incurred costs.</i>
Total Federal Funding	\$5,000,000	Enter the <u>amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount</u> . <i>This value may not be less than the amount requested.</i> For applications designated as urban , Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural , there is no limit to the share of Federal funding.
Total Non-Federal Funding	\$5,000,000	Enter the <u>amount of funds committed to the project from non-Federal sources</u> . For applications designated as urban , the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural , there is no minimum non-Federal share requirement.
Capital or Planning	Planning	Identify the project as <u>capital</u> or <u>planning</u> . The " capital " designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. <i>(Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do <u>not</u> include construction activities will be classified as capital).</i> The " planning " designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects.
Urbanized Area	Nashville-Davidson, TN	Select the <u>Urbanized Area</u> of the project from the drop down, or if the project is located outside an urbanized area, please select "Not located in an Urbanized Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas . <i>Note: The RAISE 2023 urban/rural designation applies 2010 Census Urbanized Areas since 2020 Census Urbanized Areas have not been published at time of NOFO publication.</i>
Urban/Rural	Urban	Identify whether the project is <u>located in a rural or urban area</u> , using the drop-down menu. For RAISE 2023, 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. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas . <i>Note 1: The RAISE 2023 urban/rural designation applies 2010 Census Urbanized Areas since 2020 Census Urbanized Areas have not been published at time of NOFO publication.</i> <i>Note 2: This designation is based on the <u>Urbanized Area</u>. It is <u>NOT</u> based on the city or county population count.</i>
Project Location Zip Code	37213	<u>Identify the 5-digit zip code of the project location</u> . 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. If the project is in a territory that does not have zip codes, leave this field blank. <i>Project location zip code is <u>NOT</u> the applicant organization zip code.</i>
Project Location County	TN - Davidson County	<u>Identify the county</u> 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. If the project is in a territory that does not have county designations, leave this field blank.
Additional Project Counties		<u>Identify additional counties separated by a comma</u> . For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.
Project Location Census Tract	193	<u>Identify the census tract number of the project</u> . 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. If the project is in a territory that does not have census tract designations, leave this field blank. Please visit USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc) to review a full list of census tracts by state and county to identify.

Other Project Census Tracts	196, 160	Identify other census tracts in which the project is located, separated by a comma. 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. If the project is in a territory that does not have census tract designations, leave this field blank.
Project Located in an Area of Persistent Poverty?	Yes- Project is located in a Census Tract that meets the definition	Identify if the project is located in an Area of Persistent Poverty based on the definition in the NOFO. The list of counties and census tracts and areas that meet this definition can be found on USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc).
Project Located in a Historically Disadvantaged Community?	Yes- Project is located in a Census Tract that meets the definition	Identify if the project is located in a Historically Disadvantage Community based on the definition in the NOFO. The list of census tracts and areas that meet this definition can be found on USDOT's RAISE website. (https://www.transportation.gov/RAISEgrants/raise-app-hdc).
Project Location Latitude	36.166767°N	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. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Location Longitude	86.77397°W	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. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Type	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.
US DOT FY23 Discretionary Application?	No	If the applicant has or will submit this exact project to another FY 2023 USDOT discretionary grant program , please list the name of the program(s).
US DOT FY22 Reconnecting Communities Program Identical Application Submission?	No	If this exact project was submitted in the FY 2022 Reconnecting Communities Program , select "Yes" from the drop-down menu.
US DOT FY22 Reconnecting Communities Program "Reconnecting Extra Designation"?		If your RAISE 2023 application was submitted in the FY2022 Reconnecting Communities Program AND you were notified you received the designation of "Reconnecting Extra" , select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank.
Previous Submission to TIGER/BUILD/RAISE	RAISE 2022	If this exact project was submitted in a previous TIGER, BUILD, or RAISE round, please list the name(s) of the round(s) (e.g. TIGER 2015, BUILD 2019, RAISE 2022).
Other Federal Agency Assistance?		If this project has applied for another Federal (non-USDOT) financial assistance or capacity-building program , please list the name of the program(s).
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a Federally recognized tribal government .
Tribal Benefits?	Not Applicable	If the applicant is not a Federally recognized tribal government , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	Yes- Directly Involves or Benefits a Private Corporation	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit 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.
Private Corporation Name(s)	Oracle Corporation, Tennessee Titans	If this project directly involves or benefits a specific private corporation , 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 (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans ? See (https://www.transportation.gov/buildamerica/) for more details.
Department Financing Program?	No	If your application is unsuccessful, would you like to be contacted about the Department's financing program ?

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

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

CCA6046554B9461...

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

2/16/2023

Date

Certificate Of Completion

Envelope Id: 17C82F64ACC046CC8510E241F2F826A5

Status: Completed

Subject: Complete with DocuSign: NDOT RAISE 23-28 APP Ready DS.pdf

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Juanita Paulson

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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

Record Tracking

Status: Original

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Juanita.Paulsen@nashville.gov

Security Appliance Status: Connected

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

Rose Wood



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rose.wood@nashville.gov

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Finance Admin

Signed: 3/6/2023 5:18:59 PM

Metro Finance Dept. OMB

Signature Adoption: Pre-selected Style

Security Level: Email, Account Authentication
(None)

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Tom Eddlemon



Sent: 3/6/2023 5:19:05 PM

Tom.eddlemon@nashville.gov

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Director of Finance

Signed: 3/6/2023 8:29:52 PM

Security Level: Email, Account Authentication
(None)

Signature Adoption: Pre-selected Style

Using IP Address: 68.52.102.102

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Accepted: 3/6/2023 8:29:26 PM

ID: 87d4b462-0239-4ba8-9801-83832eacce29

Kelly Flannery/mjw



Sent: 3/6/2023 8:29:58 PM

MaryJo.Wiggins@nashville.gov

Viewed: 3/7/2023 8:06:32 AM

Security Level: Email, Account Authentication
(None)

Signed: 3/7/2023 8:07:29 AM

Signature Adoption: Pre-selected Style

Using IP Address: 174.238.174.133

Signed using mobile

Electronic Record and Signature Disclosure:

Accepted: 3/7/2023 8:06:32 AM

ID: 98a47d49-f275-4e28-8bde-a76fe3d11548

Erica Haber



Sent: 3/7/2023 8:07:37 AM

Erica.Haber@nashville.gov

Viewed: 3/7/2023 8:59:30 AM

Security Level: Email, Account Authentication
(None)

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Signature Adoption: Pre-selected Style

Using IP Address: 170.190.198.144

Electronic Record and Signature Disclosure:

Signer Events	Signature	Timestamp
Accepted: 3/7/2023 8:59:30 AM ID: 2c9c6d42-4e2b-4dbc-9448-ce8ed5956174		
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: 3/7/2023 9:07:31 AM Viewed: 3/7/2023 10:31:24 AM
Sally Palmer sally.palmer@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 3/7/2023 10:31:21 AM ID: c9807243-4316-4757-acf5-36b18118aa39	COPIED	Sent: 3/7/2023 9:07:32 AM Viewed: 3/7/2023 9:08:48 AM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	3/6/2023 12:52:00 PM
Certified Delivered	Security Checked	3/7/2023 8:59:30 AM
Signing Complete	Security Checked	3/7/2023 9:07:23 AM
Completed	Security Checked	3/7/2023 9:07:32 AM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		