



TRANSPORTATION COORDINATING COMMITTEE AGENDA

1. Approval of Previous Meeting Minutes (A)

Andy Barlow
TCC Chair

2. Public Comment

3. Action Items

a. Elect Committee Officers

The nominating committee will present a slate of candidates to serve as chair and vice chair for the 2023 calendar year.

Nominating Committee

b. Amend the Transportation Improvement Program (A)

Staff will present proposed amendments to the FYs 2023-2026 Transportation Improvement Program for endorsement. Amendments are scheduled for adoption by TPB on March 15.

Anna Emerson
Principal Planner

c. Endorse Changes to Functional Classification and the Strategic Highway Network (A)

Staff will recommend endorsement of change requests to roadway functional classification and to the Strategic Highway Network.

Sean Pfalzer
Transportation Planning Manager

4. Informational Items:

a. Update on Potential Amendments to the Regional Transportation Plan

Staff will provide an update on potential amendments to the Regional Transportation Plan.

Sean Pfalzer

b. Update on Priorities for the Unified Planning Work Program (A)

Staff will identify priorities based on member input as part of the development of the FYs 2024-25 Unified Transportation Planning Work Program.

Sean Pfalzer

(A) Indicates an attachment is available in the packet

c. Annual Member Orientation (A)

GNRC Staff

Staff will provide a refresher on the Metropolitan Planning Organization (MPO) program, requirements, and core products. Staff will also cover the purpose of the boards and committees, the roles and responsibilities of member jurisdictions, and the significance of the MPO program within the organizational structure of GNRC.

5. Regular Reports:

- **Federal Report**
- **TDOT Report**
- **Chair's Report**
- **Staff Report**

FHWA Representative
TDOT Representative
Andy Barlow
Sean Pfalzer

6. Other Business

7. Adjourn

(A) Indicates an attachment is available in the packet

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Agenda Item 1.

Previous Meeting Minutes

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes.

MINUTES

TRANSPORTATION COORDINATING COMMITTEE of the

Nashville Area Metropolitan Planning Organization

January 4, 2023

Attendees: Ms. Kimberly Atlee, Mr. Darek Baskin, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Mark Corrigan, Mr. Doug Demosi, Mr. Keith Free, Mr. Glenn Harper, Mr. Nate Heisler, Ms. Billy Higgins, Mr. Joe Horne, Mr. Jim Kerr, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Mr. Daniel McDonell, Mr. Jake McQueen, Mr. Charlie Pieri, Mr. Kevin Pieri, Mr. Kevin Rigsby, Mr. Sean Santalla, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Micah Wood

Approval of November 2, 2022 Meeting Minutes

Mr. Josh Suddath, Vice-Chair, opened the meeting at 10:35 a.m. Mr. Bill McCord moved to approve the meeting minutes with a few minor changes. Mr. Glenn Harper seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Endorse Updates to Safety Performance Measure Targets

Ms. Ashleigh Glasscock, Senior Research Analyst, proposed updates to regional safety performance measure targets as part of federally-required performance based planning.

Ms. Glasscock said that the regional roadway safety targets report card shows that number of fatalities, fatality rate, and the number of non-motorized fatalities and serious injuries are trending upward.

Mr. Daniel Capparella said that FHWA promotes a new safe systems approach. This includes 1) safe road users, 2) safe vehicles, 3) safe speeds, 4) safe roads, and 5) post-crash care. He said that for the second year in a row that we have missed our targets. We need a new approach that involves a diverse group of stakeholders. He said that FHWA supports a safe systems approach focusing on mobility for all users and designing roadways to keep the risk of mistakes low. We need to be proactive not reactive. When crashes do happen, reducing speed of motorists so that the crash is less severe.

Mr. McCord asked if the definition of 'serious injuries' had changed. Ms. Glasscock said yes the definition has changed but the change will not fully affect the target numbers until we reset our long-term goal as part of the next RTP.

Mr. Josh Suddath asked what was going on with the fatalities. Ms. Glasscock said the staff is looking into it.

Mr. Tom Brashear said that non-motorized fatalities account for 20% of the fatalities. Is there a reason?

Mr. McCord asked is any other MPOs in Tennessee adopted a vision zero target. Mr. Jonathan Russell said no.

Staff proposes to maintain our long-term goal and corresponding regional targets for safety performance measures for the coming year.

Mr. Keith Free moved to endorse the updates as presented with Mr. Brashear seconding. The motion passed unanimously.

Endorse Priorities for the 3-Year Work Program

Mr. Pfalzer said that TDOT has a 3-year Comprehensive Multimodal Program that contains components for highway, transit, rail, waterways, and aviation projects. TDOT evaluates projects on an annual basis to determine funding priority for the next three fiscal years based on the following criteria:

- Regional Connectivity
- Accessibility
- Economic Development
- Safety

He said that there are 14 committed projects in the current 3-year Work Program with a funding need of \$660 million. There are 45 proposed projects under consideration for the future 3-year Work Program with a total funding need of \$2.18 billion.

Mr. Pfalzer briefly went over the MPO ranking methodology:

Step 1: Phase of Development

- Prioritized in the following order:
 - Projects ready for construction
 - Projects entering right-of-way acquisition
 - Projects beginning preliminary engineering and design

Step 2: New TDOT Priorities for Safety/Operations

- Within each group identified in Step 1, newly identified TDOT Improve Act priorities that focus on roadway safety and operational improvements are ranked above all others.

Step 3: MPO Regional Transportation Plan Priorities

- Next, projects included in the current 2045 RTP are prioritized according to the project evaluation rankings computed during development of the RTP.

Step 4: New Starts

- Finally, remaining projects not currently contained in the RTP are ranked last.

He requested the members to look over the proposed projects and to give the staff any feedback and project suggestions.

Mr. Brashear stated that roads in unincorporated areas generally fall to the bottom of the list. Mr. Ceagus Clark agreed.

Mr. McCord noted that there are 11 projects on I-24 to Rutherford County and that these projects really need to be coordinated. He also noted that there are six projects listed for the Downtown Loop and these need to be coordinated as well. He said that the East Bank Connection projects are not listed.

Mr. Stacy Morrison noted that numerical ranking of the project is important but that information provided is also important. Any projects that touch other MPOs or RPOs need clear documentation.

Mr. Marty Sewell asked if this is an opportunity to add projects or just to look at those projects already on the list. Mr. Morrison said adding a new project is not likely. He said that TDOT is committed to all the listed projects. Some projects are in the current 3-year program and others will be added to the next 3-year program. The wish list of projects continues to be built.

Mr. Josh Suddath asked how the Governor's projects fit into this. Mr. Morrison stated that he was unsure, and it depends on the Legislature earmarks. Mr. Pfalzer asked if there was any advice for the MPOs as part of this Legislative process. Is it beneficial to MPOs to identify what their top regional projects would be? Mr. Morrison said that it could make a difference and these should be identified in the written portion of why these are important to the MPO. Mr. Suddath asked if project is not on list does it hurt a project from moving forward. Mr. Morrison said he was unsure.

Mr. Felix Castrodad asked a clarifying question of the project. Mr. Morrison said he would follow-up on the project.

Mr. McCord moved to endorse priorities for the 3-Year Work Program with comments listed. Mr. Brashear seconded. The motion passed unanimously.

Call for Studies for the FYs 2024-25 UPWP

Mr. Pfalzer said that the staff is kicking off a call for projects early this year. There is a dual purpose for the Work Program. That is to:

- Coordinated planning to account for and align activities that have an influence on regionally significant transportation policies, plans, and programs
- Prioritize and program federal planning grants in support of transportation goals across the metropolitan planning area

There is approximately \$2.8 million available each year through the UPWP, and funding is 80% federal, 2% state, and 18% local.

Regional planning efforts include the upcoming Regional Growth Management Study to better equip the region's communities with comprehensive tools and policies to proactively manage current and future growth.

In addition, staff will soon kick off the Coordinated Plan to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes within Middle Tennessee, provide strategies for meeting those local needs, and prioritize transportation services for funding and implementation.

Mr. Pfalzer said that the members need to submit info about relevant local or subregional planning efforts and describe a need, issue, or concern that should be examined as part of the regional work program at www.gnrc.org/survey/upwp by February 15th. The adoption of the next UPWP is scheduled for July 2023.

He said that the Transportation Planning Work Program can be found at www.gnrc.org/UPWP.

There were several clarifying questions which were answered.

Regular Reports

- **FHWA Report**

Mr. Sean Santalla thanked the members for their action on Safety Performance Targets. He appreciated how this body has used this requirement to identify actions that are needed to move the needle in the performance measures. He said that only Florida has adopted a Vision Zero target. He said that Nashville MPO is the only MPO in Tennessee to set their own targets. He said that all other MPOs support the State targets.

He introduced two new planners at FHWA, Ms. Melanie Murphy and Mr. Zachary Coleman.

Ms. Murphy announced that Shailen Bhatt is the new FHWA Administrator and that USDOT has opened up the 2023 round of RAISE funding and that applications are due February 28, 2023.

She also noted that there are no longer urban clusters, just urban areas.

- **TDOT Report**

Mr. Stacy Morrison said that TDOT hopes to establish a schedule and proposal for additional planning grants along with safety funding. He said that he has sent out the verification performance targets for bridges and pavement condition that have to be adopted by June 2023. More information is available on the TDOT website. Mr. Pfalzer asked if the Urban Transportation Grant cycle will be ready in the Spring. Mr. Morrison said yes. Mr. Sewell asked if the amount would be the same. Mr. Morrison said that there may be some flexibility on that.

Mr. Jim Kerr asked if there was an update on the IMPROVE Act Transit Capital Grant. Mr. Morrison said no.

Mr. Pfalzer asked if the Multimodal Access Grants and TAP grants have been awarded. Mr. Daniel McDonell said that the Multimodal has been awarded but was not certain about TAP.

Chair's Report

Mr. Suddath said that the TCC nominating committee will be made up of Mr. Bill McCord, Mr. Tom Brashear, and Mr. Jonathan Marston. The committee will present a slate of candidates for Chair and Vice-Chair at the February 1st TCC meeting for election.

Staff Report

Mr. Pfalzer covered the meeting dates for the TCC, Transportation Policy Board, BPAC and the Environmental Roundtable for 2023. He also noted the upcoming TIP amendment cycles.

He said that the next meeting of the Project Delivery Task Force will be in early February in Columbia. The discussion will be on better understanding how TDOT's new PDN will transform the project delivery process to meet the challenges identified by the Task Force and to convene the Task Force to prioritize the strategies/actions to pursue.

Mr. Max Baker reported that Clarksville will become Tennessee's fifth TMA. Tennessee had no new urban areas over the 50,000 MPO threshold. He said that Nashville leapfrogged Memphis to surpass 1 million (42nd in Nation and 1st in Tennessee) which puts transit in a new tier. Mapping is not yet available. For more information go to <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

Mr. Pfalzer said that the GNRC offices have moved to 44 Vantage Way, Suite 450, Nashville. The February TCC meeting will be at this location.

With no further business, the meeting was adjourned at 11:54 a.m.

Date: _____

Andy Barlow, Chair
Transportation Coordinating Committee

Sean Pfalzer, Transportation Planning Manager
Secretary, Transportation Coordinating Committee

Agenda Item 3b.

Cycle B Amendments to the FYs 2023-2026 TIP

Background

The following updates to the Transportation Improvement Program have been requested by project sponsors as part of amendment Cycle B for FY 2023.

Amend #	TIP #	Project Name	Sponsor	Action
2023-001	2022-76-158	Cedar City Pedestrian Improvements	Lebanon	Add funds
2023-002	2023-72-001	Hartsville Pk (SR-141) Widening from North of Lovers Ln to SR-26/US-70	TDOT	Add funds
2023-003	2008-64-037	Hillsboro Rd (SR-106) and Old Hillsboro Rd (SR-46) Realignment & Signalization	Williamson County	Add funds
2023-004	2023-411-167	Eagleville Downtown Revitalization Segments 1 & 2	Eagleville	Add project
2023-005	2023-26-168	North Main St Sidewalk Phase 1	Mt. Pleasant	Add project

Schedule

- **March 1 – Presentation to Transportation Coordinating Committee**
- **March 2 – March 15 – Public Review and Comment**
- **March 15 – Public Hearing; Adoption by the Transportation Policy Board**

Recommendation

Endorse Cycle B TIP amendments for consideration by the Transportation Policy Board.



FY 2023-2026 TIP Amendment – March 2023 Adoption

TIP Amendment # 2023-001

TIP #: 2022-76-158
RTP ID: Multimodal
Project: Cedar City Pedestrian Improvements
Requested By: Lebanon
Proposed Changes: Add funds
Total Project Cost: \$2,474,983

FROM: \$1,607,960

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE-N	L-STBG	105,000	84,000	0	21,000
2023	PE-D	L-STBG	320,000	256,000	0	64,000
2023	CONST	L-STBG	175,000	140,000	0	35,000
2023	CONST	TAP	1,007,960	806,368	0	201,592
Total			1,607,960	1,286,368	0	321,592

TO: \$2,474,983

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE-N	L-STBG	105,000	84,000	0	21,000
2023	PE-D	L-STBG	320,000	256,000	0	64,000
2023	CONST	L-STBG	175,000	140,000	0	35,000
2023	CONST	TAP	1,874,983	1,499,986	0	374,997
Total			2,474,983	1,979,986	0	494,997

Amendment Description

This amendment proposes to add \$693,618 additional federal TAP dollars awarded to the project by TDOT’s Transportation Alternatives Program.

This project involves ADA-related intersection improvements at 5 intersections in Lebanon, including pavement markings, ADA truncated dome pad replacement, curb ramp installation, signal controller and cabinet replacement, installation of ADA-compliant signage, and countdown pedestrian signals with audible pushbuttons. Additionally, upgrades will be made to the existing Cedar City greenway, including replacement of the traffic barrier wall along North Castle Heights Avenue and providing a new connection point for pedestrian use.



FY 2023-2026 TIP Amendment – March 2023 Adoption

TIP Amendment # 2023-002

TIP #: 2023-72-001
RTP ID: 2862
Project: Hartsville Pike (SR-141) Widening from North of Lovers Lane to SR-26/US-70
Requested By: TDOT
Proposed Changes: Add funds
Total Project Cost: \$37,800,000

FROM: \$19,700,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	CONST	STBG	19,700,000	15,760,000	3,940,000	0
Total			19,700,000	15,760,000	3,940,000	0

TO: \$33,200,000

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	CONST	STBG	33,200,000	26,560,000	6,640,000	0
Total			33,200,000	26,560,000	6,640,000	0

Amendment Description

This amendment proposes to add \$10,800,000 federal STBG dollars provided to the project by TDOT.

The proposed improvements include widening, route adjustments, and intersection improvements along Hartsville Pk (SR-141) from north of Lovers Ln to SR-26/US-70.



**GREATER NASHVILLE
REGIONAL COUNCIL**

FY 2023-2026 TIP Amendment – March 2023 Adoption

TIP Amendment # 2023-003

TIP #: 2008-64-037
RTP ID: 2767
Project: Hillsboro Road (SR-106) and Old Hillsboro Road (SR-46) Realignment & Signalization
Requested By: Williamson County
Proposed Changes: Add funds
Total Project Cost: \$4,127,494

FROM: \$477,649

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	CONST	U-RSV	477,649	382,119	95,530	0
Total			477,649	382,119	95,530	0

TO: \$1,477,649

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	CONST	U-STBG	477,649	382,119	95,530	0
2023	CONST	U-HIP	1,000,000	800,000	200,000	0
Total			1,477,649	1,182,119	295,530	0

Amendment Description

This amendment proposes to add \$800,000 federal U-HIP funds provided to the project by GNRC and to program \$382,119 federal U-STBG funds previously held in construction reserve.

This project will realign the intersection to create a 90-degree alignment with turn lanes of appropriate stacking length on both roadways, as well as relocate the existing signal.



FY 2023-2026 TIP Amendment – March 2023 Adoption

TIP Amendment # 2023-004

TIP #: 2023-411-167
RTP ID: Multimodal
Project: Eagleville Downtown Revitalization Segments 1 & 2
Requested By: Eagleville
Proposed Changes: Add project
Total Project Cost: \$1,198,880

TO: \$1,198,880

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE; ROW; CONST	STATE	1,198,880	0	1,078,992	119,888
Total			1,198,880	0	1,078,992	119,888

Amendment Description

This amendment proposes to add the project to the TIP with \$1,078,992 state funds awarded by TDOT’s Multimodal Access Grant program.

This project, which is along North Main Street (SR-16/US-41A) from 2595 N Main St to SR-269, will replace approximately 4,000 linear feet of existing sidewalk and install approximately 6,500 linear feet of new sidewalk as well as ADA-compliant curb ramps at 11 intersections and pedestrian signalization at 1 intersection. It will also install approximately 20 ADA-compliant access drives.



FY 2023-2026 TIP Amendment – March 2023 Adoption

TIP Amendment # 2023-005

TIP #: 2023-26-168
RTP ID: Multimodal
Project: North Main Street Sidewalk Phase 1
Requested By: Mt. Pleasant
Proposed Changes: Add project
Total Project Cost: \$1,293,227

TO: \$1,293,227

<i>FY</i>	<i>Type of Work</i>	<i>Funding</i>	<i>Total</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>
2023	PE; ROW; CONST	STATE	1,293,227	0	1,125,000	168,227
Total			1,293,227	0	1,125,000	168,227

Amendment Description

This amendment proposes to add the project to the TIP with \$1,125,000 state funds awarded by TDOT’s Multimodal Access Grant program.

This project will construct a 4,900 linear-foot sidewalk along the west side of North Main St (SR-243) from 3rd Ave to Gray Ln with a crosswalk at Gray Ln.

Agenda Item 3c.

Endorse Changes to Functional Classification and the Strategic Highway Network

Background

Functional Classification

The main purpose of the federal functional classification system is to provide a framework for identifying the role that roadways play in moving vehicles. Functional classifications are assigned based on mobility, accessibility, land use, and other factors. Functional classification plays a role in roadway design, including speed and capacity, and also determines eligibility for federal funding, though this cannot be used as justification for revising a roadway's functional classification. More information on functional classification is also available at https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm

GNRC is seeking minor revisions to the current federal functional classification based on a request by the City of Franklin. This process requires a resolution endorsing the changes by the Transportation Policy Board, followed by review and approval by TDOT and concurrence by FHWA.

Below is a summary of the proposed functional classification changes requested by the City of Franklin.

- Change classification of McEwen Drive between Cool Springs Boulevard/Oxford Glen to Wilson Pike (SR-252) from Major Collector to Minor Arterial
- Change classification of Liberty Pike east of Oxford Glen Drive from Minor Arterial to Major Collector
- Change classification of Oxford Glen Drive from McEwen Drive to Murfreesboro Road (SR-96) from Minor Arterial to Major Collector

Strategic Highway Network (STRAHNET)

The Strategic Highway Network (STRAHNET) is critical to the Department of Defense's (DoD's) domestic operations. The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. Even though DoD primarily deploys heavy equipment by rail, highways play a critical role.

More information on the strategic highway network is also available at <https://www.fhwa.dot.gov/policy/2004cpr/chap18.cfm>

GNRC is seeking additions to the current STRAHNET based on a request by the Department of Defense. Upon concurrence by the MPO, DoD will coordinate with TDOT to redesignate the facility to the STRAHNET.

Below is a summary of the proposed changes requested by the Department of Defense.

- Designate Briley Parkway (SR-155) from I-24 to I-40 as non-interstate STRAHNET

Recommendation

Endorse changes to functional classification and strategic highway network for consideration by the Transportation Policy Board.

Agenda Item 4b.

Update on Priorities for the Unified Planning Work Program

Background

The Transportation Planning Work Program, also referred to as the Unified Planning Work Program or UPWP, identifies all federally funded regional transportation planning activities or studies that will be carried out by GNRC staff, consultants and vendors, or partner organizations

The UPWP is developed by GNRC staff in consultation with partner agencies, interested stakeholders, and the general public. The current UPWP, adopted in August 2021, allocates more than \$7 million funds to planning activities thru September 30, 2023. The current UPWP is available online at www.gnrc.org/upwp

The **next UPWP** will account for federal planning grants and regionally significant planning activities for the period between **October 1, 2023 and September 30, 2025**.

GNRC staff will summarize priorities for the upcoming UPWP based on federal planning emphasis areas, state and federal guidance, and member input through the UPWP survey.

Recommendation

For information only.

Agenda Item 4c.

Annual Member Orientation

Background

Staff will provide a refresher on the Metropolitan Planning Organization (MPO) program, requirements, and core products. Staff will also cover the purpose of the boards and committees, the roles and responsibilities of member jurisdictions, and the significance of the MPO program within the organizational structure of GNRC.

Transportation planning at GNRC is available on the website at www.gnrc.org/transportation. Additional information on the MPO process and transportation planning is available at the resources below.

- **The Transportation Planning Process Briefing Book (USDOT):** This book provides an overview of transportation planning for government officials, transportation decisionmakers, planning board members, transportation service providers, interested stakeholders, and the public. It covers the basics and key concepts of metropolitan and statewide transportation planning, along with references for additional information. The document is available at https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm
- **Transportation Planning Prospectus:** The prospectus provides an overview of the MPO program, its organization structure and responsibilities, and the procedures used to carry out the federally-mandated transportation planning process in the Nashville region. The prospectus also provides a summary of other agencies involved in regional planning activities and includes the organizational bylaws of the MPO's governing body known as the Transportation Policy Board. The document is available at <https://www.gnrc.org/DocumentCenter/View/2500/Transportation-Planning-Prospectus-and-MPO-Organization>
- **GNRC Annual Report:** The annual report contains an overview of the Greater Nashville Regional Council geography, programs and services, and leadership and staff. The report also contains 2022 highlights of the organization's impact throughout Middle Tennessee. The full annual report is available at <https://www.gnrc.org/DocumentCenter/View/2818/2022-Annual-Report>

Recommendation

For information only.

Agenda Item 5.

Regular Reports

Background

The Bipartisan Infrastructure Law (BIL), also referred to as the Infrastructure Investment and Jobs Act (IIJA), makes historic investments in the transportation sector: improving public safety and climate resilience, creating jobs across the country, and delivering a more equitable future.

The U.S. Department of Transportation created a new resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. Visit the DOT Navigator at <https://www.transportation.gov/dot-navigator> for more information on specific grant funding opportunities, program details, federal job opportunities, contracting and workforce development opportunities supported by BIL.

Upcoming opportunities include:

- The 2023 RAISE Discretionary Grant cycle is **open through February 28** and makes available \$1.5 billion in grant funding. For more information, please visit <https://www.transportation.gov/RAISEgrants>