



**Build
With
Us**

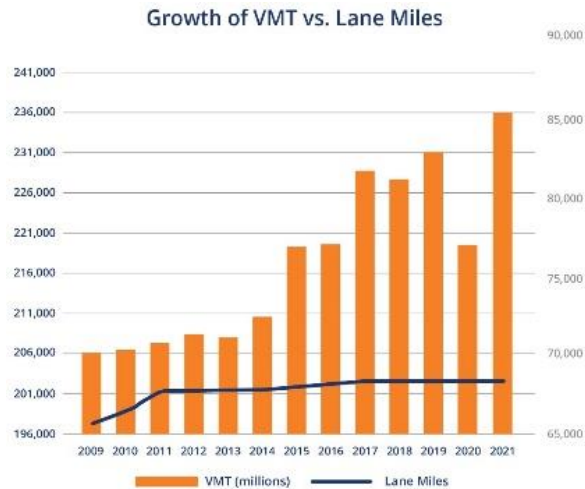
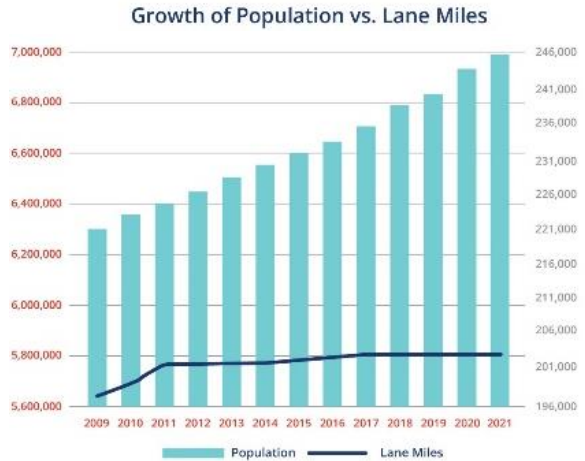


TDOT
Department of
Transportation

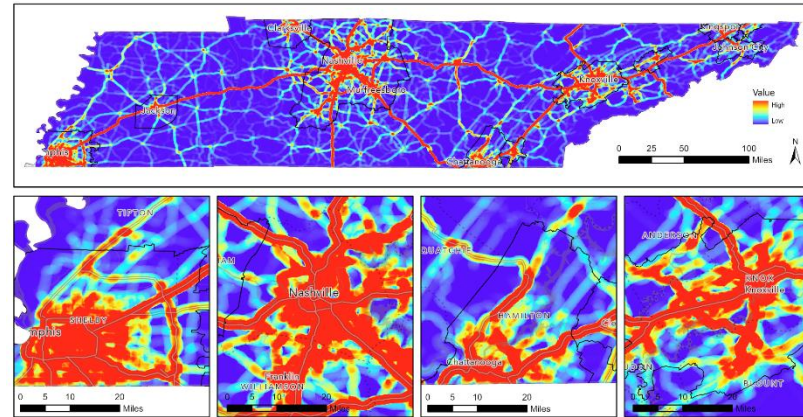
Commissioner Eley
TN County Highway Officials
February 27, 2023

Bottom-Line Up Front: Challenges

Recent Population and Vehicle Miles Traveled (VMT) Growth vs. Lane Miles

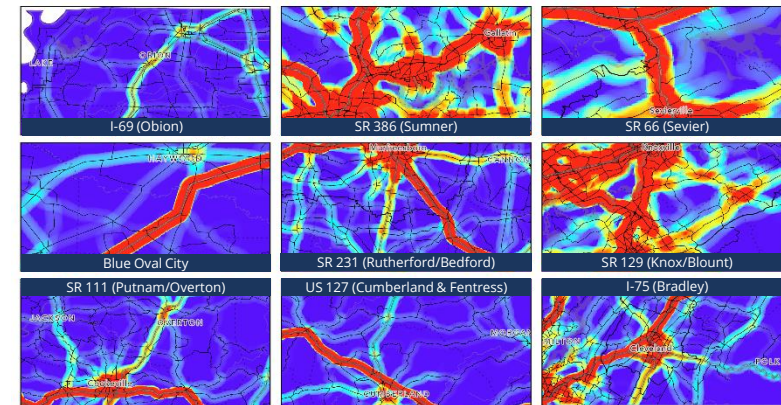


Commute times will **increase by 60%** and intercity travel times between major Tennessee cities will increase by up to **one hour**.

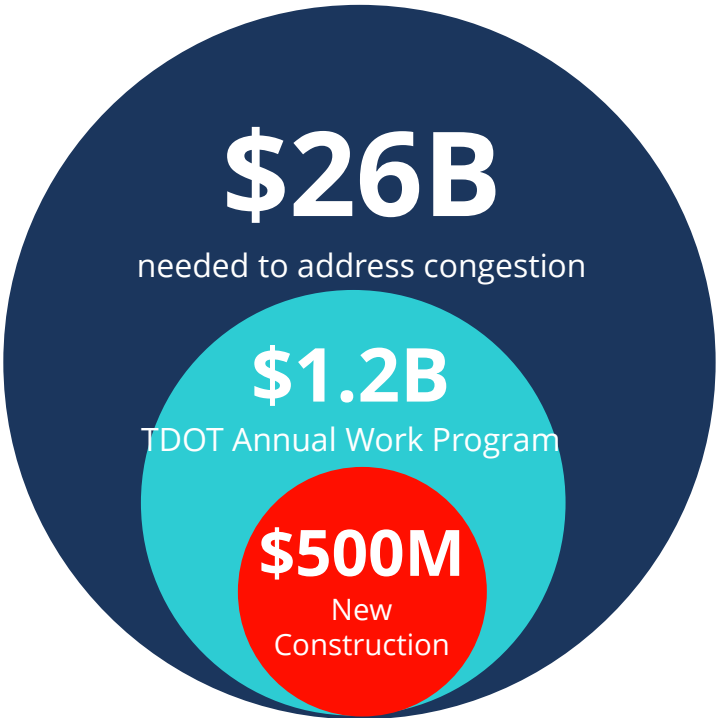


This proposal does **NOT**:

- (X)** Do nothing
- (X)** Propose raising the gas tax
- (X)** Propose issuing road debt
- (X)** Spend a disproportionate amount of funds in urban areas, to the detriment of rural areas
- (X)** Reduce road and bridge maintenance budget
- (X)** Propose toll roads



Bottom-Line Up-Front: Challenges



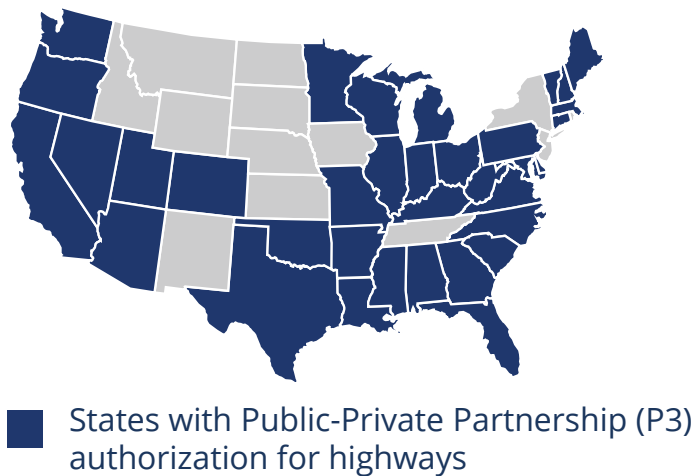
Congestion



Delivery



Build With Us – Public-Private Partnerships (P3)



Choice Lanes in Texas
Photo Credit: TxDOT



Choice Lanes in Virginia
Photo Credit: VDOT



Build With Us – Thinking Outside the Box

Expanding Technology Opportunities

- As technology evolves, so must our infrastructure
- Prioritizing research and technology advancement, like on I-24 where technology is a congestion management strategy
- I-24 MOTION is a step forward in innovative and outside the box solutions



Choice Lanes Result in Transit Success

73%

More customers due to improved travel reliability



x4

Ridership quadrupled in first 5 years



10%

Increase in on-time performance



68%

Reduction in travel times



Build With Us – Alternative Delivery

The Right Tool for the Right Job!



Traditional Delivery



Alternative Delivery

15
total years

11 years
Development Phase

4 years
Construction Phase

Current
Traditional
Project
Delivery Time

Traditional
delivery
projects cost

40%
more

than original
estimates

Bottom Line:
Projects take too long
and cost too much

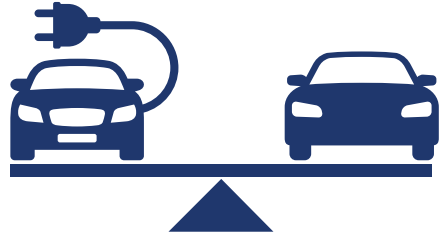


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Note: Alternative delivery currently statutorily limited

Build With Us – Electric Vehicles (EV)



Create parity between
combustion engine
vehicles and EVs



Allows TDOT to keep
pace building and
maintaining roads

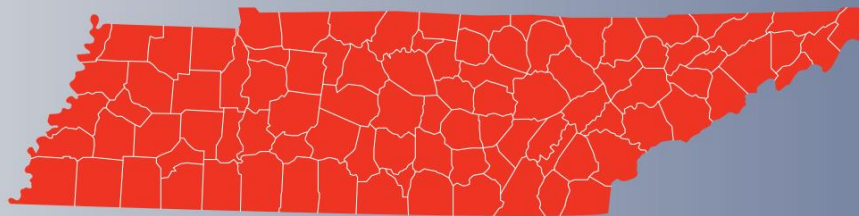
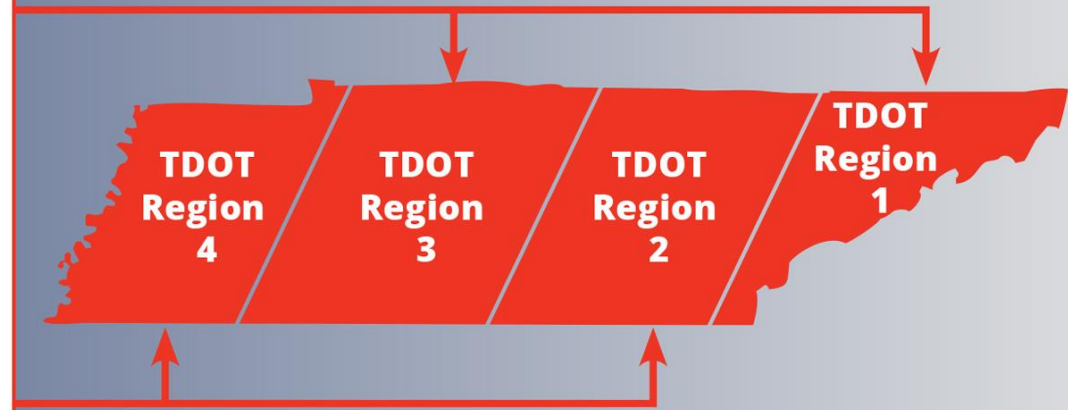


FY24 Proposed Budget - Transportation Investments

**\$3 Billion
Total**
Proposed Allocated
to State
Transportation
Projects

**\$750 Million
for EACH Region**

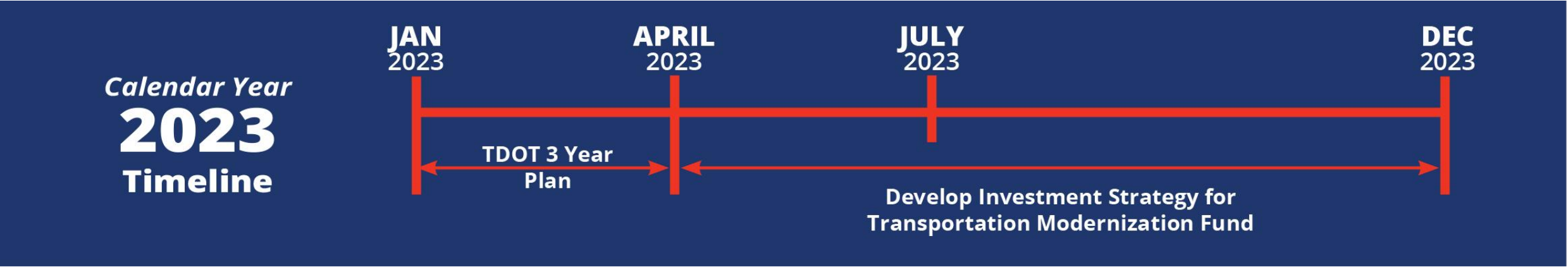
- IMPROVE Act Acceleration
- Rural Interstate Widenings
- Major Urban Congestion Projects
- Statewide Partnership Program Projects
- Safety and State of Good Repair Acceleration
- Economic Development Projects



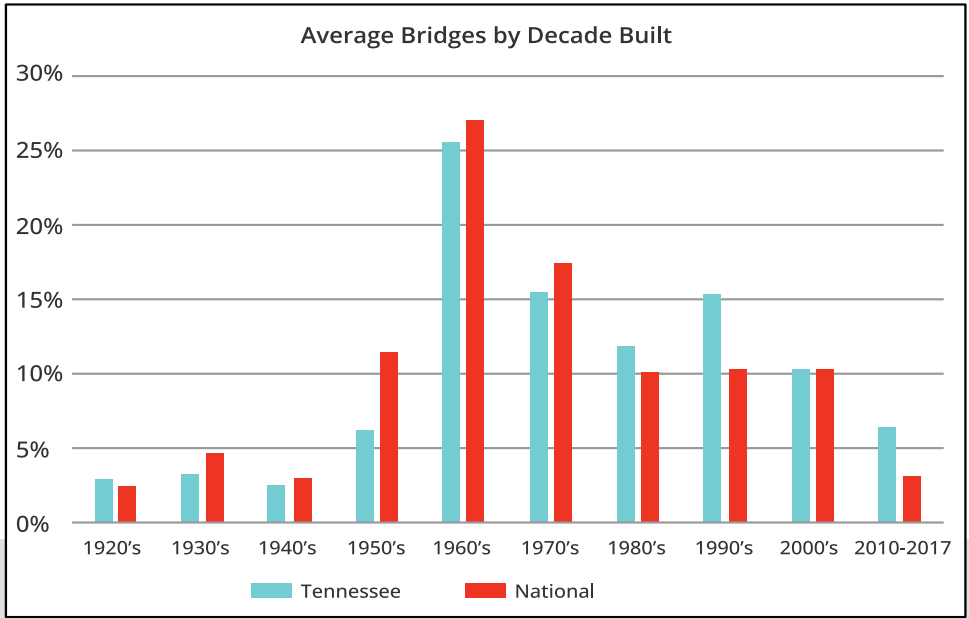
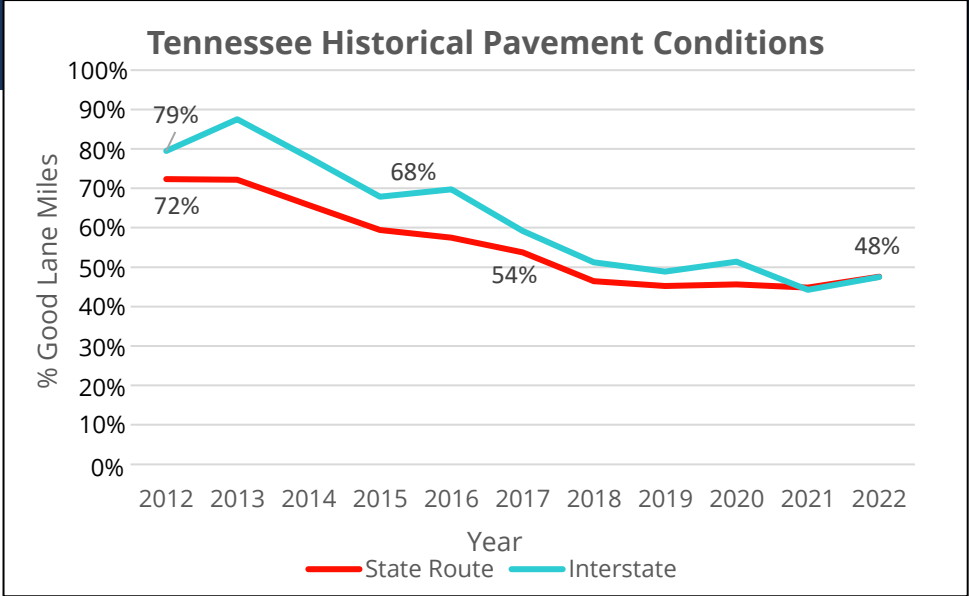
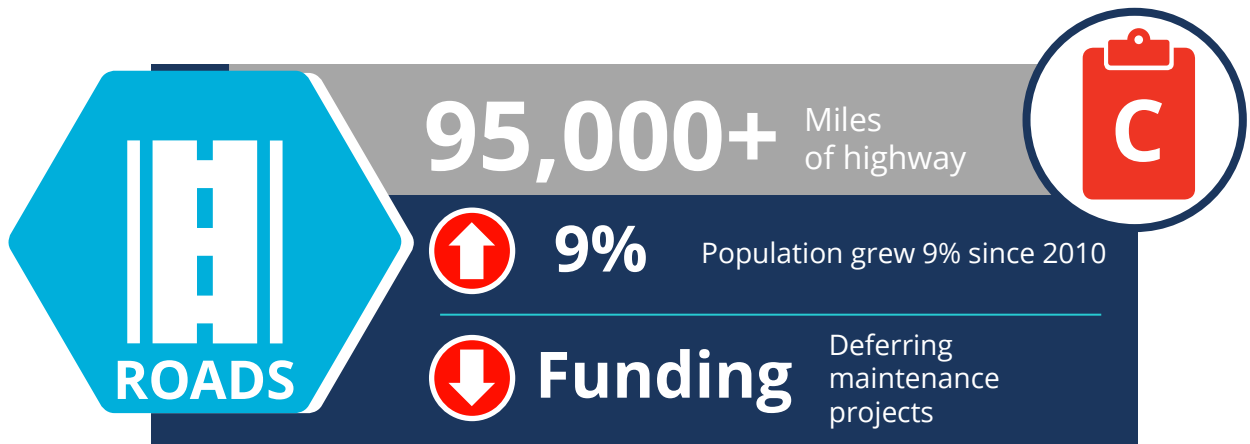
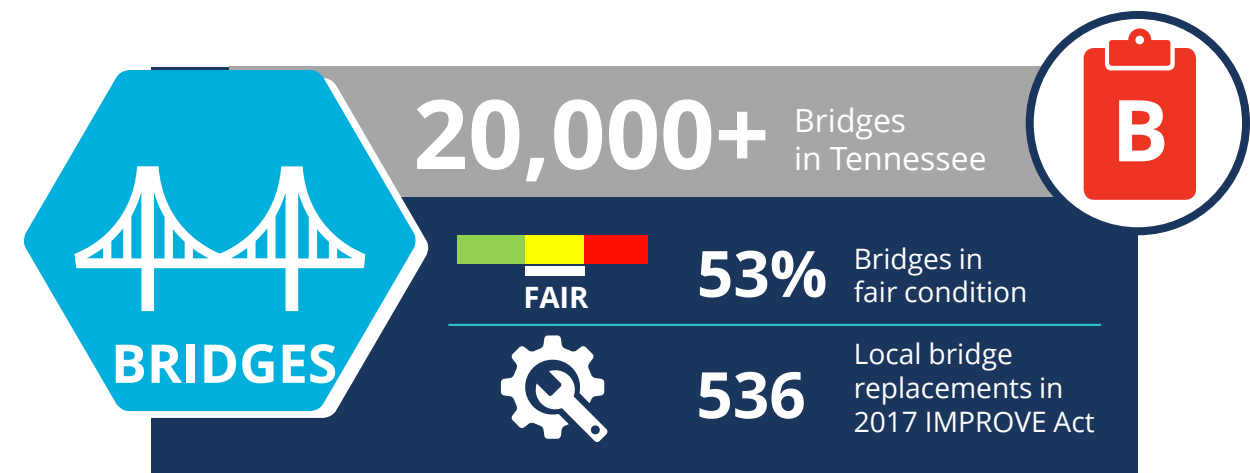
\$300 Million
for State Aid Program

*Flows to counties for local
transportation projects*

Proposed General Fund Investments Timeline



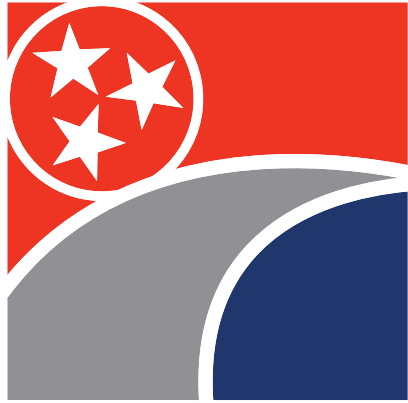
Additional Funding is Critical



Federal Funding Analysis

Fiscal Year	Projected Funding	Actual Funding	Variance	
2016	\$857,163,013	\$857,163,013	\$ -	FAST Act
2017	\$874,863,555	\$869,218,013	\$(5,645,333)	FAST Act
2018	\$893,770,525	\$889,486,516	\$(4,284,009)	FAST Act
2019	\$913,943,445	\$912,597,876	\$(1,345,569)	FAST Act
2020	\$935,831,968	\$930,889,296	\$(4,932,672)	FAST Act
2021	\$935,831,968	\$925,079,936	\$(10,752,032)	One year continuation of FAST Act (supposed to be at FY20 levels)

The Transportation Modernization Act



Tennessee

Build With Us



Visit the Build With Us website