



**Build
With
Us**

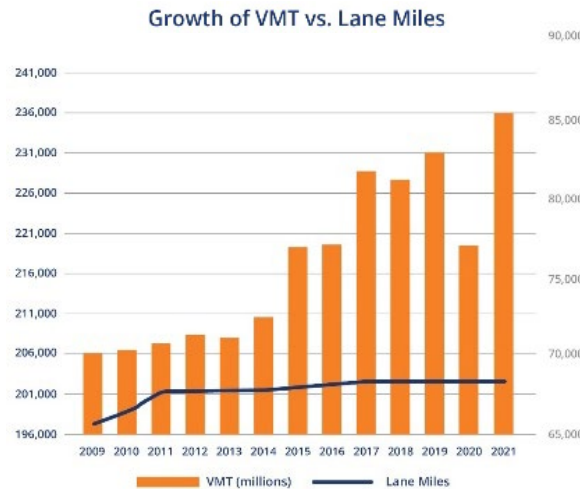
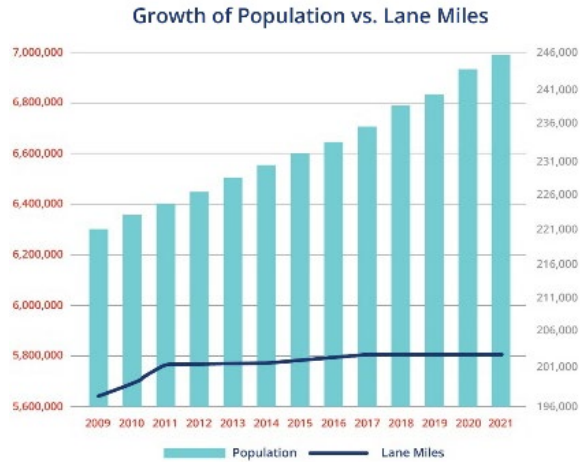


TDOT
Department of
Transportation

Commissioner Eley
Johnson City MPO Meeting
February 9, 2023

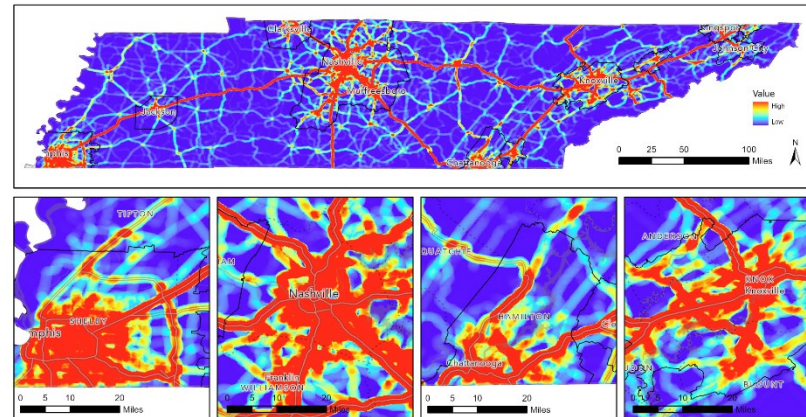
Bottom-Line Up Front: Challenges

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



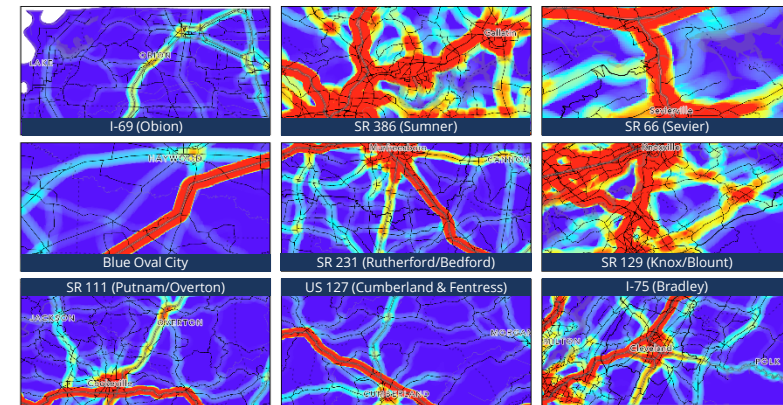
I-24

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

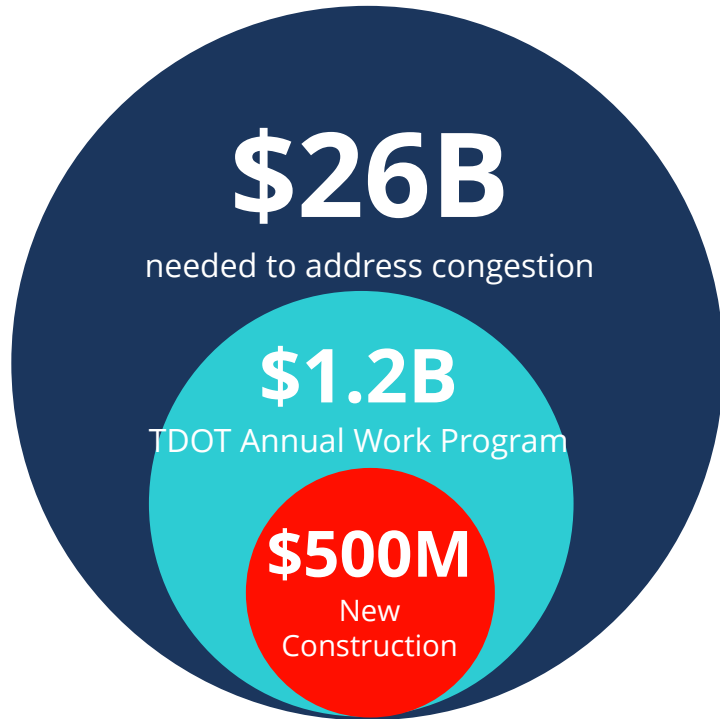


This proposal does **NOT**:

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



Bottom-Line Up-Front: Challenges



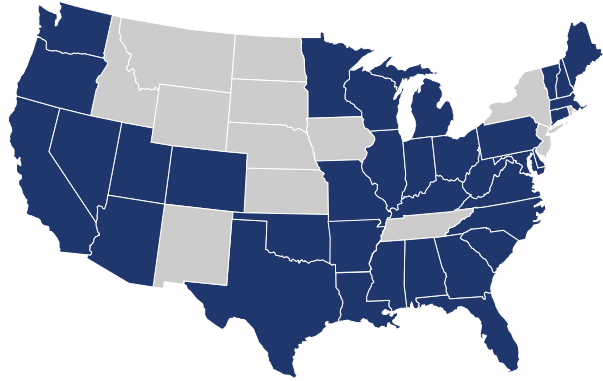
Congestion



Delivery



Build With Us – Public-Private Partnerships (P3)



■ States with Public-Private Partnership (P3) authorization for highways

Choice Lanes in Texas

Photo Credit: TxDOT



Choice Lanes in Virginia

Photo Credit: VDOT



Partner with the private sector to build **NEW** lanes on congested, urban highways



Frees up state funds for more projects in rural communities

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Frees up state funds for more interstate projects

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

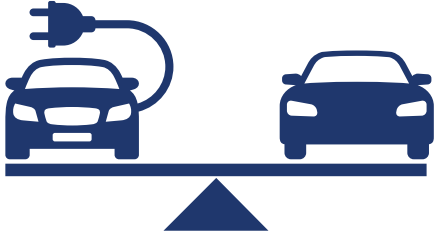


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Note: Alternative delivery currently statutorily limited

Build With Us – Electric Vehicles (EV)



Create parity between combustion engine vehicles and EVs



Allows TDOT to keep pace building and maintaining roads



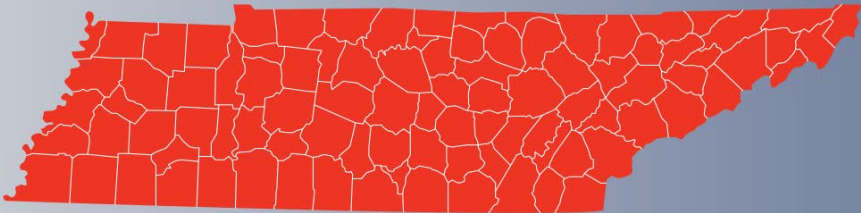
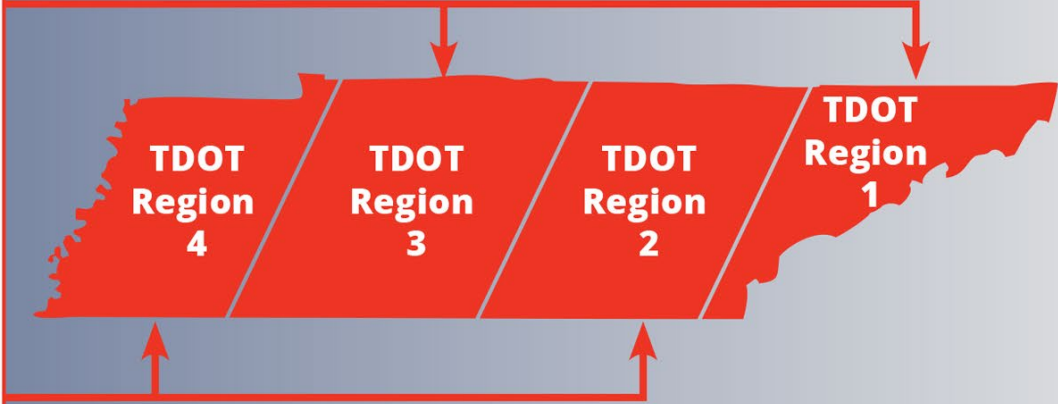
FY24 Proposed Budget - Transportation Investments

**\$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



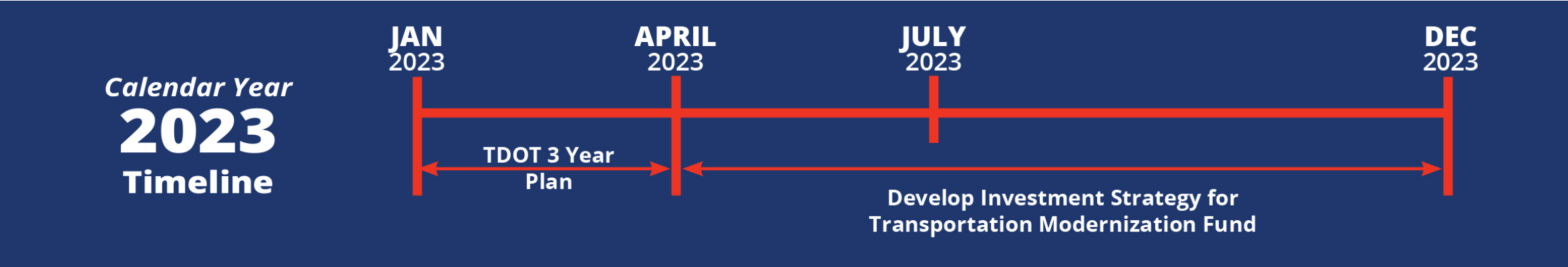
**\$300 Million
for State Aid Program**

*Flows to counties for local
transportation projects*

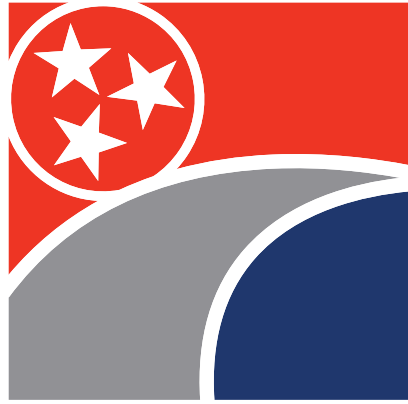
Federal Funding Analysis

| 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) |

Proposed General Fund Investments Timeline



The Transportation Modernization Act



Tennessee

Build With Us



Visit the Build With Us website