Build With Us

TN TDOT Department of Transportation

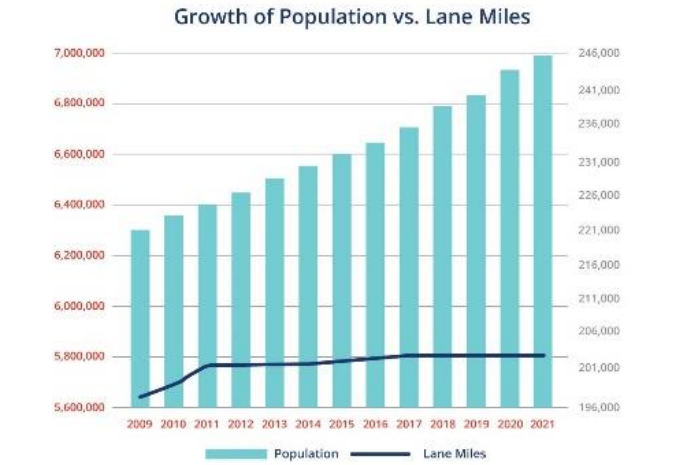
Commissioner Eley

Memphis MPO TPB

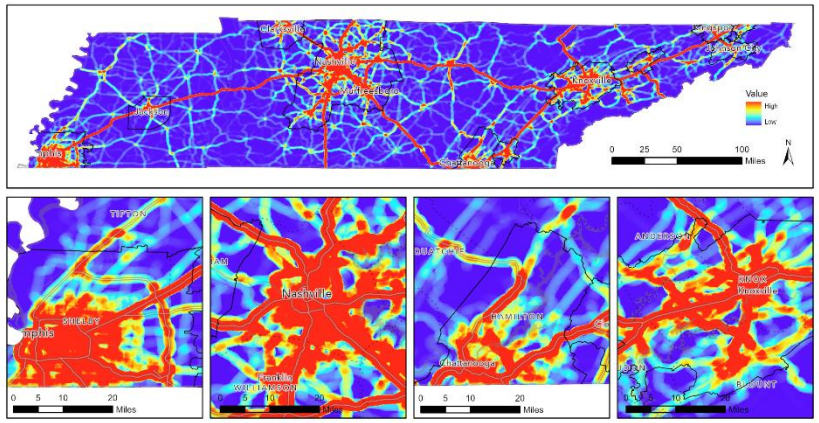
February 16, 2023

Bottom-Line Up Front: Challenges

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

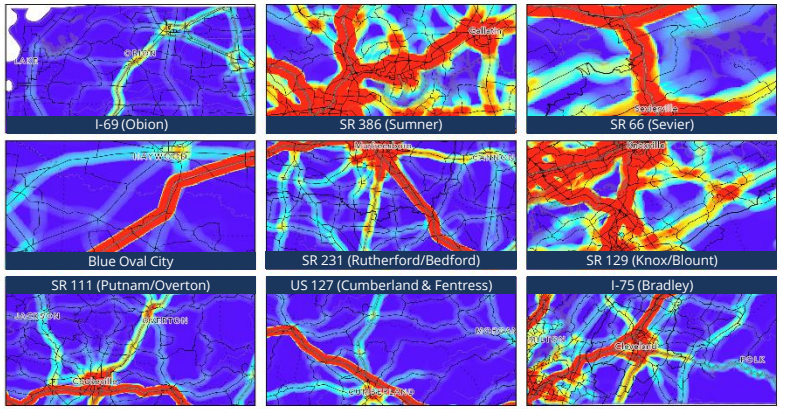


Commute times will **increase by 60%** and intercity travel times between major Tennessee cities will increase by up to **one hour**.



This proposal does NOT:

- ✗ 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



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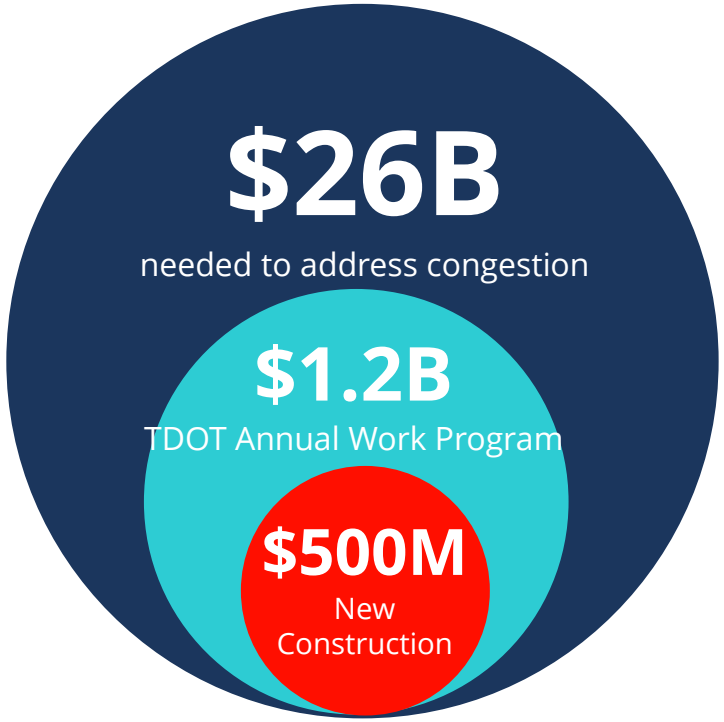
Bottom-Line Up-Front: Challenges



Congestion

Delivery

Needed

$522M

$11B for 10-15-year delivery

2017 IMPROVE Act

962 Projects

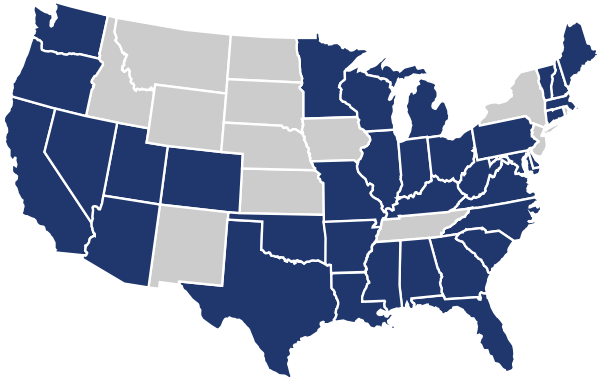
Implemented

$244M

$16B balance for 50+ year delivery
(revised estimates + inflation)

(Source: TDOT)

Build With Us – Public-Private Partnerships (P3)



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

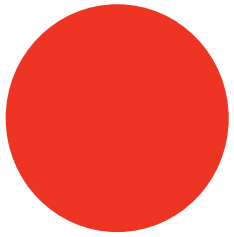
Choice Lanes in Texas
Photo Credit: TxDOT

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

+



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

Texas Department of Transportation

x4

Ridership quadrupled in first 5 years

FDOT

10%

Increase in on-time performance

GDOT Georgia Department of Transportation

68%

Reduction in travel times

FDOT

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

+

Note: Alternative delivery currently statutorily limited

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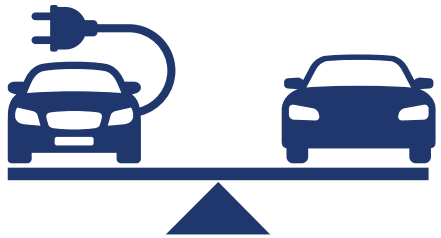
Build With Us – Electric Vehicles (EV)



Create parity between combustion engine vehicles and EVs

Allows TDOT to keep pace building and maintaining roads

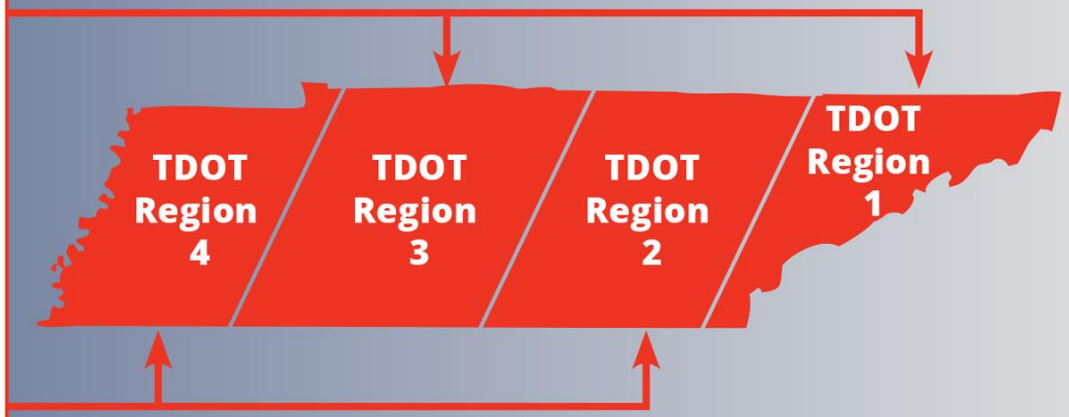
FY24 Proposed Budget - Transportation Investments

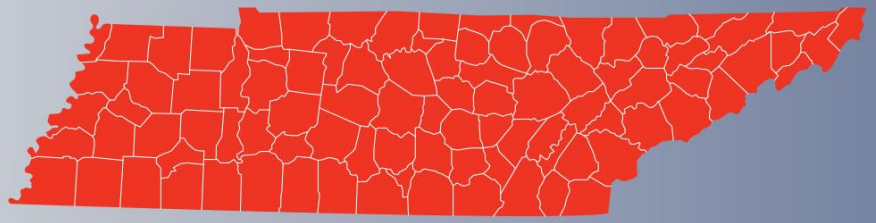
$3 Billion Total

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

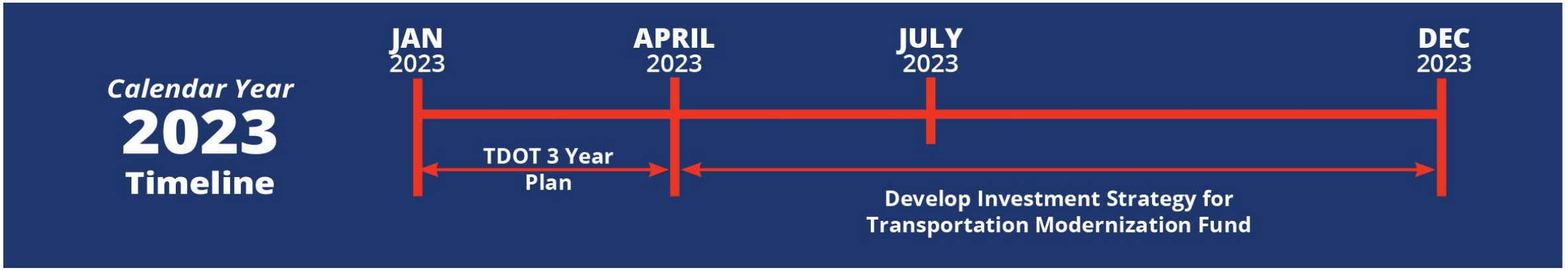
for State Aid Program

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