



**2023 TSITE
Summer Meeting**

Anything New Happening Down at the DOT



A Little Organizational Initiative (EPIC & IPD)



**A Little Transportation Bill
TMA**



A Few New Federal Programs



A Little Extra Funding \$3.3B

The Bureau of Environment & Planning



We Have Grown & More Changes are Coming

- Environment
- Long Range Planning
- Freight & Logistics
- Multimodal
- Strategic Transportation Investments
- Local Programs



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Environment

Highlights



EPIC



Mitigation
Market Research



Environmental
Services



Highway
Beautification



Highway Beautification

**LET'S HELP KEEP
TENNESSEE
LITTER FREE!**




TENNESSEE

ADOPT  -HIGHWAY

**“COME ON TENNESSEE,
DON'T LET TRASH WIN.”**

—Eddie George
Tennessee State University
Head Football Coach



Find a cleanup event near you at
nobodytrashesennessee.com

NOBODY TRASHES TENNESSEE
TENNESSEE DEPARTMENT OF TRANSPORTATION

EPIC LITTER PREVENTION
MASTERPIECE

TALKING TRASH



NO TRASH
NOVEMBER
NOBODY TRASHES TENNESSEE

2022 RESULTS

48,538 lbs.

OF LITTER COLLECTED



1,316
Volunteers

95

Cleanup Events

2,246
BAGS OF LITTER



**NOBODY TRASHES
TENNESSEE™**

TENNESSEE DEPARTMENT OF TRANSPORTATION





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Long Range Planning

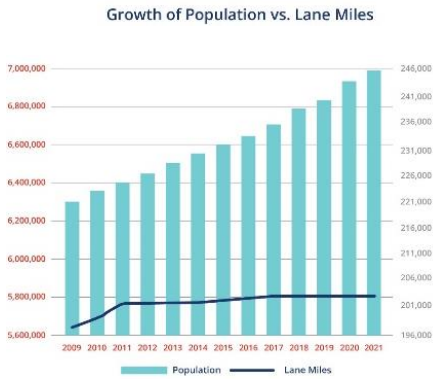
Highlights



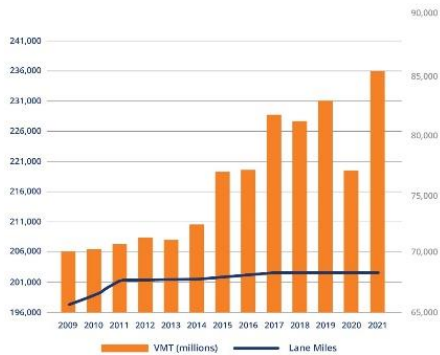
Quantifying Statewide Needs

Urban & Rural Congestion

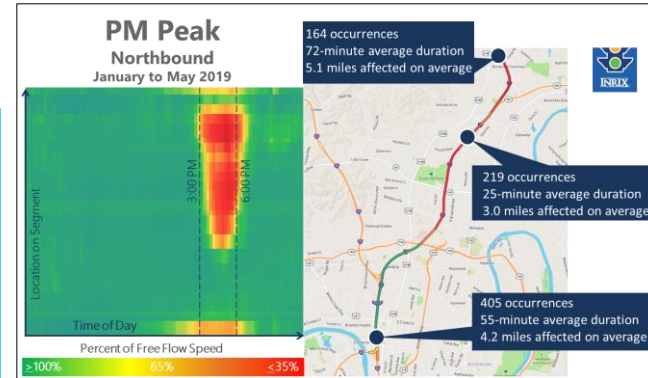
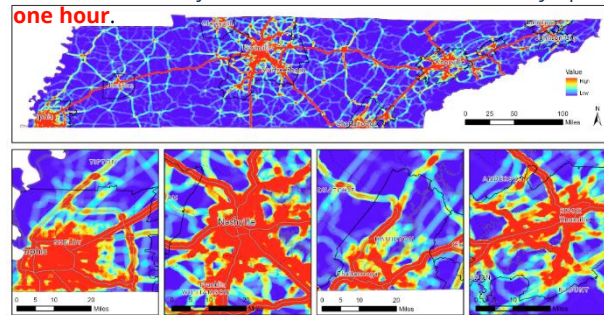
Recent Population and Vehicle Miles Traveled (VMT) Growth vs. Lane Miles



Growth of VMT vs. Lane Miles



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

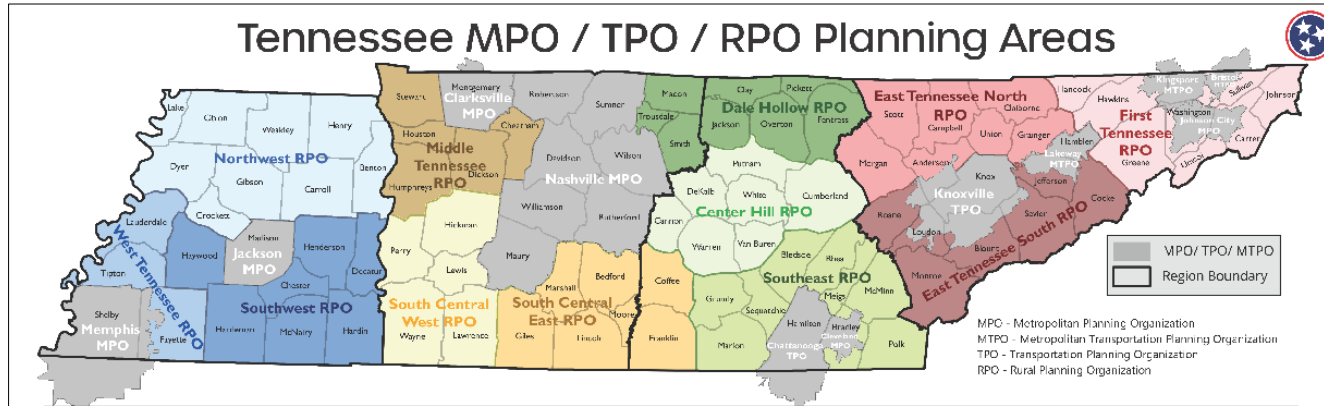


\$26B
needed to address congestion

\$1.2B
TDOT Annual Work Program

\$500M
New Construction

Regional & Community Planning



- Community Transportation Planning Grants (CTPGs)
- Urban Transportation Planning Grants (UTPGs)
- Rural Regional Transportation Plans (R RTPs)
- Corridor Management Agreements (CMAs)

TN TDOT Department of Transportation Long Range Planning Division Transportation Planning Grant

Community Mobility Plan

A Community Mobility Plan is a multi-modal plan that identifies the existing and future transportation system, including roadways, public transportation, rail, bicycle, and pedestrian facilities needed to serve the current and projected demand in an area. A CMP strengthens the connections between an area's transportation plan, local land use plans, and community vision.

Overview

A Community Mobility Plan:

- Provides a summary of existing conditions
- Engages the community and stakeholders
- Proposes detailed recommendations based on data analysis and community outreach
- Prioritizes recommended projects
- Identifies implementation steps and potential funding sources

Benefits

The CMP will provide the community with information to better prepare for and respond to future development. It will summarize existing and future transportation issues and needs, including analysis on roadway design and capacity, safety issues, and multi-modal issues.

HOW? Through the Transportation Planning Grant program, your community will be paired with a TDOT Long Range Planning Division on-call consultant. The community is responsible for participating in the plan through establishing a Steering Committee and ensuring local support for the study recommendations. The plan will identify locations where enhancements to existing infrastructure can broaden use of the network.

TDOT Contact Information and Application Information available online.

TN TDOT Department of Transportation Long Range Planning Division Transportation Planning Grant

Corridor Study

A Corridor Study examines the relationship between a roadway and its adjacent land. Corridor studies are often used to: define levels of access and mobility, determine appropriate land uses, consolidate and control access points, identify operational breakdowns and promote efficiency, and encourage redevelopment of an underperforming corridor.

Overview

A Corridor Study:

- Provides a summary of existing conditions
- Engages the community and stakeholders
- Proposes detailed recommendations based on data analysis and community outreach
- Prioritizes recommended projects
- Identifies implementation steps and potential funding sources

Benefits

Corridor studies are a tool for assessing existing conditions and developing preferred future conditions while offering interim fixes for corridors as they change. Specific benefits may include: maximizing existing infrastructure, improving safety, and coordinating land uses.

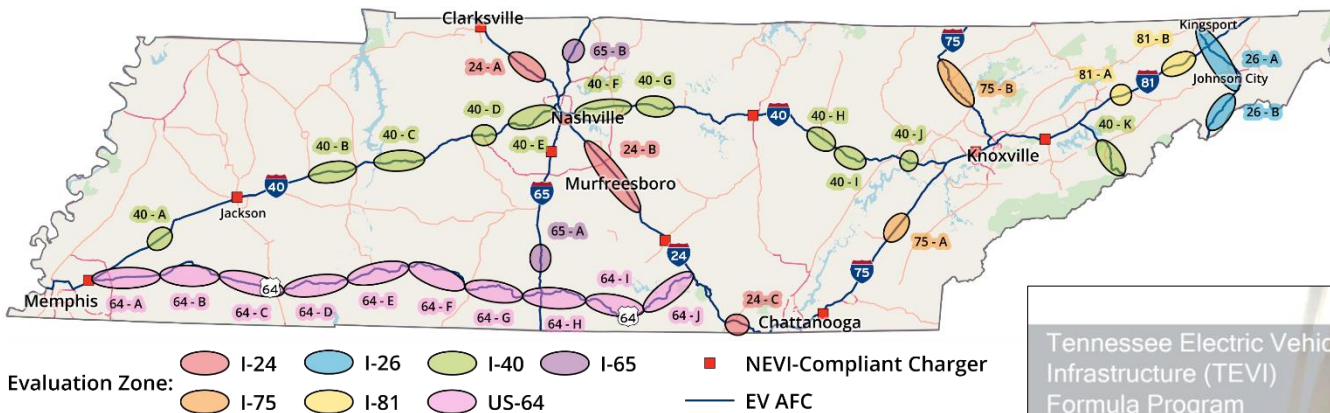
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TDOT Contact Information and Application Information available online.

NEVI Program

\$7.5 billion in funding to expand electric vehicle (EV) charging across the US

- Formula Funding + 2 discretionary grant programs (Corridors & Communities)



Tennessee's allocation is \$88 million over the 5 years



PROTECT Program

Promoting **R**esilient **O**perations for **T**ransformative, **E**fficient, and **C**ost-saving **T**ransportation

\$8.7 billion Nationally, (FY2022 – FY2026) is comprised of:

\$7.3 billion formula program (allocated to state DOT's)

\$1.4 billion competitive, discretionary **grant** program

Tennessee's allocation is \$158 million over the 5 years

Developing a Resiliency

Improvement Plan (RIP) – Nov 2023



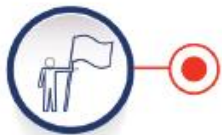
Carbon Reduction Program

Tennessee's allocation is \$139 million over the 5 years

Developing a Carbon Reduction Strategy – Nov 2023



SUPPORTS EFFORTS TO REDUCE TRANSPORTATION EMISSIONS



IDENTIFY PROJECTS AND STRATEGIES TO REDUCE TRANSPORTATIONS EMISSIONS WHICH MAY INCLUDE:

- Alternatives to single occupant vehicle trips
- Vehicles or modes of travel that result in lower transportation emissions (CO₂) per passenger mile traveled
- Construction practices that result in lower emissions



BE APPROPRIATE TO THE POPULATION DENSITY AND CONTEXT OF THE STATE



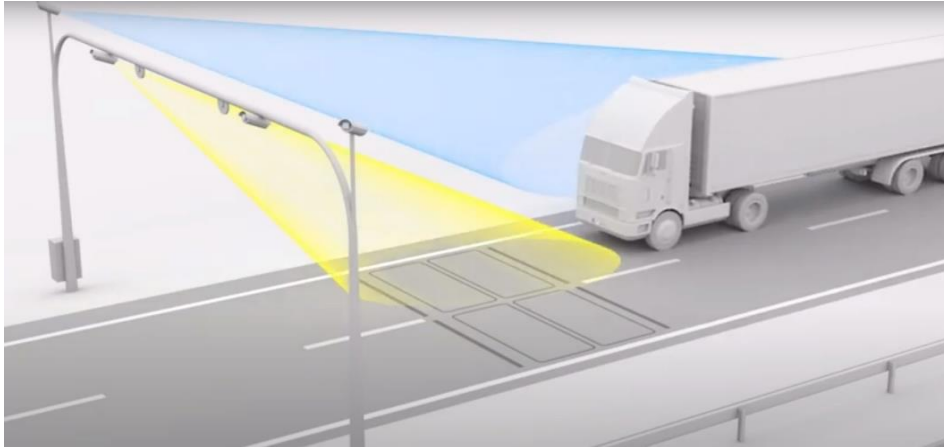


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Freight & Logistics

Statewide Weigh-in-Motion (WIM)

Preparing for Better Management of Freight Flows



Benefits

- Enforcement
- Safety
- Data Collection
- Asset Management
- Accuracy of Design

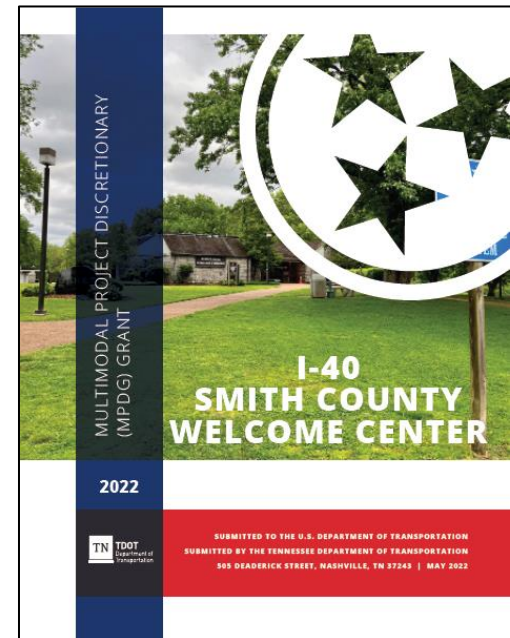
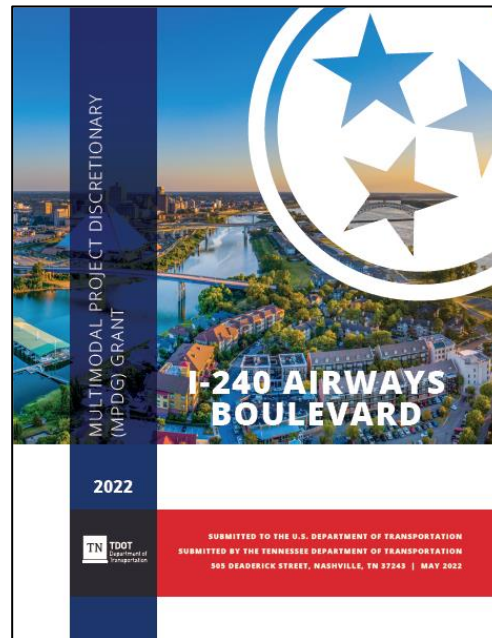
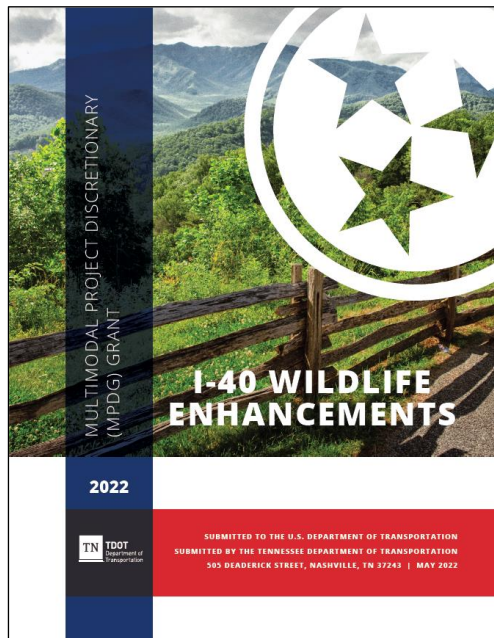
TDOT is in the process of developing a **statewide Weigh-in-Motion (WIM) program**. WIM devices are designed to capture and record axle weights and gross vehicle weights as vehicles drive over a measurement site.



Discretionary Grants

The Freight & Logistics Division has taken the lead on numerous federal discretionary grants over the years.

INFRA | RAISE | CRISI | RURAL



Nearly \$170 Million since 2020



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Multimodal

TDOT and Transit

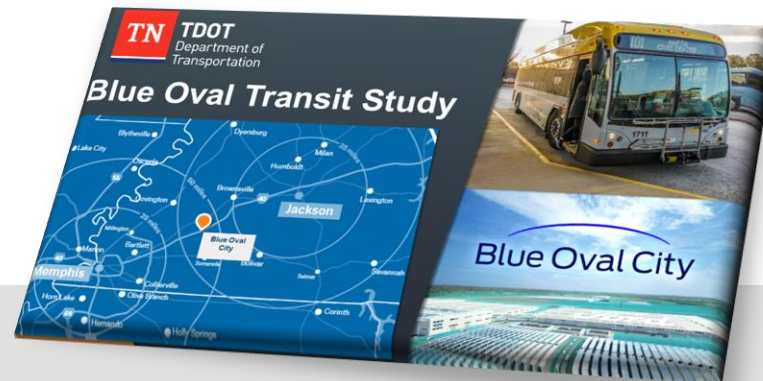
Tennessee's Transit Program

\$200M

TDOT's annual transit budget

IMPROVE Transit Capital Grant

- Supports both urban and rural transit investments
- New or replacement vehicles, bus stops and bus shelters, and maintenance facility improvements
- Electric buses in Knoxville and a transit center in Pigeon Forge.



\$77M

State transit funds



\$26M

Matches federal funding

\$30M

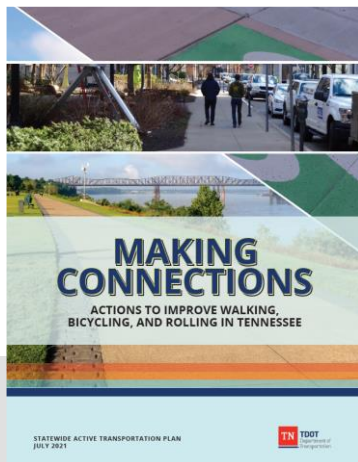
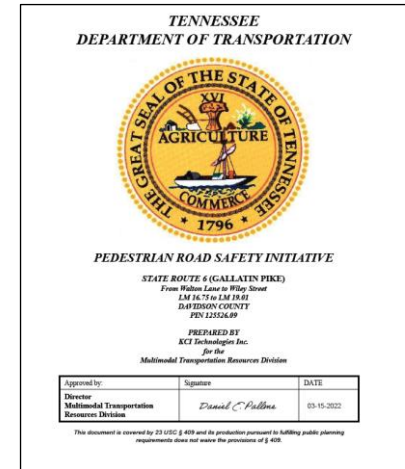
Operating assistance

\$21M

Capital assistance

Greater Emphasis in Non-Motorized Safety

- Multimodal Access Grant (MMAG) ← **\$18 Million**
- Pedestrian Road Safety Initiative (PRSI) ← **2 Yrs | 33 PRSI | 2 Let**
- Infrastructure Design Updates
- Project Planning and Delivery
- Statewide Active Transportation Plan
- Research and other plans and projects



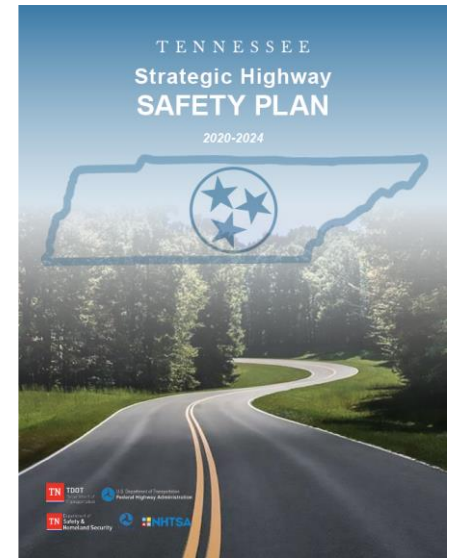


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Strategic Transportation Investments (STID)

STID Successes

- **Play an active role is linking the purpose and need of a project**
 - Transportation Investment Reports
 - Concept Reports
 - IARs
- **Safety Program**
 - 50 to 80 Safety Projects | \$40 M+ annually
 - Over 100 RSA Projects (2018 – 2021)
 - AASHTOWare Safety
- **SIA & Economic Projects**





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Local Programs

Big Things Coming



Transportation Modernization Act

Public-Private Partnerships (P3)



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



Frees up state funds for more projects in rural communities

Expand Alternative Delivery

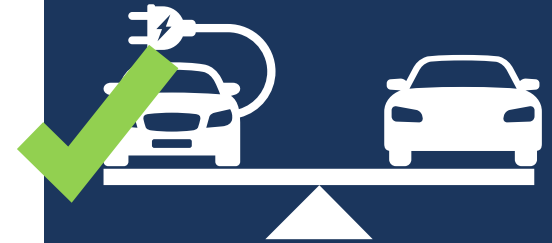


30-50% faster delivery

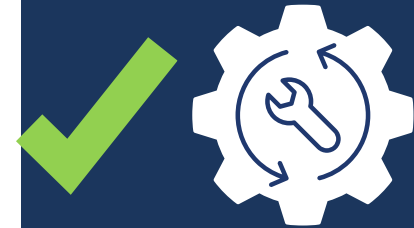


40% cost savings

Electric Vehicle (EV) Parity

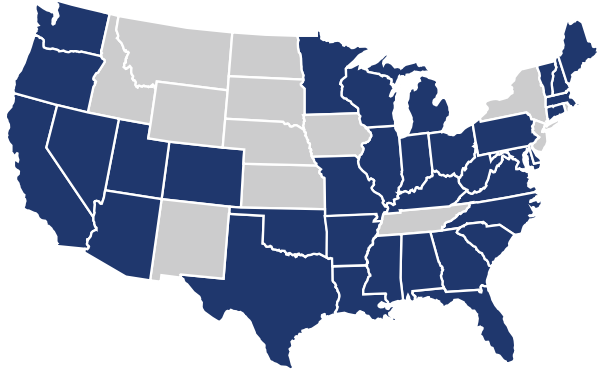


Create parity between combustion engine vehicles and EVs



Allows TDOT to keep pace building and maintaining roads

Public-Private Partnerships (P3)



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



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



Frees up state funds for more interstate projects

Choice Lanes in Texas

Photo Credit: TxDOT

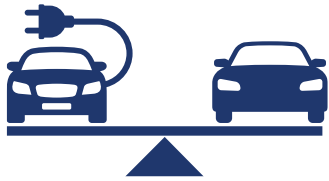


Choice Lanes in Virginia

Photo Credit: VDOT



Build With Us: Electric Vehicles (EV)



Create parity between combustion engine vehicles and EVs



Allows TDOT to keep pace building and maintaining roads

Current

Combustible engine owners pay
\$300 annually
into highway fund

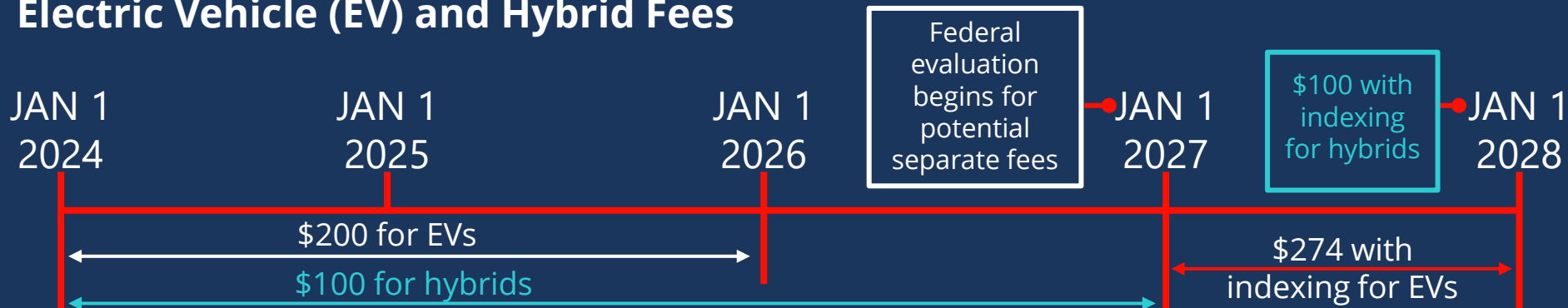
EV owners pay
\$100
into highway fund



Implementing the Transportation Modernization Act

- ✓ Signed by Governor Bill Lee on April 17, 2023
- ✓ TDOT provides project status report prior to January 1, 2023, and every January 1 following
- ✓ By July 1, 2024, and every July 1 thereafter, TDOT submits report to finance chairs and transportation chairs on all activities

Electric Vehicle (EV) and Hybrid Fees

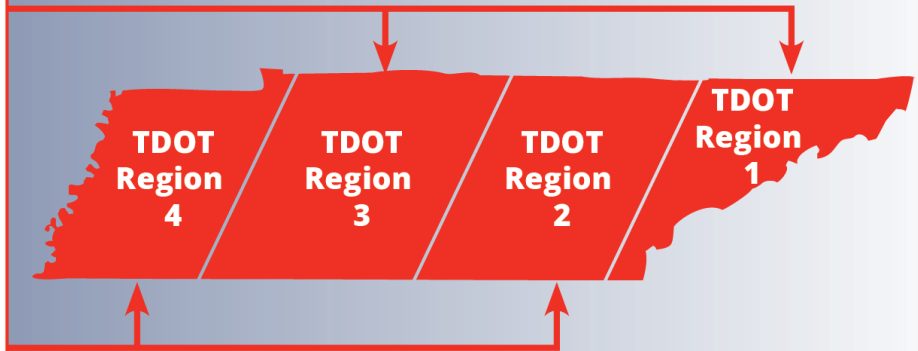


FY24 Budget – Transportation Investments

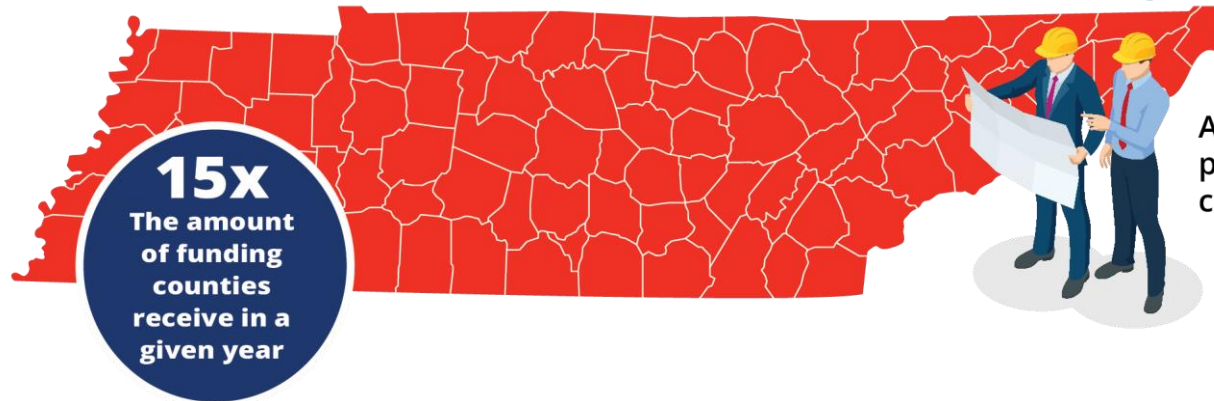
**ADDITIONAL
\$3 Billion Total
Allocated to State
Transportation
Projects**

\$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



Additional \$300 Million to the State Aid Program



Allows for greater planning of large, complex projects

Timeline

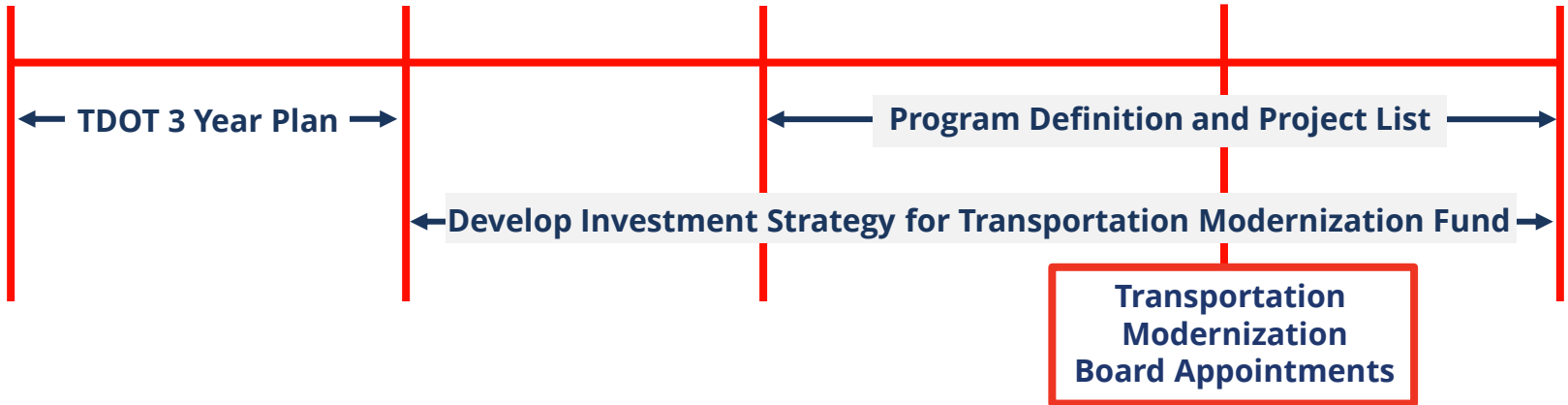
JAN
2023

APRIL
2023

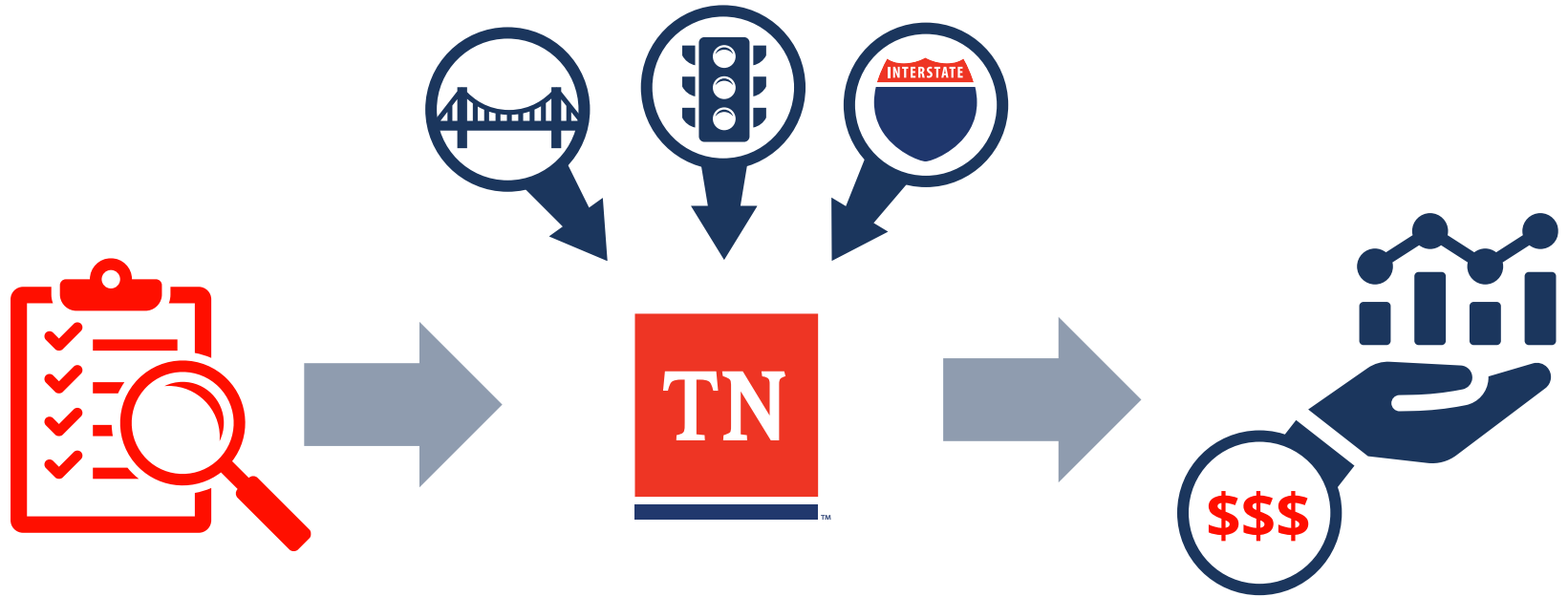
JULY
2023

OCT
2023

DEC
2023



Program Development



Identify Existing Projects

Identify universe of projects across state

Conduct Call for Projects

for the Statewide Partnership Program

Define the Program

Comprehensive approach for programming \$3B in TMA funding

What is the SPP?

The Statewide Partnership Program (SPP) was introduced as part of the Transportation Modernization Act (TMA) to support local jurisdictions with maximizing their funding dollars for critical transportation investment.

Eligible Project Types

- Must be included in MPO/RPO Transportation Plan
- Capacity (e.g., lane addition, roadway extension)
- ITS / System Operations (e.g., technology upgrades, operational improvements that do not involve significant additional capacity)
- Safety (e.g., roadway geometric, design, or operational improvements targeted to an identified safety need)
- Major bridge projects (e.g., replacement or reconstruction)
- Major pavement project (e.g., rehab or reconstruction)
- NOT: Urban/Rural Interstate Projects (already being considered)
- NOT: Current TDOT-Managed Projects (already being considered)



Creating a System

Existing Delivery Models

Traditional
Design-Bid-Build

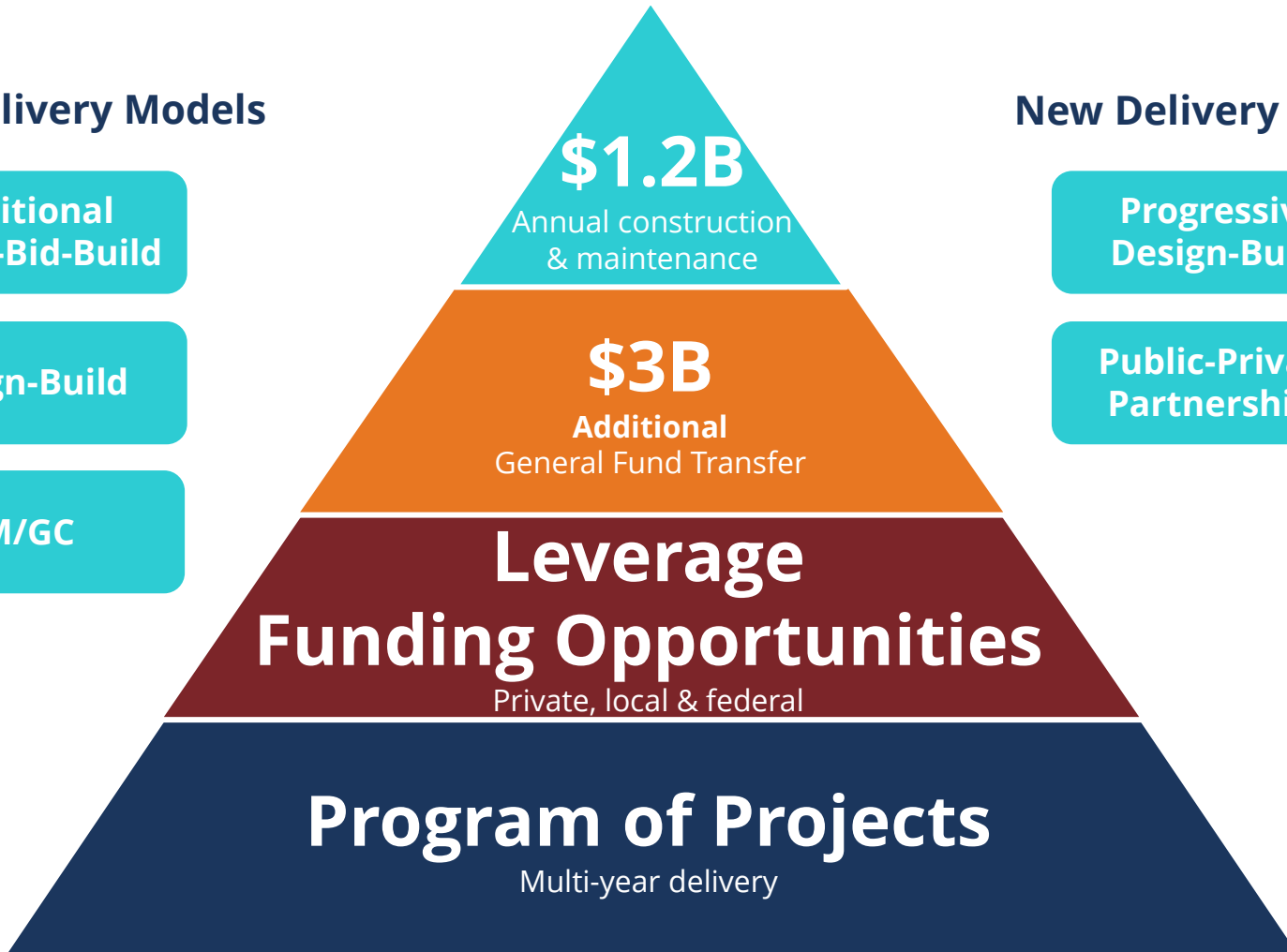
Design-Build

CM/GC

New Delivery Models

Progressive
Design-Build

Public-Private
Partnerships





Tennessee

Build With Us



Visit the Build With Us website