



TDOT Update to the Transportation Modernization Board

February 26, 2024

Overview

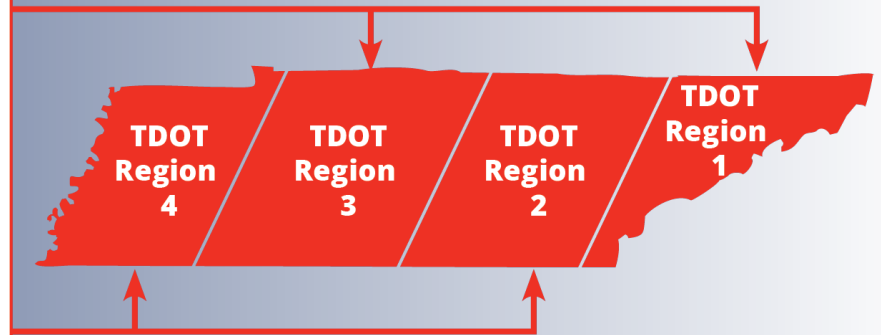


The General Assembly's historic investment of \$3.3B called for a comprehensive approach for prioritizing and programming projects across the state.

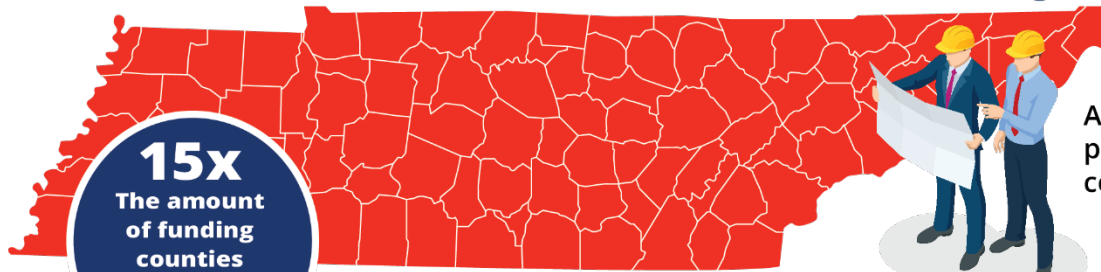
\$3 Billion Total
Allocated to State
Transportation
Projects

\$750 Million
for **EACH** Region

- IMPROVE Act Acceleration
- Rural Interstate Widening
- 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



15x
The amount of funding counties receive in a given year



Allows for greater planning of large, complex projects

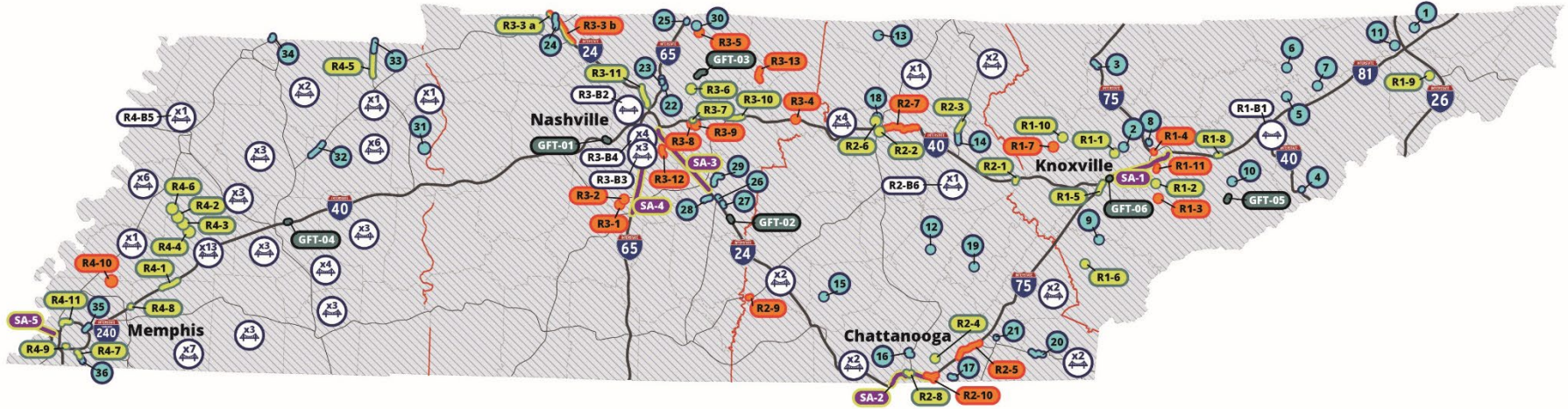
10-Year Project Plan

Region 4

Region 3

Region 2

Region 1



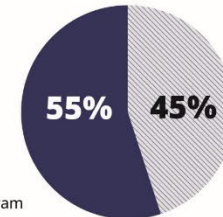
Legend

- FY24-26 3-Year Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- General Fund Transfer (GFT)
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program (# of bridges per county)
- Statewide Program Investments

Funding Breakdown

Highway Program Projects

- FY 24-26 3-Year-Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program
- General Fund Transfer (GFT)



Statewide Programs and State of Good Repair

- Pavement Preservation
- Bridge Preservation
- ITS/Technology
- Safety
- Advanced Engineering and Environmental Mitigation

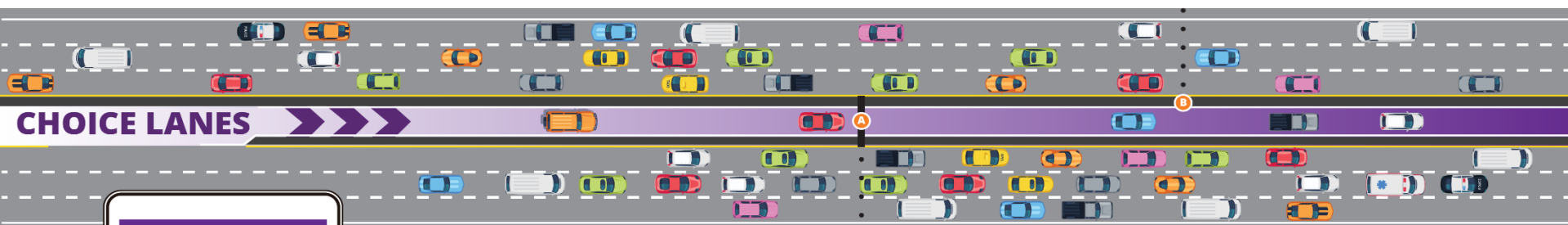
What is a Choice Lane?



Choice Lanes provide another option for motorists to bypass congestion allowing motorists to maintain consistent travel speeds. The Choice Lanes would be new, optional lanes designed, built, financed, operated and maintained by a private sector partner through a Public-Private Partnership (P3).

B LANE BARRIERS

- Choice Lanes will be separated from the existing lanes with either a concrete barrier or delineator.



A CHOICE LANES SIGNAGE

Signage will be visible well in advance of entering a Choice Lane and throughout the corridor, where the **CURRENT** price to travel in the lanes will be shown. Pricing will vary based off of congestion throughout the day.



Note: Signage is illustrative only and should not be considered as final roadway signage.

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



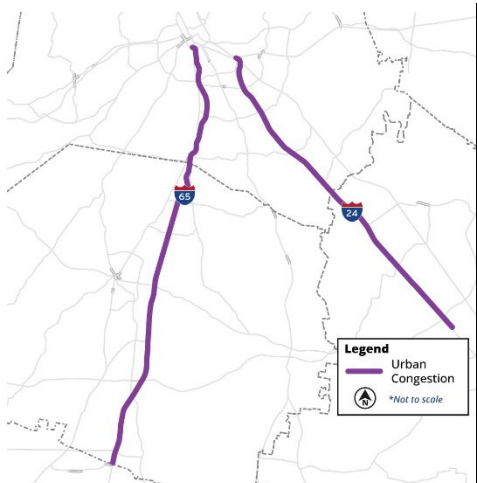
68%

Reduction in travel times



Potential Choice Lanes Corridors

Nashville I-24 and I-65 Corridor Priority Investments



Nashville

Chattanooga I-24 Corridor Priority Investment



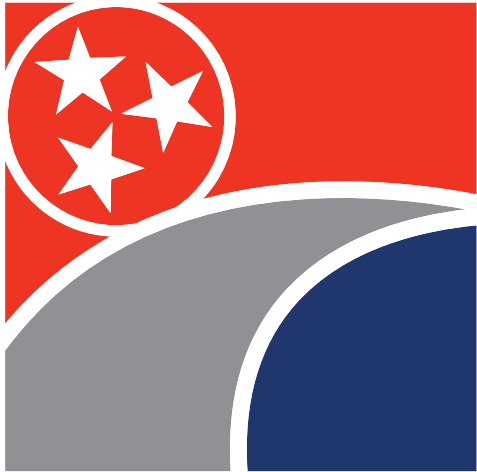
Chattanooga

Knoxville I-40/ I-75 Corridor Priority Investment



Knoxville

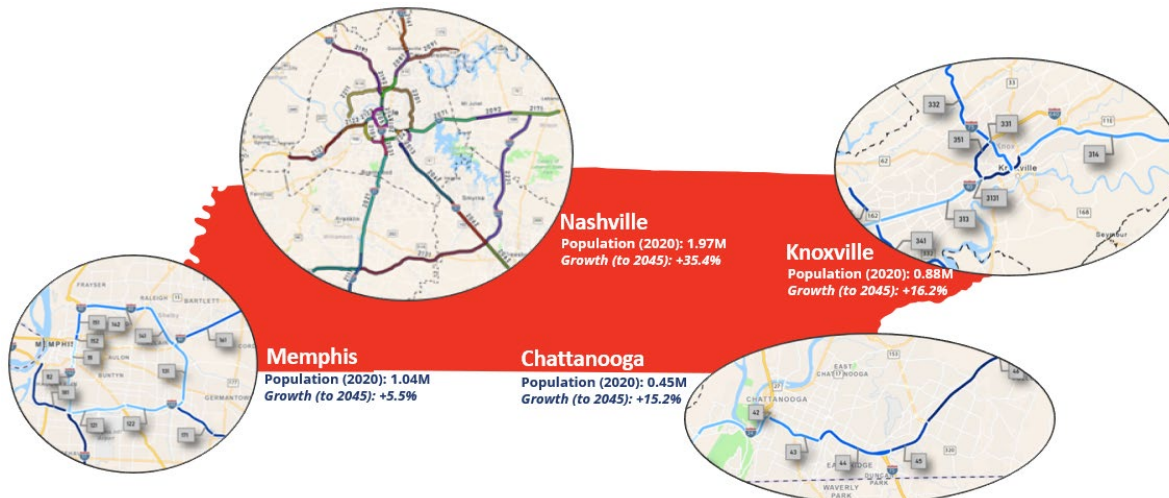




Initial Project Development

Initial Feasibility Analysis

Regions Covered in Feasibility Analysis – Total 63 Segments



This analysis found Nashville to have 21 out of the top 30 corridors, including the top 11. Knoxville, Chattanooga, and Memphis all had 3 corridors in the top 30.

Top 30 Segment Rankings

Rank	FID	Region	Corridor	Limits
1	2013	Nashville	I-24	I-440 to SR-255
2	2061	Nashville	I-24	SR-255 to SR-266
3	2011	Nashville	I-24	I-40 to I-440
4	2141	Nashville	I-24	I-65 to I-65
5	2081	Nashville	I-65	SR-45 to SR-174
6	2031	Nashville	I-65	I-40 to SR-255
7	2051	Nashville	I-65/I-40	I-24 to I-24
8	2102	Nashville	I-440	US-431 to I-65
9	2021	Nashville	I-65	SR-255 to SR-248
10	2062	Nashville	I-24	SR-266 to I-840
11	2123	Nashville	I-40	I-440 to I-65
12	313	Knoxville	I-40	SR-162 to I-640
13	2101	Nashville	I-440	I-40 to US-431
14	2111	Nashville	I-65	SR-248 to SR-396
15	2091	Nashville	SR 386	I-65 to SR-6
16	44	Chattanooga	I-24	US-41 to I-75
17	2161	Nashville	I-65	SR-174 to SR-76
18	2191	Nashville	I-24	Harper Rd to SR-45
19	2122	Nashville	I-40	US-70 to I-440
20	2063	Nashville	I-24	I-840 to US-231
21	42	Chattanooga	I-24	US-72 to US-27
22	312	Knoxville	I-40	I-75 to SR-162
23	2041	Nashville	I-65	I-24 to SR-45
24	2231	Nashville	I-24	US-231 to SR 64
25	3131	Knoxville	I-40	I-640 to SR-139
26	43	Chattanooga	I-24	US-27 to US-41
27	2171	Nashville	I-40	SR-109 to US-70
28	121	Memphis	I-240	I-55 to US-78
29	131	Memphis	I-240	SR-385 to US-79
30	171	Memphis	SR 385	I-240 to Riverdale Rd

Market Related Considerations

- **Level of congestion and bottlenecks**
 - Duration and intensity of congestion and the ability to generate revenue.
 - Nashville region and particularly I-24 has more bottlenecks.
- **Future growth**
 - Nashville region has higher population and employment growth (based on UT Boyd Center forecasts).
- **Market interest**
 - Network considerations for Nashville region.
 - More design choice allows Developers to bring additional value (tie into I-40, I-440, and high volume radial freeways).
 - Clear indication of lower public sector contribution requirements in region 3 (I-24 in particular).

Congestion (I-24 Nashville vs. Other Corridors)

The below table uses INRIX 2022 data to compare congestion between I-24 in Nashville and the other corridors (I-65 Nashville, I-40 Knoxville, I-24 Chattanooga) by looking at the intensity, duration, and extent of congestion across these corridors:

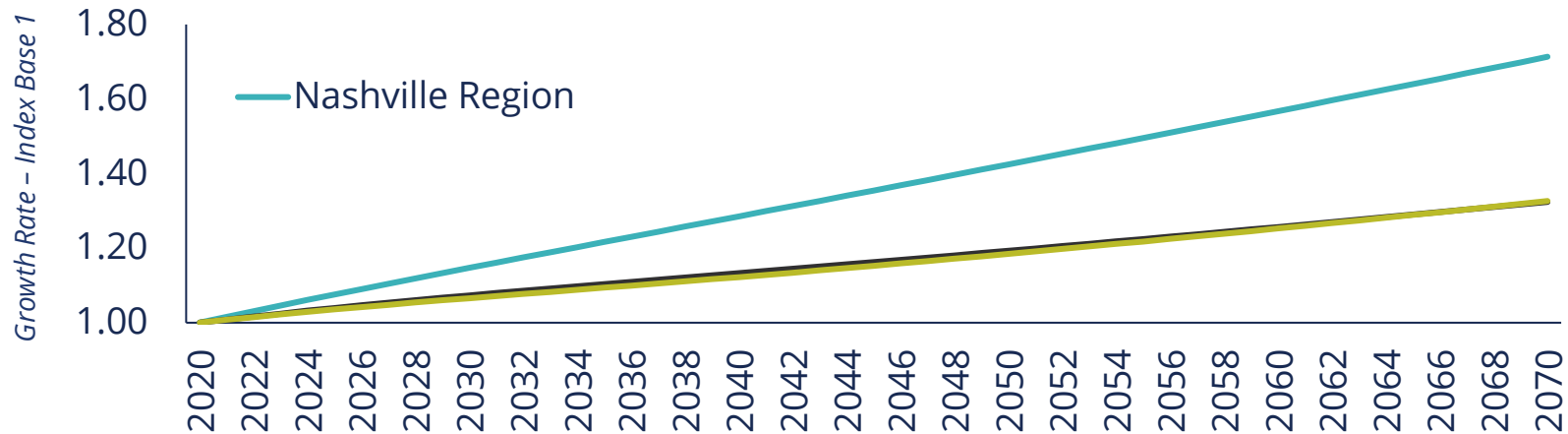
	Intensity	Duration	Extent
	Min Speed (mph)	Hours with Speed Below 30 mph	Contiguous Miles with Speed Below 30 mph
I-24 WB (Nashville)	15	7	7
I-24 EB (Nashville)	11	7	8
I-65 NB (Nashville)	12	4	3
I-65 SB (Nashville)	29	1	1
I-40 WB (Knoxville)	18	3	2
I-40 EB (Knoxville)	17	2	4
I-24 WB (Chattanooga)	21	3	1
I-24 EB (Chattanooga)	15	4	6

- **Intensity** - Minimum speed is the minimum hourly congested speed observed on any segment.
- **Duration** - The measure of duration is the maximum number of contiguous hours any segment stays below 30 mph.
- **Extent** - The measure of extent is the number of miles where segments stay below 30 mph

Future Population Growth Comparison

Population Growth Forecast Index - 2020 to 2070

Source: Boyd Center Populations Projections



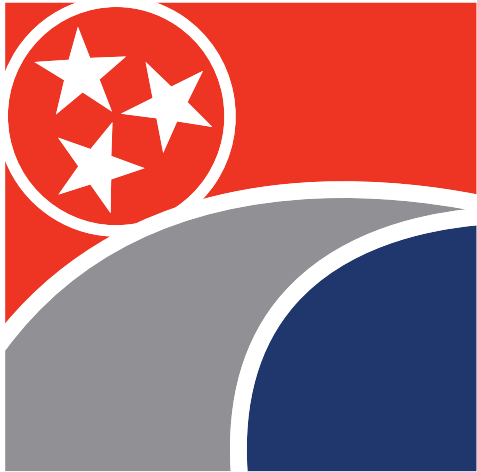
- The Boyd Center forecasts population in the Nashville region to grow at a rate of 2x the population growth in Knoxville and Chattanooga and add over 1 million more people over the next 35 years

I-24 Southeast Corridor



**CHOICE
LANES**
I-24 Southeast

Note: Proposed project limits are under evaluation and are subject to change.



Next Steps

Next Steps

2024

- **Detailed-level project screening on I-24** including advancing:
 - environmental work
 - design work
 - level II traffic and revenue study
- **Continue with high-level screening on I-40 in Knoxville and I-24 in Chattanooga**

2025

- **Initiate Procurement on I-24:**
 - shortlist RFQ respondents
 - finalize environmental work
 - launch RFP
- **Advance detailed-level screening on second project (e.g., I-40 Knoxville).**



Tennessee

Build With Us