2025 STATEWIDE POLICY PLAN UPDATE

Tennessee Department of Transportation

December 2025

TN TDOT Department of Transportation

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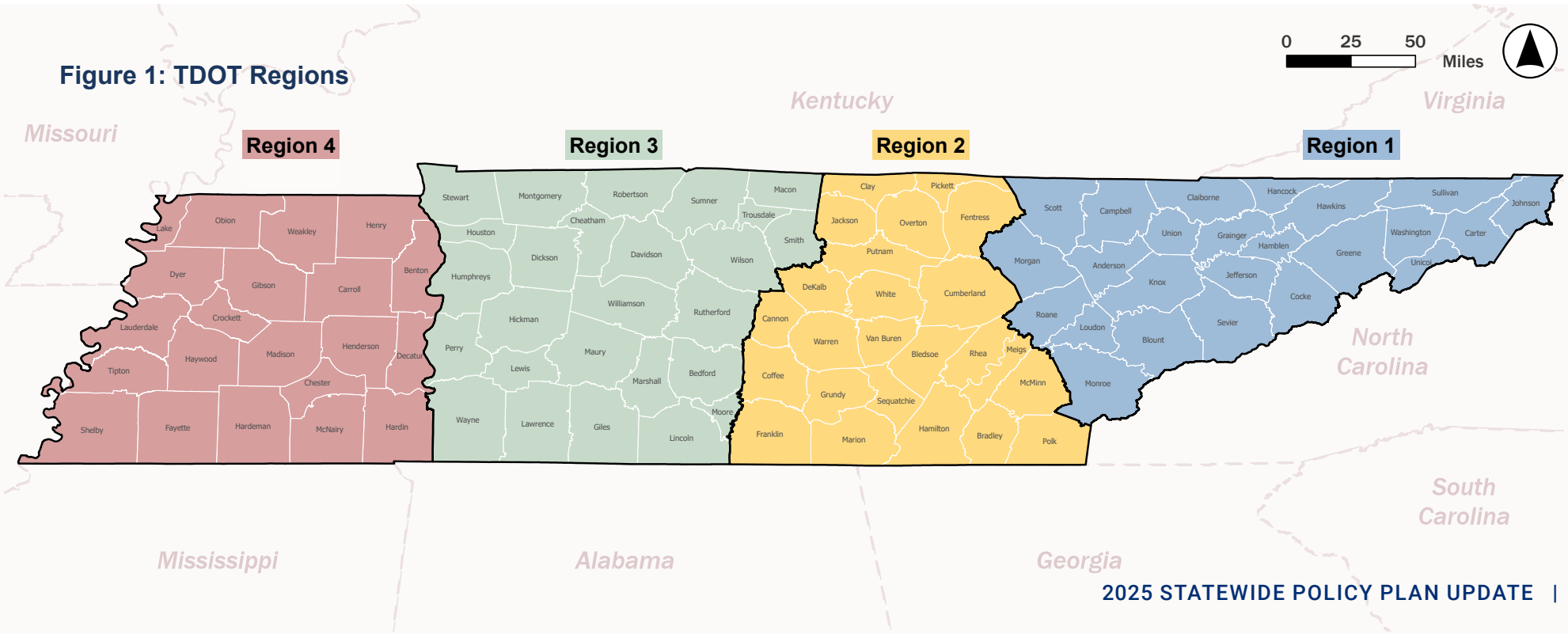
INTRODUCTION

INTRODUCTION

ABOUT TDOT

The Tennessee Department of Transportation (TDOT) provides citizens of Tennessee and travelers with one of the best transportation systems in the country. TDOT is a multimodal transportation agency responsible for roads, aviation, public transit, waterways, railroads, cycling, and walking. The Department has approximately 3,100 employees with four statewide regional facilities in Knoxville (Region 1), Chattanooga (Region 2), Nashville (Region 3), and Jackson (Region 4). See Figure 1.

Figure 1: TDOT Regions



DOCUMENT PURPOSE AND NEED

The 2025 Statewide Policy Plan Update (2025 Policy Plan Update) is an update to the Department's current 25-Year Transportation Policy Plan.

The update considers all modes and elements of transportation, including roads and bridges, freight, bicycle and pedestrian infrastructure, public transit, aviation, railroads, and waterways. As shown in Figure 2, this policy plan incorporates the guiding principles from TDOT's previous 25-Year Policy Plan, updates the planning horizon year to 2055, reflects current planning practices, and provides up-to-date planning analysis and findings.

TDOT's last comprehensive update to the plan was completed in 2016, and a lot has changed since then. The Infrastructure Investment and Jobs Act (IIJA) was passed in 2021, and Tennessee's Transportation Modernization Act (TMA) became law in 2023. Both pieces of legislation jumpstarted infrastructure improvements across the state. Prior to that, the 2017 Tennessee Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy (IMPROVE) Act enacted the State's first fuel tax increase in three decades and established a list of 962 road and bridge construction projects statewide. The IMPROVE Act also granted authority to cities and counties of a certain size to raise dedicated funds for transit through a voter referendum.[1]

The way TDOT works internally has changed, too. Internal initiatives like Empowering People, Influencing Culture (EPIC) and Integrated Program Delivery (IPD) are making TDOT's work more efficient than ever. The 2025 Policy Plan incorporates these changes both at the federal and state levels, while also incorporating the latest planning assumptions and reflecting current federal planning factors. The 2025 Policy Plan Update equips TDOT and its partners with the strategic direction and guiding principles Tennessee needs to meet current and future transportation demand.

1 IMPROVE Act, NextTennessee, https://www.tn.gov/nexttennessee/improve-act.html, accessed 27 October 2025.

Figure 2: 2025 Statewide Long Range Policy Plan Process

UPDATE

- Horizon Year
- Planning Assumptions and Analysis

ADD

- Transportation Modernization Act (TMA)
- IMPROVE Act
- 10-Year Project Plan
- Project Delivery Network (PDN)
- Alternative Delivery and Choice Lanes
- Key Plans from other Divisions

KEEP

- Guiding Principles
- Strategic Emphasis Areas

2025 STATEWIDE POLICY PLAN UPDATE

FEDERAL PLANNING FACTORS

The 2025 Policy Plan Guiding Principles draw from the Department's Strategic Direction as well as federal planning factors, which are a set of required considerations that State DOTs must include in their planning processes to ensure consistency across jurisdictions. Adherence to these factors requires leaders and planners to look beyond just building roads – they encourage considering safety, the natural environment, mobility, and operations—which helps to avoid negative unintended consequences (building something that may improve capacity, but worsens safety or environmental stewardship, for example). Furthermore, because resources (funds and land) are limited, these factors help guide which transportation solutions should be pursued. The inclusion of factors such as stormwater impacts and tourism early in the planning process allows planning frameworks to evolve alongside emerging concerns. Finally, federal planning factors are used to support performance frameworks in which goals, performance measures, and targets are set – empowering agencies to evaluate how well they are doing and adjust course if needed.

10 PLANNING FACTORS

The Code of Federal Regulations (23 CFR 450.206(a)) outlines 10 planning factors associated with the statewide transportation planning process.

1. **ECONOMIC VITALITY:** Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. **SAFETY:** Increase the safety of the transportation system for motorized and nonmotorized users;
3. **SECURITY:** Increase the security of the transportation system for motorized and nonmotorized users
4. **ACCESS AND MOBILITY:** Increase the accessibility and mobility of people and freight;
5. **ENVIRONMENT AND QUALITY OF LIFE:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. **MULTIMODAL CONNECTIVITY:** Enhance the integration and connectivity of the transportation system across and between modes throughout the State, for people and freight;
7. **MANAGEMENT AND OPERATIONS:** Promote efficient system management and operation;
8. **SYSTEM PRESERVATION:** Emphasize the preservation of the existing transportation system;
9. **RESILIENCY AND RELIABILITY:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. **TRAVEL AND TOURISM:** Enhance travel and tourism.[2]

2 Scope of the statewide and nonmetropolitan transportation planning process, 23 CFR 450.206(a), https://www.ecfr.gov/current/title-23/section-450.206, accessed 27 October 2025.

TDOT MISSION AND VISION

MISSION

Provide a safe & reliable transportation system to support economic growth & quality of life.

VISION

Pursue excellence, modernize & manage infrastructure, empower workforce, and strengthen customer trust.

TDOT's Mission and Vision are part of an overarching Strategic Direction that supports a system that is reliable, connected, adaptive, and fosters both economic vitality and the well-being of communities across the state. Guided by the Department's Strategic Planning, Research, and Innovation (SPR&I) Division, TDOT's Strategic Direction guides everyday work and provides a horizon to drive towards. It influences TDOT's culture and the decisions made by leadership.

By adopting strategies to modernize infrastructure, expand mobility options, and build resilience to trends like demographic shifts, emerging technologies, and extreme weather, TDOT and the 2025 Policy Plan position Tennessee for continued success.

The Department's Integrated Program Delivery (IPD) and Program Delivery Network (PDN) are further strengthening the Department by focusing on efficient delivery and management of projects, serving as the framework and process by which projects come to life. With IPD, staff provide cross-divisional input informed by performance monitoring, research outcomes, and technology transfer. This ensures that no discipline plans for an unknown future, but instead builds upon tested, evidence-based strategies in collaboration with others for long-term success. As a result, by 2055, Tennessee's transportation network will serve a thriving, connected state where innovation is embedded in every investment decision.

Section 2

GUIDING PRINCIPLES

GUIDING PRINCIPLES

The 2025 Policy Plan builds off of TDOT's Strategic Direction and includes the guiding principles from the previous plan. In discussion and coordination with Department leadership, the guiding principles were determined to still be valuable in guiding the Department's strategic policy focus moving forward. These principles represent seven interrelated value statements that express TDOT priorities and provide tangible actions as the Department works towards its Vision.

GUIDING PRINCIPLE 1

PRESERVE AND MANAGE THE EXISTING SYSTEM

Protect existing assets and maintain efficiency of the system through cost-effective management and new technologies.

TDOT places a strong emphasis on maintaining a state of good repair (SOGR) for infrastructure across all modes, recognizing that preservation is not only a fiscal responsibility but also a safety imperative. TDOT publishes a comprehensive 3-Year Pavement Program that aims to enhance not only quality, but extend the lifecycle of pavements statewide. TDOT also manages a Pavement Quality Index system to evaluate and prioritize road maintenance.

Relevant Federal Planning Factors

8 *System Preservation*

GUIDING PRINCIPLE 2

SUPPORT THE STATE'S ECONOMY

Make transportation investments that support economic growth, competitiveness and tourism; build partnerships with communities and regions to link employment, commercial/retail areas and other key activity centers.

Tennessee's growth is supported by strategic investments such as Choice Lanes—new lanes added to congested urban interstates that are designed, built, financed, operated, and maintained through public-private partnerships (P3s). This approach not only addresses urban congestion but also frees up funding to support economic development and job growth in rural areas. TDOT also strengthens freight and goods movement through highway improvements and collaborations with freight stakeholders, helping identify solutions that reduce delays and maintain a reliable supply chain.

Relevant Federal Planning Factors

1. *Economic Vitality*
5. *Environment and Quality of Life*
10. *Travel and Tourism*

GUIDING PRINCIPLE 3

MAXIMIZE SAFETY AND SECURITY

Reduce injuries and fatalities in all modes of transportation; minimize construction-related safety incidents; improve disaster preparedness and incident response.

A core value of TDOT's Strategic Direction is safety, defined as proactively identifying and mitigating hazardous conditions for employees, contractors, and the traveling public. This includes HELP (Highway Emergency Local Patrol) truck service patrols in Chattanooga, Knoxville, Memphis, and Nashville that assist motorists in distress and rural service patrols which are to start operating in 2026 covering all of Tennessee's rural interstates.

Relevant Federal Planning Factors

2. *Safety*
3. *Security*

GUIDING PRINCIPLE 4

PROVIDE FOR THE EFFICIENT MOVEMENT OF PEOPLE AND FREIGHT

Optimize the movement of people and goods by providing greater access to transportation services for all people and by building better connections among different modes of transportation.

TDOT has re-envisioned its prioritization process to select projects based on performance-based goals and criteria, including a key goal of reducing congestion and managing travel demand to support an efficient system for people, goods, and services. Choice Lanes focused in urban areas coupled with expanded intelligent transportation systems (ITS) deployed through TDOT's Traffic Operations Division have the ability to manage the state's roadway capacity and optimize the performance of the transportation system.

Relevant Federal Planning Factors

4 *Access and Mobility*

6 *Multimodal Connectivity*

7 *Management and Operations*

GUIDING PRINCIPLE 5

BUILD PARTNERSHIPS FOR SUSTAINABLE AND LIVABLE COMMUNITIES

Provide early and ongoing opportunities for broad public input on plans and programs; work closely with local public and private planning efforts; coordinate land use and transportation planning.

Metropolitan and rural planning organizations (MPOs and RPOs) support and help advance the coordination of land use and transportation planning at the local level, helping to ensure that investments are informed by community needs and integrated into broader regional development strategies. Beyond coordination with regional planning organizations, TDOT is committed to identifying and leveraging alternative funding and delivery mechanisms, including public-private-partnership (P3) opportunities to support transportation needs and project delivery. The Department's planning and environmental linkages (PEL) approach helps align a project's earliest decisions with environmental stewardship, streamline processes, and accelerate project delivery.

Relevant Federal Planning Factors

5 *Environment and Quality of Life*

GUIDING PRINCIPLE 6

PROTECT NATURAL, CULTURAL, AND ENVIRONMENTAL RESOURCES

Maintain the integrity of communities and historical sites; minimize impacts on natural resources and conserve energy.

Applying PEL principles will ensure environmental stewardship is embedded in the earliest stages of a potential project, reducing risks of delay and conflict later in project delivery. TDOT has begun to apply PEL principles across a series of studies, adopting a corridor wide approach to address congestion, align early decisions, and assist in preliminary environmental analysis. This proactive approach streamlines collaboration between planning and environmental review, minimizing redundancy and embedding community priorities and environmental considerations from the outset.

Relevant Federal Planning Factors

5 *Environment and Quality of Life*

9 *Resiliency and Reliability*

GUIDING PRINCIPLE 7

EMPHASIZE FINANCIAL RESPONSIBILITY

Provide accountability; maximize Tennessee's share of federal transportation funding; develop alternative funding strategies; select projects based on identified regional needs; allow flexibility in local management of projects where feasible.

Meeting the needs of current travelers, preparing for growth, and optimizing economic opportunities all require reliable revenue sources for Tennessee's multimodal transportation system. The IMPROVE Act of 2017 and the Transportation Modernization Act (TMA) of 2023 both jumpstarted transportation improvements across the state. Financial responsibility also means pursuing innovative funding mechanisms, including public-private partnerships (P3s) and revenue generated from Choice Lane facilities, to supplement traditional funding streams. Together, these strategies provide greater flexibility to advance transportation priorities statewide.

Relevant Federal Planning Factors

1 *Economic Vitality*

Section 3

TENNESSEE'S TRANSPORTATION SYSTEM TODAY

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TDOT ROLES AND RESPONSIBILITIES

TDOT is responsible for planning, building, and maintaining transportation assets across the state, including state-owned highways on- and off-system bridges, with multimodal responsibilities including incident management, administering funding and assistance to the state's airports, supporting improvements to railroads administering state and federal transit grants, and administering highway beautification and motorist information programs.

Over the past several years, TDOT has evolved to meet the demands of a growing state. The Empowering People Influencing Culture (EPIC) initiative has put in place a matrix organization across TDOT that allows teams to work across disciplines and gain new skills. The Department's Integrated Program Delivery (IPD) initiative is a project development and delivery structure that integrates project teams, systems, and business structure to leverage resources, provide insights and innovations, improve efficiency, and maximize outcomes. Coupled together, EPIC and IPD are improving the delivery of TDOT programs through innovation and the development of the Department's employees.

HOW DOES PLANNING FIT IN?

Planning is fundamental to achieving TDOT's Mission and Vision for a safe, reliable, and modern transportation system. Transportation planning includes developing a comprehensive understanding of future mobility needs as well as potential solutions and strategies, encouraging collaborative participation, and adopting a performance-driven approach that helps state's deliver transportation projects that meet their goals.

The 2025 Policy Plan Update is led by TDOT's Planning Division, housed in the Planning Bureau. TDOT's Planning Division is responsible for the planning, development and management of statewide transportation studies and planning tools that help guide the policies and programs of TDOT and its various Divisions. The Division identifies transportation needs through the analysis of travel and safety data, infrastructure conditions and development patterns, and engages communities to obtain public input on transportation investments.

The Planning Division also works with transportation stakeholders, including metropolitan and rural planning organizations (MPOs and RPOs), to carry out a 3C planning process - short for continuing, cooperative, and comprehensive. This process brings people, information, and ideas together, acknowledging the link between transportation and other state priorities like economic growth, resilience, and quality of life to support shared goals.

MPO AND RPO SPOTLIGHT

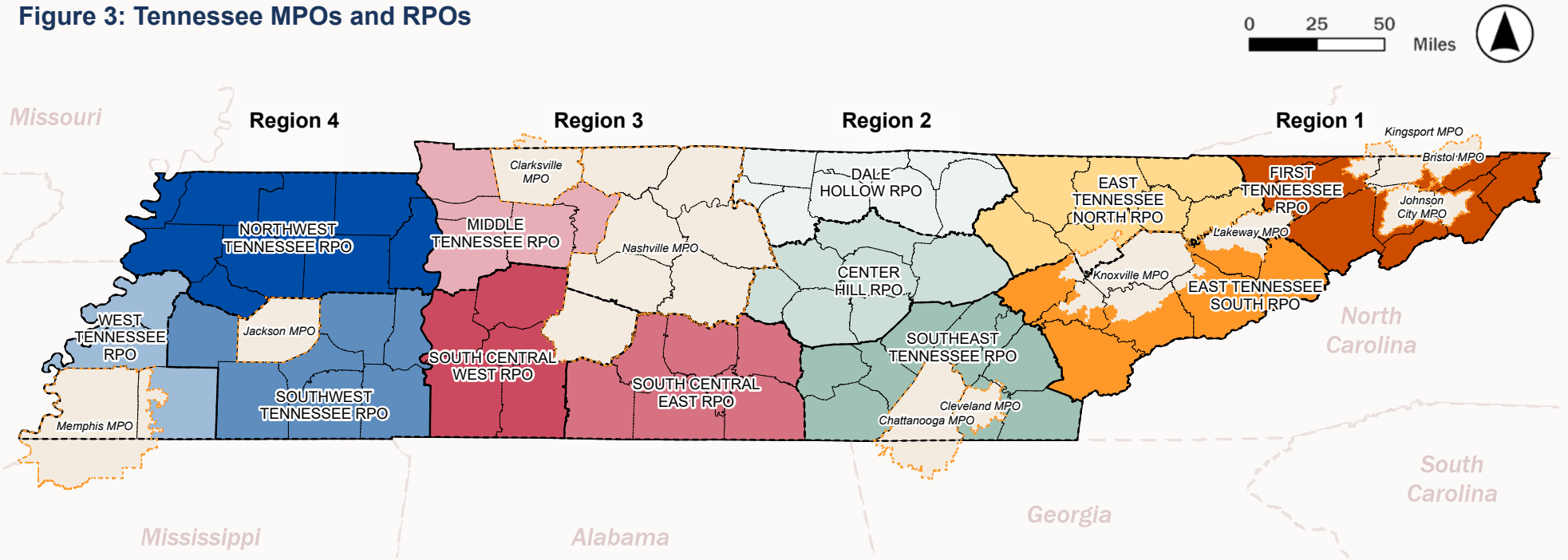
Figure 3 shows the location of Tennessee's 11 MPOs and 12 RPOs. MPOs are transportation planning and policy organizations comprised of local, state, and transit representatives in all urban areas of 50,000 or greater population, providing transportation planning and project programming. Federal funding for transportation projects and programs in these regions is channeled through this planning process. Transportation Management Area (TMA) MPOs are specifically designated for areas with a population of 200,000 or more.

In addition to all the federal planning requirements and core products required of MPOs, these MPOs must also:

- Undergo federal certification reviews every 5 years (every 4 years for non-attainment areas).
- A portion of surface transportation block grant (STBG) program funds are automatically suballocated to TMAs based on population size.
- In addition to all MPO requirements, TMAs must implement a Congestion Management Process (CMP).

Tennessee includes five TMA MPOs in the Chattanooga, Clarksville, Knoxville, Memphis, and Nashville regions. RPOs were formed in 2005 to enhance state- and regional-level partnerships in rural areas. RPOs serve a similar function as MPOs and convene local officials in multimodal transportation planning, through a structured process, to ensure quality, competence, and fairness in the transportation decision-making process.

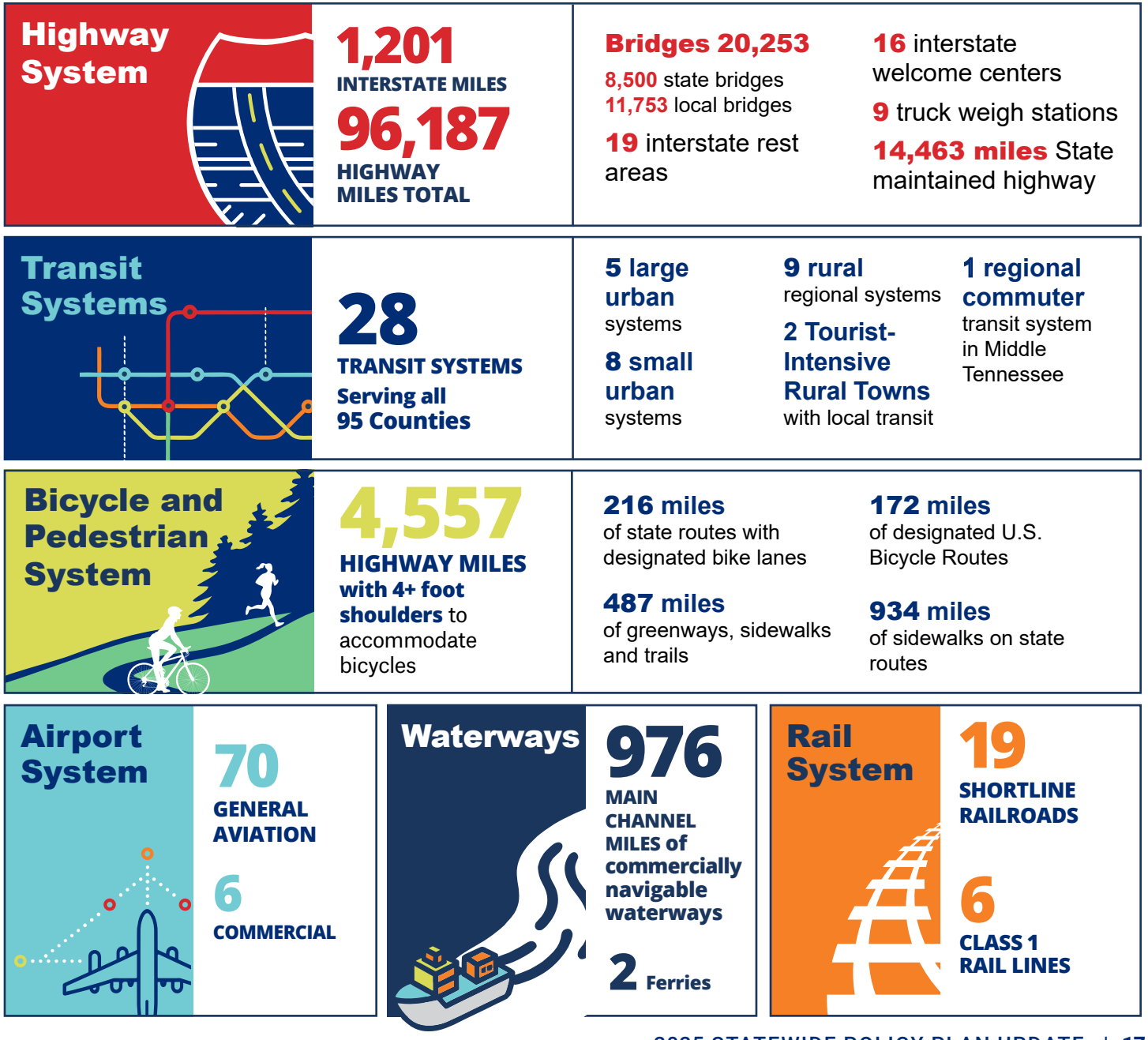
Figure 3: Tennessee MPOs and RPOs



STATE OF THE SYSTEM

TRANSPORTATION SYSTEM OVERVIEW

TDOT maintains more than 14,000 miles of state routes and interstates, 19 interstate rest areas, 16 welcome centers, and nine truck weigh stations.



Source: Transportation System Overview, About TDOT, https://www.tn.gov/tdot/about/transportation-system-overview.html, accessed 27 October 2025.

TDOT also operates several key programs across the state, including SmartWay intelligent transportation systems (ITS) and the HELP incident response program, motorist information programs, and highway beautification initiatives including Nobody Trashes Tennessee.

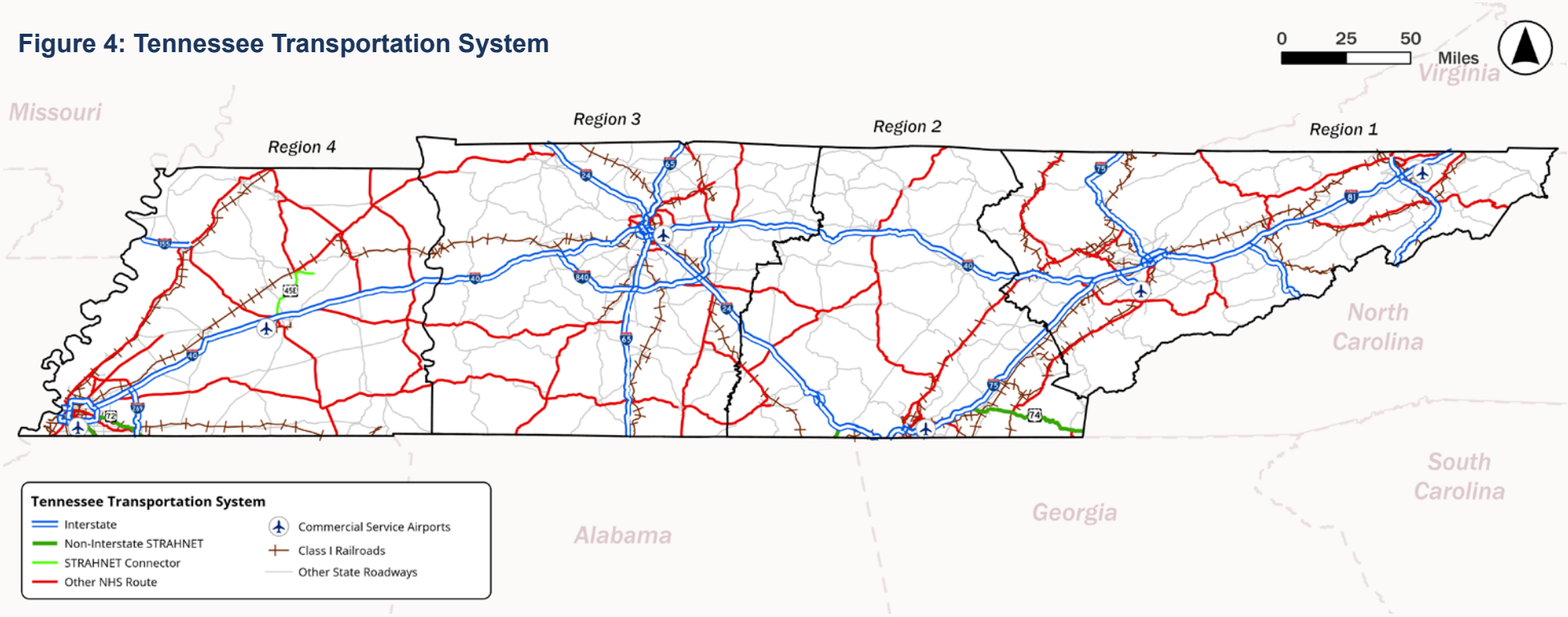
TDOT's Passenger Transportation, Rail, & Freight (PTRF) Division also liaise with freight stakeholders to find opportunities to improve access for existing freight and appropriately prepare for projected increases in freight. The PTRF Division also includes the Office of Public Transportation, which provides both financial and technical assistance to transit agencies and transit projects in the state. In addition, the Tennessee Accessible Transportation and Mobility Act of 2020 created the Office of Mobility and Accessible Transportation (OMAT) to provide resources and expertise for improving accessible transportation and mobility.

TDOT's Aeronautics Division supports, promotes, and delivers services that encourage and enhance a sustainable, efficient and safe air transportation system in Tennessee. To do so, the Division provides financial and technical assistance to Tennessee's 76 public-use airports for the planning, development, promotion, construction, and operation of public-use airports throughout the state.

Key roadway corridors across the state include those designated as part of the National Highway System (NHS), consisting of roadways important to the nation's economy, defense, and mobility. This includes interstates and strategic highway network (STRAHNET) highways which are important to the nation's defense policy. See Figure 4.

Tennessee is served by six Class I railroads and is home to FedEx World Hub at Memphis International Airport—the world's third busiest cargo airport—as well as Nashville International Airport, one of the nation's fastest growing medium hub commercial service airports.[3]

Figure 4: Tennessee Transportation System



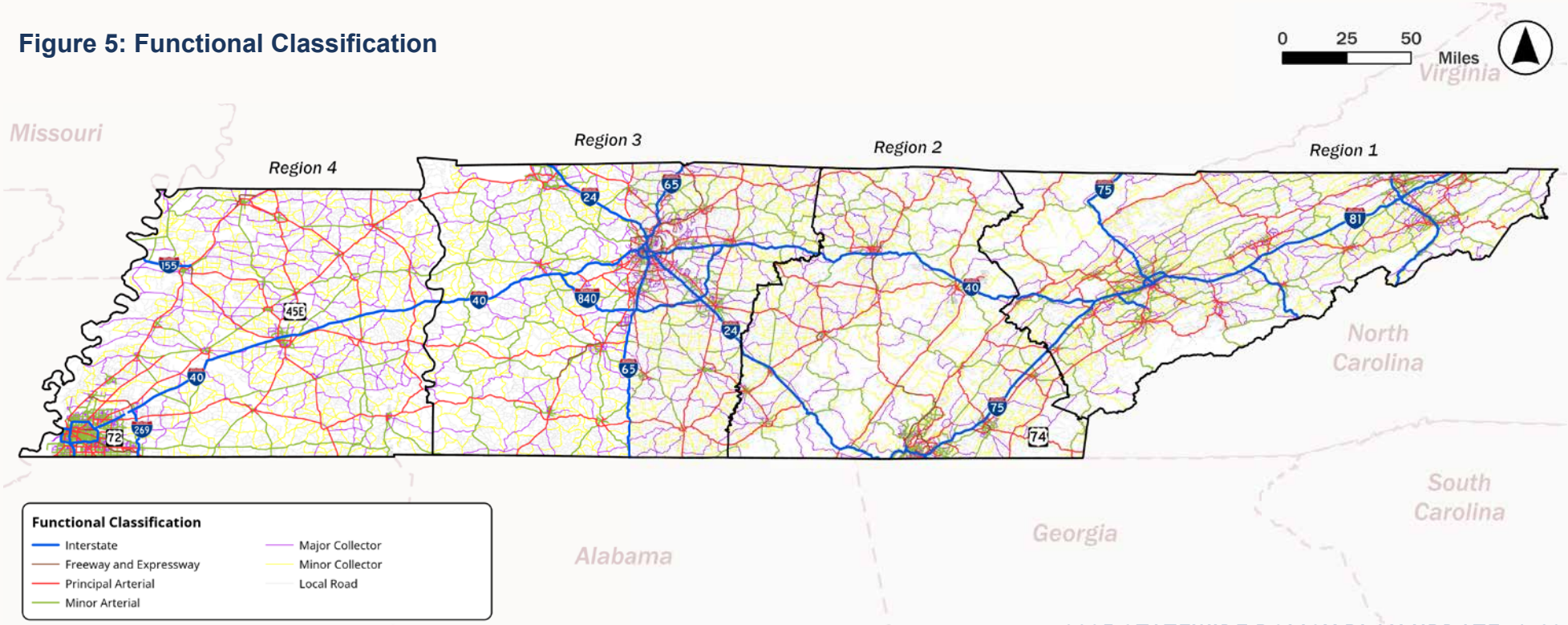
3 Airports Council International (ACI) World, https://blog.aci.aero/airport-economics/busiest-airports-in-the-world-2024/, accessed 27 October 2025

ROADWAYS

Functional Classification

Functional classification is used to classify streets and highways according to the type of service they provide, ranging from local access to limited access, high-speed travel. The classifications in Figure 5 ranges from Interstates which are major high-capacity corridors to Principal and Minor Arterials, Collectors, and Local Roads. Interstates are the highest classification of roadway and form the backbone of long-distance travel and freight movement. Tennessee is home to 1,201 miles of interstate across key travel and trade corridors including I-24, I-40, I-65, and I-75. These interstates link major urban centers like Memphis, Nashville, Chattanooga, and Knoxville.

Figure 5: Functional Classification

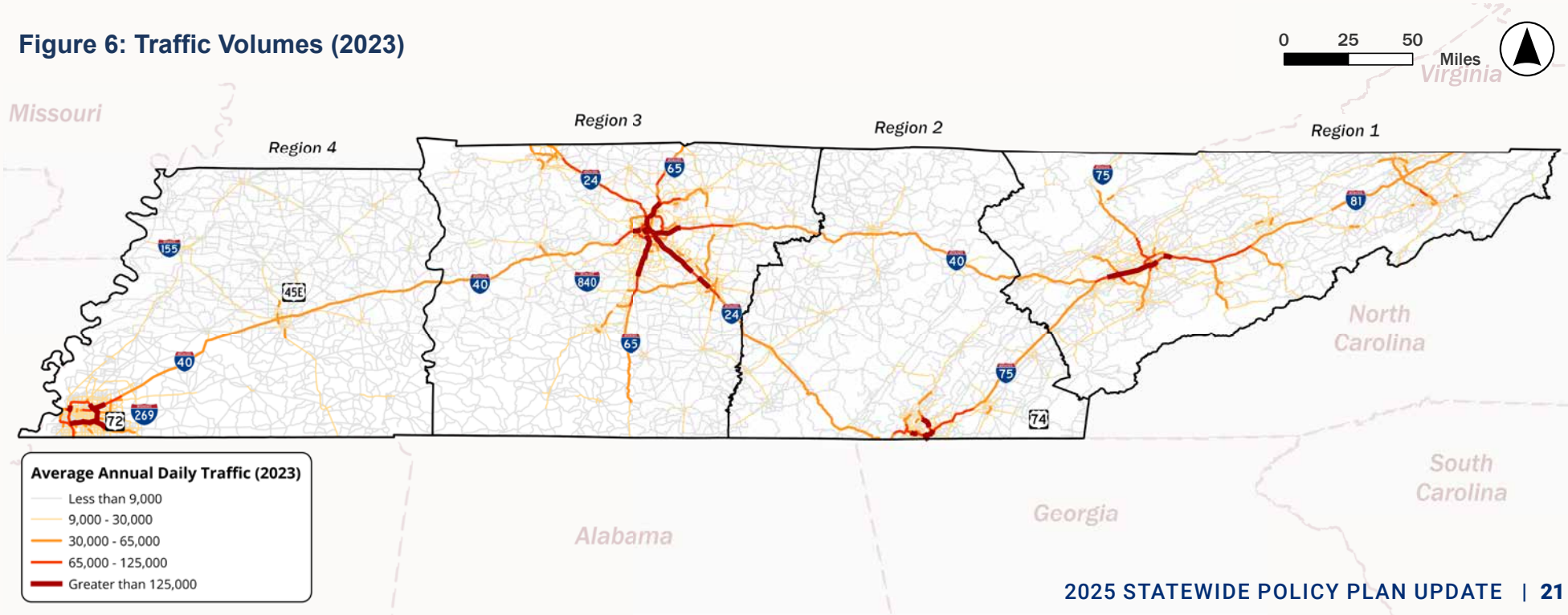


Traffic Volumes

Roadway congestion is a real and constant transportation challenge, especially in growing urban areas. TDOT maintains and routinely collects traffic counts, using them to calculate annual average daily traffic (AADT). AADT provides a view of vehicle volumes and congested locations across the State. In 2023, the highest traffic volumes, exceeding 125,000 vehicles per day, were concentrated within and around the state's major metropolitan areas, including Memphis, Nashville, Chattanooga, and Knoxville. Multiple interstates converge within these urban centers.

Outside these urban areas, traffic volumes decrease significantly, with the majority of roadway segments in western, southern, and Appalachian counties carrying fewer than 9,000 vehicles per day. Tennessee's interstate corridors, particularly I-40, I-24, and I-75, function as the primary high-volume routes facilitating both east-west and north-south connectivity throughout the state.

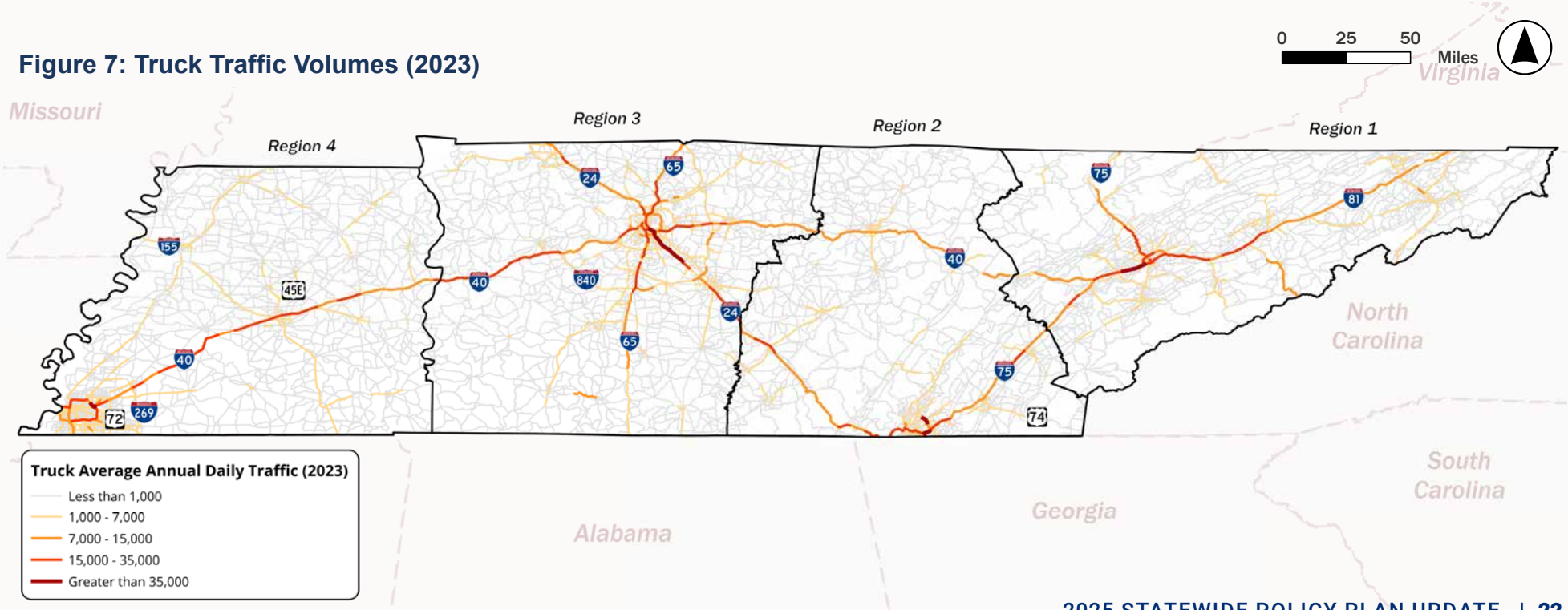
Figure 6: Traffic Volumes (2023)



Similarly, truck AADT shown in Figure 7 illustrates the primary freight corridors and areas of high-volume truck movement. The busiest segments, with more than 35,000 trucks per day, are concentrated in and around Memphis and Nashville, particularly along interstates like I-40, I-24, and I-65, highlighting their critical role in national and regional freight logistics. High truck traffic also extends along I-75 through Chattanooga and into Knoxville, emphasizing the State's strategic position as a freight crossroads in the southeastern U.S.

These observed traffic patterns align closely with the Tennessee Statewide Freight Bottleneck Study (2022), which ranks the top truck bottleneck locations across the state. Truck bottlenecks have the potential to translate to longer delivery times, air and noise pollution, and higher shipping costs. The study identified recurring freight delays at key interstate interchanges in Memphis (I-55, I-40) and Nashville (I-24, I-40/I-65, I-440), with some segments experiencing daily truck delays exceeding 200 vehicle-hours per mile.

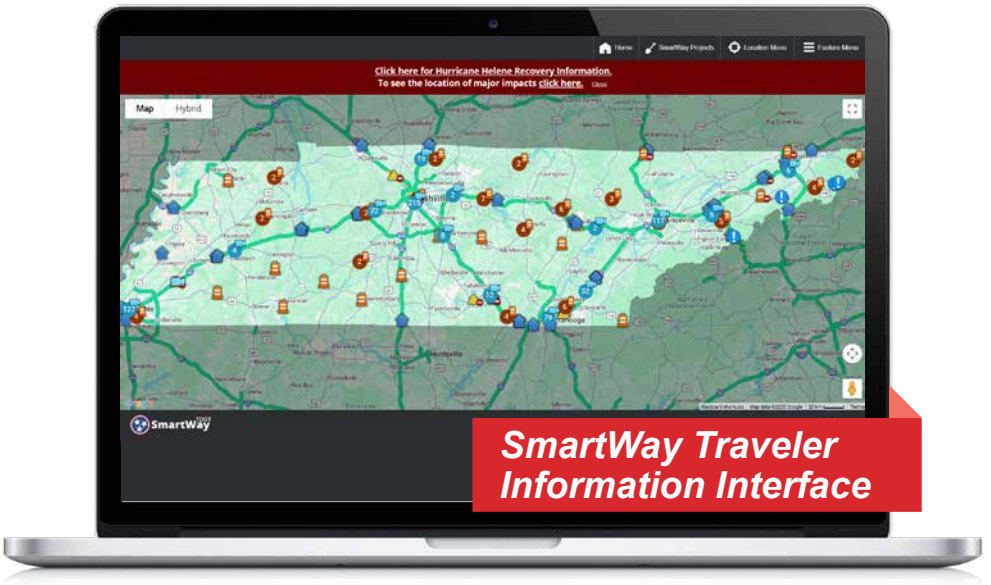
Figure 7: Truck Traffic Volumes (2023)



Traffic Operations

TDOT's Traffic Operations Division is responsible for a variety of operations to manage and optimize Tennessee's roadway capacity. This includes the deployment of ITS technologies like SmartWay, incident management and clearance, the HELP Service Patrol Program, motorist information systems like 511, digital radio communications, and guidance and leadership of regional Traffic Management Centers (TMC), among other responsibilities.

SmartWay is TDOT's ITS system and uses live video cameras to monitor highways from TMCs across the state, sensors to gauge traffic flow, and large electronic message boards to provide urgent traffic notices and safety messages to drivers. Memphis, Nashville, Chattanooga and Knoxville have fully-integrated TDOT SmartWay systems. These cities include the most heavily traveled highways in the state. The SmartWay system includes a total of 551 cameras, 183 message signs, 1107 roadway detection systems and 49 video detection systems.[4]



The state's TMCs are also the communication hub for the HELP (Highway Emergency Local Patrol) Program. HELP truck operators respond to roadway incidents through dispatch or routine patrol, and help reduce congestion by removing minor incidents in a timely fashion in Tennessee's major urban areas.

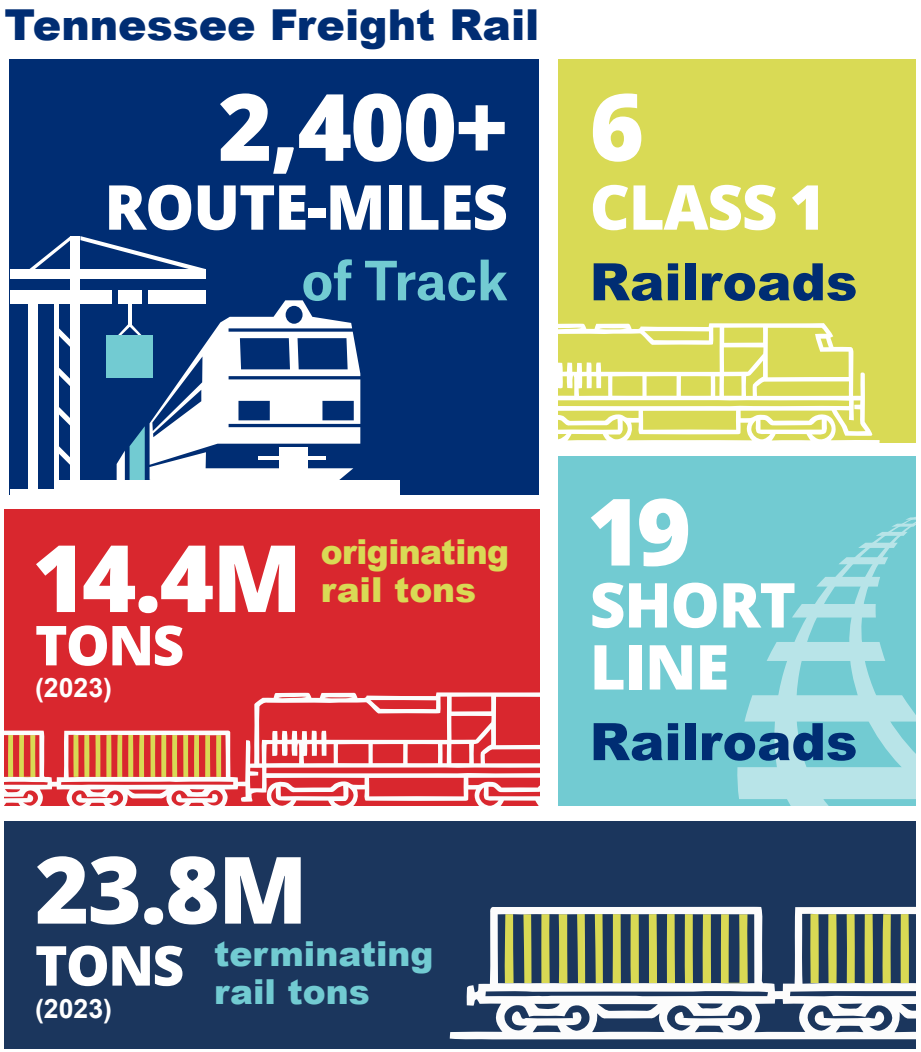
TDOT's statewide incident management strategy is designed to enhance safety, reduce congestion, and improve reliability on Tennessee's transportation network by ensuring rapid, coordinated responses to roadway incidents. Grounded in Tennessee's Traffic Incident Management (TIM) Strategic Plan, the approach emphasizes multi-agency collaboration, advanced technology integration, and proactive planning to minimize the impacts of crashes, disabled vehicles, and other traffic-disrupting events.

4 Integrated ITS SmartWay Systems, TDOT Traffic Operations Division, https://www.tn.gov/tdot/traffic-operations-division/intelligent-transportation-systems/integrated-its-smartway-systems.html, accessed 27 October 2025.

FREIGHT

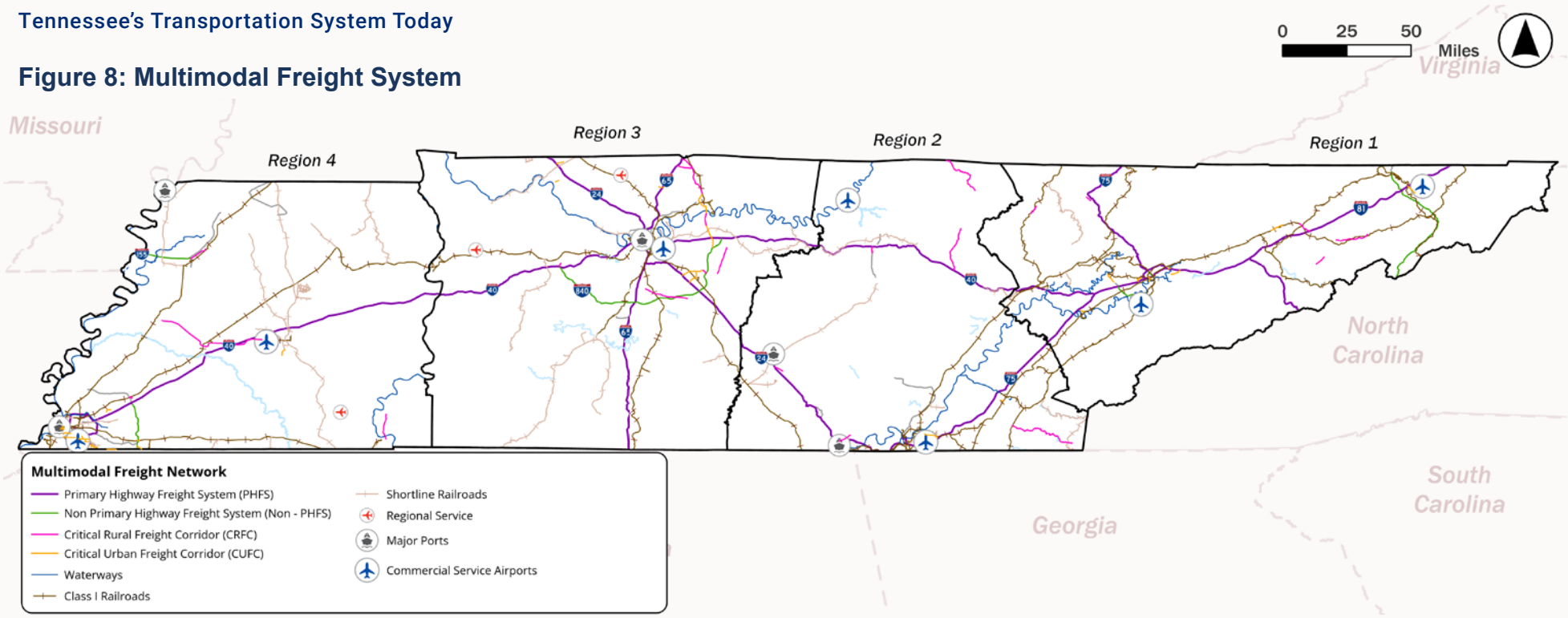
Freight transportation encompasses air cargo, waterways, roads, rail, and pipelines which are vital to Tennessee's economy and job growth. Transportation of goods efficiently supports thousands of jobs in manufacturing, warehousing, construction, and other industries. Since the state economy relies heavily on freight, TDOT has made efficient movement of both people and freight a key policy guiding principle. TDOT plans, designs, and maintains freight projects to keep Tennessee's economy growing and its industries connected.

The Fixing America's Surface Transportation (FAST) Act of 2015 established the National Highway Freight Network (NHFN) to direct federal resources toward improving the highway system that moves the nation's freight. The NHFN comprises four elements: the Primary Highway Freight System (PHFS), Critical Rural Freight Corridors (CRFC), Critical Urban Freight Corridors (CUFC), and Interstate segments not already designated as part of the PHFS (Non-PHFS). While the PHFS was designated by the federal government, states are responsible for identifying the CRFCs and CUFCs that are most important to freight movement within their borders.



Source: Tennessee Statewide Multimodal Freight Plan 2023, Association of American Railroads, 2023, https://www.aar.org/tennessee/, accessed 27 October 2025

Figure 8: Multimodal Freight System



As seen in Figure 8, the NHFN is part of a broader draft National Multimodal Freight Network (NMFN) to assist states in strategically directing resources toward the efficient movement of freight. Multimodal facilities identified for inclusion in the draft NMFN include marine ports, airports, waterways, and railways.

Freight Facilities

Given Tennessee's strategic location as a gateway to the west, east coast, and midwest, the state's multimodal transportation facilities play a vital role in national freight movement. In West Tennessee, key interstates include I-40 (east–west) and I-55 (north–south) which link Memphis to major national markets, while the Memphis International Airport anchors major air cargo operations. The International Port of Memphis and the Cates Landing port site in Lake County provide critical Mississippi River access. Memphis is also served by five Class I railroads, providing substantial rail connections.

Middle Tennessee is centered around Nashville, where interstates I-40, I-65, and I-24 meet, supported by connections with I-440 and I-840. Facilities such as the CSX intermodal ramp at Radnor Yard and the Nashville International Airport's air cargo complex facilitate significant freight movement, while the Cumberland River enables barge traffic.

In East Tennessee, I-75 and I-81 connect Tennessee to the northeast, Midwest, and Canada, with Norfolk Southern's Crescent Corridor offering freight rail service. Airports in Knoxville, Tri-Cities, and Chattanooga handle key air cargo shipments. Together, these highways, waterways, rail lines, ports, and airports form an integrated freight system that supports both national and international trade.

KEY RELATED PLAN

Statewide Multimodal Freight Plan (2023)

Tennessee's Statewide Multimodal Freight Plan provides an overview of air, rail, highway, and other elements of the multimodal freight network. It evaluates existing infrastructure, forecasts future freight volumes, and recommends targeted policy and infrastructure investments to foster economic growth and ensure sustainable freight movement across Tennessee. The plan's overarching vision is to improve and modernize freight movement by creating a safe, efficient, and multimodal transportation system that supports the state's economy.

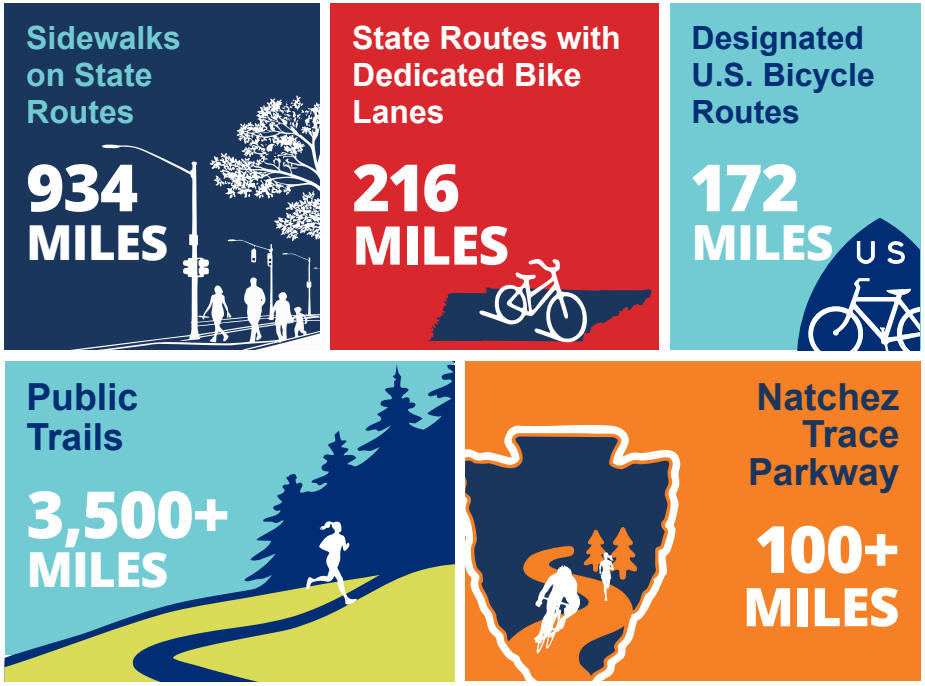
To achieve this, the plan outlines five priority freight goals and objectives that specifically address both current challenges and the future needs of Tennessee's freight industry..

1. Improve the safety, security, efficiency and resiliency of the freight transportation system
2. Improve the state of good repair of the freight transportation system
3. Reduce congestion on the freight transportation system
4. Incorporate innovation and technology to improve mobility and safety
5. Reduce the impacts of freight transportation

ACTIVE TRANSPORTATION

Tennessee supports a statewide active transportation system through the integration of sidewalk, bicycle, and multi-use trail networks. Active transportation plays a critical role in shaping vibrant, connected communities across Tennessee by providing recreational opportunities that enhance community cohesion, fostering economic opportunities, and promoting healthier lifestyles. Active transportation infrastructure also helps residents reach everyday destinations, including providing critical access to public transit systems. Currently, only 1.3% of Tennesseans commute to work by walking or biking. Providing safe and convenient active transportation infrastructure enables people to walk, bike, and roll (e.g., personal mobility devices) to nearby destinations and reduce strain on automobile transportation networks. Active transportation also provides many health benefits, including opportunities for increased exercise and outdoor activity to reduce negative health outcomes such as asthma and coronary heart disease.

Bicycle and Trail Infrastructure



Tennessee's Active Transportation Network

Tennessee's active transportation network is a robust system of recreational and travel facilities that enhance residents' quality of life. The State hosts thousands of miles of public trails, bicycle routes, and scenic parkways that support Tennessee's growing population and economy, enhance quality of life, and offer unique tourism opportunities in rural areas. Beyond recreation, active transportation facilities function as an integral part of the multimodal transportation network, providing convenient transportation alternatives for short distance trips. Sidewalks, bike lanes, and other on-road facilities are often constructed as part of larger roadway projects in an effort to efficiently implement multimodal solutions and ensure cohesion

with the broader transportation system. TDOT maintains a Multimodal Access Policy that states, in part, that "TDOT will collaborate with local government agencies and regional planning agencies through established transportation planning processes to ensure that multimodal accommodations are addressed throughout the planning, design, construction, maintenance, and operation of new construction, reconstruction, and retrofit transportation facilities." TDOT also supports the planning and implementation of active transportation facilities on local networks through its Transportation Planning Grant (TPG) program, Multimodal Access Grant (MMAG), and Transportation Alternatives Program (TAP) initiatives.

Trails and bicycle routes are supported by TDOT and a coalition of government agencies and non-governmental organizations throughout Tennessee. TDOT, the U.S. National Park Service (NPS), Tennessee State Parks, the American Association of State Highway and Transportation Officials (AASHTO), and bicycle advocacy groups all play roles in maintaining and promoting these routes. From public trails in state and local parks to the Natchez Trace Parkway managed by NPS, U.S. Bicycle Routes coordinated with AASHTO, and designated Bike Tennessee routes, cyclists have access to an extensive and interconnected system across the state.


Source: Tennessee State Parks

KEY RELATED PLAN

Making Connections | Statewide Active Transportation Plan (2021)

Making Connections, Tennessee's 2021 Statewide Active Transportation Plan establishes a long-term vision and goals to improve walking, biking, and rolling across the state. The plan focuses on creating a safe and reliable active transportation system through progress toward goals, objectives, and actions in the following four areas: Safe, Equitable, Integral, and Connected and Comfortable.

Transportation planning grants, access management guidelines, and corridor management agreements are just some of the current tools TDOT has developed to support efforts to make communities more walkable and bikeable. Beyond this, one important innovation included in *Making Connections* is the Multimodal Prioritization Index (MPI). The MPI helps TDOT evaluate potential benefits of pedestrian and bicycle projects on state routes by analyzing Level of Traffic Stress (LOS), Equity, Safety and Demand layers. The open source MPI tool is currently utilized throughout various Division and Offices within TDOT.

PUBLIC TRANSPORTATION

Tennessee's public transportation network includes commuter rail, public transit, and intercity bus services. All 95 counties in Tennessee are served by public transportation. Human Resource Agencies (HRAs) provide affordable transportation services including rural public transit, intercity bus services, van pool, and non-emergency medical transportation (NEMT). Fixed-route transit providers are concentrated in denser, more urban portions of the state, forming a critical component to the multimodal transportation network in denser population areas.

While primarily designed to move people, these modes help reduce congestion to some extent, reducing dependency on single occupancy vehicles (SOV) and supporting improved travel time reliability for people and goods. Rail service in middle and west Tennessee share corridors and right-of-way with freight services, making coordinated planning essential to minimize conflicts and maintain reliable service for both passengers and goods.

Transit Providers

As seen in Figure 9, a diverse mix of public transit providers serve communities of all sizes across Tennessee. Large fixed-route systems operate in major urban areas and provide multiple routes with set schedules and complementary paratransit services. These include the Memphis Area Transit Authority (MATA), WeGo Public Transit (Nashville), Chattanooga Area Regional Transportation Authority (CARTA), Knoxville Area Transit (KAT), and Clarksville Transit System (CTS). These providers form the backbone of transit in Tennessee's largest cities and support daily commuting, access to employment centers, and assist in regional connections.

Beyond Tennessee's largest cities, small fixed-route providers and demand response/flex systems extend transit access to smaller communities and rural counties. Small fixed-route agencies such as Bristol Transit, Franklin Transit Authority, Gatlinburg Mass Transit System, Jackson Transit Authority, Johnson City Transit System, Kingsport Area Transit Service, and Pigeon Forge Mass Transit provide scheduled service, though typically with more limited evening or weekend operations.

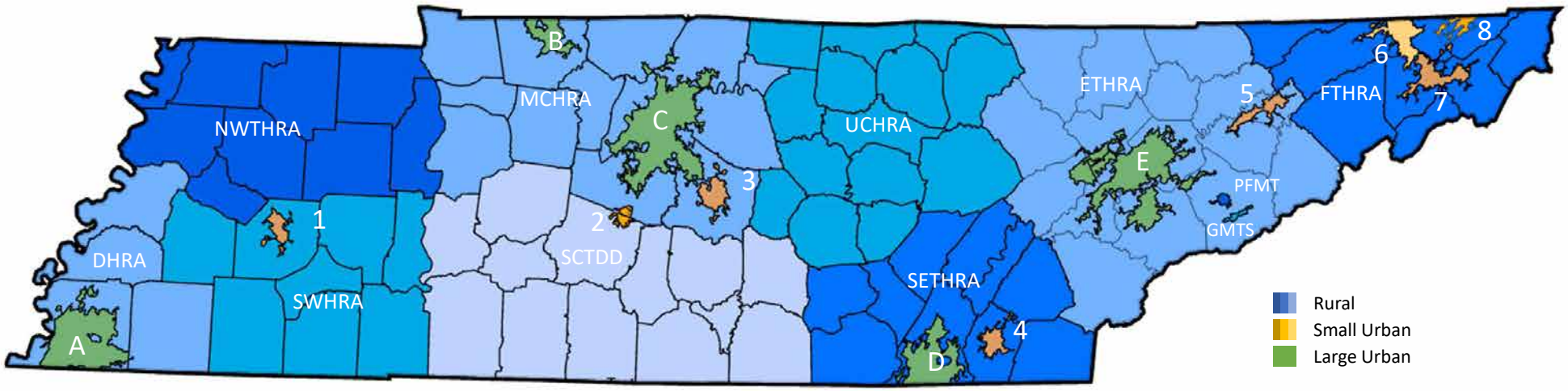
Eight human resource agencies (HRA) and one development district provide a combination of demand response, deviated fixed route, and fixed route services.

Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP)

The purpose of the Federal Transit Administration (FTA) Section 5310 program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding available transportation mobility options. Federal regulations require that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities Program (5310) be included in a locally-developed, coordinated, public transit human services transportation plan (CPT-HSTP).

These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. TDOT holds an annual call to fund eligible projects for non-profit organizations and public agencies in small urban and rural areas. TDOT's Office of Mobility and Accessible Transportation maintains all of Tennessee's CPT-HSTPs on its website.

Figure 9: Tennessee Public Transit Providers



Rural Providers

Delta Human Resource Agency (DHRA)
Northwest TN Human Resource Agency (NWTHRA)
Southwest Human Resource Agency (SWHRA)
Mid-Cumberland Human Resource Agency (MCHRA)
South Central TN Development District (SCTDD)
Upper Cumberland Human Resource Agency (UCHRA)
Southeast TN Human Resource Agency (SETHRA) East TN Human Resource Agency (ETHRA)
Pigeon Forge Mass Transit (PFMT)
Gatlinburg Mass Transit System (GMTS)
First TN Human Resource Agency (FTHRA)

Small Urban Providers

1. Jackson Transit Authority
2. City of Spring Hill
3. Murfreesboro Rover
4. Cleveland Urban Area Transit System
5. Morristown/Lakeway Transit
6. Kingsport Area Transit Service
7. Johnson City Transit
8. Bristol Tennessee Transit

Large Urban Providers

A. Memphis Area Transportation Authority
B. Clarksville Transit System
C. Nashville Area
   - WeGo
   - Regional Transportation Authority
   - Franklin Transit Authority

D. Chattanooga Area Regional Transportation Authority
E. Knoxville Area
   - Knoxville Area Transit
   - Knox County Community Action Committee
   - Oak Ridge Transit

Passenger Rail

Tennessee's only commuter rail line, the WeGo Star, runs between Nashville and Lebanon, offering limited but important regional weekday mobility and special events services. TDOT is not responsible for oversight of the WeGo Star, but does provide oversight of two other passenger rail segments - the Incline Rail in Chattanooga and the trolley system in Memphis. Amtrak service is minimal, with the Newbern-Dyersburg Route stopping only in Memphis and Newbern.

The Federal Railroad Administration (FRA) administers the Corridor Identification and Development (Corridor ID) Program to facilitate comprehensive intercity passenger rail planning and development. 2022 Corridor ID Program recipients included the City of Chattanooga for the Atlanta-Chattanooga-Nashville-Memphis Corridor. By being selected as a program recipient, the City of Chattanooga has entered into Step 1 of the process to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

In 2023, the Tennessee Advisory Commission on Intergovernmental Relations (TACIR) published a report titled, *Back on Track? Intercity Passenger Rail Options for Tennessee.* The report supports the 2025 Policy Plan's long-range, multimodal focus by exploring opportunities for improved intercity transportation solutions.[5]

TACIR Potential Rail Corridors

TIER 1

- Nashville to Chattanooga to Atlanta, GA (aligning with Corridor ID program recipient)

TIER 2

- Memphis to Nashville (aligning with Corridor ID program recipient)
- Chattanooga to Knoxville to Bristol

TIER 3

- Memphis to Carbondale, IL to Chicago, IL
- Nashville to Louisville, KY

Aligned with statewide planning requirements, the TACIR report was prepared in response to Public Chapter 1114, Acts of 2022, and Public Chapter 1124, Acts of 2022, which direct TACIR to study and make recommendations regarding the potential for passenger rail service or other suitable alternatives for linking the major cities in the state. The report identifies multimodal strategies and recommends three tiers of potential rail corridors (shown above) for further study, focusing on cost, engineering, and implementation needs.

5 Development and content of the long-range statewide transportation plan, 23 CFR 450.216, https://www.ecfr.gov/current/title-23/part-450/section-450.216#p-450.216(a), accessed 27 October 2025.

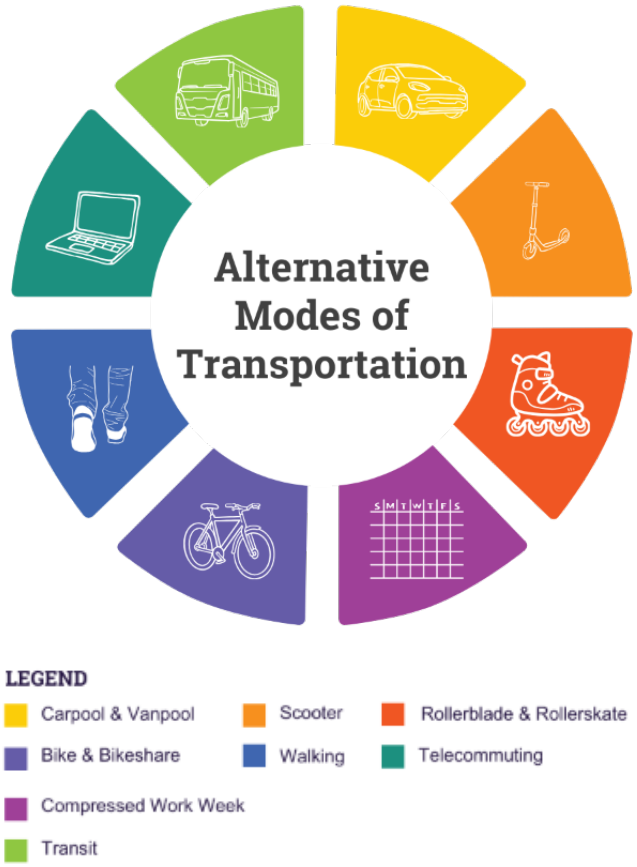
TRANSPORTATION DEMAND MANAGEMENT

TDOT defines transportation demand management (TDM) as, "the use of strategies to inform and encourage travelers to maximize the efficiency of our transportation systems leading to improved mobility, reduced congestion, limited single occupancy vehicle (SOV) trips, and lower vehicle emissions." Put simply, the goal of transportation demand management (TDM) is to offer travelers as many choices as possible, including transportation mode, route, and time. TDM strategies include personalized travel tools, modal campaigns, ride matching, vanpooling, incentives and subsidies that encourage non-SOV trips, promotion of telecommuting, and parking management.

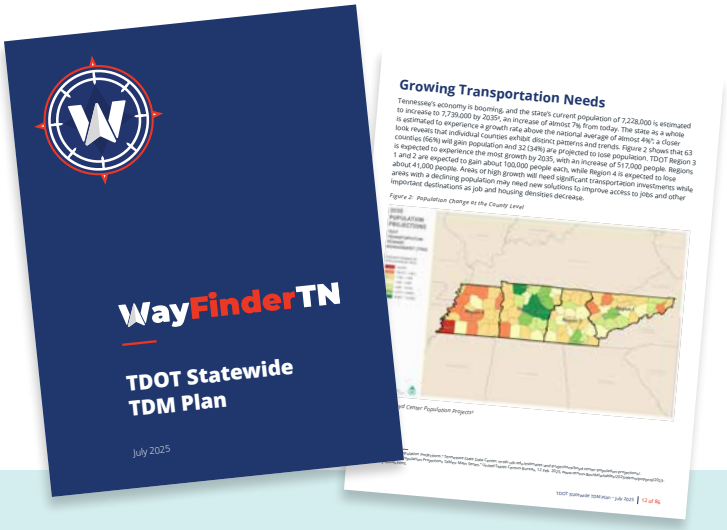
Various TDM programs have established a presence across Tennessee, particularly in areas surrounding population centers. TMA Group in Middle Tennessee provides vanpooling, fixed-route, and on-demand transit service, as well as other programs that encourage employers and local residents to engage in various TDM strategies. Smart Trips in East Tennessee provides similar resources, educational materials, and additional resources to limit SOV trips.

WayFinderTN, TDOT's 2025 Statewide TDM Plan, encourages travelers to look beyond SOV trips. The plan seeks to establish Tennessee as a leader in TDM. Recommendations include designating a statewide TDM leader, creating standard operating procedures for TDM projects throughout the state, and starting regional Commuter Programs to lead local outreach and marketing about alternative transportation modes to commuters and employers.

Figure 10: Alternative Modes of Transportation



KEY RELATED PLAN



WayFinder TN, Statewide TDM Plan

TDOT is nearing completion of an updated Statewide TDM Plan, titled WayFinderTN. The plan includes recommendations that introduce practical and cost effective solutions to Tennessee's transportation challenges, and introduces TDM as a mechanism to encourage economic development and attract and retain employees. Fifteen recommended strategies are included in the plan across four key categories: personalized travel tools, TDM resource hub, TDM policy, and statewide partnerships.

Key strategies include the continued integration of TDM with transportation system management and operations (TSMO), modal-based campaigns that encourage walking, biking, carpooling and riding transit, expanded grant support, flexible mechanisms for financing behavior change tools and TDM incentive programs, maintaining an online TDM platform that helps travelers understand their multimodal travel options, and various pilot programs focusing on rural, tourism, or economic-based TDM programs.

SAFETY AND SECURITY

Safety refers to the preservation of life and the protection of property across all modes of transportation. Achieving improved safety outcomes involves a coordinated approach that includes strategic planning, the development and enforcement of regulations, operational oversight, system management, thoughtful design, and continual maintenance. TDOT plays a central role in managing a range of programs aimed at promoting multimodal safety and actively supports the efforts of other agencies in enhancing transportation system safety throughout the state.

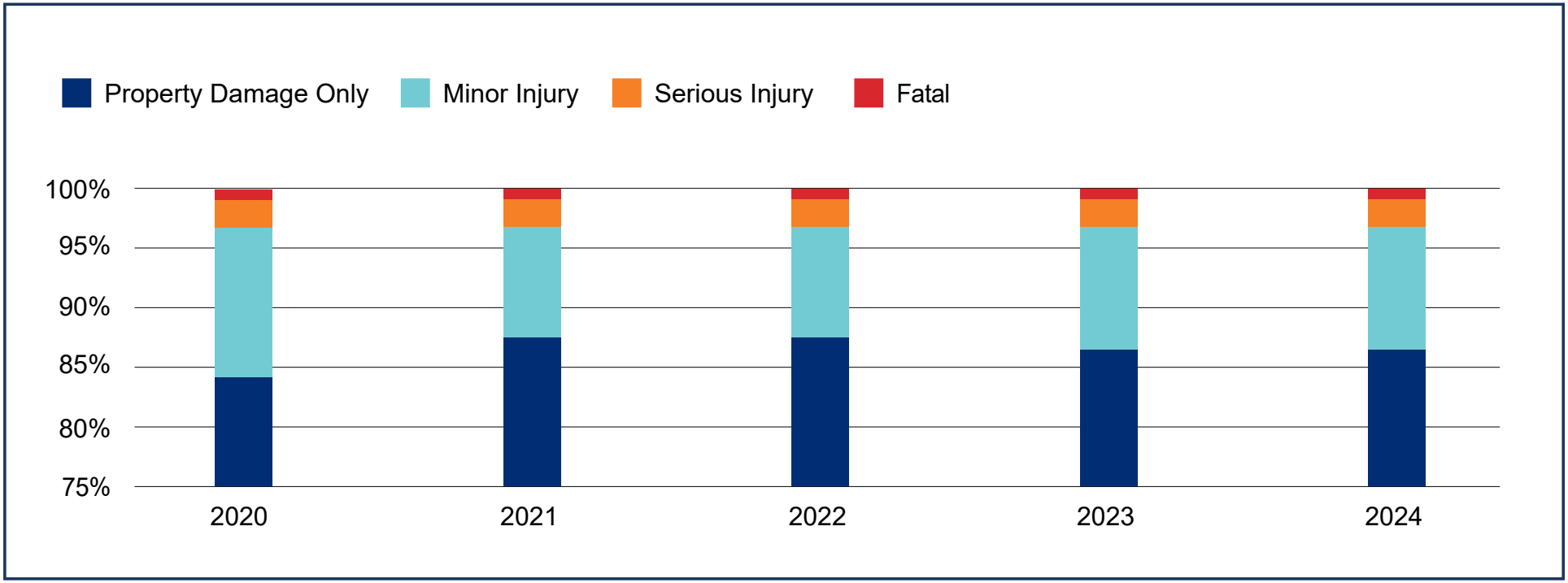
Transportation security in Tennessee focuses on protecting critical infrastructure and maintaining the reliability of the transportation network. Security goes beyond safety and includes additional plans that help to prevent, manage, or respond to threats (natural disasters, criminal activity, or terrorism) that could negatively impact the transportation system and its users. Maintaining and improving security involves a proactive blend of planning, technology, infrastructure management, and interagency coordination.

Crash Trends

TDOT maintains crash-level data in its Enhanced Tennessee Roadway Information Management System, referred to as ETRIMS, which provides various details on reported crashes, including severity, weather conditions, and manner of collision. As shown in Figure 11, from 2020 through 2024 Tennessee experienced relatively stable crash frequencies, with total crashes decreasing slightly by 0.4%. The year 2020 marked the beginning of the COVID-19 pandemic, with travel-related restrictions resulting in a significant drop in personal and business travel. When modifying the analysis period to 2021 through 2024, a nearly 9% reduction in total crashes is seen.

Minor injury crashes saw the most significant change, dropping by 20.2% since 2020, which may reflect improved vehicle or roadway safety features. In contrast, serious injury crashes increased by 7%, suggesting a shift in crash severity despite fewer minor injuries. Between 2020 and 2024, total fatal crashes have ranged from a high of 1,278 in 2021 to a low of 1,147 in 2024, representing more than a 10% reduction in fatal crashes. The year 2021 marked a peak in total crashes and serious injuries, possibly due to increased travel following pandemic-related restrictions and lower levels of enforcement. Overall, total crashes and fatal crashes have shown significant decline since 2021.

Figure 11: Crash Trends (2020-2024)



	2020	2021	2022	2023	2024	% Change (2020-2024) - 5 Year Period	% Change (2021-2024) - 4 Year Period
Minor Injury	22,839	17,948	18,023	18,341	18,237	-20.1%	1.6%
Serious Injury	4,420	4,837	4,764	4,926	4,731	7.0%	-2.2%
Fatal	1,152	1,278	1,272	1,274	1,147	-0.4%	-10.3%
Property Damage Only	152,432	172,771	169,413	160,309	155,979	2.3%	-9.7%
Total Crashes	**180,843**	**196,834**	**193,472**	**184,850**	**180,094**	**-0.4%**	**-8.5%**

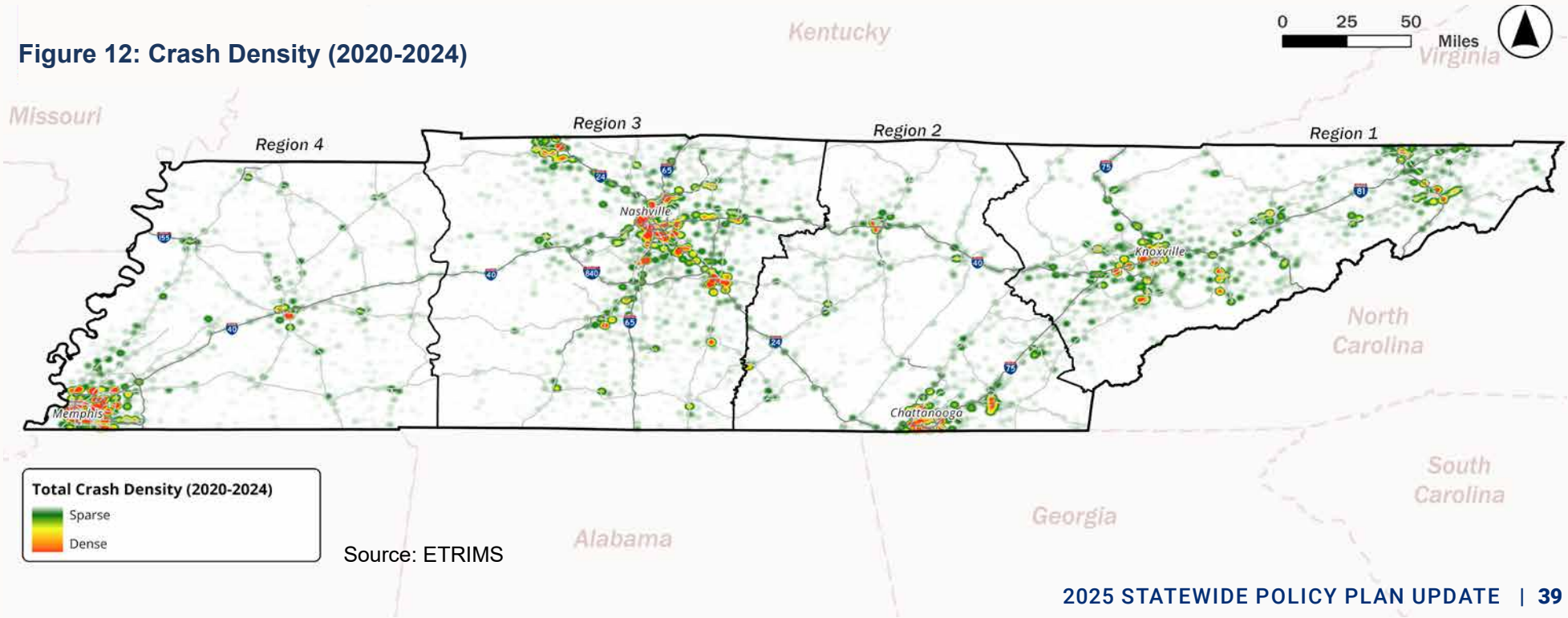
Source: ETRIMS

The map in Figure 12 shows crash data in a "heatmap". The warmer colors indicate a higher concentration of crashes in an area, and cooler/no color indicates more sparse crash incidents in a given area. This data shows high crash concentrations throughout urban areas, with hotspots emerging at interstate interchanges and other high volume intersections across the state. These areas also represent portions of the state where transportation facilities converge, leading to higher traffic and vehicular volumes.

In Memphis, the highest crash densities are clustered along I-40 and I-55, reflecting significant traffic volumes and urban congestion in the region. These corridors serve as major freight and commuter routes, as well, likely creating conflicts and unsafe conditions for people and goods.

In Nashville, two trends stand out. I-24 shows a pronounced concentration of crashes southeast of downtown Nashville. I-40 also exhibits high crash density, particularly as it approaches the urban core and interchanges with other major routes. These interstates likely experience higher crash volumes due to their role as key commuter and regional connectors with a greater number of trips compared to other highway

Figure 12: Crash Density (2020-2024)

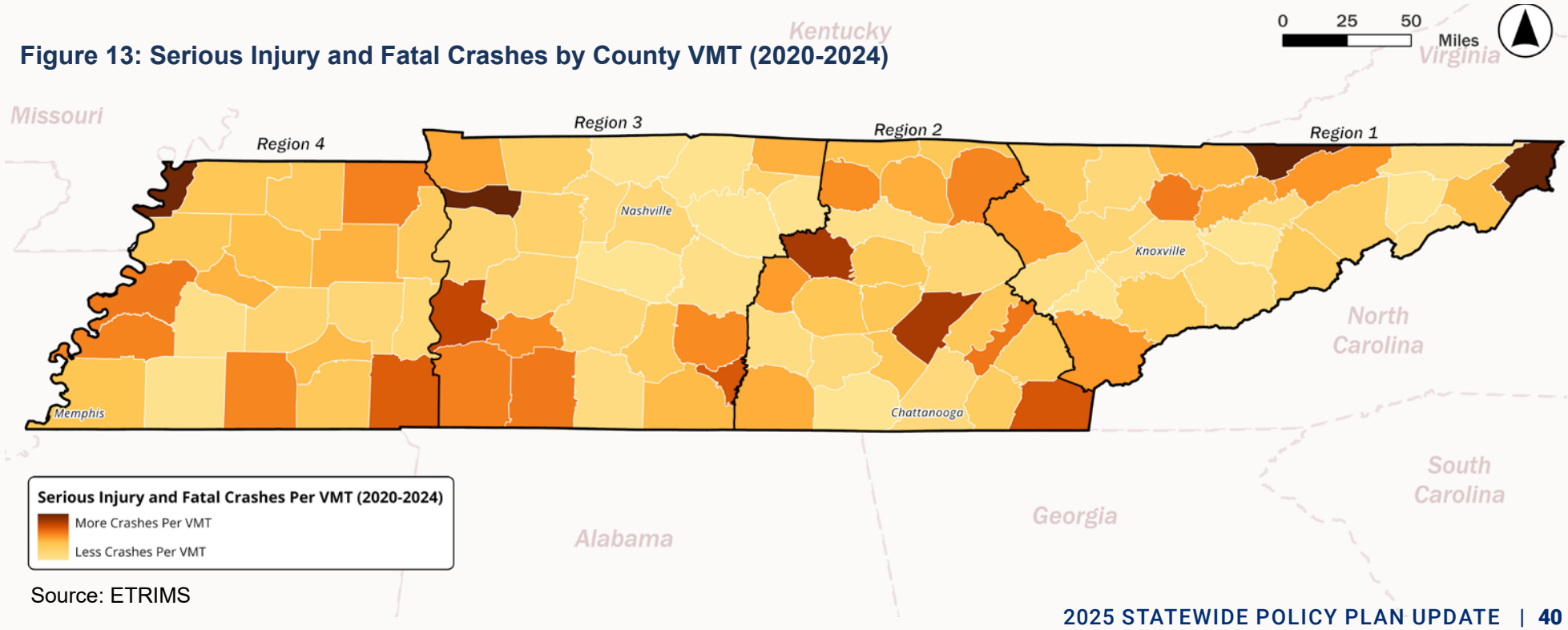


Source: ETRIMS

segments. Additional notable patterns include elevated crash densities along I-65 through middle Tennessee and I-75 in the eastern part of the state, showing expected trends where roads with higher traffic volumes will produce more crashes.

Figure 13 provides insight into the frequency of serious injury and fatal crashes relative to traffic volumes. Serious injury and fatal crashes tend to be more common in rural areas than dense urban centers. More urban parts of the state also contend with severe congestion, slowing vehicular speeds and often leading to more frequent, but less severe crashes. This suggests that while urban centers remain hotspots in terms of total crashes, rural regions may experience a larger proportion of serious crashes, possibly due to winding roads, low lighting, and high-speed segments.

Figure 13: Serious Injury and Fatal Crashes by County VMT (2020-2024)



Source: ETRIMS

Vulnerable Road Users

Vulnerable road users (VRU) are defined in Tennessee's 2025-2029 Strategic Highway Safety Plan (SHSP) as a non-motorist with a person attribute code in the Fatality Analysis Reporting System (FARS) for pedestrian, bicyclist, other cyclist, person on a personal conveyance, or an injured person that is the equivalent to a pedestrian or pedalcyclist as defined in ANSI D16.1-2007.[6,7] A VRU may include people walking, biking, or rolling. This definition includes highway workers on foot in a work zone, given they are considered pedestrians, and it excludes motorcyclists.

Between 2020 and 2024, crashes involving VRUs show a mixed trend. Total VRU-involved crashes increased by 17.9% from 2020 to 2024. Fatal crashes, however, peaked in 2022 at 220 before declining to 164 in 2024, representing a 7.3% decline. See Figure 14.

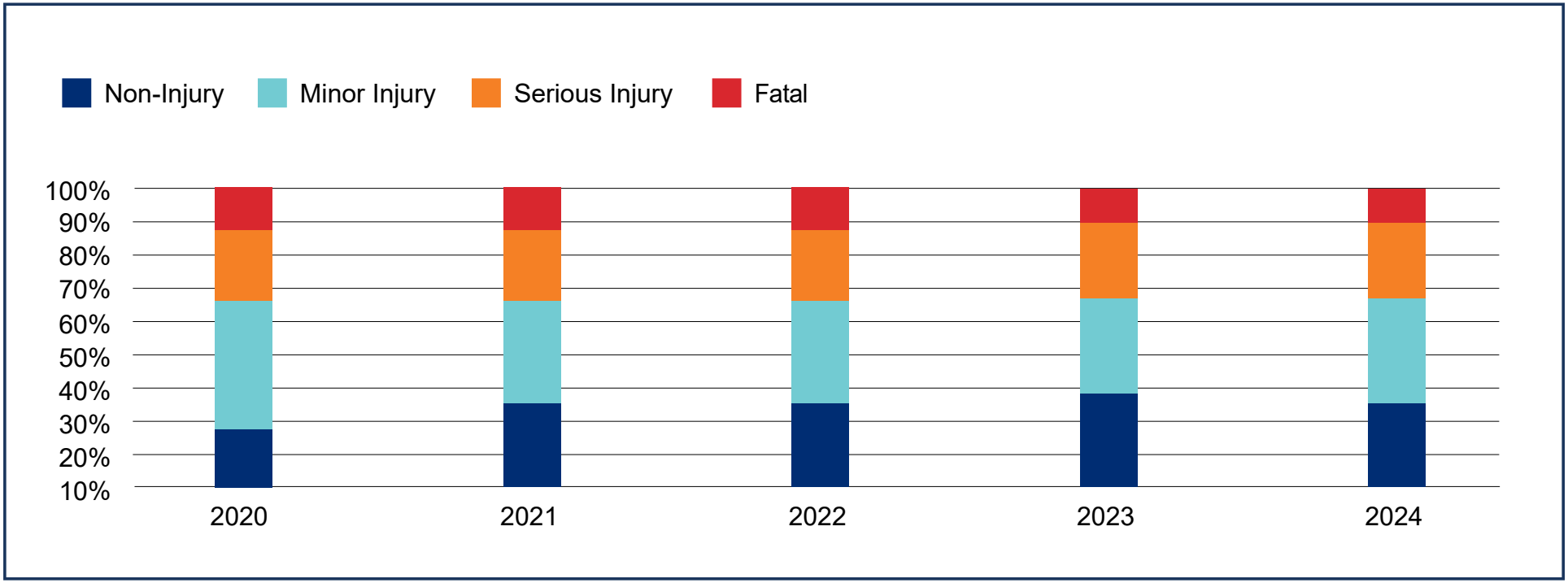
All states are required to develop a Vulnerable Road User (VRU) Safety Assessment as part of their Highway Safety Improvement Program (HSIP). The VRU Safety Assessment is an assessment of the safety performance of a state with respect to VRUs and the plan of the state to improve the safety of VRUs. The assessment is an initiative aimed at understanding the factors contributing to the increasing number of VRU crashes and subsequently setting safety performance targets to reduce VRU related fatalities and serious injuries in Tennessee. Rooted in the Safe System Approach, the assessment prioritizes eliminating fatalities and serious injuries by addressing human vulnerability, roadway design, and systemic risk factors.

Tennessee's VRU Safety Assessment includes the identification of a high-risk network (HRN) where VRU related crashes occur more frequently – these are typically found in more urban areas of the state, as shown in Figure 15. The combined length of the HRN is only 150 miles throughout the entire state, but represents 25% of all VRU crashes statewide during the VRU Safety Assessment analysis period of 2018 through 2022.

6 Highway Safety Improvement Program, 23 U.S.C. 148(a)(15), https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section148&num=0&edition=prelim, accessed 27 October 2025.

7 Definitions, 23 CFR 490.205, https://www.ecfr.gov/current/title-23/section-490.205, accessed 27 October 2025.

Figure 14: VRU Trends (2020-2024)



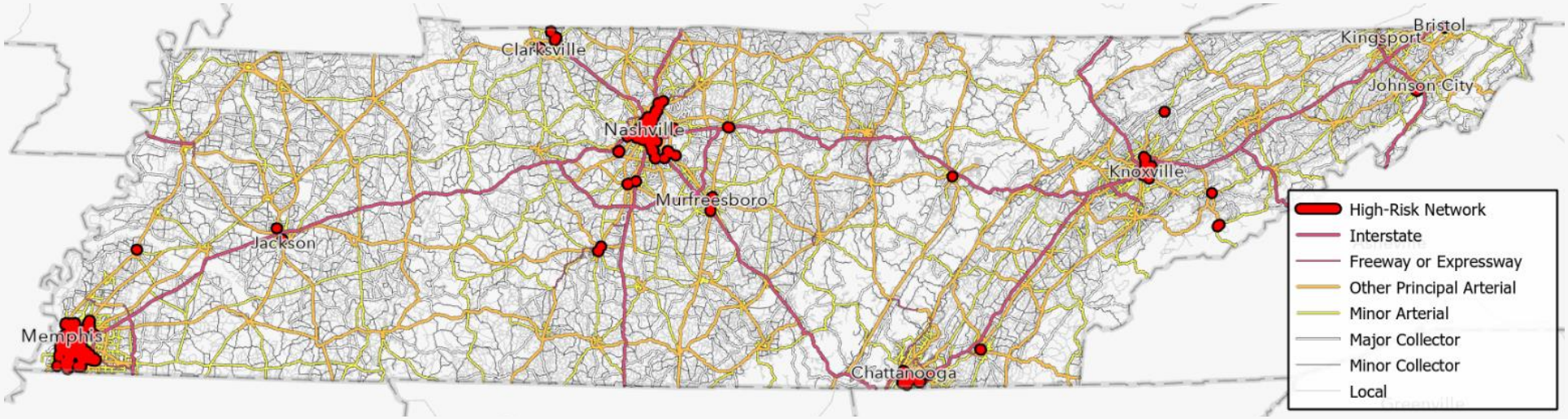
	2020	2021	2022	2023	2024	% Change (2020-2024) - 5 Year Period	% Change (2021-2024) - 4 Year Period
Minor Injury	589	500	577	543	599	1.7%	19.8%
Serious Injury	324	366	403	386	410	26.5%	12.0%
Fatal	177	175	220	183	164	-7.3%	-6.3%
Non-Injury	426	556	637	679	614	44.1%	10.4%
Total VRU Crashes	**1,516**	**1,597**	**1,837**	**1,791**	**1,787**	**17.9%**	**11.9%**

Source: ETRIMS

Several spatial and temporal patterns were included in the findings of the VRU Safety Assessment. First, pedestrian and cyclist crashes show a distinct peak during PM rush hours (3 to 6 PM). This surge aligns with increased vehicular traffic and reduced daylight, making visibility a large factor. Crash frequency then declines steadily after 6 PM, reaching its lowest levels by midnight. Another trend noted was VRU crashes tend to increase during late summer and early fall, peaking in August through October. This pattern is likely due to school traffic, favorable weather for walking and biking, and higher outdoor activity levels. Lastly, pedestrians are more frequently involved in crashes on urban roadway segments rather than intersections, while cyclists are more at-risk of crashes at intersections. In fact, the assessment determined that 60% of cyclist crashes occurred at intersections, while 56% pedestrian crashes occurred on road segments.

Tennessee has implemented past SHSP strategies to improve safety for VRUs. One strategy is a Pedestrian Road Safety Initiative (PRSI), using HSIP funds to deploy countermeasures at locations which have been strategically identified as having an increased safety risk to VRUs. Funded through the HSIP, the PRSI program aims to reduce the number of fatal and severe pedestrian crashes by identifying safety concerns and implementing countermeasures that promote pedestrian safety.

Figure 15: VRU High-Risk Network



Source: Tennessee VRU Safety Assessment

HELP Program Expansion

The Highway Emergency Lane Patrol (HELP) Program encourages drivers to safely move vehicles to the shoulder after minor crashes, restoring roadway capacity. TDOT's FY 2026 Governor's Proposal notes that the HELP truck program covers 435 interstate miles in 11 counties and plans to expand to 46 counties. The new rural service patrol (RSP) program aims to improve safety and cut response times on rural two-lane roads by offering services like motorist assistance, traffic incident management, and hazardous condition support.

KEY RELATED PLAN

Strategic Highway Safety Plan (2025-2029)

Finalized in November 2024 by TDOT and TDOSHS, the SHSP outlines Tennessee's federally mandated strategy for reducing roadway fatalities and serious injuries. It aligns with FHWA's Highway Safety Improvement Program (HSIP) and uses the Safe System Approach (SSA) to pursue a goal of zero deaths and serious injuries. The plan promotes a coordinated, multimodal strategy that aligns policy and resources for equitable safety improvements.

Emphasis Areas

Data Collection & Analysis

Improve traffic data systems, field data collection, and predictive safety analysis.

Driver Behavior

Enhance safety through driver education and increased law enforcement efforts.

Infrastructure Improvements

Implement low-cost design improvements to make roads safer.

Vulnerable Road Users (VRUs)

Develop safer environments for pedestrians, cyclists, and other VRUs.

Operational Improvements

Reduce crashes in congested areas through facility management, technology upgrades, effective emergency response, and safer work zones.

Motor Carrier Safety

THP aims to reduce occurrence of CMV crashes and improve CMV inspections.

AVIATION

Tennessee's 76 public-use airports are critical components of the nation's and state's transportation networks, linking and providing access to regional, national and global transportation systems. Tennessee's unique geographic location in the middle of the country provides convenient business and logistics access to domestic and global markets. As discussed earlier, Tennessee is home to FedEx World Hub at Memphis International Airport, the world's third busiest cargo airport, as well as Nashville International Airport, one of the nation's fastest growing medium hub commercial service airports. In 2019, TDOT's Aeronautics Division completed an Aviation Economic Impact Study concluding that Tennessee's aviation system contributed $40 billion in total economic activity, representing 11% the state's gross domestic product (GDP).[8]

KEY RELATED PLAN

Tennessee Aviation System Plan (2021)

TDOT's Aeronautics Division developed the Tennessee Aviation System Plan (TASP) to create a comprehensive, systemwide inventory of needs and to provide context and justification for the ongoing development of the state's aviation network. The plan sets forth goals to guide the future of Tennessee's aviation system and to measure progress toward that vision.

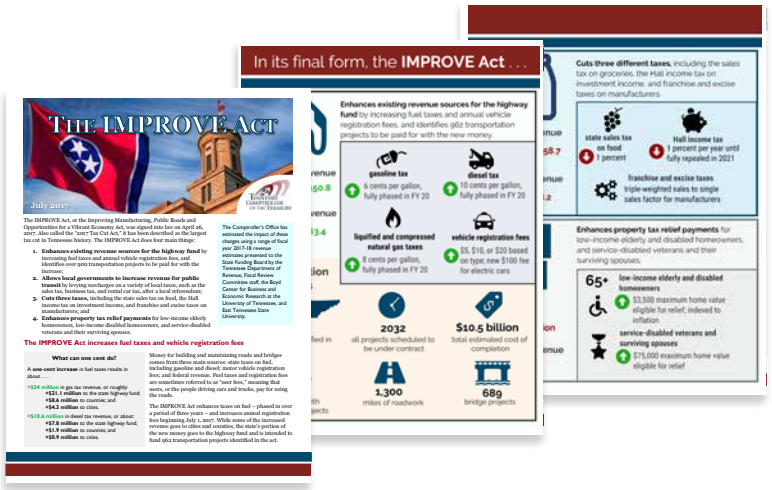
GOALS

1. Protect and preserve existing airport infrastructure by prioritizing airport system needs.
2. Provide an airport system with available and cost-efficient transportation options for moving people and freight.
3. Improve the safety and security of airport users.
4. Maximize Federal, state, and local resources to meet the airport system needs and minimize environmental impacts.
5. Invest in the airport system and the aviation workforce to support economic growth and competitiveness.

8 Aviation Economic Impact Study, Tennessee Aviation System Plan (TASP), https://www.tn.gov/content/dam/tn/tdot/aeronautics/TASP-Economic%20Impact%20Brochure%20FINAL.pdf, accessed 27 October 2025.

FUNDING AND PROJECT DELIVERY

Over the past several years, the State of Tennessee has implemented a number of programs and initiatives that have fundamentally changed how highway and broader transportation projects get implemented across the state. This includes tapping into new funding streams through state legislation and establishing programs within TDOT to expedite project delivery and enhance collaboration.



IMPROVE ACT (2017)

Tennessee's 2017 IMPROVE Act, short for Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy, is made up of many elements, including a cut on three taxes—the state sales tax on food, the Hall income tax on investment income, and franchise and excise taxes on manufacturers. Other key elements include an increase in fuel taxes and vehicle registration fees to increase existing revenue for highway projects, property tax relief enhancements, and enabling language allowing local voters, through a referendum, to generate new revenue specifically for transit.[9]

The IMPROVE Act identifies 962 transportation projects across the state as solutions to address population growth, quality of life, and rising congestion.

9 The IMPROVE Act, Tennessee Comptroller of the Treasury, https://comptroller.tn.gov/content/dam/cot/orea/advanced-search/2017/2017_OREA_IMPROVEAct.pdf, accessed 27 October 2025.

TRANSPORTATION MODERNIZATION ACT (2023)

With Tennessee's growth outpacing projections from the 2017 IMPROVE Act, the state enacted the Transportation Modernization Act (TMA) in 2023 to address increasing congestion challenges. The legislation, signed into law on April 17, 2023, fundamentally changed the way TDOT delivers projects, and provided $3.3 billion general fund transfer to accommodate rapid growth and address traffic congestion. It also established higher fees on electric vehicles and new fees on hybrids to backfill expected losses in existing revenue streams. TDOT distributed the general fund transfer included in the TMA evenly across all four TDOT regions to fund critical transportation projects including accelerating IMPROVE Act projects, widening rural interstates, constructing major urban congestion projects (including Choice Lanes), accelerating safety and state of good repair, and building projects to support economic development.

Importantly, the TMA enables TDOT to enter into public-private-partnerships (P3), which helps the state leverage private-sector innovation and capital to help design, construct, operate, and maintain projects. This new contract mechanism allows the Department to create the Choice Lanes program – a large-scale effort to solving the state's urban congestion problem without raising taxes or issuing road debt. Following the passage of the TMA, TDOT released its first fiscally-constrained 10-Year Project Plan, and established the Statewide Partnership Program (SPP) to create a vehicle where local stakeholders can provide input on their priorities and better inform the annual reassessment of the 10-Year Project Plan.

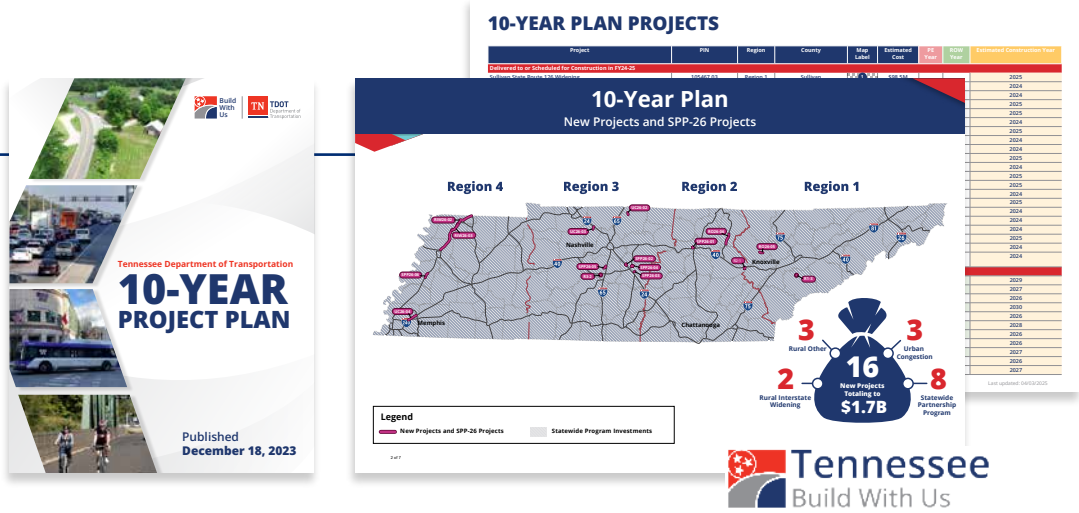
10-YEAR PROJECT PLAN

Over the past several years, TDOT, like other state DOTs, has been faced with increasing costs for materials and labor, which has inflated project costs. At the same time, aging infrastructure and increasing congestion have made the need for improvements all the more critical.

Build with Us

TDOT released its first fiscally-constrained 10-Year Project Plan following passage of the TMA. This new process represents an evolution in philosophy at TDOT, and embodies the mindset of "what gets started, gets finished" to better serve Tennessee with greater accountability and communication.

The fiscally-constrained 10-Year Project Plan utilizes innovative project delivery methods such as P3s to fund projects that are significant in scope and cost.



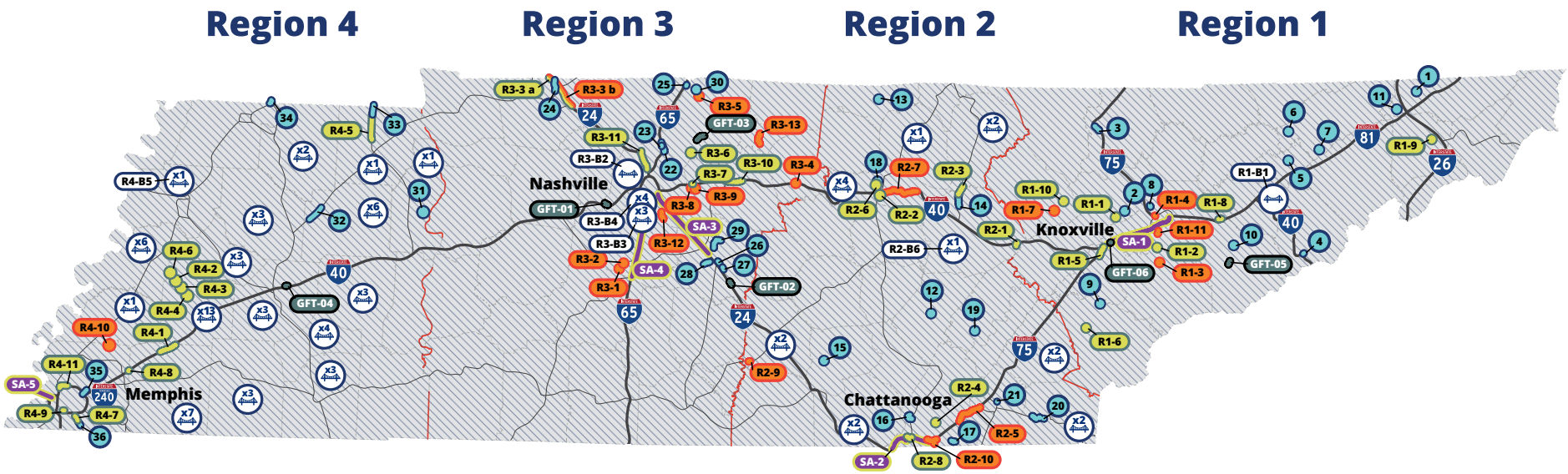
Projects have been selected because they meet performance-based criteria, which incorporate the following goals:

1. Maximizing traveler safety and security
2. Reducing congestion and managing travel demand to support an efficient system for people, goods and services
3. Supporting the state's economy
4. Preserving and protecting the transportation system
5. Supporting livable and sustainable communities through multimodal integration
6. Accelerating project delivery

10-Year Project Plan

The current 10-Year Project Plan includes a mix of highway projects, including corridor improvements, bridge replacements, and state of good repair projects such as pavement preservation, ITS/ technology improvements, and safety projects.

These projects are funded through a variety of sources, including traditional state and federal funding (such as the Surface Transportation Block Grant), funds allocated as part of the TMA, and general fund transfers from the State Legislature.



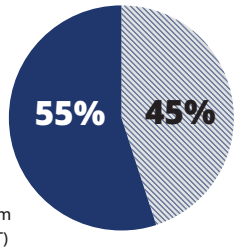
Legend

- 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
- FY 23 General Fund Transfer (GFT)

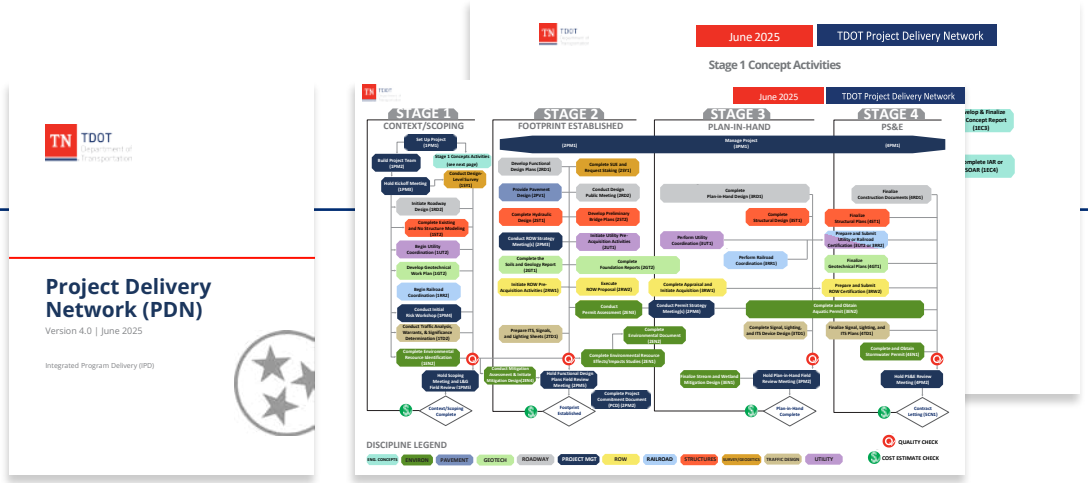


Statewide Programs and State of Good Repair

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

PROJECT DELIVERY NETWORK

The Project Delivery Network (PDN) process was developed to help improve reliability, transparency, and efficiency for project delivery. The PDN is part of TDOT's overarching Integrated Program Delivery (IPD) initiative and creates a transparent process for different divisions to collaborate early and often, resulting in streamlined procedures and expedited project delivery. Some features of the PDN include a clearly defined scope and programmed dollars at project onset, several opportunities for multidisciplinary collaboration, and a systematic quality process for key deliverables.[10]



The PDN consists of the following stages:

0. **Planning** - Approval of Statewide and MPO Transportation Improvement Programs (STIPs and TIPs).
1. **Context/Scoping** – Establish the team and define critical goals and intended outcomes for scope, schedule, risks, budget, and quality.
2. **Footprint Established** – Establish the horizontal and vertical alignments and initiate environmental, right-of-way, utilities, and construction tasks.
3. **Plan-in-Hand** – Complete plans and specifications, finalize cost estimate for letting, and prepare to advertise the project.
4. **PS&E (plans, specifications, and estimates)** – Finalize plans, specifications, and estimates and ensure that permits, agreements, and certification are in place in preparation for letting.
5. **Construction Advertisement, Letting and Award** – Prepare, advertise, and award the construction contract.

10 Project Delivery Network (PDN), Version 4.0 | June 2025, https://www.tn.gov/content/dam/tn/tdot/project-management/TDOT%20PDN%20v.%204.0_June%202025.pdf, accessed 27 October 2025.

PROJECT SCOPING GUIDE

TDOT's Project Scoping Guide (PSG) was established in 2024 and is utilized as part of the project development process on all new PDN projects. The PSG informs specific stages of the project development process and provides guidance for the development of project deliverables and documentation. It integrates a performance- and context-based planning and design approach and provides guidance and criteria for five distinct contexts – rural, rural town, suburban, urban, and urban core. The PSG primarily supports milestones, activities, and documentation in stages 0 (Planning), 1, (Context/Scoping), and 2 (Footprint Established) of the PDN, and includes case studies for how performance-based design can be incorporated into the design of projects. The guide includes details on project-level performance measures for modes that may be considered.[11]

11 TDOT Project Scoping Guide, September 2024,https://www.tn.gov/content/dam/tn/tdot/engineering-production-support/documents/project-scoping-guide/TDOT%20Project%20Scoping%20Guide%20September%202024.pdf, accessed 27 October 2025.

ALTERNATIVE DELIVERY

Alternative delivery refers to a group of project procurement methods that integrate design, construction, and in some cases financing and operations, to deliver transportation infrastructure more efficiently than traditional design-bid-build processes. These methods allow transportation agencies like TDOT to accelerate project schedules, foster early coordination, and better manage risks across complex infrastructure programs.

The passage of the TMA ushered in a new Alternative Delivery at TDOT, consisting of three primary methods: Construction Management/General Contractor, Design-Build, and Progressive Design-Build.

Construction Manager/General Contractor

A Construction Manager/General Contractor (CM/GC) project involves the contractor in both the design and construction phases. Typically, a single contractor provides pre-construction services as a construction manager and then serves as a general contractor during construction. This type of partnership with TDOT streamlines the design process, helps to mitigate risk, and reduces delivery time.

Design-Build

A Design-Build (DB) project combines some or all of the design and construction phases of a project into a single contract. This integrated approach fosters collaboration between designers and contractors, streamlining processes, reducing cost, and expediting project delivery.

Progressive Design-Build

A Progressive Design-Build (PDB) project involves the design-build team earlier in the project's lifecycle. This allows the design and construction phases to overlap and facilitates ongoing coordination among TDOT, the designer, and the contractor. This delivery method typically results in reduced costs, an expedited schedule, and high quality outcomes due to the collaborative nature of the process.

Through the use of CM/GC, DB, and PDB, TDOT leverages collaboration between designers and contractors earlier in project development, improving constructability and innovation while maintaining cost efficiency and quality outcomes. These approaches are being implemented across a range of large-scale roadway and bridge projects, helping TDOT streamline procurement timelines, reduce administrative barriers, and enhance flexibility in meeting Tennessee's mobility goals.

Public-Private Partnerships

Public-private partnerships (P3) are partnerships between public entities, like TDOT, and private companies, and provide an opportunity to leverage private-sector capital and innovation to enable Tennessee to partner with the private sector to implement transportation projects given limited available resources. In addition to the assigning responsibilities of designing and constructing projects, P3s allow TDOT to bring a private partner to support the finance, operation and/or maintenance of projects. P3s allow for shared risks, accelerated project delivery, access to additional capital, a long-term view of asset management, and may result in the reduction of public costs, with debts privately financed without any obligations to the state.

CHOICE LANES

Choice Lanes are a key part of the state's broader "Build With Us" strategy to improve mobility, reliability, and safety on Tennessee's most congested corridors. Choice Lanes are a type of managed lane that gives drivers the choice to pay a variable fee in exchange for using a lane designed to maintain more reliable travel speeds, even during peak congestion periods. Revenues from these lanes are reinvested into maintenance and system improvements, making Choice Lanes a sustainable tool to manage demand, optimize traffic flow, and enhance overall corridor performance.

The Choice Lanes concept is part of TDOT's data-driven congestion management framework. Choice Lanes provide a flexible solution that balances user options—providing a faster, more predictable route for those who choose to use it—while also relieving congestion in the general-purpose lanes through smoother traffic distribution. They also provide transit benefits as transit buses can use the lanes.

Choice Lanes projects are currently being considered in TDOT Regions 1, 2, and 3. The I-24 Choice Lanes project between Nashville (I-440) and Murfreesboro (SR 10/US 231)

in TDOT Region 3 currently has its environmental assessment under review by FHWA. This section of interstate is one of Tennessee's most heavily traveled, carrying more than 150,000 vehicles daily and frequently experiencing severe congestion. The project will add dynamically priced Choice Lanes in each direction to manage demand and improve travel time reliability across the corridor. Implementation of this project will occur under TDOT's new alternative delivery and financing frameworks, helping to expedite delivery while ensuring long-term system performance and financial sustainability.

PLANNING AND ENVIRONMENTAL LINKAGES

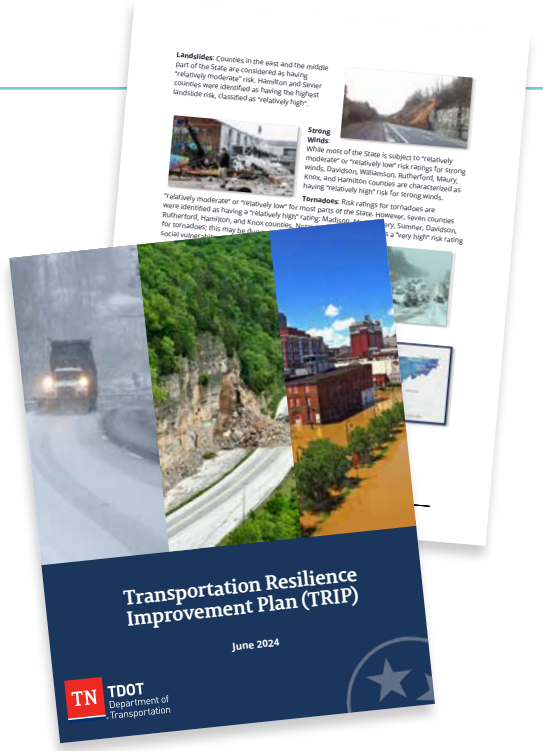
Planning and Environmental Linkages (PEL) is a powerful tool for embedding resiliency into long-range transportation planning, equipping agencies with a collaborative framework to make informed, long-term decisions that protect communities, natural resources, and infrastructure. PEL considers benefits and impacts of proposed transportation system improvements to the environment, community and economy during the early transportation planning process. The primary goal of a PEL Study is to gather information and input early in planning to inform the environmental review process and meet the requirements of the National Environmental Policy Act (NEPA).

TDOT has begun to apply PEL principles across its planning efforts, including PEL studies along some of the state's most congested interstate corridors in Nashville, Knoxville, and Chattanooga, to address congestion while also providing preliminary environmental analysis that could transition into NEPA. This proactive approach streamlines collaboration between planning and environmental review, minimizing redundancy and embedding environmental considerations from the outset. As Tennessee looks ahead, PEL positions the state to deliver transportation projects more efficiently—tailored to local needs and resilient in the face of future challenges like population growth, increasing congestion, and climate-related impacts.

KEY RELATED PLAN

Transportation Resilience Improvement Plan (TRIP)

TDOT's Transportation Resilience Improvement Plan (TRIP) is designed to enhance the durability and reliability of the state's transportation infrastructure in the face of natural hazards and extreme weather events. Funded through IIJA, TRIP focuses on identifying, prioritizing, and implementing projects that reduce vulnerabilities to flooding, landslides, and other climate related disruptions. The program integrates data-driven risk assessments, coordination with local and regional partners, and long-term planning strategies to ensure that critical transportation assets remain safe, accessible, and functional under changing environmental conditions.



GOALS

- Serve as a time-phased planning document for the consideration and investment in transportation resilience improvements throughout the State of Tennessee.
- Develop a data-focused, risk-based, and systematic approach for assessing existing and future vulnerabilities of the State's transportation network to extreme weather events, and to analyze and prioritize potential resilience improvements.
- Promote and standardize coordination and planning between TDOT and other transportation stakeholders on resilience improvement projects throughout the State.
- Synthesize and enhance TDOT's structure and process, tools and technologies, and technical capacity and collaboration within the area of resilience.
- Provide a framework for the consideration of equity and community resilience in TDOT's resilience planning process.

Section 4

TENNESSEE'S TRANSPORTATION SYSTEM IN THE FUTURE

TENNESSEE'S TRANSPORTATION SYSTEM IN THE FUTURE

Over the next 30 years, Tennessee will be shaped by population growth, economic diversification, and continued demographic shifts, all of which will directly influence how people and goods move across the state. Urban centers will expand, rural areas will adapt to changing needs, and new pressures on housing, infrastructure, and industry will reshape the way Tennesseans live and travel. National trends are also affecting Tennessee. Aging residents, changing consumer preferences, and the rise of remote work have the potential to transform the existing ways of life and patterns to which Tennesseans are accustomed.

New technologies in transportation offer the potential for improved efficiency and safety, though adoption at scale presents significant hurdles for the future. In addition, the transportation system will continue to be impacted by extreme weather and natural disasters. Without proactive planning and investment, these trends risk straining Tennessee's transportation network and limiting the State's ability to meet the needs of its residents and economy.

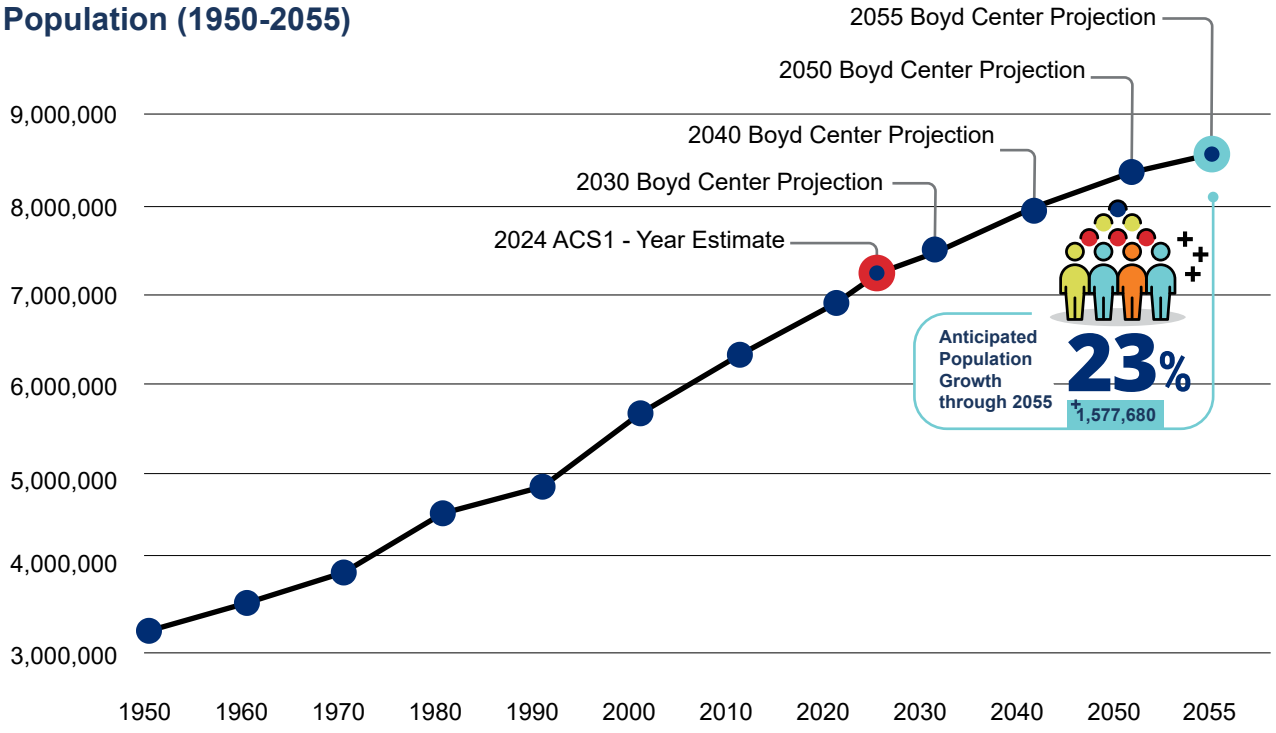
Going forward, TDOT will continue to promote the safe and efficient movement of people and goods across the state, while expanding its role to embrace new mobility solutions, innovative funding approaches, and integrated multimodal strategies. The Department will increasingly be called upon to balance the delivery and maintenance of traditional roadway and bridge infrastructure with advancing priorities such as increased cross-divisional coordination, integration of new technologies, and implementation of new transportation initiatives.

DEMOGRAPHIC AND EMPLOYMENT TRENDS

POPULATION

Tennessee has seen steady population growth in the past 25 years. Since 2000, Tennessee's population has grown by 27% (or 1.5 million), exceeding the national growth rate. This population growth has placed additional strain on the State's transportation system, and growth is not expected to stop. According to the University of Tennessee's Boyd Center, by 2055 Tennessee's population is expected to grow an additional 15%, to over 8.5 million people. See Figure 16.

Figure 16: Historical and Projected Statewide Population (1950-2055)



Source: Decennial Census, UTK Boyd Center

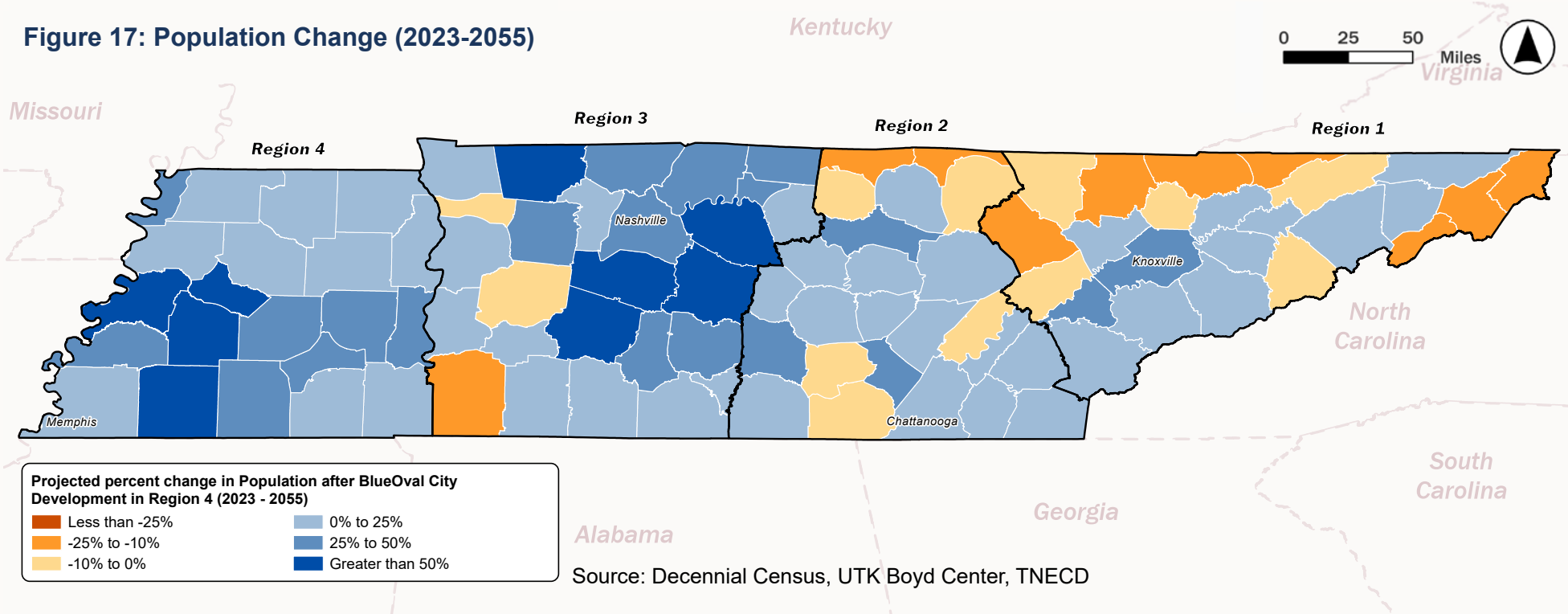
Population growth brings a host of benefits like an expanding tax base and increased economic opportunity. On the other hand, additional population adds further stress on the transportation system, causing greater congestion and increased maintenance requirements.

Population growth is not evenly distributed across the state. The combined population of Tennessee's four largest metropolitan statistical areas (MSA) - Memphis, Nashville, Knoxville, and Chattanooga – consists of nearly four and a half million people, or roughly three-fifths of the state's population.

Meanwhile, many rural counties in the state are currently experiencing and forecasted to continue struggling with population stagnation or decline, as shown in Figure 17. This trend of declining rural areas and growing urban areas is reflective of national trends, as economic opportunities are increasingly concentrated in metropolitan regions, resulting in job losses and population decline in rural regions.

Tennessee must balance the demands of population growth with rural preservation without leaving rural communities behind. This requires an approach that emphasizes addressing congestion, freight movement, and commuter needs in urban areas on the one hand, while also tackling economic development needs, safety, maintenance, and rehabilitation of rural areas.

Figure 17: Population Change (2023-2055)



Source: Decennial Census, UTK Boyd Center, TNECD

Suburban counties within major metropolitan areas, such as Rutherford, Williamson and Wilson Counties bordering Nashville-Davidson County, are projected to absorb a lot of the anticipated growth, with some suburban counties expecting increases of more than 50%. Meanwhile, Nashville, Memphis, Chattanooga, and Knoxville (and their respective counties) all project continued growth. Conversely, many rural counties in Region 1 and Region 2 are projected to lose up to 25% of their population, likely due to mortality and continued outmigration. Similarly, rural areas in Region 4 were previously projected to stagnate or lose population. However, the 2021 announcement of Ford Motor Company and SK Innovation's BlueOval City automotive assembly complex has dramatically altered those forecasts. According to the West Tennessee Planning initiative's

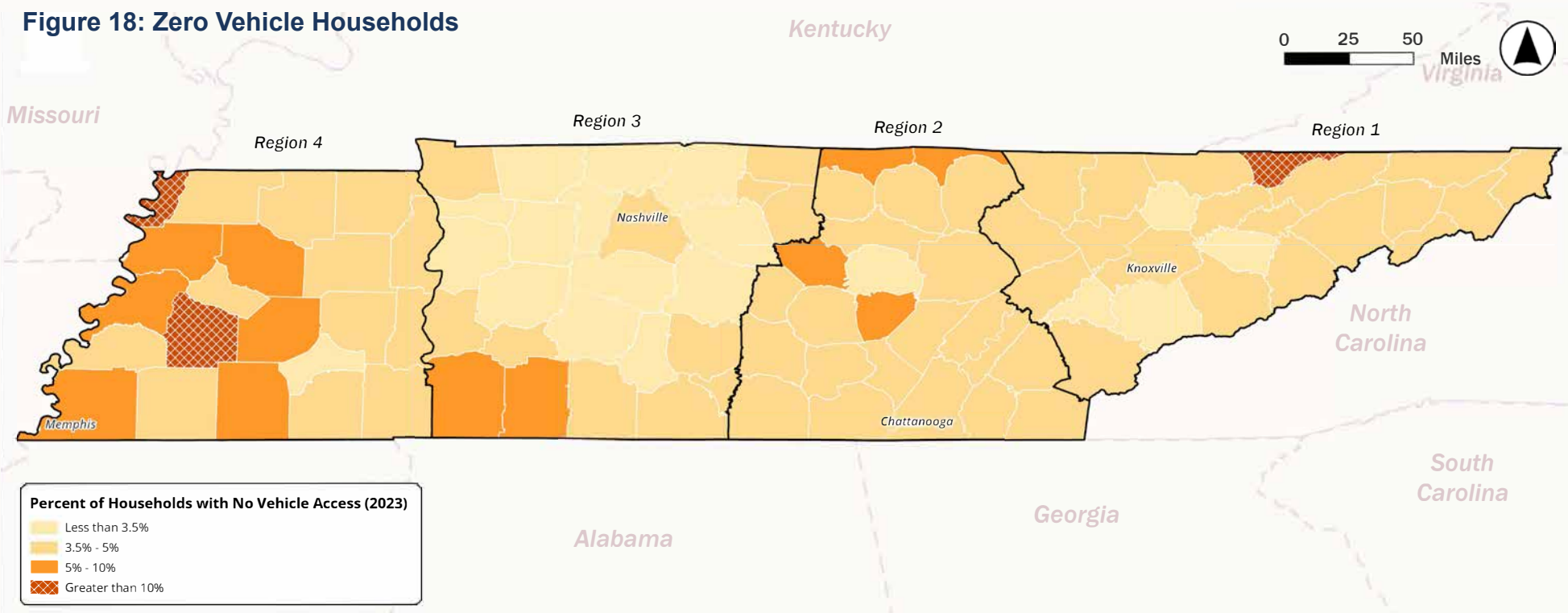
population forecasts, BlueOval City and its related developments are expected to reverse long-term population decline, with several rural counties projected to grow by more than 50%.

As population and employment opportunities expand beyond traditional urban centers, transportation solutions should emphasize coordinated regional strategies that improve mobility options, enhance safety, and support economic integration across the state. Focusing on policies that encourage multimodal access, strengthen local and regional collaboration, and leverage data-driven decisions can help ensure that growth is supported equitably – allowing both urban and rural areas to benefit from a more cohesive and adaptive transportation system.

Vehicle Access

Figure 18 shows that while most counties have fewer than 5% of households without vehicles, several areas, most notably parts of west Tennessee show greater than 10% of households lacking vehicle access, indicating stronger dependence on public transit, carpooling, walking and bicycling, or alternative mobility options. Moreover, limited vehicle access can have negative externalities beyond the affected household. Fewer transportation options can hinder workforce mobility and access to jobs, which can limit broader economic growth, while a lack of access to preventative healthcare can place upward pressure on overall healthcare costs.

Figure 18: Zero Vehicle Households



Source: American Community Survey, 2019-2023 5-Year Estimates

Elderly Populations and Individuals with Disabilities

As Tennessee grows in overall population, the percentage of elderly residents is also growing. The 2023 US Census Bureau's ACS 5-Year Estimates show that Tennesseans above the age of 65 totaled 1.17 million (up 13.9% from 2013). As life expectancy increases and birth rates trend lower, the proportion of residents aged 65 and older is expected to continue to rise. While aging is a national and statewide trend, many rural counties across Tennessee report much higher rates of residents 65 years or older, as shown in Figure 19.

Disabled populations are also more heavily concentrated in rural areas of the state, highlighting the growing differences in transportation needs across Tennessee.

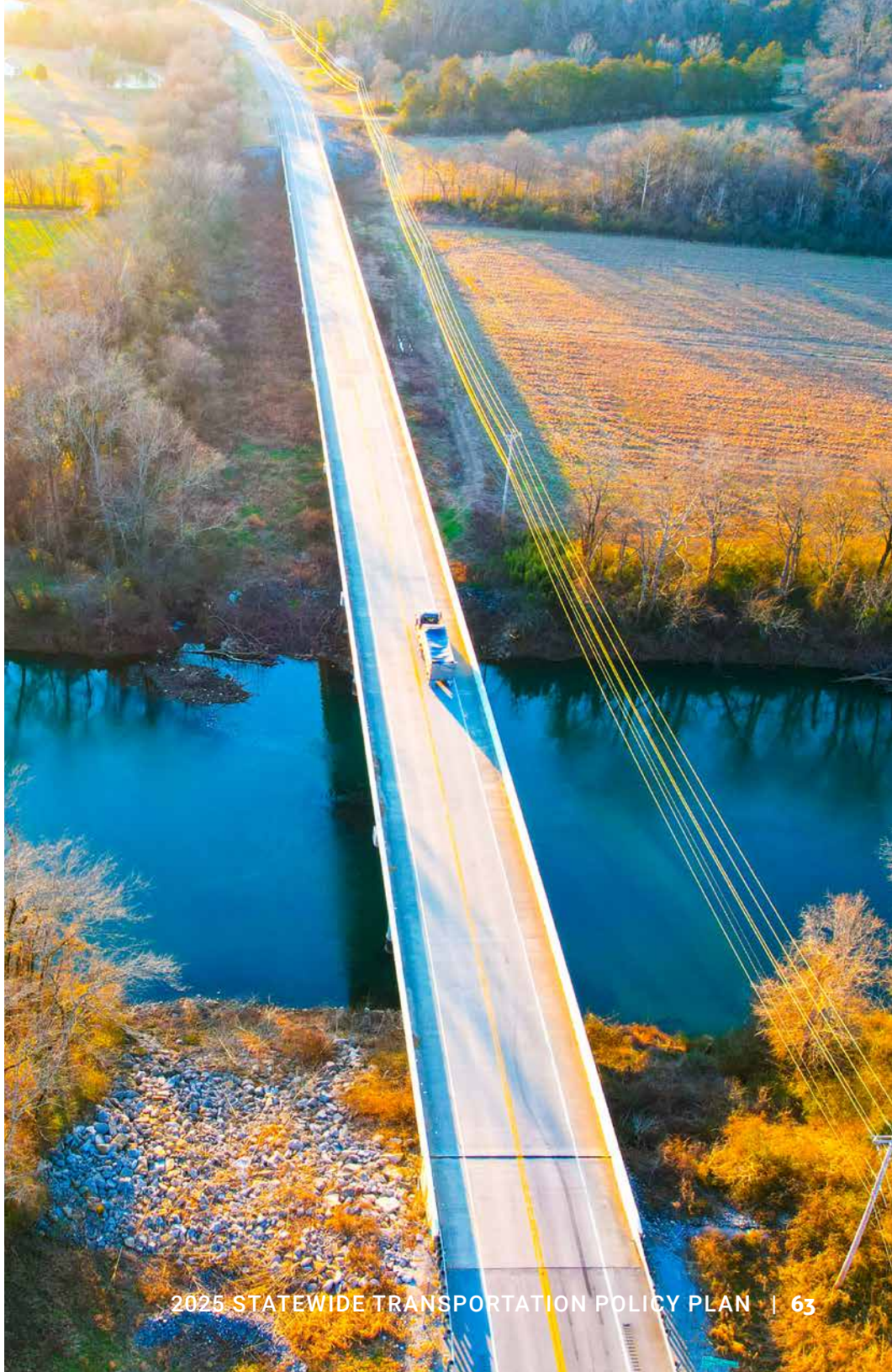
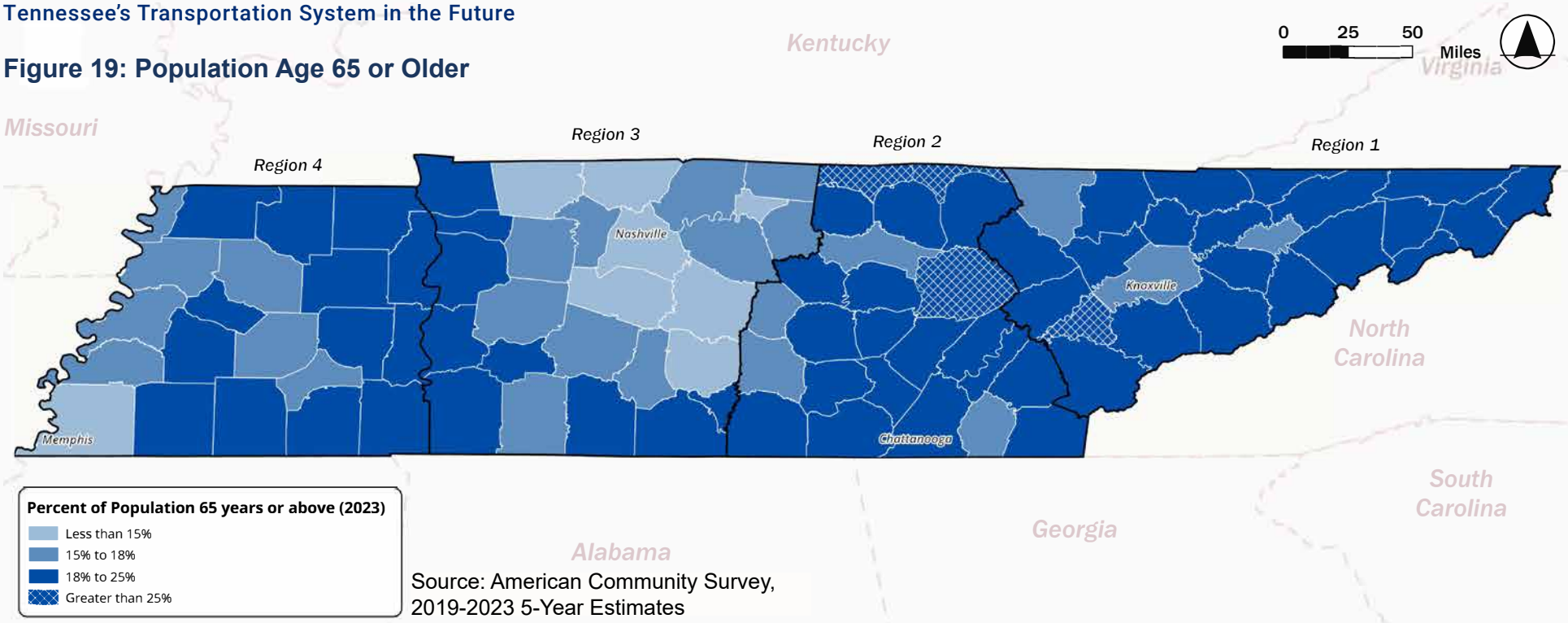
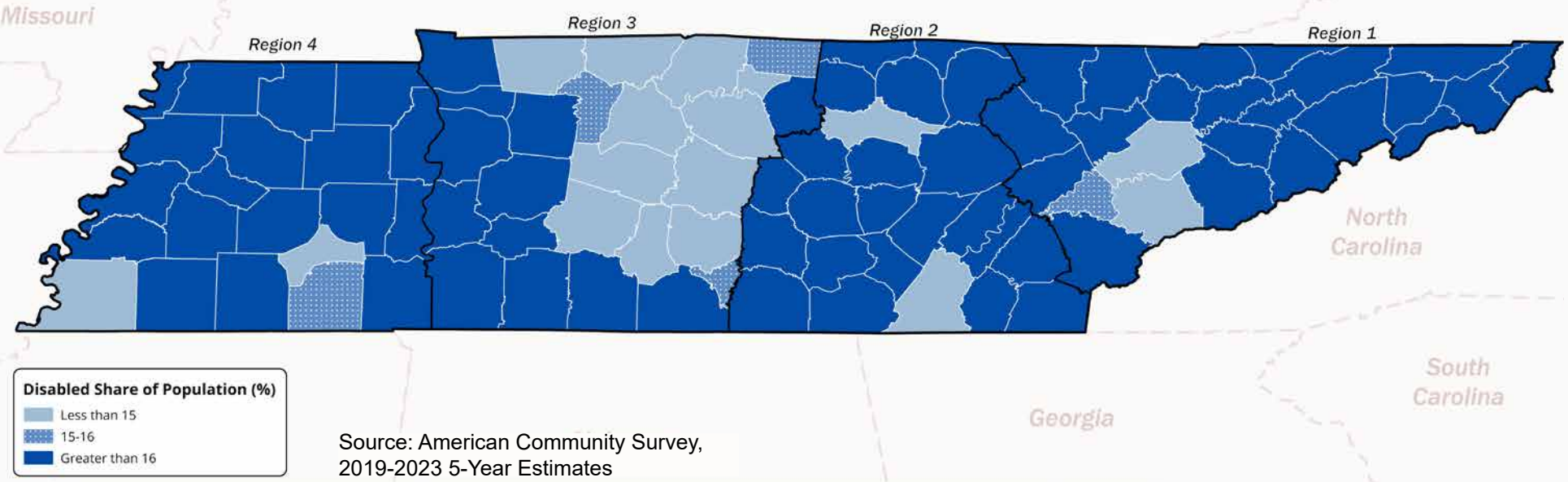


Figure 19: Population Age 65 or Older



Source: American Community Survey, 2019-2023 5-Year Estimates

Figure 20: Persons with Disabilities



Source: American Community Survey, 2019-2023 5-Year Estimates

EMPLOYMENT AND INDUSTRY

Tennessee is home to a diverse and rapidly expanding economy, supported by a broad array of industries that range from automotive manufacturing, healthcare, and logistics to aerospace, advanced materials, and technology. The state's central location in the U.S., robust transportation infrastructure, favorable business climate, and skilled workforce have attracted major employers and investment across sectors. In addition, Tennessee's strong agricultural heritage, emerging clean energy initiatives, and growing design, music, and creative industries contribute to a diverse and balanced economic landscape that supports both rural and urban prosperity.

Key Employment Sectors

Analyzing the distribution of key economic sectors and counties that serve as major employment hubs can help identify areas of increased focus for the transportation system going forward. Figure 21 highlights key hubs across nine Bureau of Labor Statistics NAICS Supersectors.

Shelby County is served by multiple interstates, namely I-40, the Port of Memphis, five Class I railroads, and the Memphis International Airport. Memphis and Shelby County is a hot spot for trade, transportation, and utilities and also plays a significant role in education and healthcare employment, particularly the research hospitals of St. Jude, Le Bonheur, and the University of Tennessee Health Science Center. More broadly, agriculture and farming play a significant role in the state's economy, supporting thousands of jobs in west Tennessee and contributing significant agriculture output due to the region's fertile soil and favorable climate. Lastly, surrounding counties in the Memphis metro area (Fayette, Haywood, and Tipton) are noted for their concentration of construction jobs.

Middle Tennessee (Region 3) is served by I-24, I-40, and I-65, a CSX intermodal ramp at Radnor Yard, and the Nashville International Airport. Davidson County represents the epicenter of the region with the highest number of jobs in six of the nine key supersectors, including education & healthcare, professional & business services, and leisure & hospitality. The Tri-County area of Davidson, Williamson, and Rutherford Counties is a hotspot for the information sector, with Wilson County and Williamson County also contributing heavily to trade and transportation employment.

Region 2 is served by I-24, I-40, and I-75, CSX and Norfolk Southern Class I railroads, the Ports of Nickajack and Centre South River, and the Chattanooga Airport. Hamilton County anchors financial activities (BlueCross BlueShield) and manufacturing facilities at Enterprise South (Volkswagen). Fentress County also has a large proportion of its population which works in the education & healthcare sector, while Warren County employs a large proportion of its population within the natural resources & mining sector.

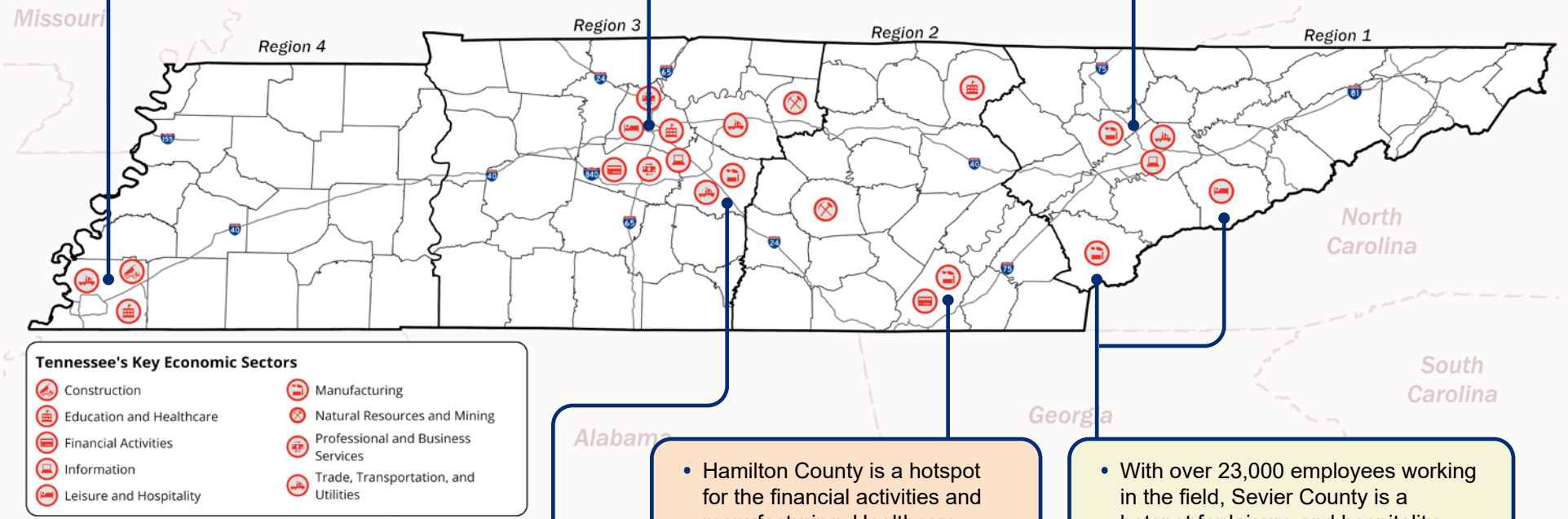
East Tennessee (Region 1) is served by I-40, I-75, and I-81, multiple Class I Railroads, Knoxville's McGhee-Tyson airport, and Tri-Cities Airport. Knox County is a hotspot in trade and transportation, with employers like CVS Caremark, Keurig, and Pilot. It also joins Davidson County and Williamson County as a key area for the information sector. Anderson and Monroe Counties support mid-sized manufacturing operations, particularly in auto parts and boat production. Sevier County, along with neighboring East Tennessee counties, is a hotspot in leisure and hospitality.

Figure 21: Key Economic Sectors

- Shelby County employs nearly 150,000 people in trade, transportation, and utilities—40,000 more than Davidson County.

- Davidson County leads the state in total employment, making it Tennessee's top job center.
- Top industries include education & healthcare, professional services, and hospitality, driven by major employers like Vanderbilt, HCA, St. Thomas, and Nashville General Hospital.

- Research and educational institutions include Oak Ridge National Laboratory, with nearly 6,000 employees, and the University of Tennessee, with approximately 12,000 faculty and staff.
- Anderson County is a rural county supported by the manufacturing sector, with several mid-sized auto parts and boat manufacturers.



- Rutherford and Wilson Counties are thriving employment hubs, attracting diverse industries with strategic connectivity along I-24 and I-40 .

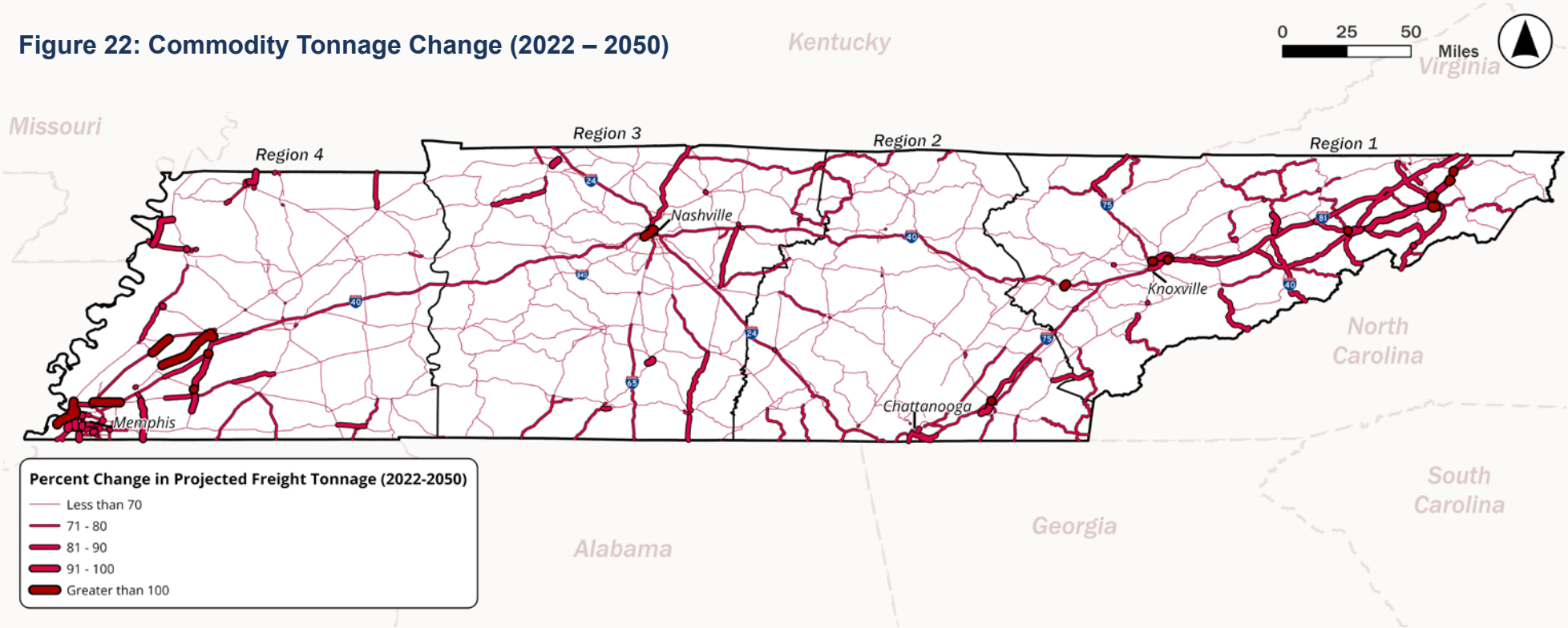
- Hamilton County is a hotspot for the financial activities and manufacturing. Healthcare financing company BlueCross BlueShield employs over 6,500 employees.
- Other major employers include Tennessee Valley Authority (TVA), Erlanger Health, Volkswagen, and Coco-Cola.

- With over 23,000 employees working in the field, Sevier County is a hotspot for leisure and hospitality due in large part to the Great Smoky Mountains National Park.
- Monroe County is a rural county supported by jobs in the manufacturing sector, with several mid-sized auto parts and boat manufacturers in the county.

Goods Movement

The movement of freight and goods is essential to Tennessee's economy, reinforcing its role as a national logistics hub. According to the United States Department of Transportation (USDOT), Tennessee currently ranks 18th in total freight tonnage moved within the state, while ranking 14th in freight tonnage coming into the state and leaving the state. The majority of this tonnage is moved by trucks over Tennessee's interstate and state highways systems. The impact of high truck volumes affects everything from maintenance and rehabilitation budgets to incident management strategies.

Figure 22: Commodity Tonnage Change (2022 – 2050)



Source: Freight Analysis Framework (FAF)

As we approach 2055, it is projected that freight tonnage in areas of Nashville, Memphis, Knoxville and Chattanooga will significantly increase. More broadly, the highway system in both West Tennessee (Region 4) and East Tennessee (Region 1), stand to see significant increases in freight tonnage, with USDOT's Freight Analysis Framework (FAF) estimating double the freight tonnage currently seen on the state's roadways through the year 2050, the last year available for this data. Of the State's interstates, freight tonnage is expected to increase the most along I-81. This is consistent with broader regional trends, as tonnage is projected to increase by 81% to 90% across nearly all of Region 1.

TRANSPORTATION RESILIENCE

Resilience is the ability of the transportation system to anticipate, withstand, and recover from disruptions, whether caused by natural hazards, accidents, or intentional attacks. Strengthening resilience helps protect infrastructure, ensure continuity of operations, and safeguard public safety and the economy. A resilient transportation system can anticipate, continue operating, and recover quickly from external disruptions. These disruptions, whether natural, accidental, or deliberate, can create significant and sometimes unpredictable consequences for mobility and safety. Building resilience requires protecting critical infrastructure, incorporating system redundancy, and is a shared responsibility of federal, state, and local agencies, private sector partners, and individual citizens. Because transportation systems are inherently interconnected with safety and security, resilience plays a central role in supporting the guiding principle of preserving and managing the existing system.

Every year, Tennessee's transportation network faces risks from severe weather, flooding, seismic events, and other natural hazards. Recent disasters have shown how vulnerable transportation systems are: the 2020 Middle Tennessee tornado outbreak damaged key roadways and bridges, the devastating Waverly floods of 2021 washed out roads and rail lines, and the 2023 winter storms caused closures and hazardous travel throughout the state. Most recently, Hurricane Helene in 2024 brought catastrophic flooding and landslides to East Tennessee, washing out highways and bridges, damaging rail lines, and cutting off communities for days. These events underscore the risks to critical networks and highlight the high costs to communities, public safety, and the state's economy.

Tennessee's transportation system remains vulnerable to a range of hazards that can disrupt mobility and damage infrastructure. Severe weather events such as tornadoes, blizzards, and winter storms often create dangerous travel conditions and force temporary closures. Flooding is a recurring concern across the state, especially in low-lying and riverine areas, where roads, bridges, and rail lines are at risk of washouts.

In mountainous and rolling hills areas of East and Middle Tennessee, rockslides/landslides can block highways and restrict access to communities. Collectively, these hazards demonstrate the need for an integrated approach to resilience planning across Tennessee's transportation network.

Flooding is one of the most persistent natural hazards in Tennessee, with both urban and rural areas at risk. The state's extensive river systems, including the Cumberland, Tennessee, and Mississippi Rivers, combined with frequent heavy rain events, create conditions for both flash flooding and prolonged river flooding. Low-lying areas and floodplains are especially vulnerable, where inundation can lead to roadway closures, infrastructure damage, and disruptions to freight and passenger rail service. In urban areas such as Nashville, Chattanooga, and Memphis, limited drainage capacity can intensify flash flooding, impacting neighborhoods, businesses, and critical facilities. Additionally, rural communities often face prolonged isolation when floodwaters wash out roads and bridges, delaying emergency response and recovery. Figure 23 shows the number of flash flood events across Tennessee counties between 2014 and 2024, with higher concentrations (more than 30 events) in and around the state's major metropolitan areas such as Memphis, Nashville, and Knoxville.

Eastern and Middle Tennessee's mountainous and hilly terrain makes the region particularly susceptible to rockslides and landslides, especially along steep highway corridors such as I-40 through the Cumberland Plateau and I-24 through Monteagle Mountain. Saturated soils, heavy rainfall, and freeze-thaw cycles contribute to slope instability, which can trigger sudden rockfalls or major slope failures. These events can block major highways for extended periods of time, rerouting traffic for miles. Beyond the immediate transportation disruptions, landslides can damage roadbeds, retaining walls, and utilities, driving up the cost and duration of repairs. In smaller communities where secondary roads are the only point of access, landslides pose a heightened risk of isolation for residents and emergency services. Figure 24 illustrates landslide susceptibility across Tennessee, showing higher risk in the mountainous and hilly terrain of East and parts of Middle Tennessee, with minimal susceptibility in the flatter western portion (Region 4) of the state.

Figure 23: Flash Flood Events

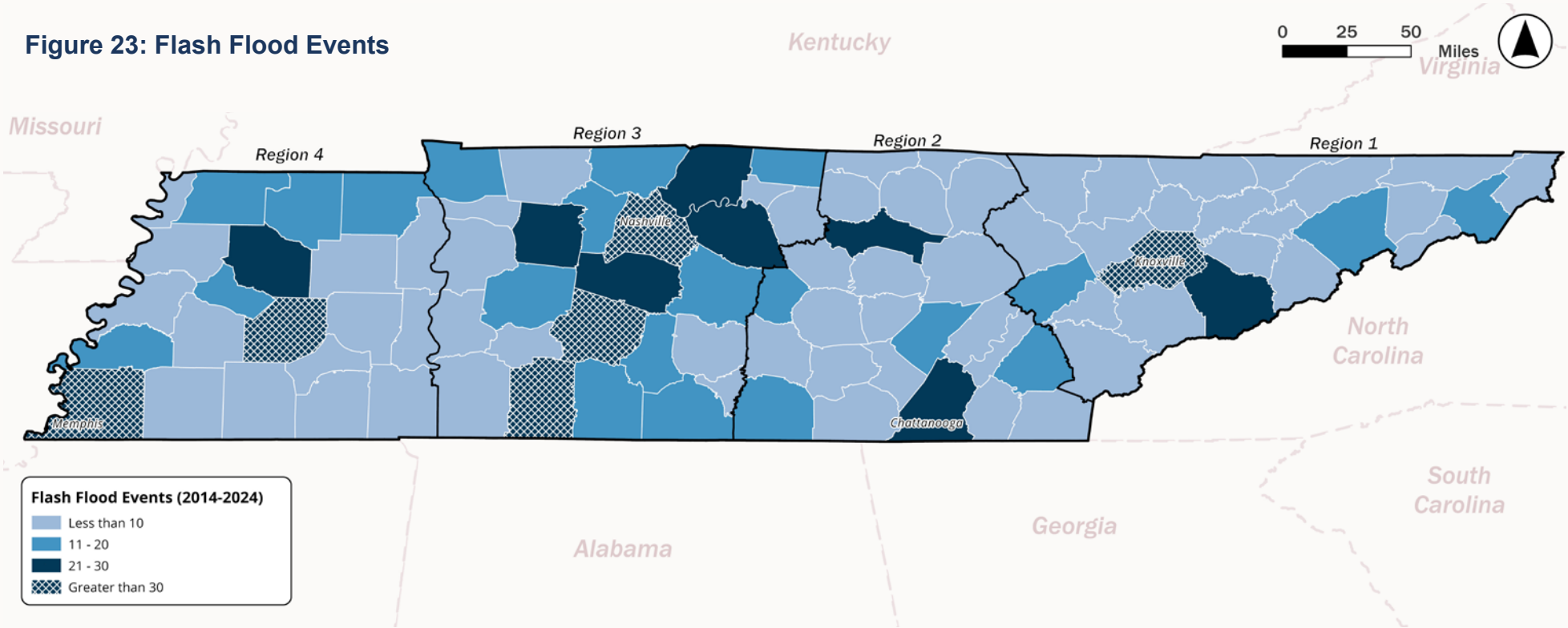
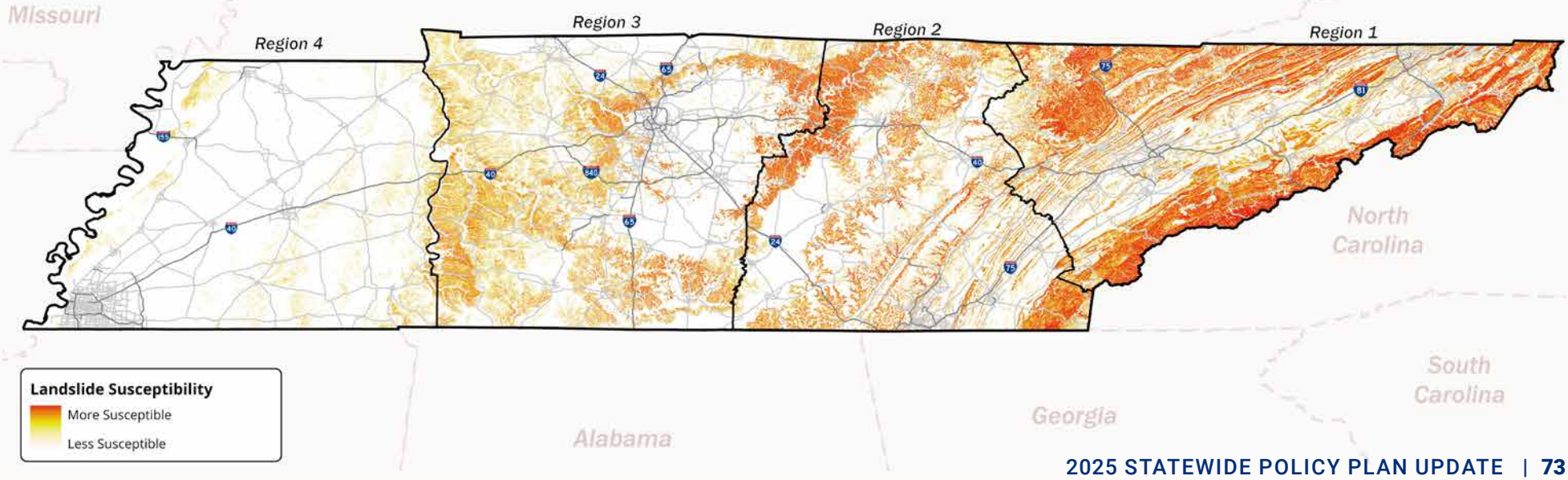


Figure 24: Landslide Susceptibility



HURRICANE HELENE RECOVERY

Road closures and loss of access to markets due to extreme weather events lead to declines in economic activity in affected areas. TDOT crews worked to assess damage, inspect all state-owned bridges, and repair connectivity in the aftermath of Hurricane Helene, which hit Tennessee on September 27, 2024. The impacts of extreme weather events, such as more frequent and intense heat waves and flooding, threaten the considerable state investment in transportation infrastructure. The counties with the most significant damage from Hurricane Helene were Washington, Carter, Unicoi, Johnson, Greene, and Cocke, with major impacts felt across East Tennessee. Established by law on February 12, 2025, the Governor's Response and Recovery Fund (GRRF) was created to provide flexible financial resources for unmet disaster recovery needs during times of extraordinary circumstances. On July 2, 2025, the Tennessee Emergency Management Agency (TEMA) announced more than $41 million from the GRRF to support needs across the Helene-impacted communities.

Damages to the state's transportation system were estimated at over $500 million for infrastructure including roads, bridges, and railroads.

DEFICIENCY ANALYSIS TOOL

TDOT developed the Deficiency Analysis Tool as part of its 2016 25-Year Policy Plan. The tool identifies where Tennessee's transportation network faces the greatest challenges, helping prioritize long-range investments that improve safety, mobility, resiliency, and sustainability.

Deficiency Analysis Tool

Key Functions

Breaks the state's roadway system into thousands of segments and scores them using TDOT's seven Guiding Principles

Uses data from the Enhanced Tennessee Roadway Information Management System (E-TRIMS), travel demand models, Census Bureau, and environmental/resource agencies

Identifies deficiencies in safety, congestion, infrastructure condition, freight, economy, and environment

Produces Top 10 Deficiency Corridor Reports, interactive maps, and scoring tables

Why It Matters

Provides an objective foundation for project development and programming

Strengthens alignment between transportation, community, and environmental goals

Ensures evidence-based decisions that support Tennessee's economy, mobility, and resiliency

ENVIRONMENTAL MITIGATION STRATEGIES

Environmental mitigation activities are critical to ensuring that existing and future infrastructure minimizes ecological impacts, protects natural resources, and supports the long-term sustainability of Tennessee's communities and landscapes. TDOT approaches mitigation using the National Environmental Policy Act (NEPA) hierarchy: **avoid, minimize, rectify, reduce, and compensate.** These efforts apply to both policies and projects, balancing transportation needs with protection of natural, cultural, and community resources.

Avoiding the adverse effect altogether by not taking a certain action or parts of an action.

Minimizing the adverse effect by limiting the degree or magnitude of the action and its implementation.

Rectifying the adverse effect by repairing, rehabilitating, or restoring the affected environment.

Reducing or eliminating the adverse effect over time by preservation and maintenance operations during the life of the action.

Compensating for the adverse effect by replacing or providing substitute resources or environments.[12]

12 Definitions, National Environmental Policy Act Implementing Regulations, 40 CFR 1508.1 (Apr. 10, 2025), https://www.ecfr.gov/on/2025-04-10/title-40/section-1508.1, accessed 27 October 2025.

TDOT also employs strategies specifically to different resource areas affected by transportation infrastructure:

- **Parks and Recreation** – Avoid locating projects in existing/proposed facilities; consider design alternatives; replace impacted facilities when unavoidable; promote health benefits through integrated planning.
- **Water Quality and Hydrology** – Coordinate impacts reduction during PEL, coordinate mitigation among agencies, and TS4 (Transportation Separate Storm Sewer System) program.
- **Noise** – Use noise barriers, pavement materials, design modifications, context-sensitive design, and construction scheduling to reduce impacts.
- **Air Quality** – Reduce vehicle idling and congestion; expand and support multimodal transportation options; adopt cleaner advanced technologies that improve vehicle efficiency; and explore innovations such as Intelligent Transportation Systems (ITS), Transportation Systems Management & Operations (TSM&O), and Active Demand Management to improve efficiency and reduce pollution.
- **Historic/Archaeological Resources** – Avoid or minimize impacts through design exceptions or variances; continue coordination with local, state, and federal preservation agencies.
- **Visual & Aesthetic Resources** – Preserve natural landscapes and vistas; apply architectural and context-sensitive design; manage lighting; use native vegetation for screening and revegetation.
- **Wildlife Habitat & Natural Areas** – Reduce fragmentation and impacts thorough review and implementation of wildlife crossings; habitat banking, and smart growth concepts; plant native species; coordinate closely with resource agencies to identify critical habitats and conservation lands.
- **Communities & Land Use** – Promote smart growth and transit-oriented development; provide noise abatement; and train and support local governments in integrating land use and transportation goals.

EMERGING TRENDS

Beyond the anticipated population growth across Tennessee, traveler preferences are also evolving, driven by generational shifts, technological advancements, and changing lifestyle priorities. Continuing to provide safe, reliable, and modern transportation facilities in the face of continued population growth, aging populations, and changing preferences will require rethinking the way Tennessee's transportation system is currently planned and delivered. Proactive planning, data-driven decision making, local and regional coordination, and multimodal opportunities are all necessary strategies to ensure TDOT continues to provide safe, reliable transportation that responds to the needs of growing and evolving communities.

MICROMOBILITY

Micromobility refers to travel by small, low-speed vehicles, such as bicycles and stand-up scooters. Within the past decade, micromobility has increased exponentially. Tennessee currently has four cities (Memphis, Nashville, Chattanooga, and Knoxville) with bikeshare or scooter share fleets. TDOT's Statewide Active Transportation Plan, Making Connections, includes a goal to make active transportation, including micromobility, in Tennessee safe, equitable, integral, connected, and comfortable. Strict regulation and proactive planning for micromobility is critical to mitigating the safety risks of micromobility usage, particularly with regard to motorized options. A 2024 University of California, San Francisco study found that E-bike injuries more than doubled every year from 2017 to 2022 and showed a higher propensity for riskier behavior (e.g., not wearing helmets, biking under the influence of alcohol).[13]

13 Electric Scooter and Bike Accidents Are Soaring Across the U.S., University of California San Francisco, https://www.ucsf.edu/news/2024/07/428096/electric-scooter-and-bike-accidents-are-soaring-across-us, accessed 27 October 2025.

E-COMMERCE

E-commerce, or online retail sales, has more than doubled in the past 10 years. Per the US Census Bureau's most recent Quarterly E-Commerce Report, e-commerce exploded in mid- to late 2020, likely due to the COVID-19 pandemic. Since then, online sales have remained strong. The rapid rise of e-commerce has increased demand for fast, low-cost movement of goods through the supply chain. In particular, e-commerce drives last-mile deliveries, or the movement of goods from distribution centers directly to consumers, meaning more delivery trucks on the road. To embrace the economic opportunities associated with e-commerce, the Tennessee Statewide Multimodal Freight Plan calls for strategic capacity improvements, better infrastructure maintenance, improved first and last mile connectivity, effective truck parking management, and more efficient trucks with fewer emissions.

TRUCK PARKING

Commercial vehicle parking is in high demand throughout Tennessee. Commercial vehicle drivers must adhere to federal regulations regarding when they can and cannot drive. During a consecutive 14-hour period, 11 hours may consist of driving. Within those 11 hours, if an operator has been driving for eight consecutive hours, they must take a half-hour break before finishing the remainder of the shift. Following each 14-hour shift, a driver is mandated to wait 10 hours until they can begin a new shift. Due to these time limits, once a driver has reached the maximum amount of driving allowed, they must find a spot to park.

Because there are limited commercial parking spaces, some rest areas and truck stops are reaching capacity by early evening. Consequently, an increasing number of drivers are parking in areas and spots that are unsafe, lacking in security, and, at many times, are illegal. Conversely, they may drive past their legal limits, potentially in a tired state, creating greater risk to themselves and other people on the roadway

The Tennessee Statewide Multimodal Freight Plan outlines solutions to truck parking issues. The plan emphasizes expanding and improving truck parking facilities at public rest areas and through partnerships with private operators. It also recommends integrating truck parking considerations into freight planning and infrastructure investment decisions, particularly along major freight corridors and near intermodal facilities.

CURBSIDE MANAGEMENT

Drivers parking their personal vehicles, rideshare drivers waiting on passengers, pedestrians using crosswalks, cyclists riding in bike lanes, buses making stops along their routes, and last-mile freight vehicles delivering goods all compete for space alongside curbs. Curbside management effectively optimizes limited curb space and includes strategies like larger or more frequent curbside parking spaces, designating certain areas as loading zones for commercial use only, or changing curb designations based on the time of day.

Curbside management is primarily handled at the local level, as each community has unique needs, but state departments of transportation can provide support, collaboration, and technical expertise. The TDOT Multimodal Project Scoping Manual directs that curbside management be evaluated early in project planning to balance the needs of all users – pedestrians, cyclists, transit riders, and motorists. It calls for documenting existing curbside uses, coordinating with local stakeholders, and aligning curb priorities (such as parking, loading, and transit access) with land use and multimodal goals. The intent is to design context-sensitive corridors that safely and efficiently manage curb space within complete street designs.

AUTONOMOUS VEHICLES

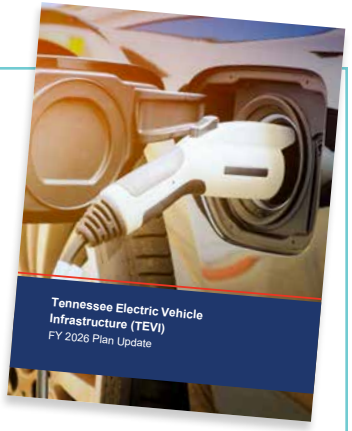
Fully autonomous vehicles, commonly known as self-driving cars, are currently unavailable for consumers. The National Highway Traffic Safety Administration's (NHTSA) 2025 Automated Vehicle (AV) Framework prioritizes safety as AV technology develops. Prior to this federal framework, numerous states issued legislation and executive orders that created a patchworked landscape for AV technology.

TDOT's Connected and Automated Vehicle (CAV) Readiness Action Plan was completed in 2025 and provides a structured approach to integrating CAV technologies into Tennessee's transportation system. The plan's recommendations fall under five key categories: planning, policy, funding, engagement, and deployment.

ALTERNATIVE FUELS

Alternative fuel refers to any method of powering a vehicle beyond traditional gasoline or diesel. More than a dozen alternative fuels are currently on the market, but among the most common are electricity, biodiesel, ethanol, and liquefied natural gas (LNG). The vast majority of alternative fueling stations are electric vehicle charging ports. In 2023, 11% of vehicles registered in Tennessee operated via alternative fuel.

KEY RELATED PLAN



Tennessee Electric Vehicle Infrastructure FY 2026 Plan Update

The Tennessee Electric Vehicle Infrastructure (TEVI) Fiscal Year 2026 Plan Update aligns with requirements from The Infrastructure Investment and Jobs Act (IIJA) includes $5 billion dollars for the National Electric Vehicle Infrastructure (NEVI) program to create a national network of electric vehicle charging stations. Federal funding through the NEVI Program allocated $88 million for Tennessee over five years (Fiscal Years 2022-2026). In compliance with NEVI award guidelines, the state released the TEVI Plan Update for the 2026 Fiscal Year, detailing Tennessee's progress in identifying charging locations and awarding contracts to vendors during the first round of the network-building process. As of January 2024, TDOT in cooperation with the Tennessee Department of Environment and Conservation (TDEC) awarded $21 million in federal funds for electric vehicle (EV) fast-charging stations across the state.

In July 2025, the TDEC and the Tennessee Valley Authority released a project solicitation for the second round of Fast Charge TN projects. Applications are under review and evaluation at the time of this Policy Plan.

Section 5

STRATEGIC EMPHASIS AREAS

STRATEGIC EMPHASIS AREAS

The 2025 Policy Plan Update holds constant the three strategic Emphasis Areas from the 2016 policy plan, while providing key updates based on the Department's EPIC Initiative and new project delivery methods, and national goals described in 23 USC 150(b).

23 USC 150(b) Federal-Aid Highway Program National Goals[14]

1. **Safety** -To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction** - To achieve a significant reduction in congestion on the National Highway System.
4. **System reliability** - To improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality** - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

14 National goals and performance management measures, 23 USC 150(b), https://uscode.house.gov/view.xhtml?req=(title:23%20section:150%20edition:prelim), accessed 27 October 2025.

I. PROMOTE EFFICIENCY

INTERSTATE MODERNIZATION, MULTIMODAL CONNECTIVITY, INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Efficiency is about much more than moving cars quickly. It accounts for the reliability, availability, and accessibility of the entire transportation system for both people and goods. For TDOT, this means ensuring that interstate corridors are modernized to meet 21st-century demands, adopting new technologies to curb congestion, providing safe and adequate facilities for freight movement, and implementing safety improvements that enhance safety for all modes of travel. Equally important is providing seamless multimodal connectivity: giving users choices to travel by transit, bicycle, or foot, and ensuring freight has strong modal links between highways, waterways, rail, and air. Intelligent Transportation Systems (ITS) add another layer of efficiency by using technology to manage congestion, provide real-time travel information, improve incident management response times, and optimize traffic operations. Together, these investments enhance how effectively Tennesseans and visitors can navigate both urban and rural areas, while also extending the life of TDOT's assets. By prioritizing efficiency, TDOT demonstrates a commitment to smart investments that maximize benefits across the system and reduce the time and cost of travel for all users.

National Goals

3 *Congestion reduction* 4 *System reliability* 6 *Environmental sustainability*

II. INCREASE EFFECTIVENESS

MAINTAIN A STATE OF GOOD REPAIR, SYSTEM SAFETY

Effectiveness emphasizes TDOT's ability to deliver measurable outcomes with limited resources. Every dollar invested must yield the highest possible return, whether through extending pavement life, reducing crash rates, or improving bridge reliability. Maintaining a state of good repair (SOGR) ensures that Tennessee's roads, bridges, sidewalks, transit systems, and other facilities remain safe, dependable, and cost-effective over the long term. Deferred maintenance can quickly lead to higher lifecycle costs and safety risks. Therefore, TDOT's focus on SOGR is a fiscally responsible strategy that protects taxpayer investments. Equally central to effectiveness is system safety. TDOT promotes infrastructure designs and operational strategies that reduce fatalities and serious injuries across all modes. This includes implementing proven countermeasures, investing in pedestrian and bicycle safety, and enhancing incident response strategies. By tying investment decisions to performance outcomes, TDOT ensures that effectiveness is not just a principle but a measurable reality for communities across Tennessee.

National Goals

1 *Safety* 2 *Infrastructure condition*

III. EMPHASIZE ECONOMIC COMPETITIVENESS

URBAN OPPORTUNITY, RURAL ACCESS, PRIMARY TRADE CORRIDORS

Transportation infrastructure is a cornerstone of economic competitiveness. Tennessee's ability to attract and retain businesses, support tourism, and facilitate efficient freight movement depends heavily on the quality and connectivity of its transportation network. Urban opportunity means ensuring that growing metropolitan areas have the transportation capacity and multimodal access needed to support dense job centers, health systems, schools and universities, and cultural destinations. Rural access acknowledges that smaller towns and agricultural regions must remain connected to markets, employment opportunities, and essential services – strengthening economic resilience across the state. Finally, primary trade corridors are the lifelines of Tennessee's economy, moving goods along interstates and highways that serve not only state residents but also regional and national supply chains. Corridors improvements should be collaborative efforts between local planned growth and economic development patterns. By strategically investing in these three program areas, TDOT commits to supporting balanced growth, ensures that economic opportunities are widely distributed, and reinforces Tennessee's role as a logistics hub for the nation. Economic competitiveness is not just about freight – it is about fostering opportunity for people and communities, large and small.

National Goals

5 *Freight movement and economic vitality* **7** *Reduced project delivery delays*

The 2025 Policy Plan Goals and Strategic Emphasis Areas collectively establish a policy framework that is both aspirational and actionable, helping position Tennessee's transportation system to meet the challenges of the next three decades. By prioritizing modernization, efficiency, effectiveness, and economic competitiveness, TDOT is committed to building a transportation system that is reliable and future-ready. This balanced approach – anchored in fiscal responsibility, cross-sector collaboration, and continuous innovation – ensures that, by 2055, Tennesseans will enjoy a multimodal transportation network that connects communities, strengthens the economy, safeguards natural and cultural resources, and improves quality of life for Tennesseans.

Section 6

CONCLUSION

CONCLUSION

As described earlier, the 2025 Policy Plan will help guide transportation investments across the state of Tennessee through the next 30 years. Grounded in the Department's Mission to provide a safe and reliable transportation system that supports economic growth and quality of life, the Plan integrates findings from other statewide plans, the latest federal goals and planning factors, emerging trends and future thinking to ensure Tennessee's infrastructure is prepared for the future.

Over the past few years, TDOT has implemented several policies and programs to expedite project delivery, focusing on innovative funding methods. These initiatives, coupled with a strong emphasis on modernization, operational efficiency, multimodal connectivity, and a state of good repair, recognize the diverse needs of Tennesseans—urban and rural, freight and passenger, current and future. Investments in technologies to improve operations, Choice Lanes to alleviate urban congestion, safety initiatives, and collaborative PEL frameworks to streamline planning and environmental activities, underscore TDOT's commitment to delivering timely, cost-effective, and resilient projects across the state.

Ultimately, the 2025 Statewide Long Range Policy Plan provides a clear framework for a multimodal transportation future in Tennessee. Through collaboration, innovation, and strategic foresight, TDOT can build a more connected, efficient, and safe system for everyone, improving quality of life for generations to come.

Section 7

APPENDICES

Appendix I

STAKEHOLDER COORDINATION SUMMARY

September-October 2025

MPO MEETINGS

MPO	DATE	TIME	LOCATION	ATTENDEES
Bristol MPO	9/8/2025	10:00AM CDT	Virtual	**Micah Bray** - Transportation Planning Manager, Bristol MPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Pamela Boyd-Walker** - Planning Manager, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Troy Ebbert** - OCT R4 Supervisor, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
Chattanooga-Hamilton County/ North Georgia MPO	9/15/2025	1:00PM CDT	Virtual	**Bridget Enderle** - Principal Planner, Chattanooga-Hamilton County/North Georgia MPO **Betsy Evans** - Senior Planner, Chattanooga-Hamilton County/North Georgia MPO **Melissa Taylor** - Director/MPO Coordinator, Chattanooga-Hamilton County/North Georgia MPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Kevin Layne** - OCT Region 2 Planner, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Clarksville Urbanized Area MPO (CUAMPO)	9/26/2025	9:30AM CDT	Clarksville MPO Offices 329 Main Street, Clarksville, TN 37040	**Jill Hall** - Transportation Planner, CUAMPO **Zachary Madden** - Planner, CUAMPO **Jeff Tyndall** - Director, Clarksville Montgomery County RPC **Mike Ziarnek** - Director, CUAMPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Pamela Boyd-Walker** - Planning Manager, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Ann Marie Anway** - MPO Team Lead, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Drew Gaskins** - Senior Planner, Gresham Smith **Ian Preston** - Planner, Gresham Smith
Cleveland Urban Area MPO	9/29/2025	12:00PM CDT	Virtual	**Robert Varnell** - Planning and Community Development Director, MPO Coordinator, Cleveland MPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Stacy Morrison** - OCT Manager, TDOT **Kevin Layne** - OCT Region 2 Planner, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Ian Preston** - Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Nashville Area MPO/GNRC	9/26/2025	1:00PM CDT	GNRC Offices 44 Vantage Way, Nashville, TN 37228	**Michael Skipper** - Executive Director, GNRC **Will Rogers** - Safety Planning Coordinator, GNRC **Matthew Cushing** - Transportation Planning Manager, GNRC **Daniel McDonnell** - Director of Transportation Infrastructure, GNRC **Andrew McIntyre** - Associate Planner, GNRC **Taylor Lee** - Transportation Project Delivery Coordinator, GNRC **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Heather Bing** - MPO Senior Technical Specialist, TDOT **Ann Marie** Anway - MPO Team Lead, TDOT **Stacy Morrison** - OCT Manager, TDOT **Herman Wright** - OCT Region 3 Senior Planner, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Drew Gaskins** - Senior Planner, Gresham Smith **Ian Preston** - Planner, Gresham Smith
Jackson Area MPO	9/30/2025	1:00PM CDT	Virtual	**Hannah Mathis** - Transportation Planner, City of Jackson **Emmily Tiampati** - Regional OCT Staff, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Pamela Boyd-Walker** - Planning Manager, TDOT **Stacy Morrison** - OCT Manager, TDOT **Ann Marie** Anway- MPO Team Lead, TDOT **Ashley Owens** - OCT Region 4 Senior Planner, TDOT **Megha Young** - Senior Planner, Gresham Smith **Ian Preston** - Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Johnson City MTPO	9/10/2025	11:00AM CDT	Virtual	**Glenn Berry** - MPO Manager, Johnson City MTPO **Mary Butler** - Senior Planner, Johnson City MTPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Pamela Boyd-Walker** - Planning Manager, TDOT **Savannah Robertson** - Planning Specialist TDOT **Troy Ebbert** - OCT Region 1 Supervisor, TDOT **Stacy Morrison** - OCT Manager, TDOT **Ronda Sawyer** - OCT Region 1 Planner, TDOT **Ann Marie** Anway- MPO Team Lead, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
Kingsport MTPO	9/16/2025	1:00PM CDT	Virtual	**Lesley Christian** - MTPO Manager, Kingsport MTPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Pamela Boyd-Walker** - Planning Manager, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Ronda Sawyer** - OCT Region 1 Planner, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Knoxville Regional TPO	9/16/2025	8:30AM CDT	Virtual	**Doug Burton-** TPO Coordinator, Knoxville Regional TPO **Mike Conger-** Senior Transportation Engineer, Knoxville Regional TPO **Emily Jackson-** Research Assistant, Knoxville Regional TPO **Craig Luebke** - Senior Planner, Knoxville Regional TPO **Jonah Bird** - Planner, Knoxville Regional TPO **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
Lakeway Area MTPO	9/17/2025	2:00PM CDT	Virtual	**Tina Whitaker-** MTPO Coordinator, Lakeway Area MTPO **Steve Neilson-** Community Development Director, City of Morristown **Jaret Shaffer** - Statewide Planning Team Lead, TDOT) **Savannah Robertson** - Planning Specialist, TDOT **Troy Ebbert** - OCT Region 1 Supervisor, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Memphis MPO	9/9/2025	10:00AM CDT	Virtual	**Kate Horton-** Planning Manager, Memphis MPO **Pragati Srivastava-** Administrator, Memphis MPO **Mavrick Fitzgerald-** Transportation Planner, Memphis MPO **Keiaron Randle-** Transportation Planner, Memphis MPO **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Stacy Morrison** - OCT Manager, TDOT **Ann Marie** Anway- MPO Team Lead, TDOT **Ashley Owens** - OCT Region 4 Senior Planner, TDOT **Thiera Taylor-** OCT Region 4 Planner, TDOT **Emmily Tiampati-** Regional OCT Staff, TDOT **Drew Gaskins-** Senior Planner, Gresham Smith **Mary Connelly-** Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

DEVELOPMENT DISTRICT AND RPO MEETINGS

MPO	DATE	TIME	LOCATION	ATTENDEES
Upper Cumberland Development District (Center Hill RPO, Dale Hollow RPO)	10/2/2025	9:30AM CDT	Virtual	**Tommy Lee-** Deputy Director, UCDD **Marcie Ackerman-** Assistant Director, Planning and Community Development **Mark Dudney-** Historic Preservation Planner and RPO Coordinator, Dale Hollow RPO **Sean Patten-** Transportation Planner/ Center Hill RPO Coordinator, UCDD **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Kevin Layne** - OCT Region 2 Planner, TDOT **Michelle Christian-** RPO Team Lead, TDOT **Mary Connelly-** Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
East Tennessee Development District (East Tennessee North RPO, East Tennessee South RPO)	10/27/2025	9:00AM CDT	Virtual	**Rick Yakubic-** Executive Director, ETDD **Tim Hendrick** - Deputy Director & Environmental Planner, ETDD **Laura Smith-** Transportation Planner, ETDD **Kathryn Baldwin-** Contract Regional Planner, ETDD **Gayla Webb-** RPO Coordinator, ETDD **Ekem Amonoo-Lartson-** Transportation Planner, ETDD **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Michelle Christian-** RPO Team Lead, TDOT **Mary Connelly-** Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
First Tennessee Development District (First Tennessee RPO)	10/14/2025	9:00AM CDT	Virtual	**Mike Harrison-** Executive Director, FTDD **Chase Milner-** RPO Coordinator, FTDD **Misty Willison-** Special Projects & Communications Manager, FTDD **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Michelle Christian-** RPO Team Lead, TDOT **Mary Connelly-** Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Ian Preston** - Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
Mid-Cumberland Human Resources Agency (Middle Tennessee RPO)	9/30/2025	9:30AM CDT	Virtual	**Jane Hamrick-** Executive Director, MCHRA **Karyssa Wilson-** RPO Coordinator, MCHRA **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Heather Bing** - MPO Senior Technical Specialist, TDOT **Herman Wright** - OCT Region 3 Senior Planner, TDOT **Mary Connelly-** Senior Planner, Gresham Smith **Ian Preston** - Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Northwest Tennessee Development District (Northwest RPO)	9/23/2025	9:00AM CDT	Virtual	**Lori Kelley-Burdine-** Executive Director, NWTDD/HRA **Wanda Fuzzell-** Economic & Community Development Director, NWTDD **Janet Moore-** Public Transportation Director, NWTDD **Reed Jones-** RPO Coordinator/Community Development Coordinator, NWTDD **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Emmily Tiampati-** Regional OCT Staff, TDOT **Michelle Christian-** RPO Team Lead, TDOT **Ashley Owens** - OCT Region 4 Senior Planner, TDOT **Mary Connelly-** Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Bradyn Carson** - Planner, Gresham Smith
South Central West Development District (South Central East RPO, South Central West RPO)	9/29/2025	9:00AM CDT	Virtual	**Terrie Garcia-** Director of Transportation, SCTDD **Lisa Cross-** RPO/Infrastructure Coordinator, SCTDD **Misti Baker-** Solid Waste Coordinator, SCTDD **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Kevin Layne** - OCT Region 2 Planner, TDOT **Mary Connelly-** Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

MPO	DATE	TIME	LOCATION	ATTENDEES
Southeast Tennessee Development District (Southeast RPO)	10/16/2025	1:00PM CDT	Virtual	**Chad Reese** - Planning Director, SETDD **Rohan Thompson** - RPO Coordinator, SETDD **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Michelle Christian** - RPO Team Lead, TDOT **Kevin Layne** - OCT Region 2 Planner, TDOT **Stacy Morrison** - OCT Manager, TDOT **Mary Connelly** - Senior Planner, Gresham Smith **Megha Young** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
Southwest Tennessee Development District (Southwest RPO)	9/23/2025	1:00PM CDT	Virtual	**Joe Barker** - Executive Director, SWTDD **Chris Pate** - Regional Planner/RPO Coordinator, SWTDD **Tom Skehan** - Regional Planner/ Historic Preservationist, SWTDD **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Emmily Tiampati** - Regional OCT Staff, TDOT **Megha Young** - Senior Planner, Gresham Smith **Bradyn Carson** - Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith
MidSouth Development District (West Tennessee RPO)	10/2/2025	3:00PM CDT	Virtual	**Anna McQuiston** - Executive Director, MidSouth Development District **Hannah Walker** - Communications & Special Projects Specialist, MidSouth Development District **Pamela Boyd-Walker** - Planning Manager, TDOT **Jaret Shaffer** - Statewide Planning Team Lead, TDOT **Savannah Robertson** - Planning Specialist, TDOT **Ashley Owens** - OCT Region 4 Senior Planner, TDOT **Drew Gaskins** - Senior Planner, Gresham Smith **Mary Connelly** - Senior Planner, Gresham Smith **Camryn Jones** - Planner, Gresham Smith

KEY TAKEAWAYS SUMMARY

MPO MEETINGS

Bristol MPO

- Challenges in capacity and budget for maintenance projects and other improvements, including corridor management and signal timing
- Other issues including rising housing costs and road safety
- Focus on spot improvements to accommodate industrial growth

Chattanooga-Hamilton County/North GA MPO

- Updating multiple plans and frameworks, including active transportation, freight, and incident management
- Significant local enthusiasm for multimodal transportation, including transit
- Desire for better coordination with TDOT, as well as neighboring states

Clarksville Urbanized Area MPO

- Struggles stemming from rapid population growth
- Balancing priorities for communities that are reluctant to change, yet face sprawl from Nashville development
- Strong need for better communication with local and regional partners, including Fort Campbell, school systems, and chambers of commerce

Cleveland Urban Area MPO

- Challenges in accommodating major ongoing growth as a small MPO with a limited budget
- Strong active transportation culture boosted by local greenway system
- Focus on maximizing small budget through state and federal grants and other funding programs

Nashville MPO/GNRC

- Need for greater communication with TDOT and other partners to understand roles and gaps
- Issues with local governments being able to fund necessary work
- Mismatch in priorities between local governments and state

Jackson Area MPO

- Anticipating substantial growth and changes with nearby BlueOval City (BOC)
- Using a piecemeal strategy to combat lack of pedestrian facilities
- Need for redundancy, especially with future freight increases, in case of congestion on major routes

Johnson City MTPO

- Strong focus on safety and integration with TDOT projects
- Safety issues caused by driver behavior
- Need for housing developers to contribute to infrastructure improvements

Kingsport MTPO

- Working towards better asset management systems and strategies
- Safety concerns caused by environmental factors, but few multimodal travel options
- Need for greater involvement and coordination with TDOT and neighboring states

Knoxville Regional TPO

- Rapid growth causing strain on infrastructure
- Significant interest in active transportation projects, but challenges to meet current needs with existing resources
- Desire for greater coordination with chambers of commerce and other regional partners

Lakeway Area MTPO

- Need for new and/or updated infrastructure, especially near schools and intersections
- Challenges from major growth, especially housing shortages and need for more active transportation options
- Considering solutions to challenges, such as engineering strategies that keep traffic flowing at intersections and zoning updates to promote on- and off-road connectivity

Memphis MPO

- Difficulties with lack of funding, stable leadership, and cross-state coordination
- Issues with population loss and long project delivery timelines
- Strong desire for safety and multimodal considerations, including capitalizing on the Greenprint Plan

DEVELOPMENT DISTRICT MEETINGS

First Tennessee Development District (FTDD) | First Tennessee RPO

- Safety issues on steep and narrow roads, sharp turns (especially during icy conditions), mudslides, and rockslides
- Capacity issues, freight movements, and traffic queuing during school hours and special events
- Emergency management, especially in light of Hurricane Helene recovery efforts
- Aging roadway and signals infrastructure; encouraging locals to apply for TSMG and other TDOT programs
- Need better coordination with Tennessee Trucker Association to identify opportunities to improve routing

Upper Cumberland Development District (UCDD) | Dale Hollow RPO and Center Hill RPO

- Dale Hollow participated in TDOT's Rural Regional Transportation Plan pilot
- Focus on helping local governments accomplish their goals despite limited budgets
- Success using Transportation Planning Grant (TPG) funds to divert freight away from historic town squares
- Creating resources, such as a sidewalk inventory, crash data, and outdoor recreation maps, to help local governments apply for TPG and other grant programs
- Planning work with Upper Cumberland Regional Airport to achieve commercial airport status

East Tennessee Development District (ETDD) | East Tennessee North RPO and East Tennessee South RPO

- Struggle with local matches for needed funding opportunities in rural areas
- Desire for more multimodal options, including transit
- Need for stronger county and city partnerships within the Development District
- Lack of alternate routes exacerbates congestion and delays, especially for regional traffic and EMS response
- Truck traffic mixed with school traffic creates congested and dangerous conditions, especially in Oak Ridge

South Central Tennessee Development District (SCTDD) | South Central East RPO and South Central West RPO

- Difficult to juggle needs of two different RPOs
- Transit challenges with new staff, high operations costs, on-demand trips, and ridership
- Challenges with freight traffic using local roads (truckers ignore signage, lack of enforcement) and incident response management
- Communication across counties is challenging, while growth and development continues to rise
- First and last mile needs including gaps in sidewalks, pedestrian safety, and roadway maintenance
- Rise in housing costs is affecting ability to age in place

Southeast Tennessee Development District (STDD) | Southeast RPO

- Need for better collaboration and communication with TDOT
- Project prioritization shifting as communities witness changes in population, development, and traffic
- Heavy freight traffic due to Appalachian Regional Port
- Seeking more TDM strategies to combat congestion
- Effort to match local regulations with current and future needs
- Need for better transit but struggle to find funding sources

Mid-South Development District | West Tennessee RPO

- Trying to grow in-house grant writing and administration capabilities, solid waste, and support from TACIR
- Trying to improve ways to coordinate and work with Memphis MPO
- Challenges with freight using local roads and through small town squares
- Concerns about rural counties not having adequate infrastructure to accommodate growth from BOC
- Desire for transit improvements

Southwest Tennessee Development District (SWTDD) | Southwest RPO

- CDBG funds are essential to communities
- Roadway maintenance and signal timing and key intersections (especially in Jackson)
- Confusion about role and involvement of the new office at UT
- Staff and administration turnover contributes to increased life cycle and resources strain for projects
- Desire for more affordable housing and transit improvements as BOC develops

Northwest Tennessee Development District (NWTDD) | Northwest RPO

- Increased need for transit in recent years, both to jobs and to healthcare, as housing and transportation costs rise; prior to COVID, transit was primarily used by elderly residents to reach healthcare facilities or run errands
- Prominent safety issues in Lake County due to terrain and driver behaviors
- Rising need for housing as BOC arrives, but developers are primarily interested in profits from building retail
- Strong relationships with local partners
- Communities interested in more grants for projects to meet future needs created by BOC

Mid-Cumberland Human Resources Agency | Middle TN RPO

- Need improved access management and safety for new developments and schools
- Frustration with slow response time for assistance and hearing “the data doesn’t support an improvement yet,” but it will be too late by the time it does
- Have a list of projects on the books that they were told to submit transportation planning grants for over the years
- For transit, need for additional services for the weekends (especially for the mobility-impaired), last mile travel for pickup spots (especially in Rutherford County), and origin-destination limitations for Nashville-Metro area residents who need to get to doctors’ appointments
- Keeping salaries competitive for transit operators, especially as fast food restaurants increase wages for less demanding roles
- Other challenges: drawing industry due to zoning and codes enforcement and traffic signal warrant analyses

Appendix II

SYSTEM PERFORMANCE REPORT

SAFETY (PM1)

PERFORMANCE MEASURES	2020	2021	2022	2023	2024	ANTICIPATED BASELINE*	2026 TARGET
Fatalities	1,217	1,327	1,313	1,323	1,196	1,275.2	1,253.9
Serious Injuries	5,536	6,015	5,883	6,068	5,829	5,866.2	5,924.8
Fatality Rate (per HMVMT)	1.593	1.607	1.578	1.586	1.516	1.576	1.554
Serious Injury Rate (per HMVMT)	7.247	7.282	7.069	7.275	7.387	7.252	7.349
Number of Non-Motorized Fatalities and Serious Injuries	557	616	699	644	617	626.6	656.1

**The Federal Highway Administration (FHWA) is responsible for calculating baselines. This table identifies baselines TDOT anticipates will be published by FHWA at their State Performance Dashboard and Reports webpage.*

INFRASTRUCTURE CONDITION (PM2)

PERFORMANCE MEASURES	BASELINE (2021)	2-YEAR CONDITION / PERFORMANCE (2023)	2-YEAR TARGET (2025)	4-YEAR TARGET (2027)
Percentage of Pavements of the Interstate System in Good Condition	70.8%	72.9%	58.0%	58.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	0.3%	1.0%	1.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	40.3%	37.7%	36.0%	36.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	4.1%	4.7%	6.0%	6.0%
Percentage of NHS Bridges Classified as in Good Condition	32.5%	33.6%	32.0%	32.0%
Percentage of NHS Bridges Classified as in Poor Condition	5.0%	4.5%	6.0%	6.0%

SYSTEM PERFORMANCE/RELIABILITY (PM3)

PERFORMANCE MEASURES	BASELINE (2021)	2-YEAR CONDITION / PERFORMANCE (2023)	2-YEAR TARGET (2025)	4-YEAR TARGET (2027)	4-YEAR ADJUSTMENT
Percent of Person Miles of Travel on the Interstate System that is Reliable	92.1%	89.0%	88.2%	88.2%	87.0%
Percent of Person Miles of Travel on the Non-Interstate NHS that is Reliable	93.4%	92.0%	89.4%	89.4%	87.0%
Truck Travel Time Reliability	1.32	1.37	1.35	1.35	1.55
Annual Hours of Peak Hour Excessive Delay per capita: Knoxville, TN	10.1	10.8	10.8	10.8	12.0
Annual Hours of Peak Hour Excessive Delay per capita: Memphis, TN-MS-AR	9.1	10.0	9.6	9.6	10.8
Percent Non-Single Occupancy Vehicle (Non-SOV) Travel: Knoxville, TN	17.8%	19.1%	16.7%	16.7%	21.0%
Percent Non-Single Occupancy Vehicle (Non-SOV) Travel: Memphis, TN-MS-AR	16.8%	17.7%	16.2%	16.2%	
Total Emissions Reductions (kg/day): PM2.5	10.480	0.006	0.040	0.080	0.009
Total Emissions Reductions (kg/day): NOx	226.196	27.727	32.670	50.671	27.808
Total Emission Reductions (kg/day): VOC	54.772	30.770	33.968	42.072	30.854
Total Emission Reductions (kg/day): PM10					
Total Emission Reductions (kg/day): CO					

TRANSIT ASSET MANAGEMENT (TAM)

Rolling Stock

(TDOT utilizes the FTA default ULB for revenue vehicle targets. FTA/NTD State of Good Repair targets are based only on vehicles that have met or exceeded the useful life benchmark for their vehicle type. The State of Good Repair targets used for the TAM Plan is for vehicles with an overall average TDOT TAM Score of "3" or less. Both sets of targets represent that no more than the listed percentages will meet these criteria)

VEHICLE TYPE	USEFUL LIFE BENCHMARK (ULB)	FTA/NTD TARGET	TDOT TAM SCORE TARGET (FY24-25)
Automobile (AO)	8	50%	50%
Bus (BU)	14	20%	20%
Cutaway Bus (CU)	10	15%	20%
Minivan (MV)	8	35%	40%
Van (VN)	8	30%	45%
Percentage of NHS Bridges Classified as in Poor Condition	5.0%	4.5%	6.0%

Equipment

(TDOT utilizes the FTA default ULB for non-revenue service vehicle performance targets.)

VEHICLE TYPE	USEFUL LIFE BENCHMARK (ULB)	FTA/NTD TARGET	TDOT TAM SCORE TARGET (FY24-25)
Non-Revenue Automobile	8	75%	25%
Non-Revenue Truck/ Other Rubber Tire	14	40%	25%

Facilities

(TDOT utilizes the FTA TERM scale for facility conditioning targets.)

FACILITY TYPE	TERM RATING	FTA/NTD TARGET	TDOT TAM SCORE TARGET (FY24-25)
Administrative/Maintenance	3	25%	25%
Passenger/Parking	3	25%	25%

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

TDOT's involvement in overseeing compliance with completed PTASPs is limited. PTASP targets, if applicable, can either be viewed in the MPOs Transportation Improvement Program (TIP) or by contacting your transit agency. Each PTASP includes transit safety performance measures and targets based on measures established in FTA's National Public Transportation Safety Plan (NSP).

Appendix III - Public Comment Summary

PUBLIC SURVEY TRENDS REPORT (PUBLIC SURVEY AVAILABLE THROUGH 3/30/2025)

Tennessee Department of Transportation (TDOT)

2055 Statewide Long-Range Transportation Plan

Survey #1 Trends

Tennessee Department of Transportation (TDOT)

Gresham Smith Project Number 50171.01

July 2025

Survey #1 Trends

Contents

Survey #1 Trends

Introduction

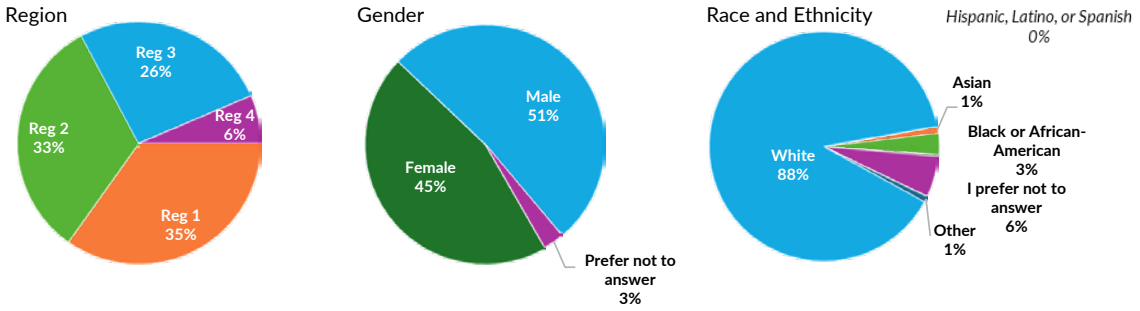
In October of 2024, the Tennessee Department of Transportation's (TDOT) Planning Division released an online public survey to evaluate and gather feedback, insights, and opinions on various aspects of Tennessee's transportation system. The findings included in this document profile feedback received through the online survey, and will be used to inform the vision, goals, guiding principles and recommendations to be included in the 2055 Statewide Transportation Policy Plan, titled Mobility in Motion. Following review of these survey findings, as well as statewide trends analysis conducted as part of a separate task, the consultant team will develop a second online survey to solicit feedback on anticipated needs, and further refine the plan's vision, goals, and guiding principles.

Survey #1 Trends

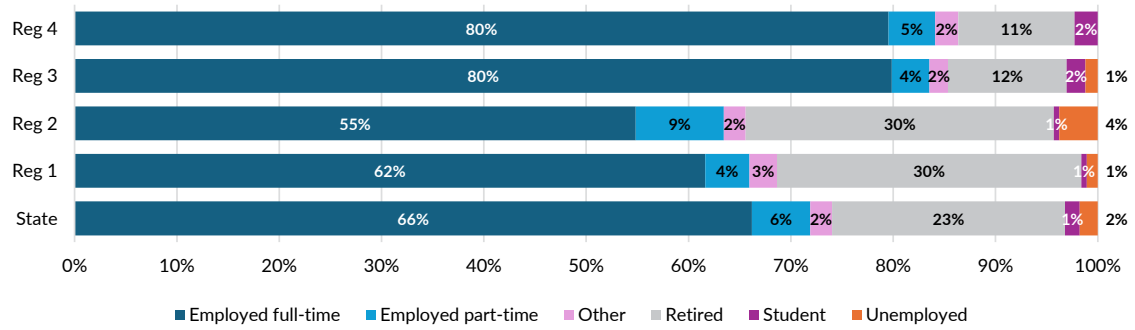
About the Respondents

Summary | A total of 863 individuals responded to the survey. As previously discussed in project meetings, Region 4 is under-represented. The majority of respondents are employed, with a significant percentage of retirees responding in Regions 1 and 2. Nearly 90% of respondents self-reported as White – more than the statewide percentage of 78%, as reported by the Census Bureau's American Community Survey (ACS). While over 7% of the state's population identifies as Hispanic or Latino, only one survey respondent identified as Hispanic, Latino or Spanish. Over 50% of respondents reported a household income of at least $94,000, which is significantly higher than the statewide median household income of approximately $67,000 reported by the ACS .

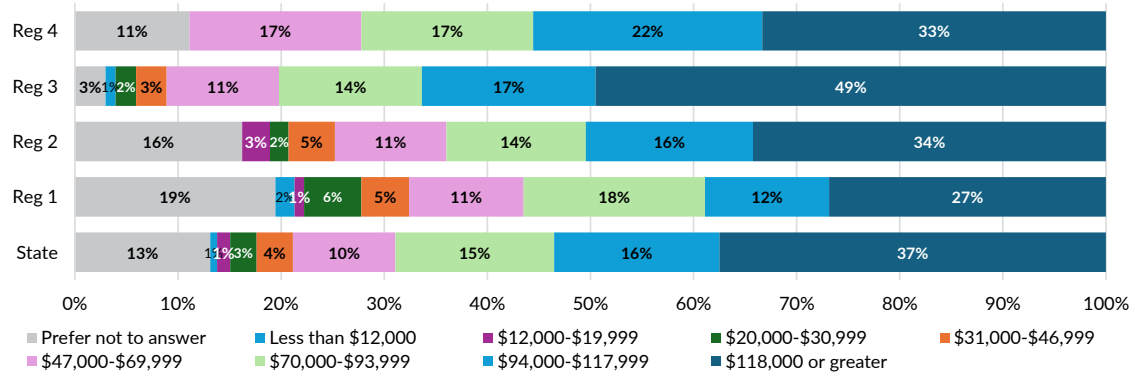
Respondent Details



Respondent Employment Status



Respondent Household Income



Survey #1 Trends

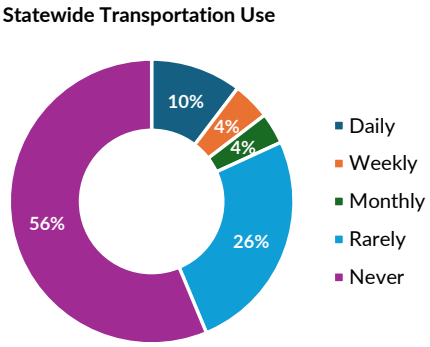
Current Sentiment

1) How often do you use public transportation in Tennessee?

Summary | Total Respondents: 842

The majority of respondents reported that they currently never use public transportation. Public transportation usage is more common in Regions 3 and 4. Approximately 10% of all respondents use public transportation daily, with that percentage rising to 22% in Region 4.

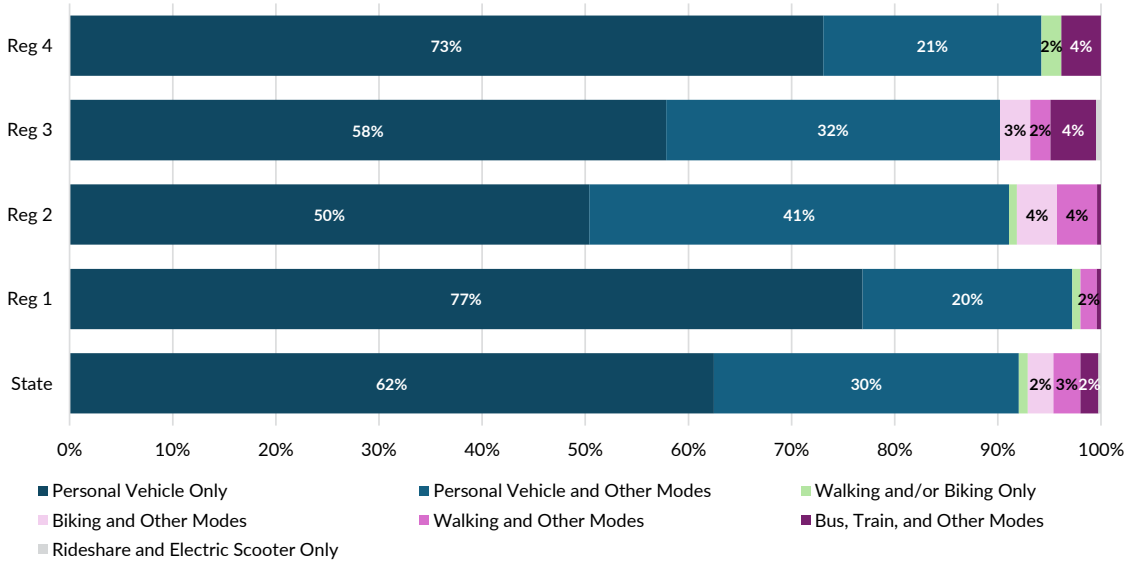
How often do you use public transportation in Tennessee?	Statewide	Reg 1	Reg 2	Reg 3	Reg 4
Daily	10%	9%	6%	14%	22%
Weekly	4%	1%	2%	10%	4%
Monthly	4%	1%	3%	7%	4%
Rarely	26%	19%	36%	26%	20%
Never	56%	70%	52%	43%	51%
Total	**100%**	**100%**	**100%**	**100%**	**100%**



2) What modes of transportation do you use most frequently? (Select all that apply)

Summary | Total Respondents: 802

Statewide, over 90% of respondents use a personal vehicle as their primary mode of transportation, with that percentage peaking at 97% in Region 1. Public transportation and non-motorized transportation usage were most frequently reported in Region 3, with nearly 10% of respondents using these modes most frequently.

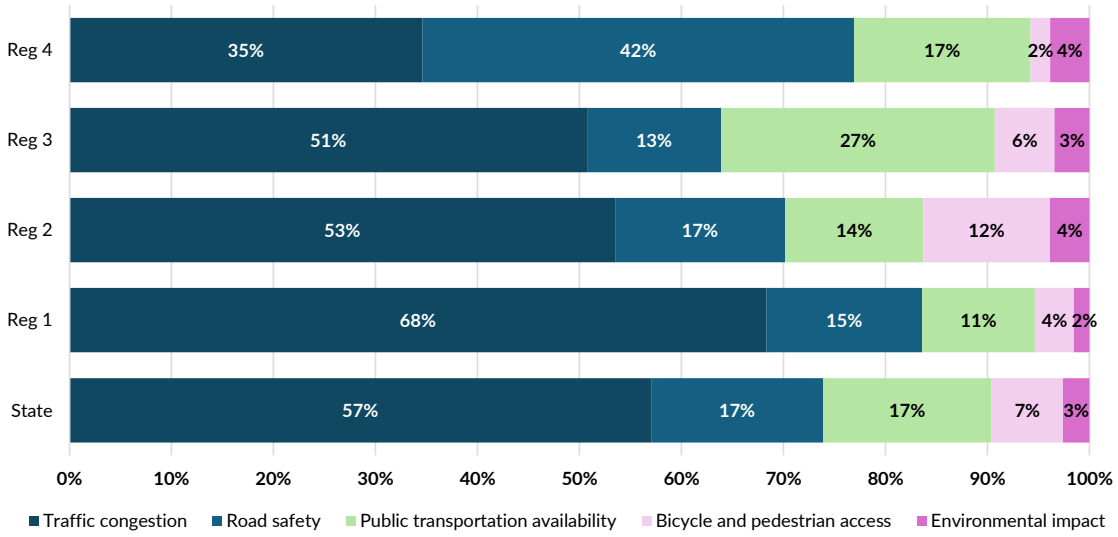


Survey #1 Trends

3) What is your primary concern about the current transportation system?

Summary | Total Respondents: 812

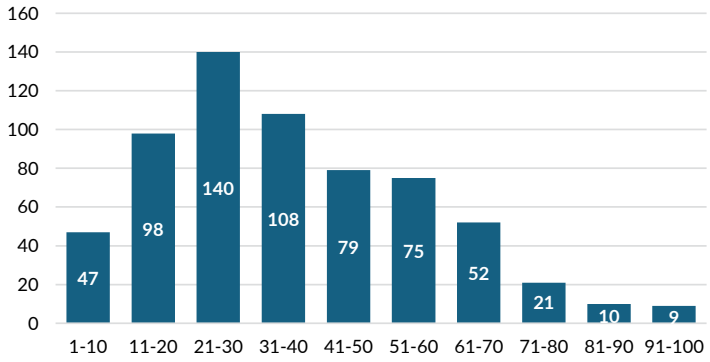
Statewide, traffic congestion is the primary concern for the majority of respondents (57%). Over two-thirds of Region 1 respondents reported traffic congestion as their primary concern. Respondents in Region 4 reported road safety as their primary concern (42%). Over a quarter (27%) of Region 3 respondents reported public transportation availability as their primary concern.



4) On a scale of 1 to 10, how would you rate the current transportation infrastructure in Tennessee?

Summary | Total Respondents: 639

Fewer respondents answered this question (639). Survey data output for this question is available on a scale of 1 to 100. The average rank across the state was 36.9. Current transportation infrastructure was rated highest by Region 4 (47.1) and lowest by Region 2 (33.3).



Location	Average
Statewide	36.9
Reg 1	38.9
Reg 2	33.3
Reg 3	35.0
Reg 4	47.1

Survey #1 Trends

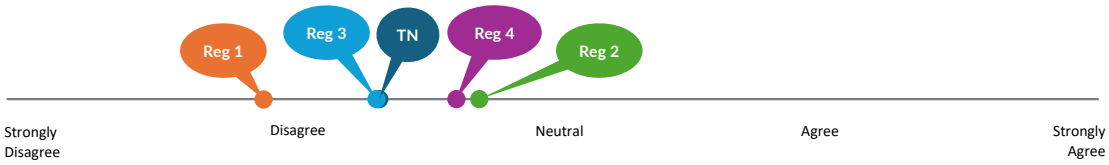
5) Please indicate your level of agreement with the following statements:

- I have good access to public transportation in my area.
- My area has sufficient bike lanes and pedestrian pathways.
- I feel safe travelling in my area, whether by car, bike, or on foot.
- The transportation system in my area meets my needs.

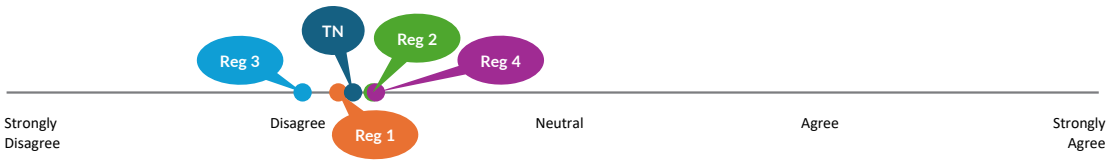
Summary | Total Respondents: 799

Respondents reported being generally dissatisfied with their current access to public transportation, nonmotorized safety and facilities, and safety of the transportation system. Generally speaking, Regional responses aligned with statewide trends for safety, bicycle and pedestrian amenities, and satisfaction with the overall transportation system. Significant disparity is observed regarding respondents' access to public transportation. Region 1 reported the worst access to public transportation, while Regions 2 and 4 reported better access compared to the rest of the state.

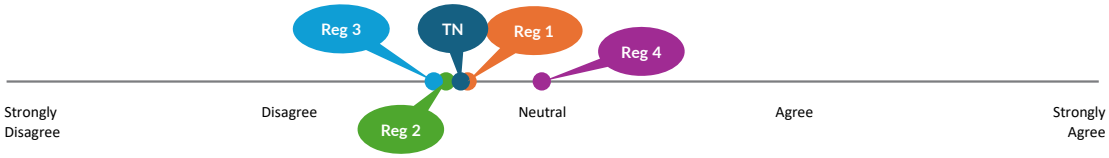
I have good access to public transportation in my area.



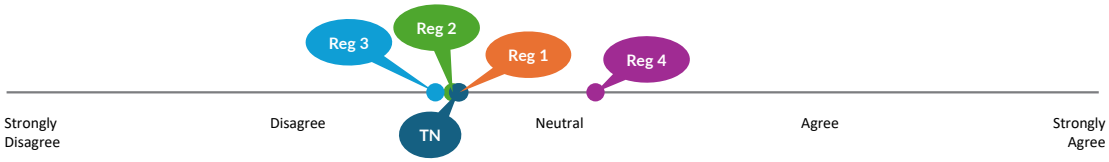
My area has sufficient bike lanes and pedestrian pathways.



I feel safe travelling in my area, whether by car, bike, or on foot.



The transportation system in my area meets my needs.

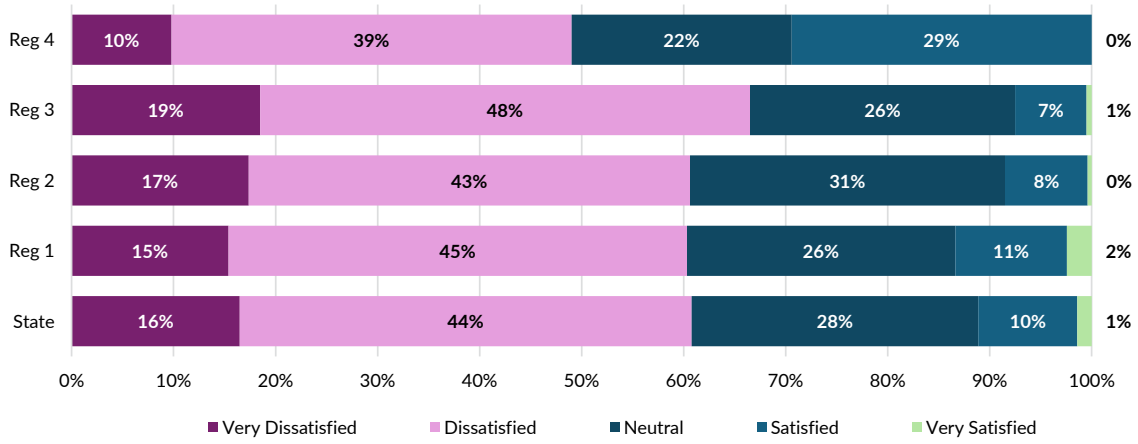


Survey #1 Trends

6) How satisfied are you with the current level of investment in transportation infrastructure in Tennessee?

Summary | Total Respondents: 783

Approximately 60% of respondents reported being dissatisfied or very dissatisfied with the current level of investment in transportation infrastructure in Tennessee, with Regions 1, 2 and 3 aligning with the statewide trends. Region 4 reported higher levels of satisfaction, though it should be noted that the survey pool from Region 4 is significantly smaller than other Regions.



7) Please indicate your level of agreement with the following statements:

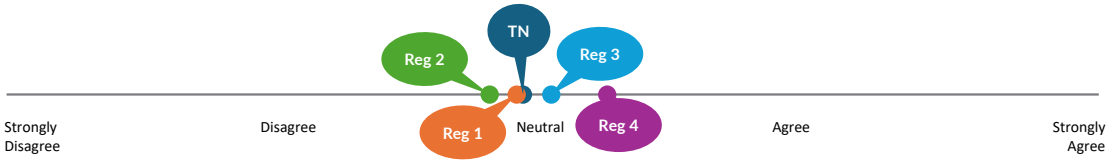
- TDOT effectively communicates with the public about transportation projects.
- Current public transportation options meet my needs.
- I feel safe using the transportation infrastructure in Tennessee.
- There are sufficient options for non-motorized transportation (biking, walking) in my area.
- I am concerned about the environmental impact of transportation in Tennessee.

Summary | Total Respondents: 783

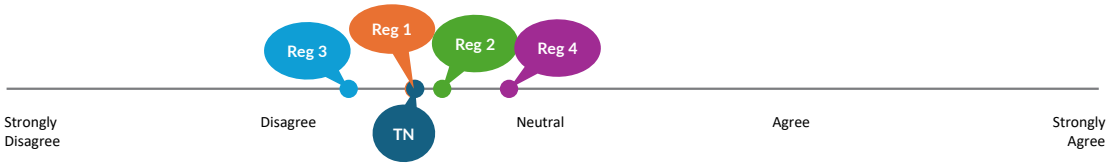
Respondents were generally neutral about TDOT's communication about projects. Respondents reported disagreement with prompts related to sufficient public transportation and non-motorized modes – implying a desire for improved access to modes other than the personal vehicle. Respondents were generally concerned with the environmental impacts of transportation.

Survey #1 Trends

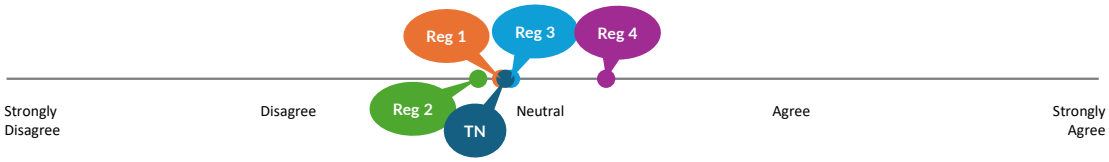
TDOT effectively communicates with the public about transportation projects.



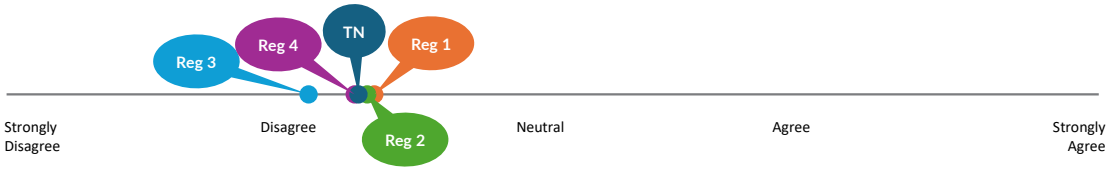
Current public transportation options meet my needs.



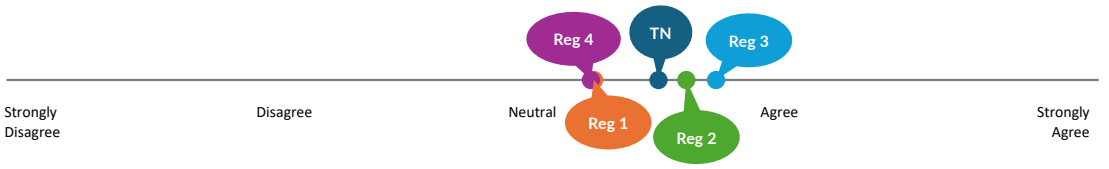
I feel safe using the transportation infrastructure in Tennessee.



There are sufficient options for non-motorized transportation (biking, walking) in my area.



I am concerned about the environmental impact of transportation in Tennessee.

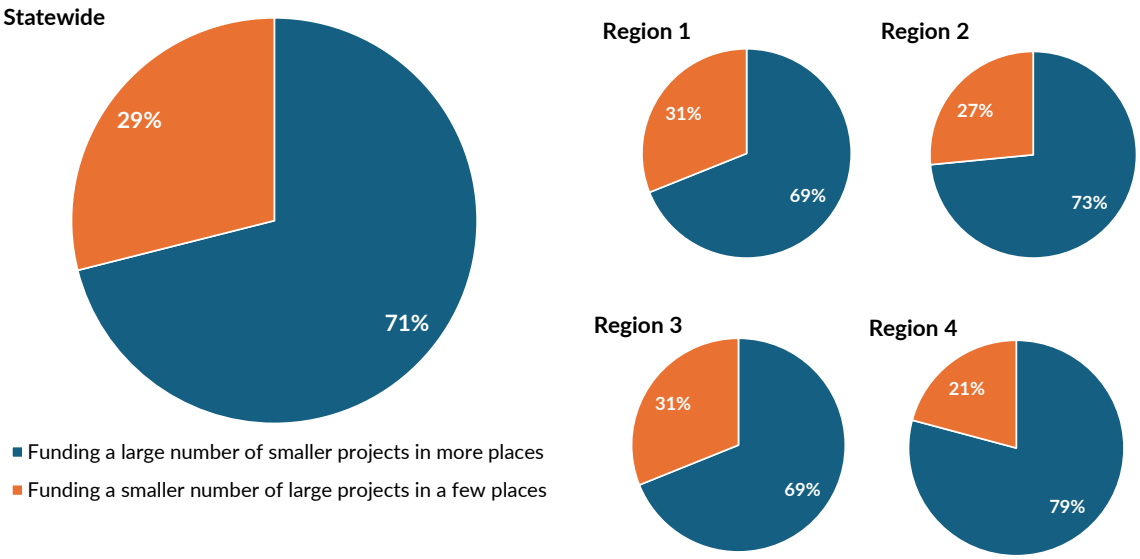


Survey #1 Trends

8) Which ONE of the following do you think is more important for TDOT to consider?

Summary | Total Respondents: 743

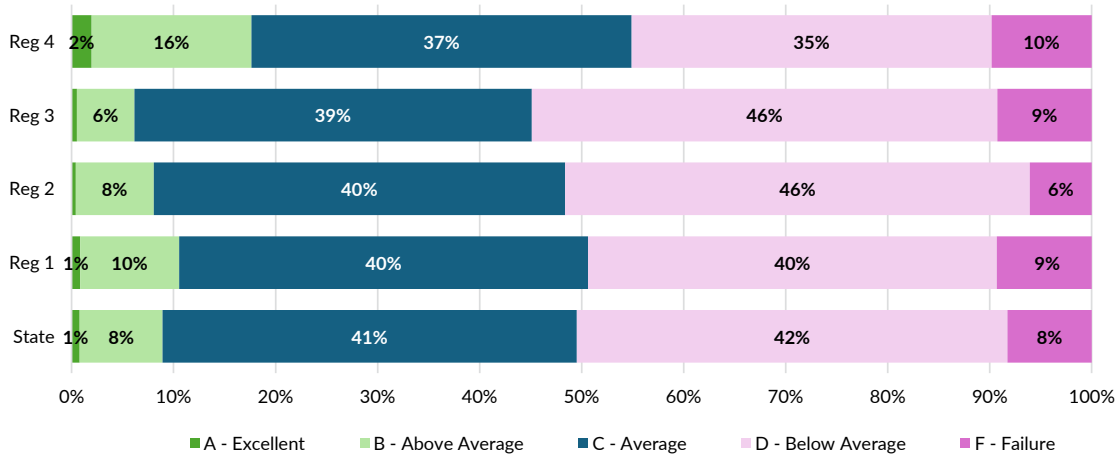
Over two-thirds of respondents (71%) across all Regions prefer funding to be distributed for a greater number of small projects, as opposed to fewer large-scale projects.



9) How would you grade the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

Summary | Total Respondents: 752

Approximately 50% of respondents graded local transportation options as average or better (grades A, B, or C), while 8% reported their local transportation system as failing (grade F).

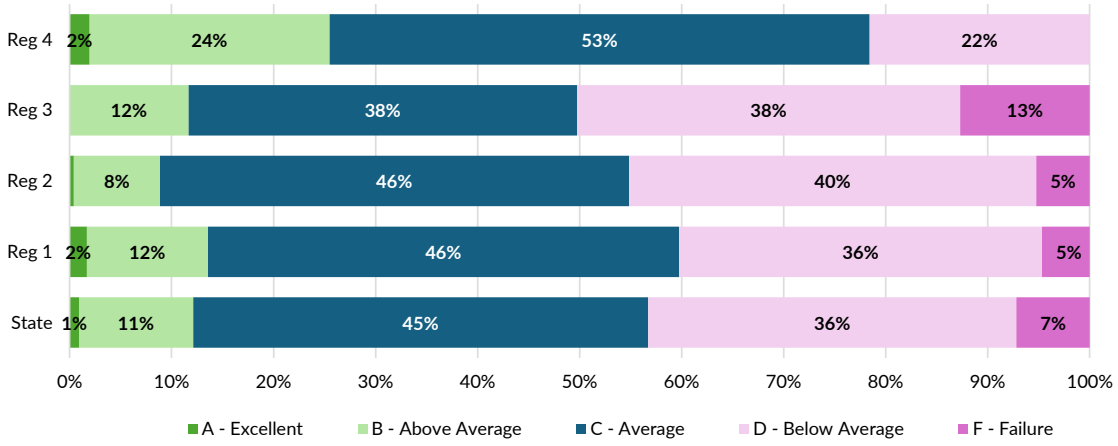


Survey #1 Trends

10) Using an A, B, C, D, or F grading scale, how would you rate Tennessee's transportation system overall?

Summary | Total Respondents: 751

Nearly 60% of respondents graded the overall state transportation system as average or better (grades A, B, or C). Over one-third of respondents graded the statewide transportation system a D (below average), with 8% grading it as an F (failure).



Survey #1 Trends

Transportation Priorities

11) Please rate how important it will be to address the following issues in TDOT's Long Range Transportation Plan.

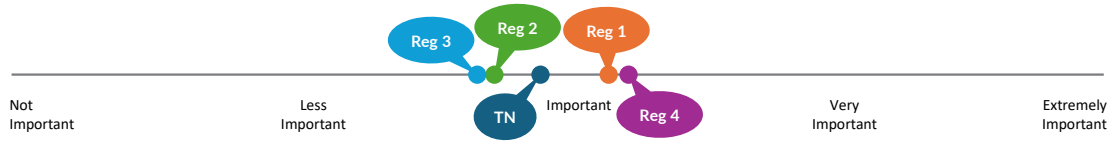
- Improving freight rail service
- Widening shoulders on highways
- Adding more HELP trucks on interstate highways
- Providing pedestrian and bicycle facilities
- Developing dedicated lanes for large commercial trucks
- Adding shoulders to highways
- Direct links between communities
- Addressing mobility needs for seniors and persons with disabilities
- Using technology to improve traffic flow
- Expanding public transportation
- Relieving congestion
- Repairing and maintaining existing roads and bridges

Summary | Total Respondents: 719

The highest reported priorities across the state were repairing and maintaining existing roads and bridges, and relieving congestion. The lowest reported priorities were adding more HELP trucks, improving freight rail service, and widening shoulders on highways. Relieving congestion was the top priority for Region 1, and repairing and maintaining roads and bridges was the top priority for Regions 2, 3, and 4. Responses across Regions show consistency across most priorities, with differing opinions across Regions related to the following priorities: Widening shoulders on highways, Providing pedestrian and bicycle facilities, and expanding public transportation.

Improving freight rail service

Widening shoulders on highways

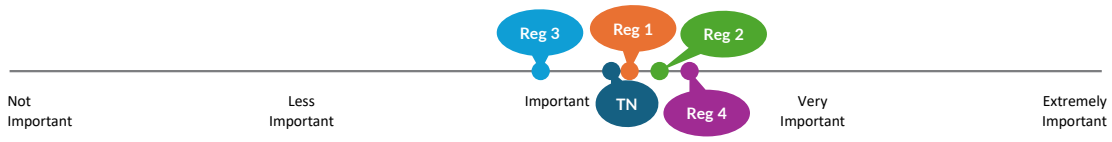


Adding more HELP trucks on interstate highways

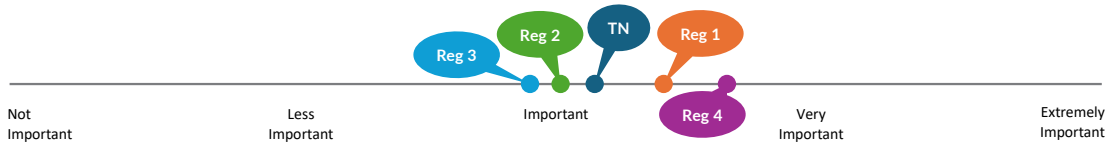
Providing pedestrian and bicycle facilities

Survey #1 Trends

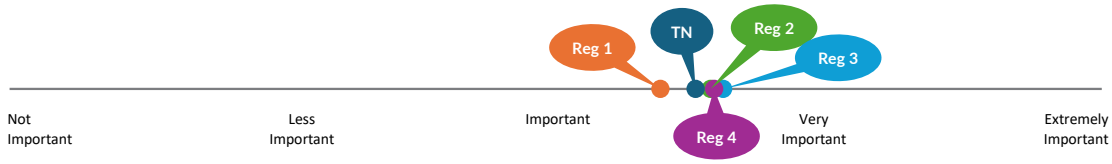
Developing dedicated lanes for large commercial trucks



Adding shoulders to highways



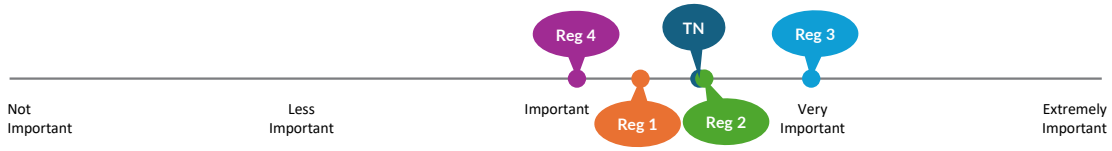
Direct links between communities



Addressing mobility needs for seniors and persons with disabilities

Using technology to improve traffic flow

Expanding public transportation



Survey #1 Trends

Relieving congestion

Repairing and maintaining existing roads and bridges

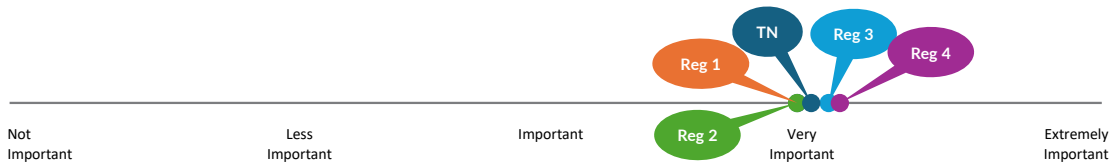
12) Please rate how important it will be to address the following issues in TDOT's Long Range Transportation Plan.

- Complete Streets
- Climate Change
- Freight Impacts
- Quality Growth & Sustainability
- Distracted Driving
- An Aging America
- Electric Infrastructure
- Carbon Reduction
- Resiliency

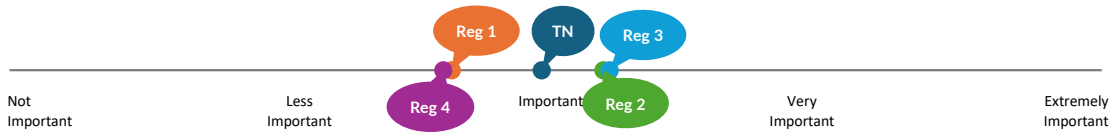
Summary | Total Respondents: 706

The highest priority issues to address across the state for the TDOT's Long Range Transportation Plan were Quality Growth & Sustainability, Distracted Driving, and Complete Streets. The lowest reported issues to address were Climate Change, Electric Infrastructure, and Carbon Reduction, with results driven by respondents in Regions 1 and 4. Quality Growth & Sustainability was the highest reported issued in Regions 2 and 3. Distracted Driving was the top issue in Region 1. Complete Streets was the top issue in Region 4. Responses varied the most across regions for the following issues: Climate Change, Carbon Reduction, Electric Infrastructure, and Freight Impacts.

Complete Streets

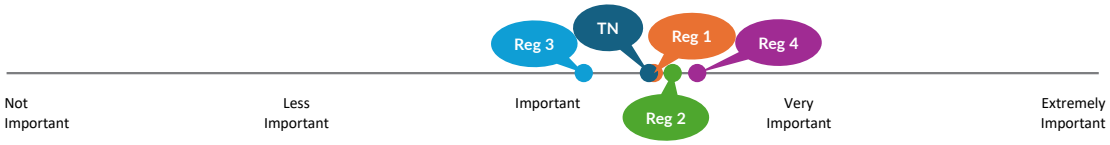


Climate Change



Survey #1 Trends

Freight Impacts



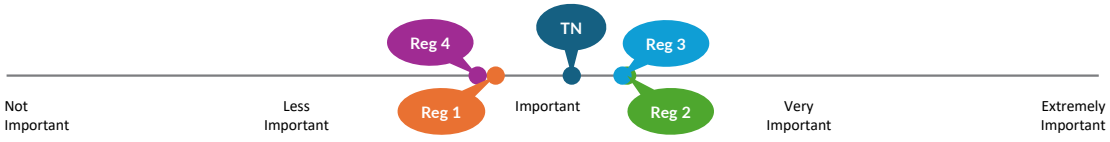
Quality Growth & Sustainability

Distracted Driving

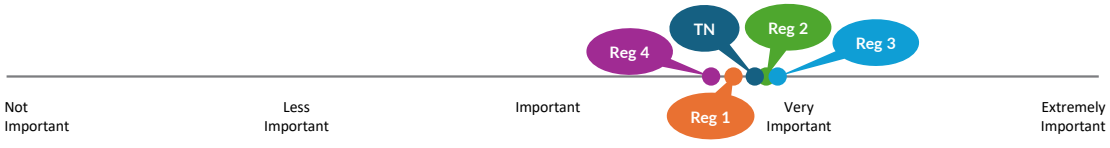
An Aging America

Electric Infrastructure

Carbon Reduction



Resiliency

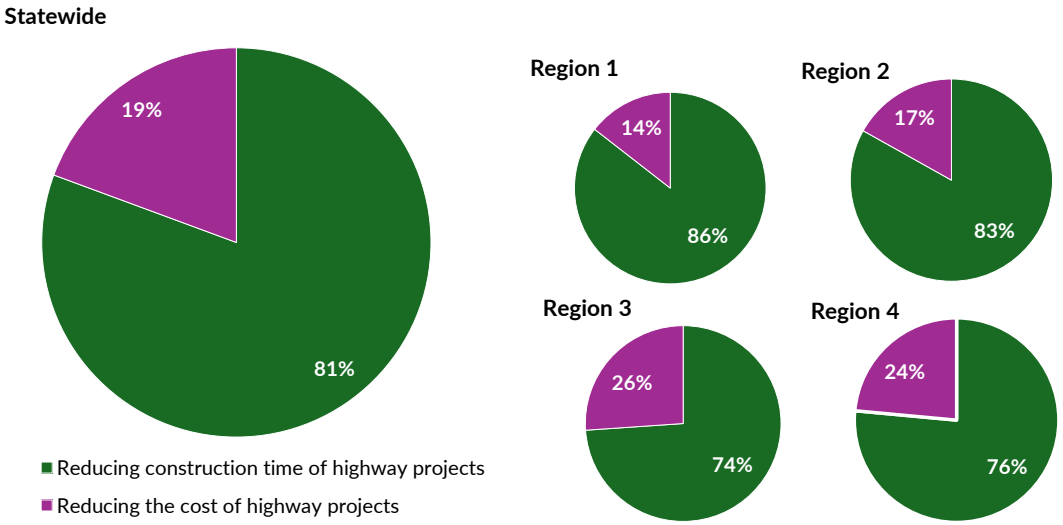


Survey #1 Trends

13) Which ONE of the following do you think is more important for TDOT to address over the next 5 to 10 years?

Summary | Total Respondents: 698

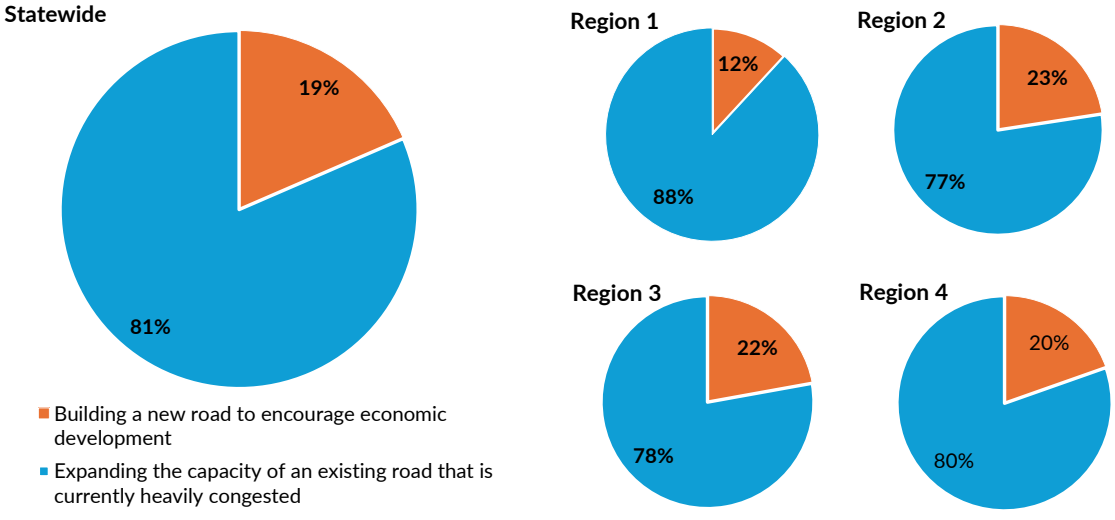
Over 80% of survey respondents believe reducing construction time on projects is more important than reducing project costs. This preference holds true for all Regions.



14) Which ONE of the following do you think is more important for TDOT to address over the next 5 to 10 years?

Summary | Total Respondents: 681

Over 80% of survey respondents believe expanding existing roadways is more important than building new roads. This preference holds true for all Regions.



Survey #1 Trends

15) How important are the following transportation priorities to you?

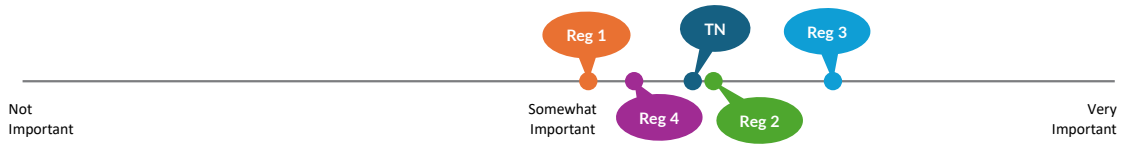
- Improving road safety
- Expanding public transportation options
- Environmental sustainability
- Reducing traffic congestion
- Enhancing bicycle and pedestrian pathways

Summary | Total Respondents: 701

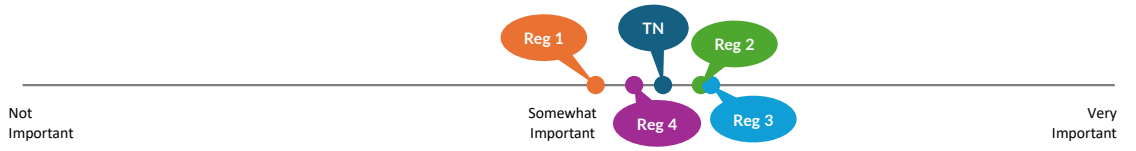
Statewide, respondents reported improving road safety and reducing traffic congestion as the most important priorities. None of the priorities were reported to be unimportant by survey respondents. However, Region 4 responses related to enhancing bicycle and pedestrian pathways are an outlier from statewide trends, with Region 4 respondents valuing bicycle and pedestrian pathways less than the rest of the state.

Improving road safety

Expanding public transportation

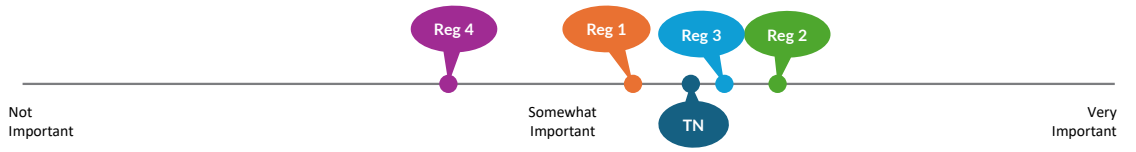


Environmental sustainability



Reducing traffic congestion

Enhancing bicycle and pedestrian pathways



Survey #1 Trends

Envisioning the Future

16) In the future, if there is a gap between available revenue and the cost of maintaining Tennessee's transportation system, how would you rank the priority that should be placed on funding the FIVE transportation items listed below?

- Ensuring roads are safe
- Resurfacing roadways and maintaining bridges
- Providing connections between different modes of transportation (such as public transit and bicycle paths)
- Preventing congestion on highways from getting worse
- Addressing growing freight transportation needs and demands (highway, rail, water, air)

Summary | Total Respondents: 466

Fewer respondents answered this question (466). Ensuring roads are safe, preventing congestion on highways from getting worse, and resurfacing roadways and maintaining bridges are the top 3 responses across all Regions.

Relative Ranking	Statewide	Reg 1	Reg 2	Reg 3	Reg 4
Ensuring roads are safe	1	1	1	1	2
Resurfacing roadways and maintaining bridges	3	3	3	3	1
Providing connections between different modes of transportation (such as public transit and bicycle paths)	4	5	4	4	5
Addressing growing freight transportation needs and demands (highway, rail, water, air)	5	4	5	5	4
Preventing congestion on highways from getting worse	2	2	2	2	3

17) Where would you like to see improvements? Please drop and drag to the area you'd like to see improvements. You will also have the option to leave comments.

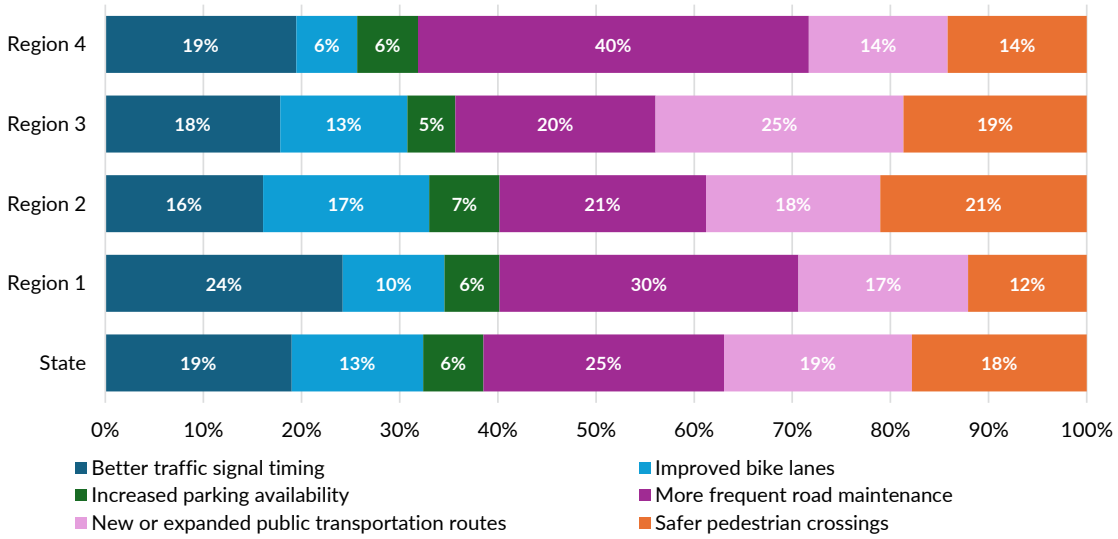
Not reported at this time.

18) What types of improvements do you think are most necessary? (Select all that apply)

Summary | Total Respondents: 637

More frequent maintenance was the most frequently reported improvement, with 25% of total respondents identifying it as necessary. This percentage peaked at 40% in Region 4. New or expanded public transportation routes, better traffic signal timing, and safer pedestrian crossings were also identified as necessary improvements by nearly one-fifth of respondents.

Survey #1 Trends



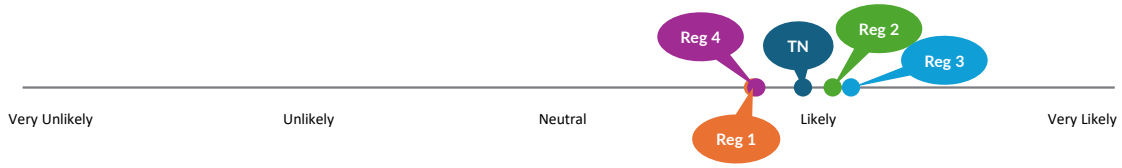
19) How likely are you to use the following transportation improvements if they were implemented in your area?

- New transit routes and options
- Improved bike lanes and greenways
- Improved sidewalks and pedestrian crossings
- Better traffic signal timing
- Increased availability of parking spaces

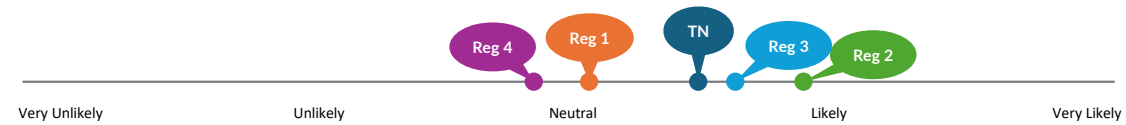
Summary | Total Respondents: 640

Overall, responses show a willingness to use most improvements, with respondents most likely to utilize better traffic signal timing. Regional responses tend to align across all categories, with disparities regarding the likely usage of improved bike lanes and greenways, and improved sidewalks and pedestrian crossings. For each of these, Regions 2 and 3 reported a higher likeliness to use those facilities.

New transit routes and options



Improved bike lanes and greenways

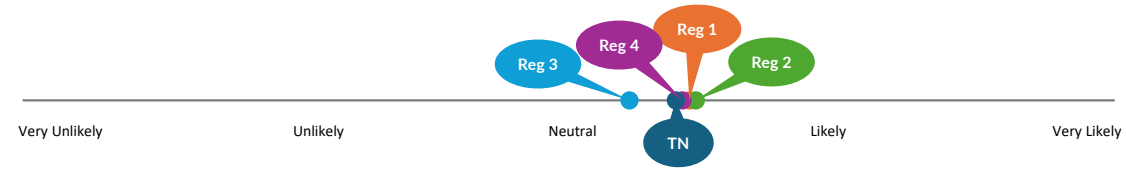


Survey #1 Trends

Improved sidewalks and pedestrian crossings

Better traffic signal timing

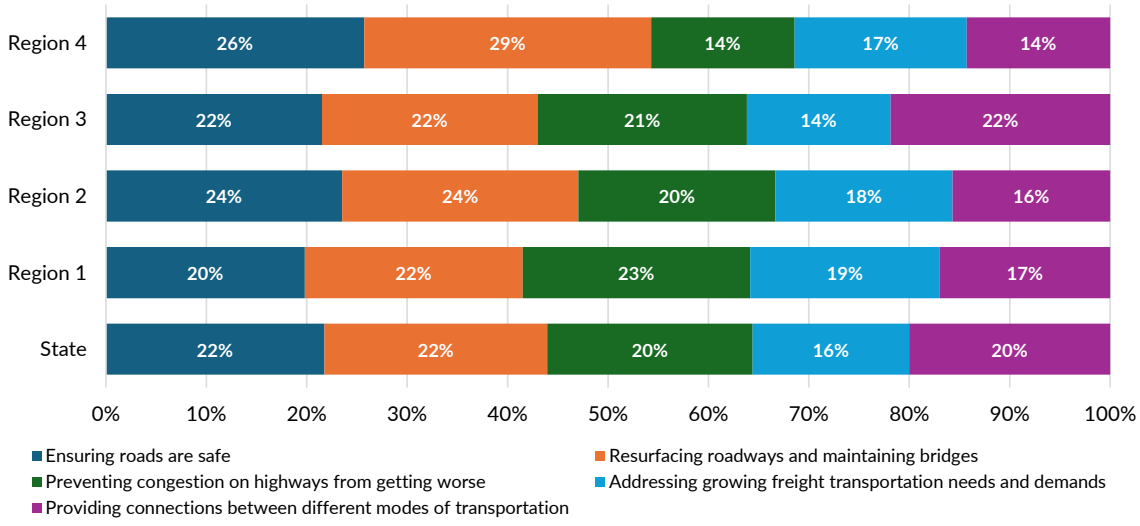
Increased availability of parking spaces



20) Please select the options you want while staying within the budget ($100).

Summary | Total Respondents: 133

Only 133 respondents submitted responses to this question. Respondents' top reported investment priorities are ensuring roads are safe, and resurfacing roadways and maintaining bridges.



Survey #1 Trends

Comments

The following represents a synthesis of comments provided as part of the LRTP survey, provided in response to one of the following three questions:

21) What goals would you like to see TDOT prioritize in their 2050 Long-Range Transportation Plan?

22) Please provide your thoughts on why transportation planning is important for Tennessee's future.

23) Do you have any other comments or suggestions regarding transportation improvements in your area?

Goals for TDOT's 2050 Long-Range Transportation Plan	Importance of Transportation Planning for Tennessee's Future	Suggestions for Transportation Improvements	Specific Areas for Improvement
• **Ped/Bike Infrastructure and safety**: Sidewalks, Crosswalks, Bike Lanes, Shared Use Paths • **Passenger rail**: Passenger rail service between Tennessee cities and beyond to Atlanta, Birmingham, etc. • **Public transportation**: Light Rail, Bus Rapid Transit, Bus Service • **Maintenance**: Repairing potholes and general roadway maintenance. • **Congestion:** Reduction of bottlenecks and frequent crash sites that stall traffic. • **Roadway Expansion**: Widening interstates, highways, and adding new bypasses and cut-throughs. • **Roadway Safety**: Improve dangerous intersections or roadways.	• **Planning for/accommodating growth:** Tennessee is growing rapidly. The transportation system must accommodate to achieve sustainable growth. • **Improving quality of life:** Safe, efficient transportation is linked to better daily living and local economies. • **Safety:** Improving transportation safety improves overall health of communities. • **Reduction of VMT and Car Dependency:** Stewardship of the environment begins with reduction of auto usage and elimination of inefficient routes and traffic jams. • **Access and Community**: A healthy transportation system provides a variety of options that allow residents to access jobs, food, healthcare, parks, schools, etc.	• **Road maintenance and repair:** A major concern is the poor condition of existing roads. • **Traffic safety:** Calls for safer intersections, better signage, and speed control. • **Public Transit:** More support than additional roadway pavement or choice lanes • **Congestion**: Additional traffic lanes in certain areas; controlled access highways need proper access control • **More sidewalks and bike lanes:** Better access to jobs and community hubs • **State-level accountability:** Some comments express frustration with communication, delays, and stalled projects.	• **Traffic calming in neighborhoods** • **Bike and pedestrian safety**: Requests for protected lanes and safer crossings. • **Road redesigns**: Suggestions to "right-size" roads to match actual usage and improve safety. • **Public transit access**: More routes and better connections to key destinations. • **Infrastructure equity**: Ensuring underserved areas receive attention and investment. • **Maintenance of roadways**: State roads need repair

PUBLIC COMMENT PERIOD (11/17/2025 - 12/17/2025) CORRESPONDENCE

MPO 2025 Statewide Policy Plan distribution email

Outlook

[EXTERNAL] 2025 Draft Statewide Policy Plan update available for public comment

From Pamela L. Boyd-Walker <Pamela.L.Boyd-Walker@tn.gov>
Date Mon 11/24/2025 3:58 PM
To Berry, Glenn <glennberry@jcmpo.org>; Betsy Evans - Chattanooga MPO (TIP) <bevans@chattanooga.gov>; Craig Luebke - Knoxville MPO (TIP) <craig.luebke@knoxtpo.org>; Daniel McDonell <dmcdonell@gnrc.org>; doug.burton <doug.burton@knoxtpo.org>; Hannah Mathis - Jackson MPO <hmathis@jacksontn.gov>; jill.hall@cityofclarksville.com <jill.hall@cityofclarksville.com>; Horton, Kate <Kate.Horton@memphistn.gov>; Lesley Phillips - Kingsport MPO <LesleyPhillips@KingsportTN.gov>; Butler, Mary <marybutler@jcmpo.org>; mdtaylor@chattanooga.gov <mdtaylor@chattanooga.gov>; Micah Bray <mbray@bristoltn.org>; Michael Skipper <mskipper@gnrc.org>; michael.ziarnek <michael.ziarnek@cityofclarksville.com>; Pragati Srivastava - Memphis MPO <Pragati.Srivasta@memphistn.gov>; Robert Varnell <rvarnell@clevelandtn.gov>; Stanley Pilant - Jackson MPO <spilant@jacksontn.gov>; Tina Whitaker - Lakeway MPO <twitaker@mymorristown.com>
Cc Jaret Shaffer <Jaret.Shaffer@tn.gov>; Mary Connelly <mary.connelly@greshamsmith.com>; Drew Gaskins <drew.gaskins@greshamsmith.com>; Camryn Jones <camryn.jones@greshamsmith.com>; Stacy Morrison <Stacy.Morrison@tn.gov>; Ann Marie Anway <AnnMarie.Anway@tn.gov>; Michelle A Christian <Michelle.A.Christian@tn.gov>; Matt Meservy <Matt.Meservy@tn.gov>; sonya.baker@dot.gov <sonya.baker@dot.gov>; Russell, Jacinda (FHWA) <jacinda.russell@dot.gov>; kara.greathouse@dot.gov <kara.greathouse@dot.gov>; Thurman, Kim (FHWA) <kim.thurman@dot.gov>; Baker, Necole (FHWA) <necole.baker@dot.gov>; jason.workman <jason.workman@dot.gov>; richelle.gosman@dot.gov <richelle.gosman@dot.gov>; Buckley, Robert (FTA) <Robert.Buckley@dot.gov>; Savannah Robertson <Savannah.Robertson@tn.gov>; Daniel Pallme <Daniel.Pallme@tn.gov>; Julie J. Carmean <Julie.J.Carmean@tn.gov>; Kaitlyn McClanahan <Kaitlyn.McClanahan@tn.gov>

Dear Agency and/or Stakeholder:

The Tennessee Department of Transportation (TDOT) is currently developing its new Statewide Policy Plan Update, which will guide future approaches, policies, and project investments for Tennessee's transportation system. The foundation of this plan lies in its Guiding Principles, which express TDOT's priorities and provide tangible actions for the Department to follow going forward.

We are seeking input from individuals and organizations on the draft 2025 Statewide Policy Plan Update, available until **December 17, 2025**, as part of our official thirty (30) day public review and comment period. The Policy document may be viewed and comments submitted at the project website (https://publicinput.com/b2607#tab-71823).

For more information about the statewide policy plan or if you have questions regarding the public and agency review process, you may contact Mr. Jaret Shaffer at 615.253.7981 or jaret.shaffer@tn.gov.

We greatly appreciate your involvement in this process as we begin to shape the future of transportation in Tennessee, and your continued support in helping TDOT achieve its vision of providing the nation's best multimodal transportation system.

Please share with others as you deem appropriate.
Thank you.

Pamela Boyd-Walker| Planning Manager
Statewide Planning & Program Development Section (SPD)
Planning Division
James K. Polk Building, Suite 900
505 Deaderick Street, Nashville, TN 37243
p. 615-741-9945 c. 629-246-9276
Pamela.L.Boyd-Walker@tn.gov

RPO and Development District 2025 Statewide Policy Plan Distribution Email

Outlook

[EXTERNAL] 2025 Draft Statewide Policy Plan update available for public comment

From Pamela L. Boyd-Walker <Pamela.L.Boyd-Walker@tn.gov>

Date Mon 11/24/2025 4:02 PM

To Anna McQuiston (Midsouth Development District) <amcquiston@midsouthdd.org>; Ashley Jones <ajones@midsouthdd.org>; Chad Reese <cReese@sedev.org>; Chase Milner <cmilner@ftdd.org>; Chris Pate (Southwest RPO) <cpate@swtdd.org>; Ekem Amonoo-Lartson East TN North and South RPO <eamonoo-lartson@etdd.org>; Jane Hamrick (Mid Cumberland HRA) <mchra@mchra.com>; Karyssa Wilson <Karyssa.Wilson@mchra.com>; Laura Smith <lsmith@etdd.org>; Lisa Cross <lcross@sctdd.org>; Lori Burdine (Northwest TN Development District) <lori.burdine@nwtdd.org>; lfisher <lfisher@sctdd.org>; mdudney <mdudney@ucdd.org>; Melissa Davis (Southwest TN Development District) <mdavis@swtdd.org>; reed.jones <reed.jones@nwtdd.org>; Rohan Thompson <rthompson@sedev.org>; Sean Patten (Center Hill RPO) <spatten@ucdd.org>; Tim Hendrick (East TN Development District) <thendrick@etdd.org>

Cc Jaret Shaffer <Jaret.Shaffer@tn.gov>; Mary Connelly <mary.connelly@greshamsmith.com>; Drew Gaskins <drew.gaskins@greshamsmith.com>; Camryn Jones <camryn.jones@greshamsmith.com>; Stacy Morrison <Stacy.Morrison@tn.gov>; Michelle A Christian <Michelle.A.Christian@tn.gov>; Ann Marie Anway <AnnMarie.Anway@tn.gov>; Matt Meservy <Matt.Meservy@tn.gov>

RPOs and Development Districts

Dear Agency and/or Stakeholder:

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We greatly appreciate your involvement in this process as we begin to shape the future of transportation in Tennessee, and your continued support in helping TDOT achieve its vision of providing the nation's best multimodal transportation system.

Please share with others as you deem appropriate.
Thank you.

TN TDOT Department of Transportation

Pamela Boyd-Walker| Planning Manager
Statewide Planning & Program Development Section (SPD)
Planning Division
James K. Polk Building, Suite 900
505 Deaderick Street, Nashville, TN 37243
p. 615-741-9945 c. 629-246-9276
Pamela.L.Boyd-Walker@tn.gov

Resource Agencies 2025 Statewide Policy Plan Distribution Email

12/17/25, 10:55 AM Update from Tennessee DOT - Listening Sessions

TN TDOT Department of Transportation

Dear Agency and/or Stakeholder:

The Tennessee Department of Transportation (TDOT) is currently in the process of developing its new Statewide Policy Plan Update, which will guide the future approaches, policies, and project investments for Tennessee's transportation system. The foundation of this plan lies in its Guiding Principles, which express TDOT priorities and provide tangible actions for the Department going forward.

We are seeking input from individuals and organizations on the draft 2025 Statewide Policy Plan Update, available until December 17, 2025, as part of our official thirty (30) day public review and comment period. The Plan document may be viewed, and comments may be submitted, at the project website (https://publicinput.com/b2607#tab-71823).

Furthermore, TDOT will be hosting two (2) listening sessions to provide a brief primer of the plan content and an opportunity for discussion and questions with project staff. These will be held on Friday, December 12th from 8:00 - 9:00am CST and Wednesday, December 17th from 1:00 - 2:00pm CST. Click the links below to add an event to your calendar.

- **Listening Session #1**: Friday, December 12th from 8:00 - 9:00am CST
- **Listening Session #2:** Wednesday, December 17th from 1:00 - 2:00pm CST

For more information about the statewide policy plan or if you have questions regarding the public and agency review process, you may contact Mr. Jaret Shaffer at jaret.shaffer@tn.gov.

We greatly appreciate your involvement in this process as we begin to shape the future of transportation in Tennessee and your continued help in supporting TDOT's vision of serving the public by providing the best multimodal transportation system in the nation.

Sent on behalf of Tennessee DOT by PublicInput
2409 Crabtree Blvd, Suite 107, Raleigh, NC 27604

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Appendix III – Public Comment Summary

EventTimeUTC	Event Name	Email	Subscriber Id	List	UserID	Subscribed
12/8/2025 20:03	Sent	MemphisPAO@usace.army.mil	59821373	Manually added list for Update from Tennessee DOT - Listening Sessions	ca86c8850c824b6da8abfdfc9ec80b80	TRUE
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12/8/2025 20:03	Sent	biso_superintendent@nps.gov	59821380	Manually added list for Update from Tennessee DOT - Listening Sessions	7489e7eca313470b9f787b26c8407c12	TRUE
12/8/2025 20:03	Sent	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE
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12/8/2025 20:03	Sent	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
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12/8/2025 20:03	Sent	darrell_echols@nps.gov	59821377	Manually added list for Update from Tennessee DOT - Listening Sessions	b089b21a6cef480d92f88725af43cbba	TRUE
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12/8/2025 20:03	Sent	tennesseeES@fws.gov	59821375	Manually added list for Update from Tennessee DOT - Listening Sessions	5e9272026c414d63b293d2dc2ad22a76	TRUE
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12/8/2025 20:03	Delivered	tennesseeES@fws.gov	59821375	Manually added list for Update from Tennessee DOT - Listening Sessions	5e9272026c414d63b293d2dc2ad22a76	TRUE
12/8/2025 20:03	Delivered	grsm_smokies_information@nps.gov	59821381	Manually added list for Update from Tennessee DOT - Listening Sessions	ac12e5b422d145f6869407657b9ecb78	TRUE
12/8/2025 20:03	Email Open	darrell_echols@nps.gov	59821377	Manually added list for Update from Tennessee DOT - Listening Sessions	b089b21a6cef480d92f88725af43cbba	TRUE
12/8/2025 20:03	Delivered	james.mccoy@usda.gov	59821389	Manually added list for Update from Tennessee DOT - Listening Sessions	89f513f14e16408f979224f08509902b	TRUE
12/8/2025 20:03	Delivered	David.Salyers@tn.gov	59821391	Manually added list for Update from Tennessee DOT - Listening Sessions	55ce721161384e2183f11068a94bc0e0	TRUE
12/8/2025 20:03	Deferred	Beniamin_haves@nps.govÂ	59821382	Manually added list for Update from Tennessee DOT - Listening Sessions	5b7a99514cc54b068db9c551a9ce8e40	TRUE
12/8/2025 20:03	Delivered	biso_superintendent@nps.gov	59821380	Manually added list for Update from Tennessee DOT - Listening Sessions	7489e7eca313470b9f787b26c8407c12	TRUE
12/8/2025 20:03	Delivered	patrick.mcintyre@tn.gov	59821392	Manually added list for Update from Tennessee DOT - Listening Sessions	051866fe04194a2ca6af1e4ac3fd850d	TRUE
12/8/2025 20:03	Delivered	jason.maxedon@tn.gov	59821393	Manually added list for Update from Tennessee DOT - Listening Sessions	955a2802c45a46c6a11e5a846cf08f41	TRUE
12/8/2025 20:03	Delivered	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
12/8/2025 20:03	Delivered	MemphisPAO@usace.army.mil	59821373	Manually added list for Update from Tennessee DOT - Listening Sessions	ca86c8850c824b6da8abfdfc9ec80b80	TRUE
12/8/2025 20:03	Delivered	Jcmaierhofer@tva.gov	59821378	Manually added list for Update from Tennessee DOT - Listening Sessions	0b5ed7fa83b2411ba054f181b23adf71	TRUE
12/8/2025 20:03	Delivered	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE
12/8/2025 20:03	Delivered	tia.r.grandville@uscg.mil	59821390	Manually added list for Update from Tennessee DOT - Listening Sessions	0c2f815d092946efae1a1a02f0c15fee	TRUE
12/8/2025 20:03	Link Click	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
12/8/2025 20:03	Link Click	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
12/8/2025 20:03	Link Click	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
12/8/2025 20:03	Delivered	douglas_neighbor@nps.gov	59821383	Manually added list for Update from Tennessee DOT - Listening Sessions	4f864621e4a948118c9d14c156a998e9	TRUE
12/8/2025 20:03	Unsubscribe	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
12/8/2025 20:03	Delivered	Guillermo.J.Guandique@usace.army.mil	59821374	Manually added list for Update from Tennessee DOT - Listening Sessions	92d2e21e6f44471b9ba87d9e3dcbe1f5	TRUE
12/8/2025 20:03	Delivered	michael.wright@usda.gov	59821387	Manually added list for Update from Tennessee DOT - Listening Sessions	6afce8fd0d5d45ea9a9f7e0964b44207	TRUE
12/8/2025 20:03	Link Click	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE

Appendix III – Public Comment Summary

12/8/2025 20:03	Link Click	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE
12/8/2025 20:03	Link Click	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE
12/8/2025 20:03	Link Click	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE
12/8/2025 20:03	Unsubscribe	R4_Regional_Administrator@epa.gov	59821376	Manually added list for Update from Tennessee DOT - Listening Sessions	65c2f1dd060040c38cc0e95ff1dc9f8f	FALSE
12/8/2025 20:03	Deferred	Benjamin_hayes@nps.govÂ	59821382	Manually added list for Update from Tennessee DOT - Listening Sessions	5b7a99514cc54b068db9c551a9ce8e40	TRUE
12/8/2025 20:04	Deferred	Benjamin_hayes@nps.govÂ	59821382	Manually added list for Update from Tennessee DOT - Listening Sessions	5b7a99514cc54b068db9c551a9ce8e40	TRUE
12/8/2025 20:04	Link Click	biso_superintendent@nps.gov	59821380	Manually added list for Update from Tennessee DOT - Listening Sessions	7489e7eca313470b9f787b26c8407c12	TRUE
12/8/2025 20:05	Email Open	biso_superintendent@nps.gov	59821380	Manually added list for Update from Tennessee DOT - Listening Sessions	7489e7eca313470b9f787b26c8407c12	TRUE
12/8/2025 20:05	Bounce	kendrick.arney@usda.gov	59821386	Manually added list for Update from Tennessee DOT - Listening Sessions	e78f3274d0d2496c8405f7a9bbb94ddf	FALSE
12/8/2025 20:05	Deferred	Benjamin_hayes@nps.govÂ	59821382	Manually added list for Update from Tennessee DOT - Listening Sessions	5b7a99514cc54b068db9c551a9ce8e40	TRUE
12/8/2025 20:08	Bounce	Benjamin_hayes@nps.govÂ	59821382	Manually added list for Update from Tennessee DOT - Listening Sessions	5b7a99514cc54b068db9c551a9ce8e40	TRUE
12/8/2025 20:14	Email Open	biso_superintendent@nps.gov	59821380	Manually added list for Update from Tennessee DOT - Listening Sessions	7489e7eca313470b9f787b26c8407c12	TRUE
12/8/2025 20:43	Email Open	darrell_echols@nps.gov	59821377	Manually added list for Update from Tennessee DOT - Listening Sessions	b089b21a6cef480d92f88725af43cbba	TRUE
12/8/2025 20:43	Email Open	David.Salyers@tn.gov	59821391	Manually added list for Update from Tennessee DOT - Listening Sessions	55ce721161384e2183f11068a94bc0e0	TRUE
12/8/2025 20:43	Email Open	David.Salyers@tn.gov	59821391	Manually added list for Update from Tennessee DOT - Listening Sessions	55ce721161384e2183f11068a94bc0e0	TRUE
12/8/2025 20:43	Email Open	David.Salyers@tn.gov	59821391	Manually added list for Update from Tennessee DOT - Listening Sessions	55ce721161384e2183f11068a94bc0e0	TRUE
12/8/2025 21:40	Email Open	darrell_echols@nps.gov	59821377	Manually added list for Update from Tennessee DOT - Listening Sessions	b089b21a6cef480d92f88725af43cbba	TRUE
12/8/2025 23:14	Email Open	jason.maxedon@tn.gov	59821393	Manually added list for Update from Tennessee DOT - Listening Sessions	955a2802c45a46c6a11e5a846cf08f41	TRUE

PUBLIC COMMENT PERIOD (11/17/2025 - 12/17/2025) SURVEY RESULTS AND COMMENTS

Long Range Transportation Plan Update

All participants - Custom Date Range

Filtered by Date

Please rank the Policy Plan's Guiding Principles from most to least important in supporting TDOT's Mission and Vision.

100%	Preserve and manage the existing system	Rank: 2.90	10 ✓
100%	Provide for the efficient movement of people and freight	Rank: 3.20	10 ✓
100%	Build partnerships for sustainable and livable communities	Rank: 3.50	10 ✓
100%	Maximize safety and security	Rank: 3.60	10 ✓
100%	Protect natural, cultural, and environmental resources	Rank: 3.80	10 ✓
100%	Support the State's economy	Rank: 5.20	10 ✓
100%	Emphasize financial responsibility	Rank: 5.80	10 ✓

10 Respondents

All participants

Filtered by Date

Please rank the Policy Plan's Strategic Emphasis Areas from most to least important in supporting TDOT's Mission and Vision.

100%	PROMOTE EFFICIENCY: Interstate Modernization, Multimodal Connectivity, Intelligent Transportation Systems (ITS)	Rank: 1.56	9 ✓
100%	INCREASE EFFECTIVENESS: Maintain a State of Good Repair, System Safety	Rank: 2.00	9 ✓
100%	EMPHASIZE ECONOMIC COMPETITIVENESS: Urban Opportunity, Rural Access, Primary Trade Corridors	Rank: 2.44	9 ✓

9 Respondents

All participants - Custom Date Range

Filtered by Date

Which of the following emerging trends do you believe will have the greatest impact on Tennessee's transportation system over the next 30 years? (Choose up to 3)

67%	Population growth & infrastructure pressure	8 ✓
58%	Land use	7 ✓
42%	Funding	5 ✓
42%	Resiliency & weather adaptation	5 ✓
25%	Smart infrastructure & technologies	3 ✓
8%	Electrification (EV) & alternative fuels	1 ✓

12 Respondents

Appendix III – Public Comment Summary

Project	Question	Comment	CommentDateUTC	CommentDate	Name	Email	CommentId	QuestionId	UserId	Private	Lat	Long
Long Range Transportation Plan Update	Please provide any additional comments on the 2025 Policy Plan Update.	I'm unsure of the solution, but the i24 Jolten into Nashville cooridor, needs efficiency improvement. It always seems to be the trouble area going to Nashville.	12/5/2025 2:25 PM	12/5/2025 8:25 AM			4138474	363072	148f49917b7c413b9951e04d3432dcc8	True	33.7485	-84.3871

TN TDOT Department of Transportation