

# Southeast Tennessee RPO Spring Meeting

Wednesday, May 17, 2023



# **Southeast Rural Planning Organization (RPO) UPDATES**



**[sedev.org/rpo](http://sedev.org/rpo)**

Technical Committee Voting											
County	PIN	Route	Description	Length	Phase	Est.	Notes	2019 Rank	2020 Rank	2021 Rank	2022 Rank
<b>Committed Projects</b>											
Rhea	109410.03	SR-30	*Committed* (Old Washington Hwy.) From Near SR-29 (US-27) to West of New Union Rd. / White Oak Rd.(IA)	3.3	Right-of-Way (same as previous year)	3.3		5	5	1	N/A
Bledsoe	124104.05	SR-28 US-127	*Committed* From South of Humble Cemetery Road to 5-Lane in Pikeville (IA)	3.2	Right-of-Way (same as previous year)	2.8	Arceological sites on corridor could delay environmental document which could delay ROW funding.	2	2	8	N/A
Bradley	132290.00	I-75	*Committed* ITS Infrastructure from near SR-312 in Bradley County to near Coile Road (CR-114) in McMinn County	28.6	PE/Construction			N/A	N/A	N/A	N/A
<b>Construction &amp; ROW</b>											
Rhea	109410.04	SR-30	(Old Washington Hwy.) From Near Sky Dr. to West of the Tennessee River Bridge (IA)	4.4	Right-of-Way (same as previous year)	3.3		8	7	3	4
Marion	124086.00	SR-2 US-64	From Near Hillcrest Lane in Kimball to near Magnolia Ave. in Jasper (IA)	3.2	Right-of-Way (same as previous year)	18.0		3	4	4	6
Sequatchie	124104.01	SR-28 US-127	From 5-Lane North of Dunlap to South of Brea Road (IA)	3.8	Right-of-Way (same as previous year)	4.6	Arceological sites on corridor could delay environmental document which could delay ROW funding.	1	1	2	1
Bledsoe	124104.02	SR-28 US-127	From South of Brea Road to South of Mariah Farm Lane (IA)	3.4	Right-of-Way (same as previous year)	4.5	Arceological sites on corridor could delay environmental document which could delay ROW funding.	6	6	6	5
Bledsoe	124104.03	SR-28 US-127	From South of Mariah Farm Lane to North of Herman Smith Road (IA)	3.5	Right-of-Way (same as previous year)	3.2	Arceological sites on corridor could delay environmental document which could delay ROW funding.	9	8	7	7
Bledsoe	124104.04	SR-28 US-127	From North of Herman Smith Road to South of Humble Cemetery Road (IA)	3.3	Right-of-Way (same as previous year)	3.3		7	3	9	8
Grundy	124782.00	SR-50	(Pelham Rd.) From LM 8.0, 7.5 miles East of I-24 (Exit 127), to LM 11.0 (IA)	3.0	Right-of-Way (same as previous year)	1.0		PE 2	PE 2	5	9
Polk	102420.08	SR-40 US-64	From West of Ocoee River to SR-68 in Ducktown (IA)	23.3	Right-of-Way (previously in preliminary engineering phase)	15.0	This project was funded for PE in FY2023, voting will be on ROW moving forward.	PE 3	PE 3	PE1	3
<b>Technical Committee Voting</b>											
County	PIN	Route	Description	Length	Phase	Est.	Notes	2019 Rank	2020 Rank	2021 Rank	2022 Rank
<b>Preliminary Engineering</b>											
Marion	124785.00	SR-156	From East of Patton School Road to West of First Street (Approx 1 Mile West of Cedar Ave. in South Pittsburg to Approximately 1.7 Miles West) (IA)	1.7	PE (same as previous year)	0.6		PE 1	PE 1	2	2

# Project Rankings

- Adopted at the Fall 2022 RPO Meeting



2019 -2022

**SOUTHEAST RPO**  
**RURAL REGIONAL**  
**TRANSPORTATION PLAN**



# Rural Regional Transportation Plan

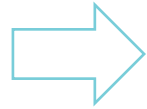
- Adopted at the Fall 2022 RPO Meeting
- Available online at [sedev.org/rpo](https://sedev.org/rpo)



# RPO Staffing Update



Marc Holcomb  
Regional Planner  
& RPO Coordinator  
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Chad Reese  
Planning Director  
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(423) 424-4263

# Grant Funding

## **TDOT MMAG –Multimodal Access Grant**

*\*NOI submissions were due May 16, 2023.*

Applicants with eligible projects will be invited to submit a full application. MMAGs are funded at 90 or 95%, depending on the county's economic status, up to a total project value of \$1,250,000.

## **DOT SS4A – Safe Streets for All Grant**

Applications will be accepted through July 10, 2023.

SS4A awards are funded up to 80% and can range from \$100,000 to \$10M.

## **DOT Wildlife Crossings Pilot Program**

Applications will be accepted through August 1, 2023.

WCPP awards are funded up to 80%.

\$111.85M is available statewide for this program.

## **DOT PROTECT Program**

Applications will be accepted through August 18, 2023.

PROTECT awards are funded up to 80% (100% for planning) and have a base of \$100,000 with no max.



Region 2 OCT  
Southeast RPO 3 Year Plan Update



# Criteria



**Maximize Safety and Security**



**Preserve & Manage Existing Transportation System**



**Support the State's Economy**



**Build Partnerships for Livable Communities**



**Move a Growing, Diverse, Active Population**



**Promote Stewardship of the Environment**

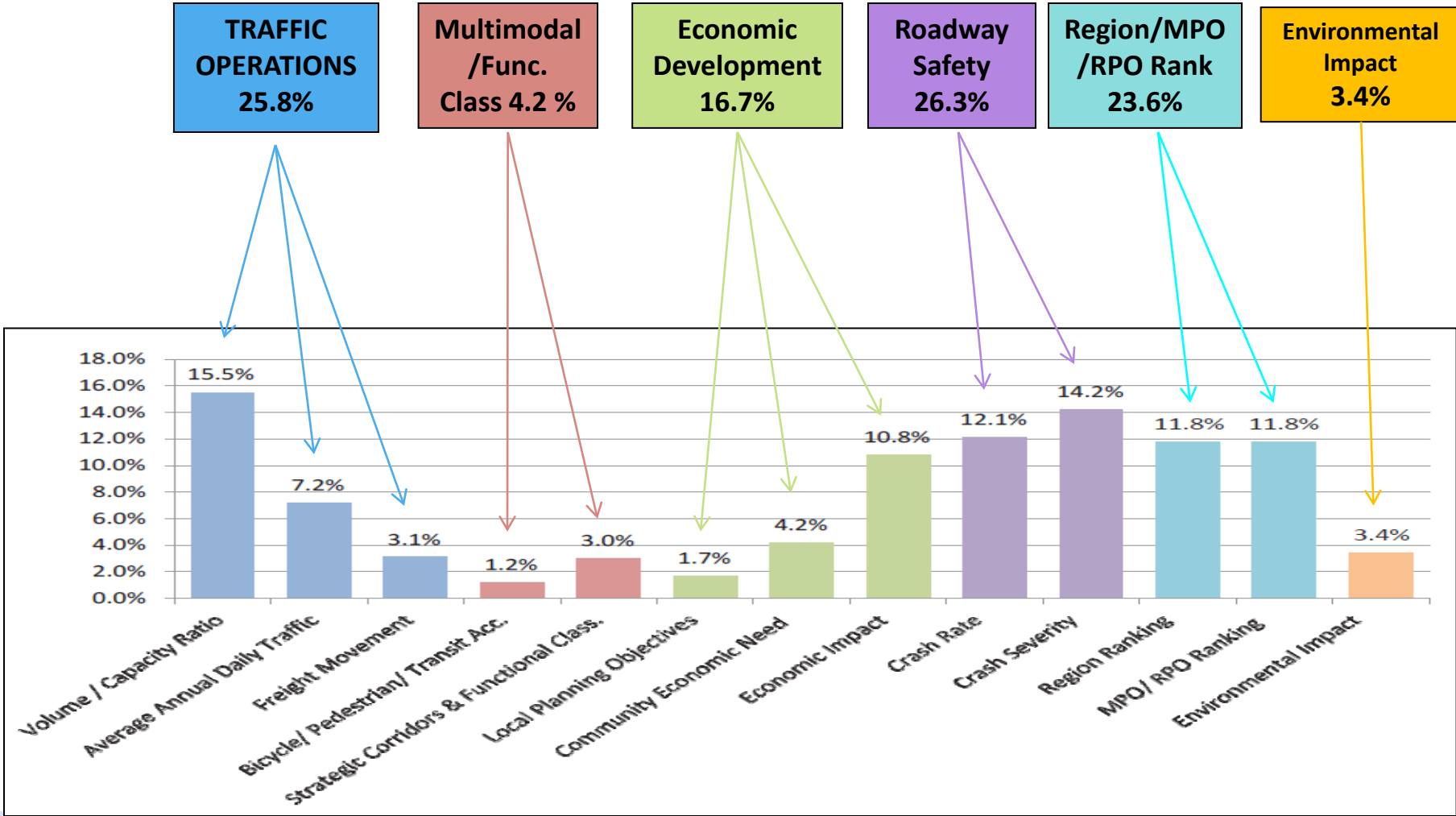




# Timeline

- **November** – The project lists are distributed to the RPO's/MPO's for ranking during their November/December meetings.
- **December** - local/regional ranks are returned to TDOT with comments.
- **January – March** – Development of the Comprehensive Multimodal Program
- **April/May** – Public Release of the approved Highway Program.

# Criteria Weight



# Summary

- Projects Ranked based on:
  - Technical Score
  - Investment (Cost of the Phase of Work)
  - Funding Source
  - Scheduling Constraints
- Additional Ranking Considerations
  - Even Distribution of Projects per Region
  - Phase of development (PE/ROW/CONST)
  - MPO/RPO distribution

# TDOT Three Year Plan



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**COMMISSIONER'S OFFICE**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2848

**BUTCH ELEY**  
DEPUTY GOVERNOR &  
COMMISSIONER OF TRANSPORTATION

**BILL LEE**  
GOVERNOR

**MEMORANDUM**

**DATE:** April 6, 2023

**TO:** Members of the 113th Tennessee General Assembly

**FROM:** Butch Eley, Commissioner  
Department of Transportation

**RE:** Proposed FY 2024-2026 Comprehensive Multimodal Program

It is my distinct honor to present you with the department's Fiscal Year 2024 Comprehensive Three-Year Multimodal Improvement Program in support of our budget. As a state, we are truly at a critical juncture as we continue to improve transportation and mobility solutions for Tennesseans. With so much going for our state, due to our sound economic policies, high quality of life, and ranking as one of the lowest-taxed states in the country, we are also presented with transportation challenges that must be addressed. While these challenges are not unique to Tennessee, many other states choose to address these issues by raising taxes, issuing debt, or spending a disproportionate amount of funds in their urban communities to the detriment of their rural areas. None of these are viable options in Tennessee. Instead, in Tennessee we have continued to live within our means, paying as we go, but supported by historic investments in infrastructure and the authorization of innovative tools by this General Assembly. These efforts, in partnership with TDOT, which is committed to developing and delivering impactful projects across the state in the most efficient manner possible, will truly modernize our state's transportation system for generations to come.

The proposed three-year plan identifies funding for projects in all 95 counties, addressing important transportation needs in rural, suburban, and urban communities. Specifically, it identifies preliminary engineering, right-of-way acquisition, and construction for 45 major highway projects in 30 counties across the state. As always, the department remains committed to keeping our transportation assets in a good state of repair, and this three-year plan identifies funding for such efforts, including interstate and state route resurfacing and concrete preservation, as well as critical rehab projects for bridges throughout the state. In addition to preserving and expanding our transportation and mobility assets, safety continues to be a top priority for the department through identified funding for needed safety improvements across our roadways. Finally, transportation for Tennesseans means more than roads and bridges, and this plan includes funding for aviation, transit, rail, and other multimodal infrastructure improvements and expansions. In addition to the FY 2024 budgeted program are projected phases for years FY 2025 and FY 2026 for planning purposes.

Committing to the progression of projects through the various phases of delivery is an important transparency measure and is reflective of a more focused approach to delivering projects in the most expedited manner possible. This three-year plan demonstrates the department's commitment to the timely delivery of projects identified for development or construction in last year's plan.

While this three-year plan is specific to projects funded through current projected revenue, the plan includes program notes for several statewide initiatives that are subject to the appropriation of the proposed \$3 billion to the Transportation Modernization Fund, including IMPROVE Act project acceleration, rural interstate widenings, and major urban congestion projects.

Altogether, this three-year plan represents a fiscally constrained and targeted investment strategy that continues to develop and deliver needed projects across the state in rural, suburban, and urban communities, while responsibly funding our efforts to maintain our assets and address emerging safety needs.

The department will be building out the Transportation Modernization Act investment strategy throughout the remainder of this calendar year, and I look forward to sharing its completion with you. If you have any questions regarding this three-year plan, please do not hesitate to contact me.

Sincerely,

**Butch Eley**  
Commissioner of Transportation

# Three Year Plan- continued.

Region	County	PIN	Route	Description	Phase	24	25	26
2	Grundy	124782.00	SR-50	(Pelham Rd.) From east of Harshman Road to west of SR-108 (IA)".	Right-of-Way			ROW
2	Polk	102420.13-16	SR-40 US-64	(Corridor K) - TA Location #3, #4, #7 and #9	PE	PE		
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2	Rhea	109410.03	SR-30	(Old Washington Hwy.) From Near SR-29 (US-27) to West of New Union Rd. / White Oak Rd. (IA)	Right-of-Way		ROW	
2	Sequatchie-Bledsoe	124104.05	SR-28 US-127	From South of Humble Cemetery Road to 5-Lane in Pikeville (IA)	Right-of-Way		ROW	

# SEDD RPO Rankings

County	PIN	Route	Description	Length	Phase	Est.	Notes	2019 Rank	2020 Rank	2021 Rank	2022 Rank	Adopted 3 Year Plan 2023
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# TDOT Region 2 Office of Community Transportation

## Contact Information:

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(423) 510-1121





# **Infrastructure Investment Jobs Act (IIJA) Programs Updates**

May 2023

# NEVI Program Funding

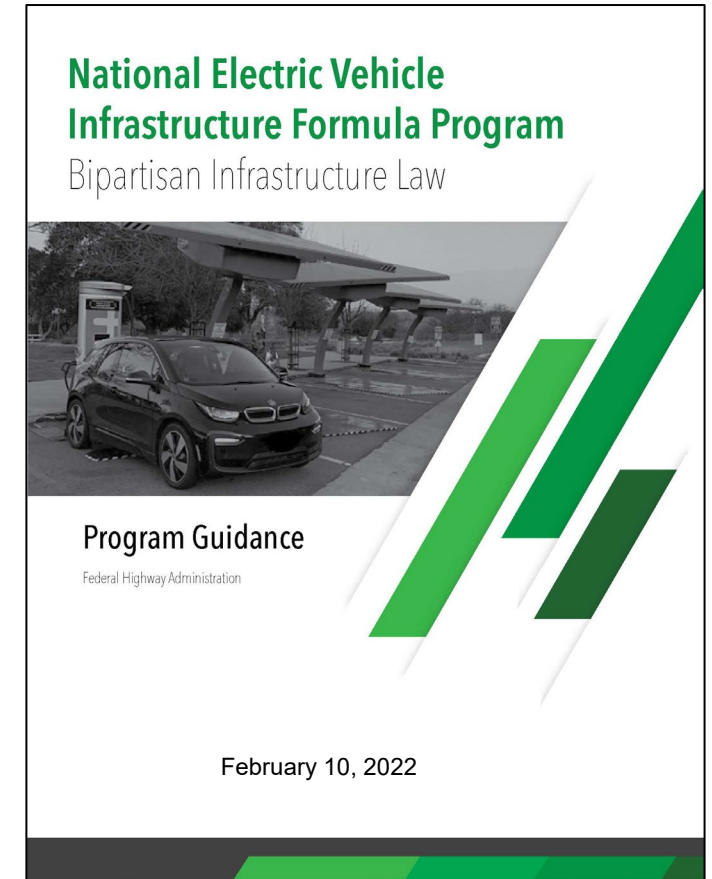
**\$7.5 billion** in dedicated funding to expand electric vehicle (EV) charger accessibility to all Americans.

\$2.5 billion competitive, discretionary **grant program** FHWA led - NOFO opened March 14, Closes May 30, 2023

- 1.25 billion – Corridor Charging grants (*TDEC is applying on behalf of the state. Focus – Freight charging along AFC's.*)
- 1.25 Billion – Community Charging grants (**open to MPO's**)

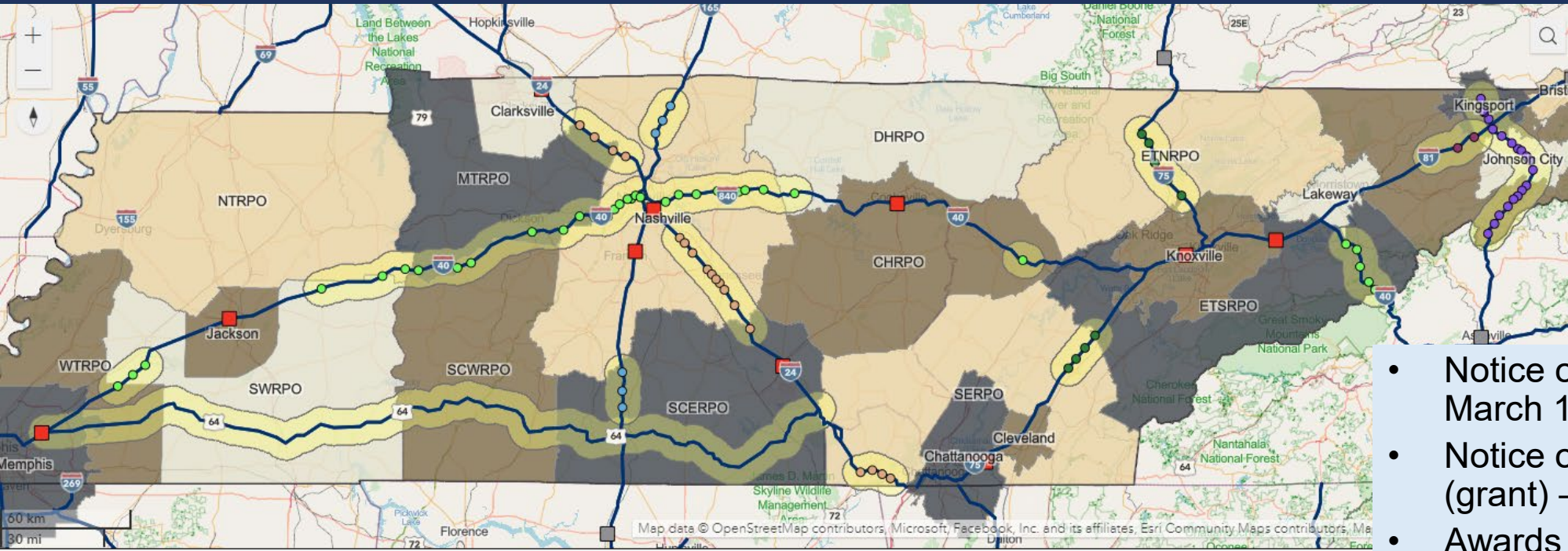
\$5 billion formula program (NEVI Program)

- **\$88 million** over 5 years to **Tennessee** (TEVI Deployment Plan)





# TDOT Formula Funding



## NEVI Candidate Sites

- I-24
- I-65
- I-26
- I-75
- I-40
- I-81

## Existing NEVI-Compliant Chargers

- within TN
- outside TN

## Gaps and Corridors

- Gap
- 1-mile travel distance (straight-line distance for US-64)
- Electric Vehicle Alt Fuel Corridor

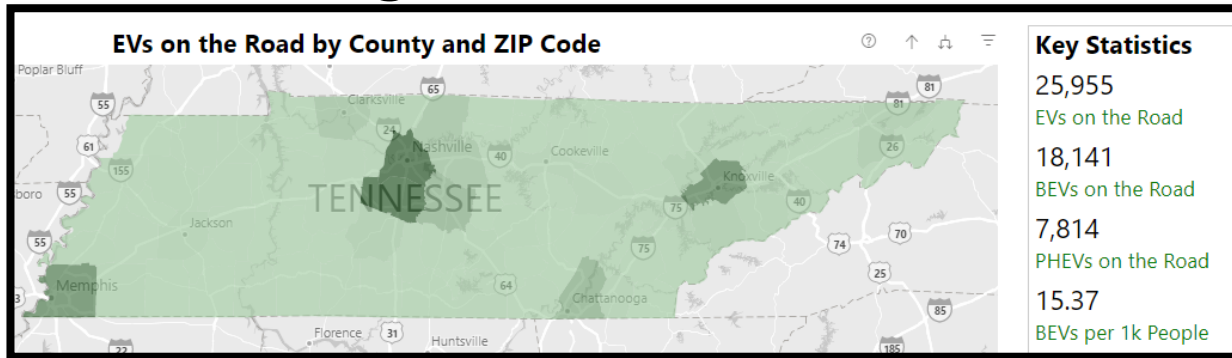
- Notice of Intent - Released March 17
- Notice of Funding Opportunity (grant) – Spring 2023
- Awards – late summer (August/September)
- Contracts – Fall 2023
- Notice to Proceed – winter/spring 2024

*There are 10 existing NEVI compliant charging stations in TN (red squares)*

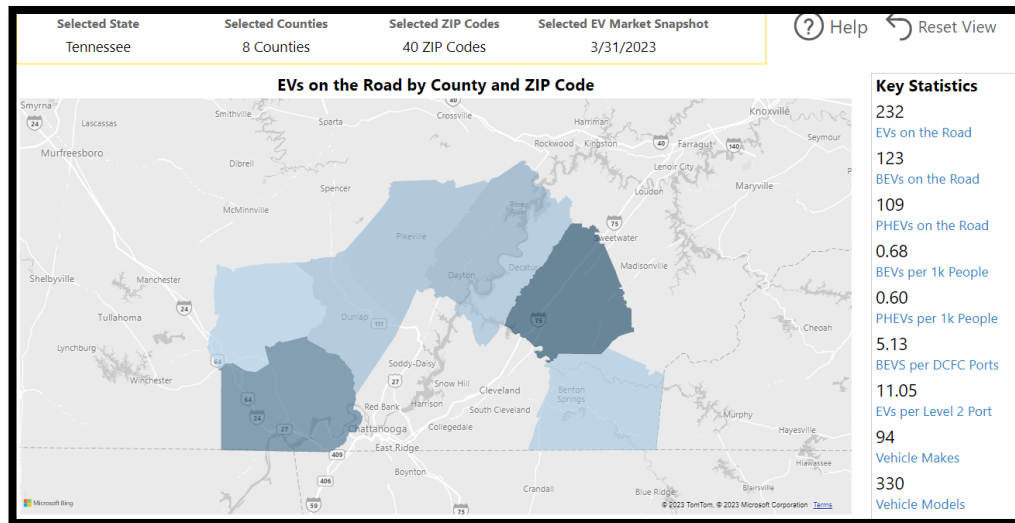


# Current State

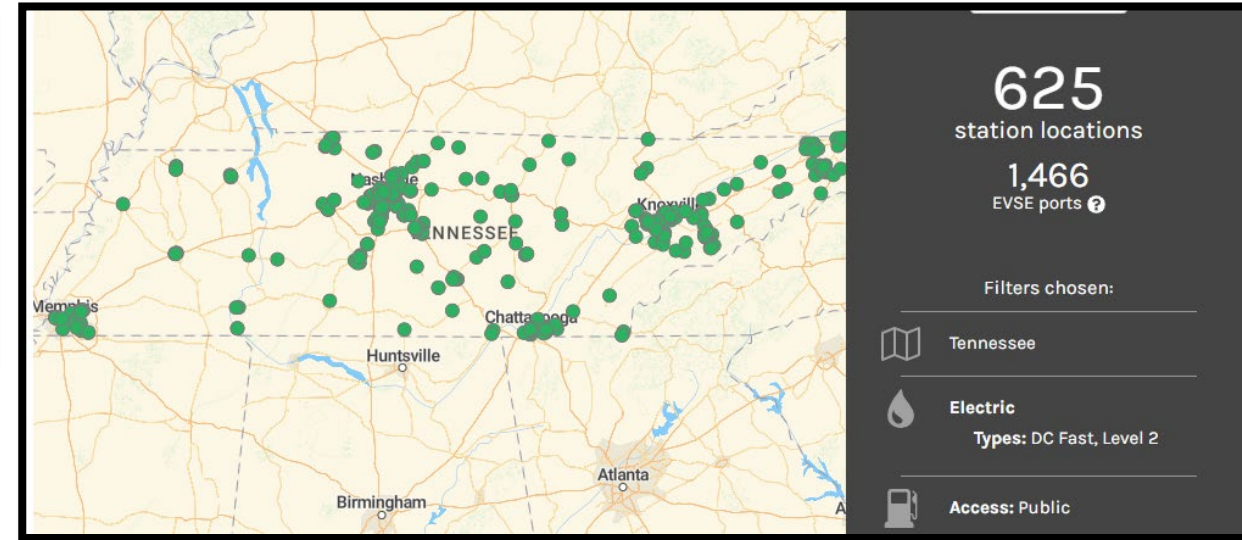
## EV Registrations (March 2023)



[State EV Registration Data – Atlas EV Hub](#)



## Existing Infrastructure



McMinn	71
Marion	52
Rhea	28
Bledsoe	22
Sequatchie	19
Meigs	17
Polk	13
Grundy	10
tll	232

Alternative Fuels Data Center  
[www.afdc.energy.gov](http://www.afdc.energy.gov)

BEV = Battery Electric  
 PHEV = Plug-in Hybrid Electric





# Carbon Reduction Program

\$6.4 billion Nationally, (FY2022 – FY2026)

\$6.4 billion formula  
program (allocated to state  
DOT's)

TN portion is \$139,172,276

- Funding for projects to reduce Transportation Emissions Reductions.
- States must develop a Carbon Reduction Strategy
  - Submit for approval by November 15, 2023
  - Identify alternatives to single occupant vehicle trips.
  - Identify vehicles or modes of travel that result in lower transportation emissions.
  - Identify construction practices that result in lower emissions.



# Carbon Reduction Program (CRP)

## What's unique about CRP?

- 65% of funds apportioned to a state are obligated by population.
  - Meaning all MPO's have been given a pre-determined suballocation.
  - The 4 TMA's have project selection authority within their boundaries.
  - TDOT has project selection authority for all other population categories.
- 35% of funds may be obligated anywhere in the state at the DOT's discretion.
- MPO's can program their allocations prior to the states' strategy plan.

2022-2206 Total CRP Apportionment	Suballocations Apportionment Total				Apportionment available in any area
	estimated	>200K	50K to 200K	5K to <50K	
\$ 139,172,279	\$ 38,808,662	\$ 10,380,333	\$ 9,392,080	\$ 31,880,908	\$ 48,710,296
Chattanooga	\$ 4,315,591				
Knoxville	\$ 7,964,055				
Memphis	\$ 12,707,819				
Nashville_Davidson	\$ 13,821,197				
Bristol		\$ 515,023			
Clarksville		\$ 1,971,556			
Cleveland		\$ 951,887			
Jackson		\$ 1,024,629			
Johnson City		\$ 1,716,485			
Kingsport		\$ 1,460,082			
Morristown		\$ 841,540			
Murfreesboro		\$ 1,899,131			

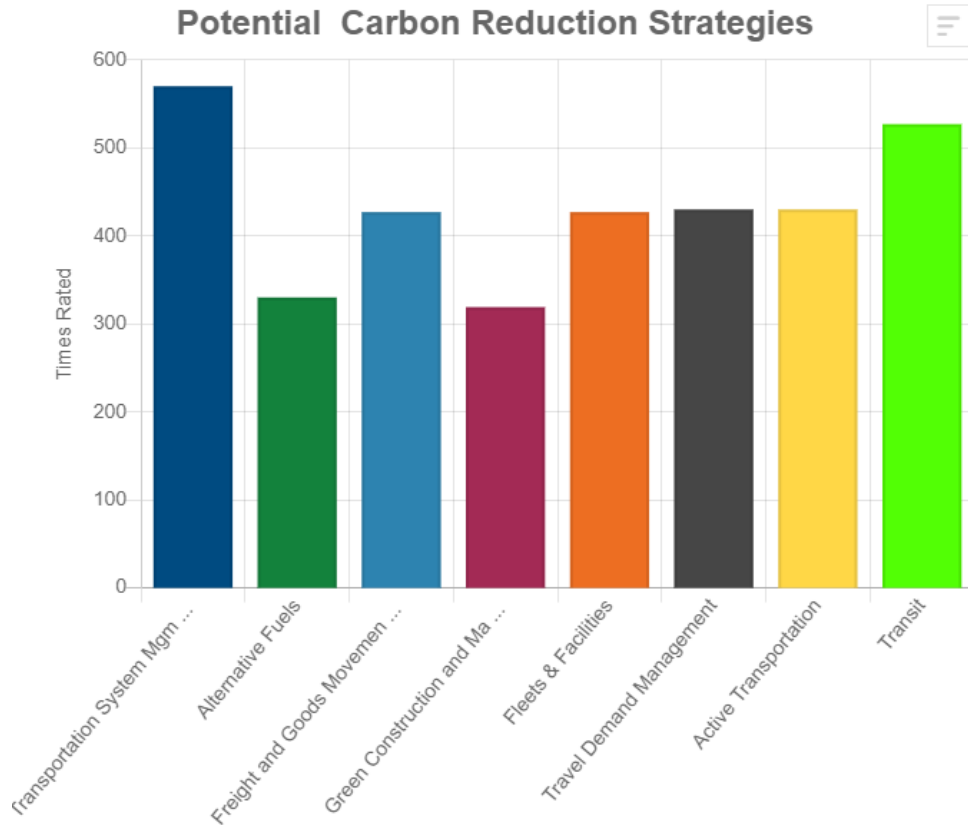
*TDOT developed a survey to help determine what types of project were important to each population category. The survey closed on May 5, 2023. The results from the survey will inform the decision for developing carbon reduction projects.*



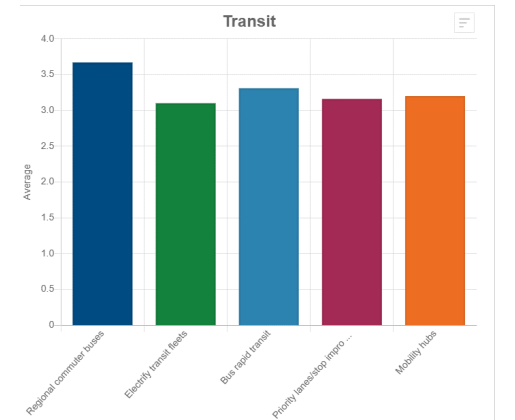
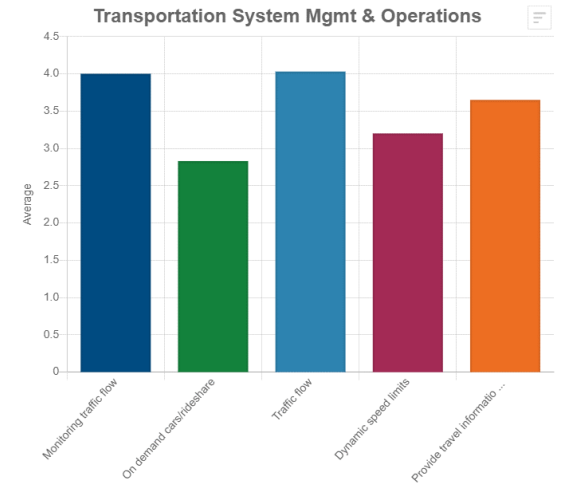
# Carbon Reduction Program

## Statewide, TSMO and Transit were ranked highest

### Strategies Ranking



- TSMO
  1. Traffic Flow
  2. Monitoring traffic flow
  3. Travel information
  4. On demand cars / rideshare
  5. Dynamic speed limits
- Transit
  1. Regional commuter buses
  2. Bus rapid transit
  3. Electrify Transit Fleets
  4. Priority Lanes and Mobility Hubs



\*of note – Street Lighting ranked very high even though Green Construction was not high as a category.





# Carbon Reduction Program (statewide results)

## Ranking strategies

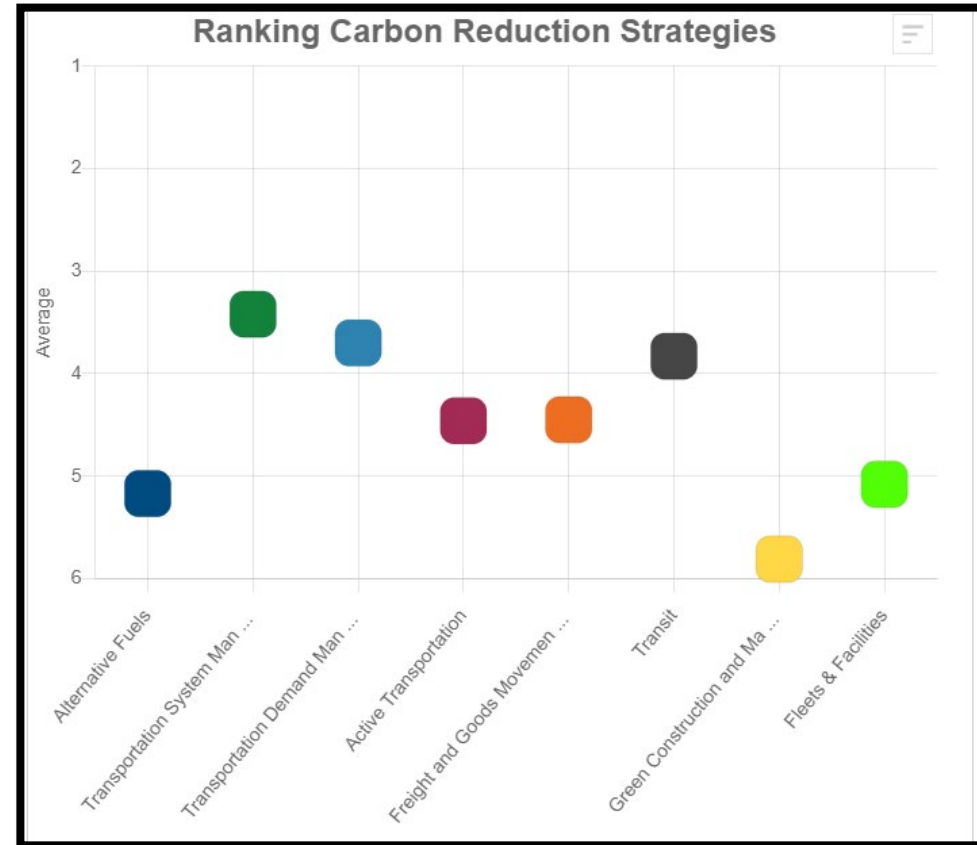
**Ranking Carbon Reduction Strategies**  
Please rank 8 of the 8 items above the line in your preferred order.

.....

↑ Order your top 8 items above this line ↑

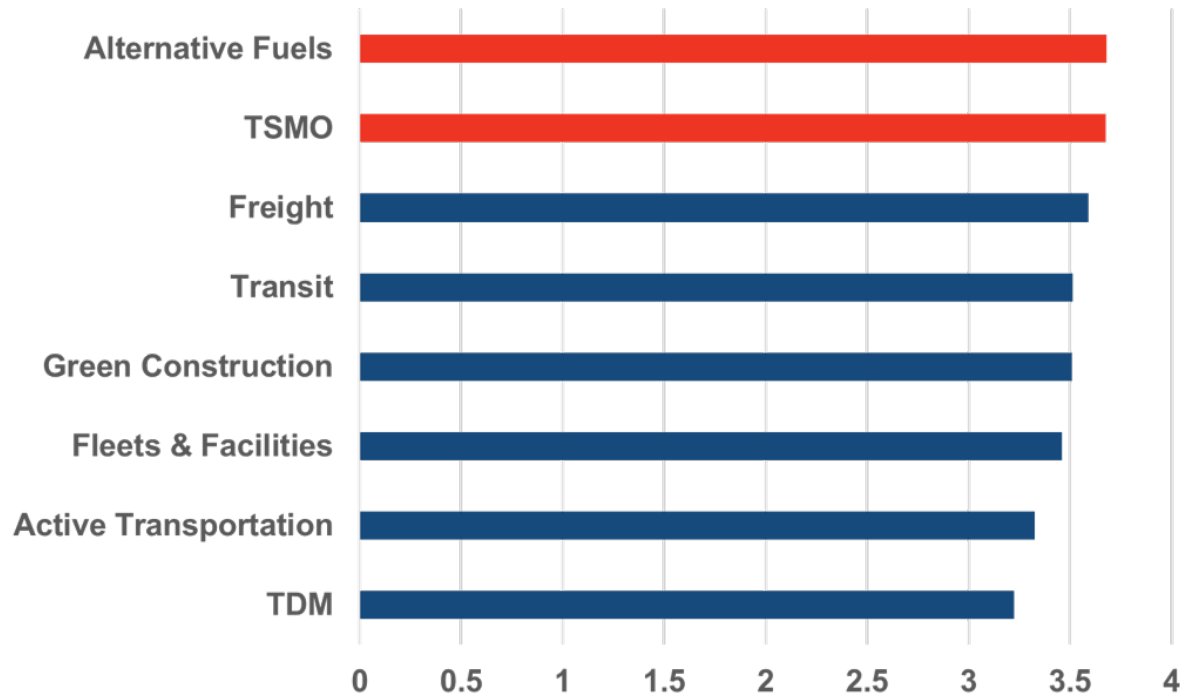
- Alternative Fuels
- Transportation Demand Manage...
- Fleets & Facilities
- Transit
- Freight and Goods Movement
- Transportation System Managem...
- Green Construction and Mainten...
- Active Transportation

## Survey Results

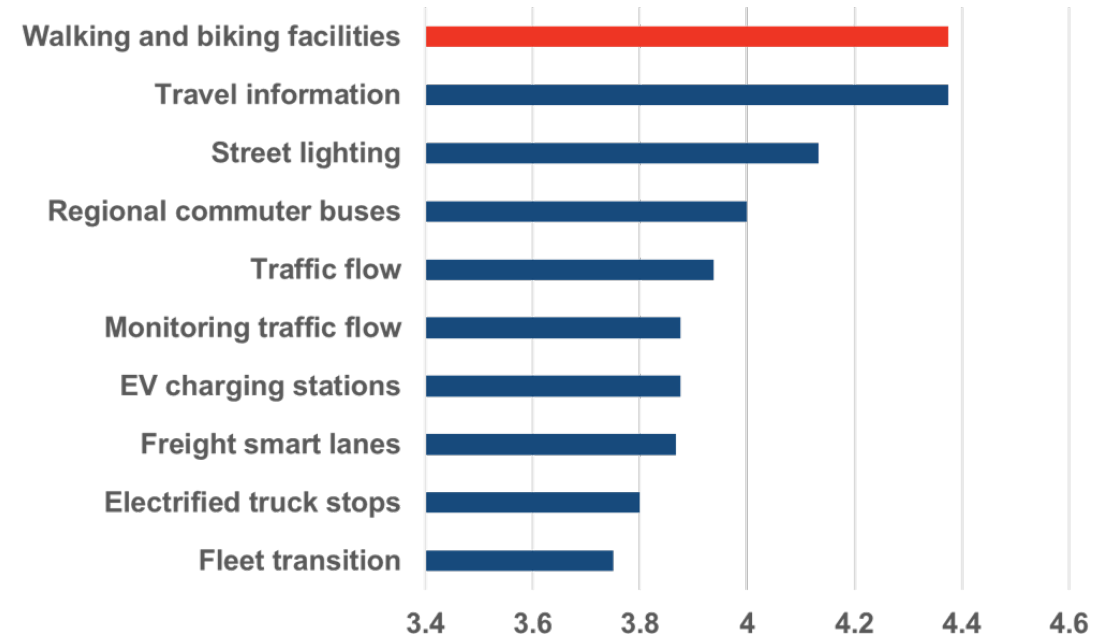


# Southeast RPO Priorities for Carbon Reduction projects

## Ranked Strategies



## Ranked Project Types



# PROTECT Program

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

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

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

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

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

\*Electric charging infrastructure along evacuation routes is an eligible expense.



# Resiliency Planning

Resilience plans/studies – Consultants will review transportation assets, assess their vulnerability and provide resilience-building solutions.

- resilience planning,
- predesign, or design;
- technical capacity-building;
- evacuation planning and preparation.



## Competitive Grants Proposed Timeline

- October 2023 - Announce grant opportunity
  - Application
  - Webinar
- December 2023 – Grant closes
- January 2024 – Review applications
  - Put forth recommendations to commissioner
- March 2024 – Announce awards
- March – April 2024 – contracts with consultants
- May 2024 – Kick-off plans/studies

### Set-aside for Resilience-Related Planning

Requires each State to use at least 2% of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning.

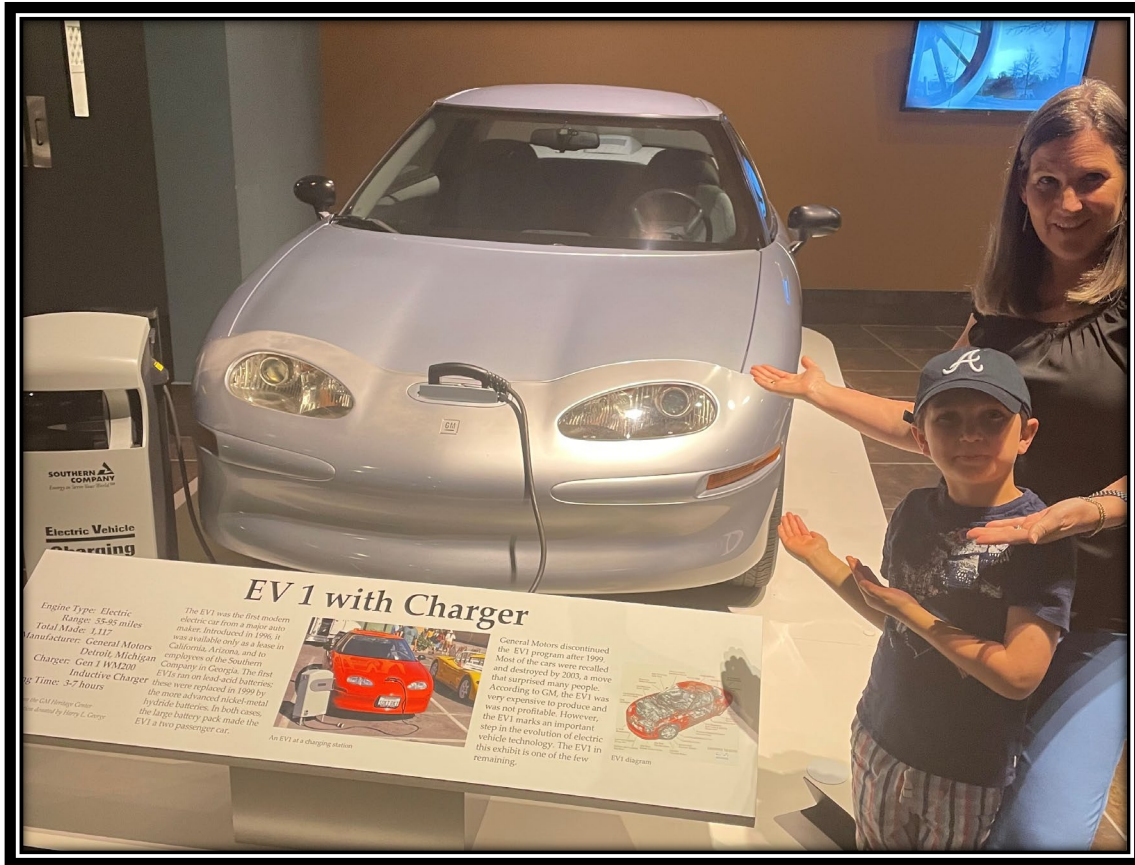
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# Conclusion

This new funding is a monumental event, coming at a time when available workforce is also at a monumental low.

We will all need to work together to implement these transformative programs.

Feel free to reach out to me, I always welcome your feedback.



**Andrea Noel**  
TDOT Programs Office  
[Andrea.noel@tn.gov](mailto:Andrea.noel@tn.gov)  
423-453-1196



# TDOT Bridge Programs



1. There are 4 dedicated bridge programs for off-system bridges
  - a. 1990 Bridge Grant Program - \$9.5M (98/2)
  - b. High Priority Bridge Replacement Program (HPBRP) - \$18.6M
  - c. Federal BRZ Program (STBG) - \$12.7M
  - d. Federal Bridge Formula Program (in new Bipartisan Infrastructure Law) - \$12M

# TDOT Bridge Programs





2. All these programs follow the same guidelines for selection
  - a. Can only be an off-system bridge
    - i. Rural minor collector or urban/rural local road only
  - b. Be on a selection list that is generated by the Department in July
    - i. List 1 weight is less than 10 tons
    - ii. List 2 weight limit is 10-15 tons and overall condition is Critical or Poor
      1. Must complete list 1 before going to list 2
    - iii. Other Bridge Needs
      1. Scour countermeasures
      2. Other off-system bridges
      3. On-system bridges less than 150 feet in length and having an ADT of 200 or more
      4. Bridge removal
      5. Low water crossings (fords)
      6. Small drainage structures between 6 and 20 feet in length measured along centerline of the roadway and have a less than 10-ton weight limit
  - c. Received a letter from the Department to close the bridge due to weight limit being 3 tons or less (in this instance the bridge does not have to be on a list)

# TDOT Bridge Programs



3. For the 2 federal bridge funded programs
  - a. The Department currently has a backlog of \$260M between requests from local agencies and IMPROVE Act projects the Department is completing for local agencies.
  - b. These federal funds will not be available until that backlog is complete. Then the Department will put guidelines in place on selection and call for projects
4. State-Aid Program - \$21M (98/2)
  - a. Only County Road Superintendents can use these funds
  - b. County Road Superintendent can also elect to move up to ½ of their annual allocation to the Bridge Grant Program annually
5. State-Aid Program is receiving a one-time infusion of \$300M across the state
  - a. Must provide a 3-year plan
  - b. Must be spent along with any current and regular annual allocations within 5 years

# TDOT Bridge Programs



## Headquarters – Nashville

Lisa Dunn

State-Aid Manager

Suite 600 James K. Polk Building

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Cell: (615) 519-2963

[lisa.dunn@tn.gov](mailto:lisa.dunn@tn.gov)

[TDOT.StateAid@tn.gov](mailto:TDOT.StateAid@tn.gov)



## Region 2

Curt Gibbs

Sr. Trans. Specialist

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Chattanooga, TN 37416

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# COUNTY IMPACT

TRANSPORTATION MODERNIZATION ACT OF 2023



# **SB273/HB321 BY SEN MASSEY, REP HOWELL**

## **Public Chapter 159 of 2023**

- **Short Term = One-time grants**
- **Long Term = Recurring operating budget monies**

# SHORT TERM

- **State Aid Road Program = \$300 million in one-time funding**
  - Existing program with rules (\$21 million annually since 1980s)
  - 100 percent of the funds available July 1, 2023
  - Annual work plan, as always have each year, by October
  - PLUS a projected list of projects and budget estimates for two (2) additional years
  - County Highway Departments retain discretion as to how much of the State Aid funding will use each year
    - Single or Multiple years
  - All other State Aid Road guidelines remain the same
  - \$21 million annual allocation continues through TDOT budget

# LONG TERM

- State gasoline & motor fuel revenue collections are decreasing
  - March collections down \$1.1 million over this time a year ago
  - Finish FY2022-2023 at least \$1.5 million less than the previous FY
  - \$6 million less than we had projected



# VEHICLE REGISTRATIONS

	<b>Electric</b>	<b>Hybrid Electric &amp; Plug in Hybrid)</b>
Jan. 1, 2024	\$200/year	\$100/year
Jan. 1, 2025	\$200/year	\$100/year
Jan. 1, 2026	\$200/year	\$100/year
Jan. 1, 2027	\$274/year	\$100/year
Jan. 1, 2028	\$274 + CPI up to 3%	\$100 + CPI up to 3%
Jan. 1 of subsequent years	+ CPI up to 3% added	+ CPI up to 3% added

Paid at time of renewal, not at purchase of the vehicle

# CREATES A DATA TRAIL

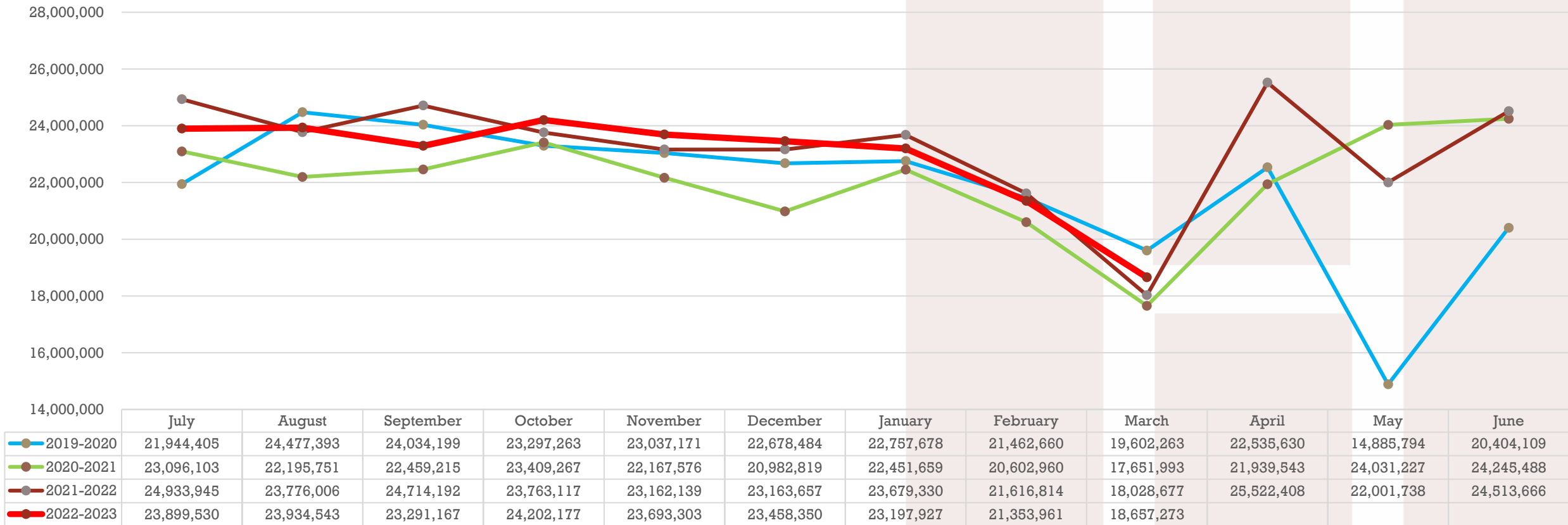
- Counties maintain more than 61,000 total road miles
- 20% on the State Aid System (about 15,000 miles)
  - Collect traffic from low volume roads
  - Provide connectivity to collector and arterial highways
  - Service to smaller communities not served by a higher-class (road) facility
  - Link locally important traffic generators with rural areas of a county
- \$4.3 billion in County transportation needs
  - Tennessee Advisory Commission on Intergovernmental Relations, 2023  
(Projects reported between 2017-Present)
- Reporting will help us show the long-term, unmet funding need

# WHY IT MATTERS

- **Growing number of Electric Vehicles in Tennessee**
  - EV manufacturers are here (GM, Nissan, Volkswagen, Ford)
  - Existing registration fee not shared with counties and cities
  - Drive Electric Tennessee's mission is 200,000 EVS by 2028
    - 25,955 as of 12/31/2022
- **Inflation impact on purchasing power**
  - Costs of oil, fuel, etc. up 25-50% over last year
- **Fuel efficiency affects primary transportation revenues**
  - Greater period between fuel ups = fewer tax revenues generated

# HISTORICAL COLLECTIONS

Total Gasoline and Diesel Revenues by Month



# COUNTY TRANSPORTATION NEEDS

	<b>County Transportation Needs</b>	<b>State Aid Road Allocation</b>
Region 1	\$ 598,688,660	\$ 79,583,271
Region 2	\$ 208,303,872	\$ 70,890,013
Region 3	\$ 3,077,627,364	\$ 93,677,334
Region 4	\$ 477,375,517	\$ 76,931,382
<b>Statewide</b>	<b>\$ 4,361,995,413</b>	<b>\$ 321,082,000</b>

Tennessee Advisory Commission on Intergovernmental Relations, 2022-2023  
Projects reported between 2017-Present

# COUNTY IMPACT SUMMARY

## **SB273/HB321 (Sen. Becky Massey, Rep. Dan Howell)**

Public Chapter 159 of 2023

- **Short Term = \$300 million**
  - One-time grants
- **Long Term = Electric Vehicle Registrations**
  - Operating budget monies
  - Replaces waning fuel tax collections
    - It's early (January 2024 implementation)
    - Difficult at this time to estimate



# NON-SUPPLANTING PROVISION

“Effective July 1, 2023, a sum of three hundred million dollars (\$300,000,000), to be distributed to local governments as grants, as determined by the commissioner; provided, that **a local government shall not use grants distributed from the sum described in this subdivision (b)(2) to supplant other state or local moneys appropriated or allotted for building, maintaining, or improving county roads or bridges**”

# CONTACT



## **Brett Howell**

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# \$350M Wildlife Crossing Pilot Program

- **NOFO:** A notice of funding opportunity is currently open with up to \$111,850,000 available
- **Primary goals:**
  - Reduce wildlife-vehicle collisions (WVCs)
  - Improve aquatic and terrestrial habitat connectivity
- **Deadline:** Applications are due August 1, 2023



## Wildlife Crossings

# Wildlife Crossing Pilot Program

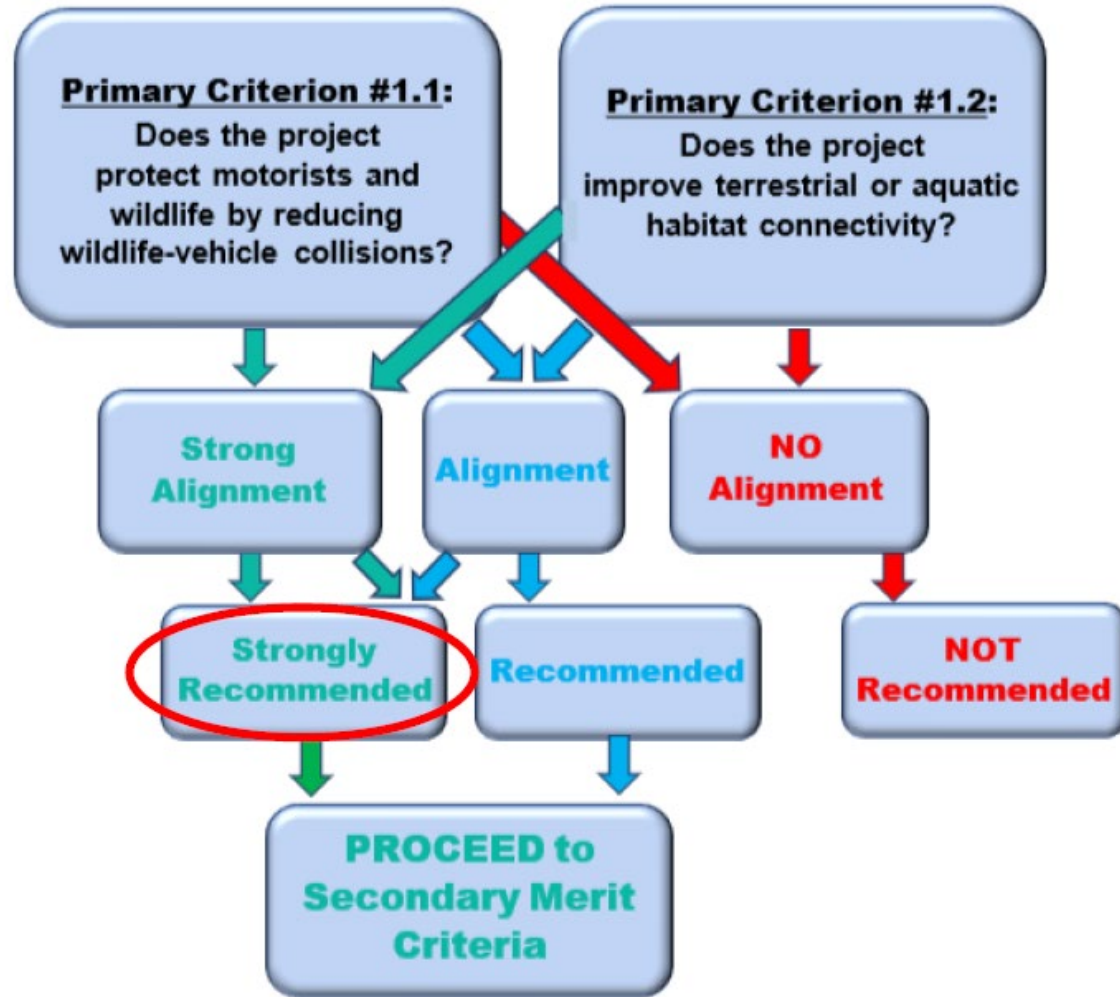
- **Project Size**
  - No minimum or maximum award size
  - Applicants are encouraged to submit applications with total project costs of \$200,000 or greater
  - FHWA anticipates awarding 15- 50 grants ranging from \$200,000 to \$20 million
- **Federal Share**
  - 90% of total costs for a project on the Interstate System
  - 80% of total costs for all other (non-Interstate) projects
  - AK, AZ, CA, CO, HI, ID, MT, NV, NM, OR, SD, UT, WA, WY qualify for a “sliding-scale” share based on the amount of Federal and nontaxable tribal lands
  - Certain related safety improvements are eligible for up to 100%
- **Matching Funds**
  - In general, all matching funds must come from non-Federal sources including Tribal, State, Local, Private
    - Both in-kind and cash
    - Exceptions include use of Tribal Transportation Program (TTP) and Federal Lands Transportation Program (FLTP) funds as match for projects that provide access to or are within Federal or Tribal land

# Wildlife Crossings





# Wildlife Crossing Pilot Program



# Wildlife Crossings





# Wildlife Crossings



*Example of a wildlife crossing along I-40 in the Smokies region*



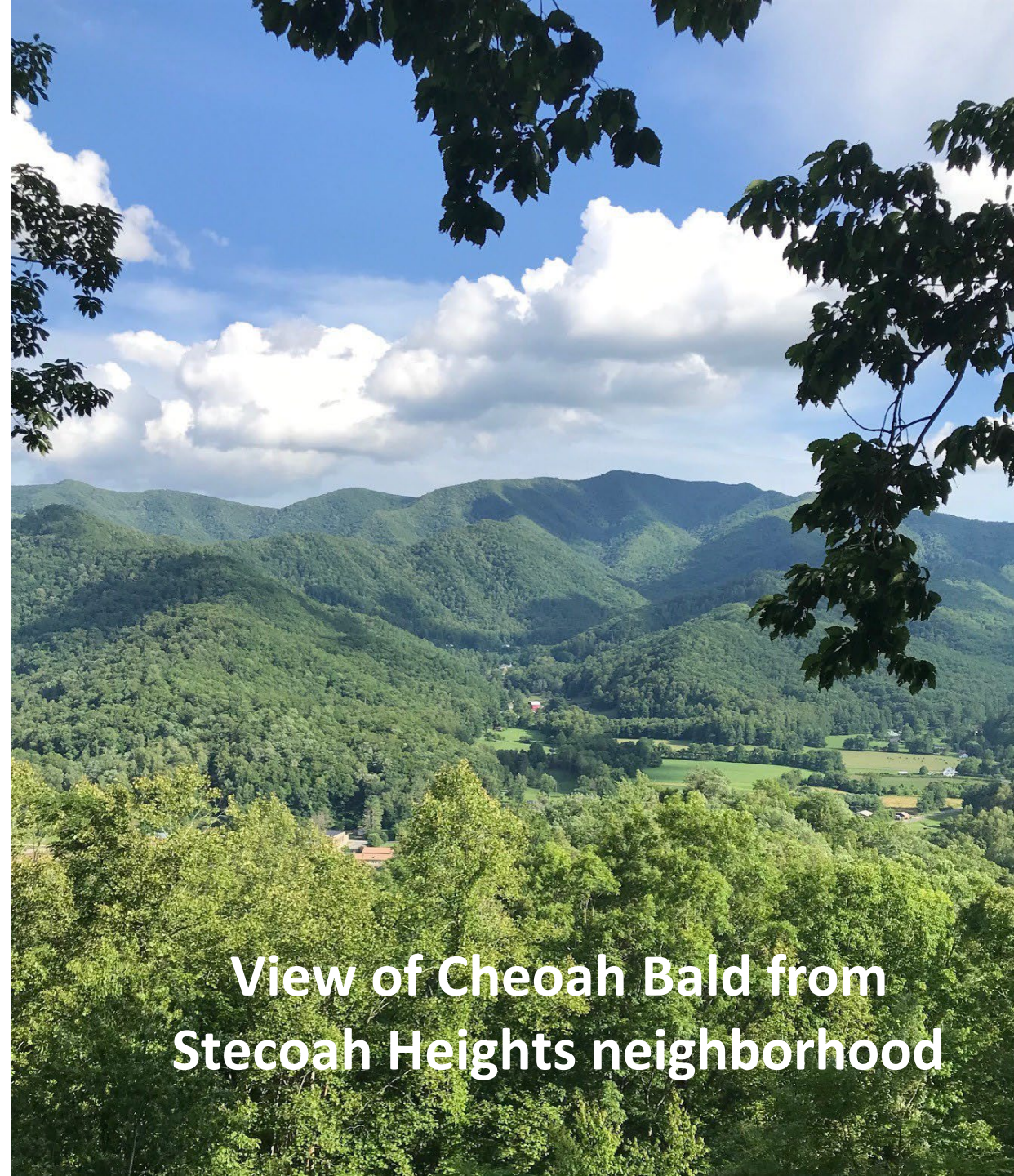
# Corridor K in North Carolina Section A-0009C Robbinsville – Stecoah Gap

*WaysSouth is a non-profit that promotes environmentally-sound, fiscally-responsible, and reliable transportation in the southern Appalachians*

WaysSouth worked closely with NCDOT, residents, and environmental community to support completion of Corridor K

WaysSouth has expertise in forest biodiversity, transportation engineering, environmental analysis, geology, public outreach

Chair: Melanie Mayes [mamayes5@yahoo.com](mailto:mamayes5@yahoo.com)



**View of Cheoah Bald from  
Steocoah Heights neighborhood**



## Land Bridge at Stecoah Gap (NC-143)

- Current crossing was on a curve in a gap – very dangerous for people and wildlife



Design schematic from AHDS Environmental Assessment for Corridor K A-0009C section, Robbinsville to Stecoah Gap

- Waysouth worked directly with NCDOT and other environmental groups to promote **building a ‘land bridge’ wildlife and hiker crossing** at the Appalachian Trail
- <https://waysouth.org/corridor-k-should-be-a-model-for-future-highway-projects/>
- <https://www.ncdot.gov/projects/corridor-k/Pages/default.aspx>



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Tennessee Wildlife Federation

[www.tnwf.org](http://www.tnwf.org) (contact form)

# Wildlife Crossings

# Southeast Tennessee RPO Spring Meeting

Wednesday, May 17, 2023

