



Tennessee Department of Transportation



TENNESSEE CONCRETE PAVEMENT & CEMENT BASED PAVEMENT SOLUTION CONFERENCE NASHVILLE, TENNESSEE

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TENNESSEE DEPARTMENT OF TRANSPORTATION

JANUARY 23, 2014

Transportation Priorities



Pay-as-you-go option funds state transportation projects
No debt service payments that must be covered before
transportation projects and programs can be delivered.

One of only a handful of states (Tennessee, Wyoming, Iowa, Nebraska, South Dakota {TWINS}) with no bond debt¹. ¹Federal Highway Administration's (FHWA) Office of Highway Policy Information: Our Nation's Highways 2010

Data-driven agency

Performance is measured to allow decisions regarding investments in existing infrastructure components before starting new projects and initiatives.

Transportation Priorities



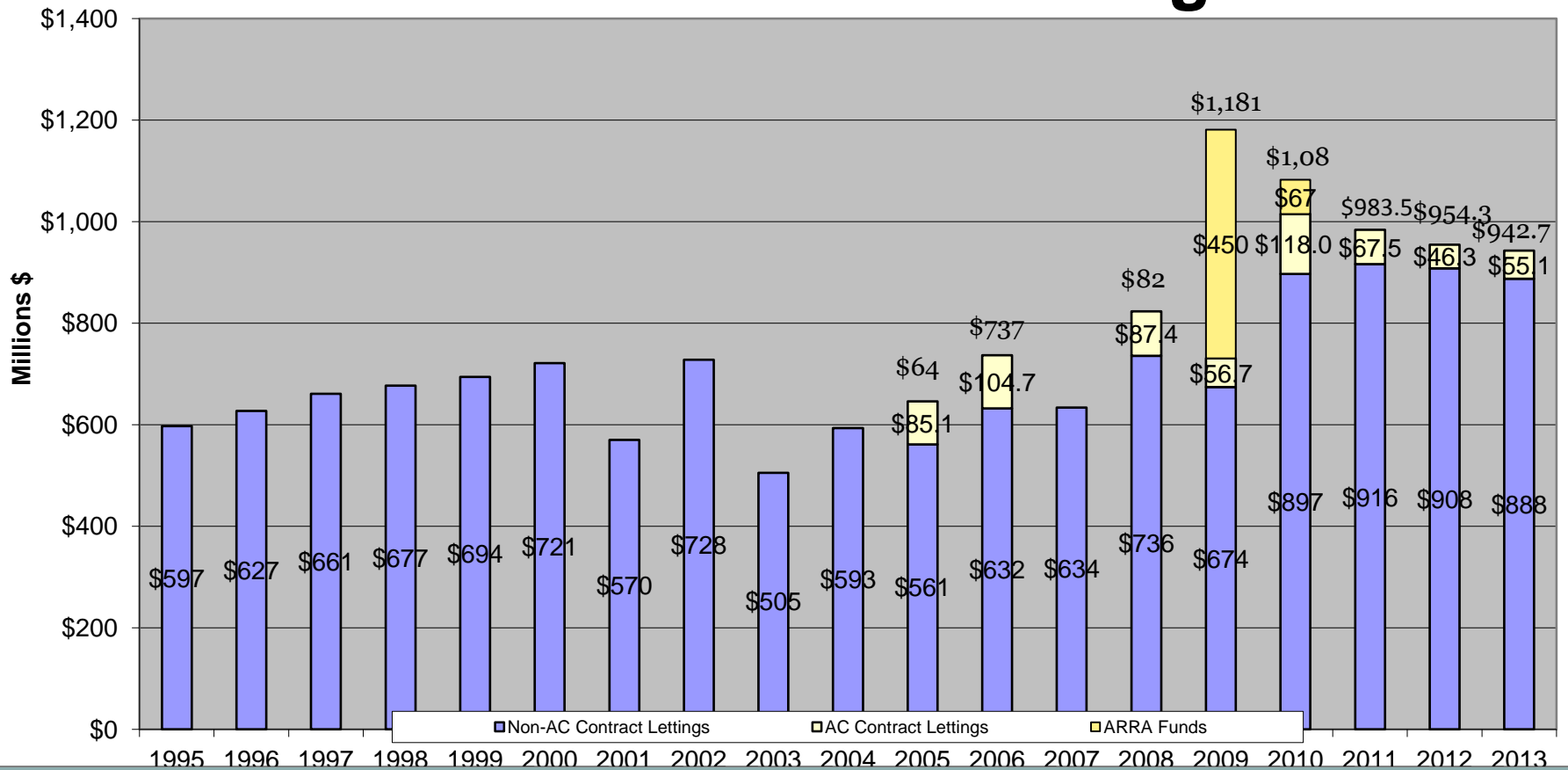
- **Maintaining the High Quality Transportation Network**
 - (estimate at almost \$23 Billion in Tennessee)
 - Includes taking an Asset Management approach to Infrastructure
 - (Bridges, Pavements, Facilities, etc...)

- **Aggressively Address Safety on the Transportation Network**
- **Continual Incremental Improvements**
(don't let little problems grow into big problems)
- **Make Strategic Investments in New Capacity**
- **Balance Investments Across the State**
- ***Be the Best Transportation Agency in America!***

Construction Contracts to Bid



Calendar Year Lettings

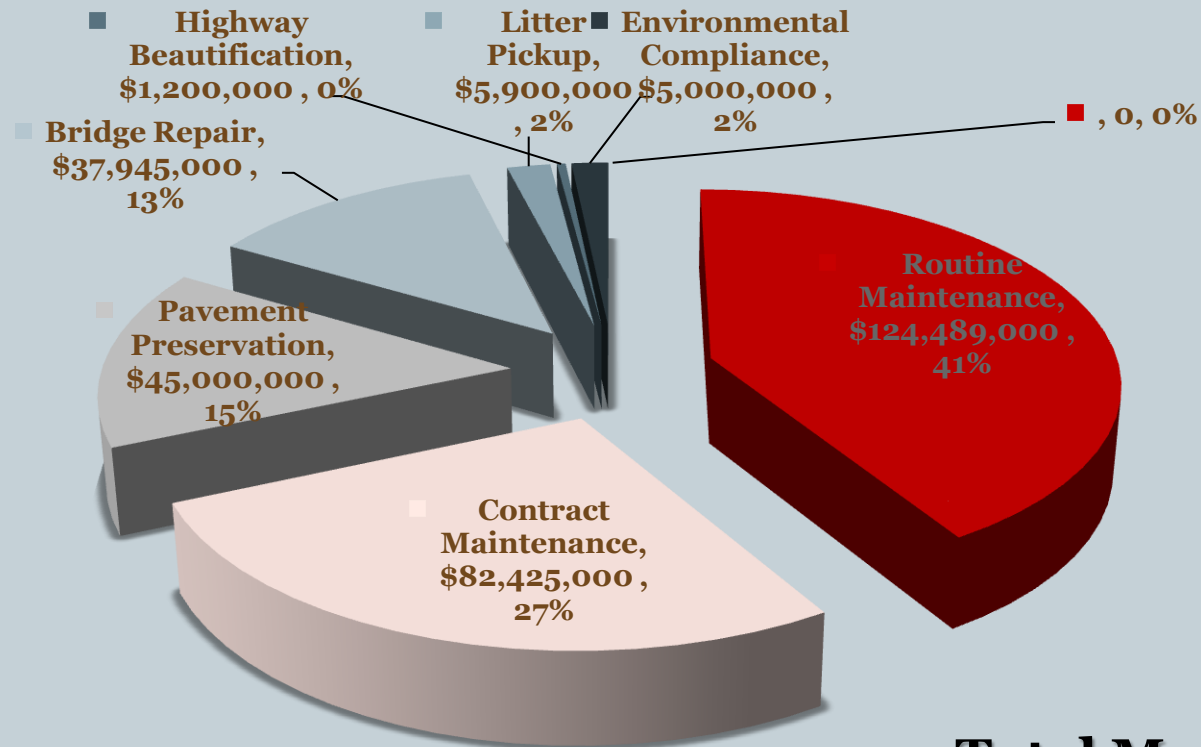


It Starts with the Data on our Assets



Maintenance Budget Breakdown

FY13-14

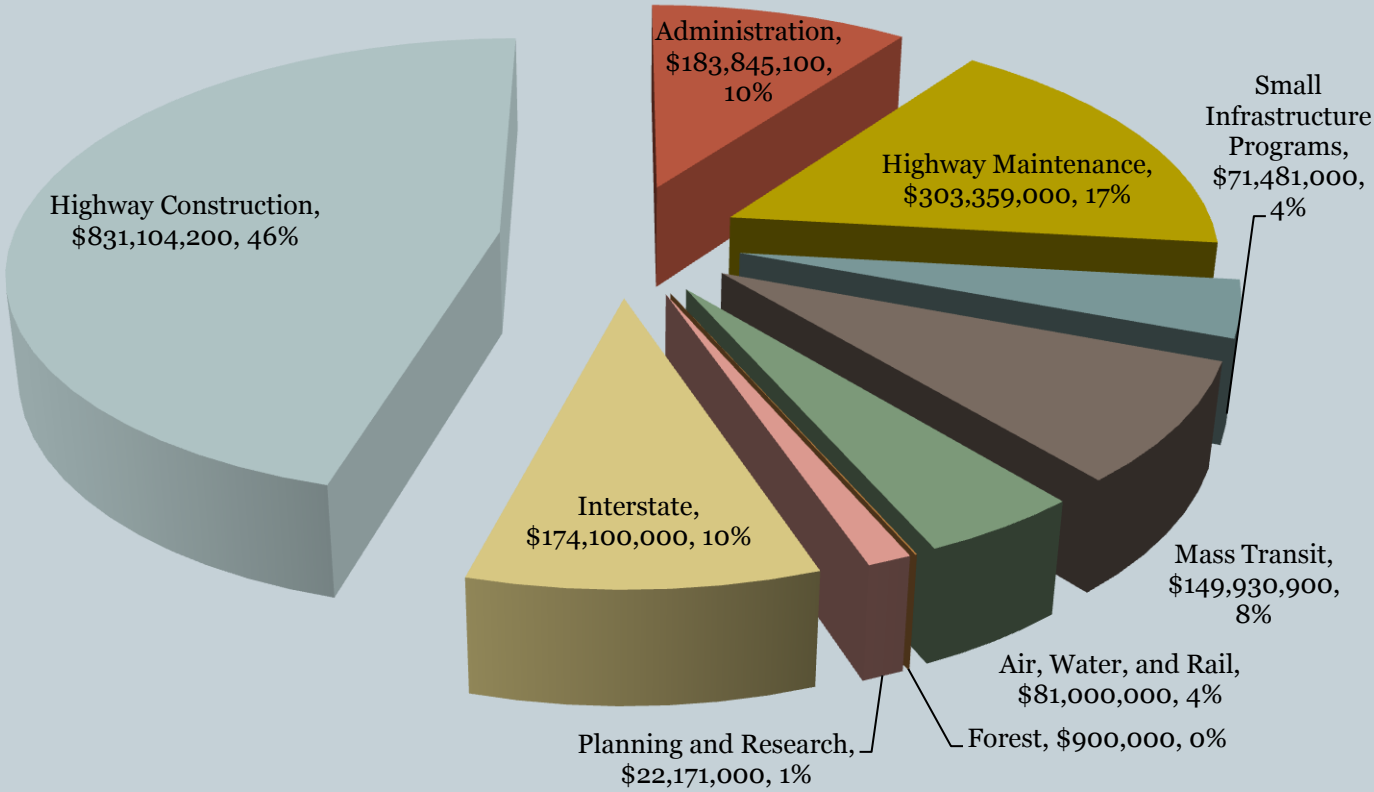


**Total Maintenance
Budget Request
\$303,359,000**

It starts with the Budget



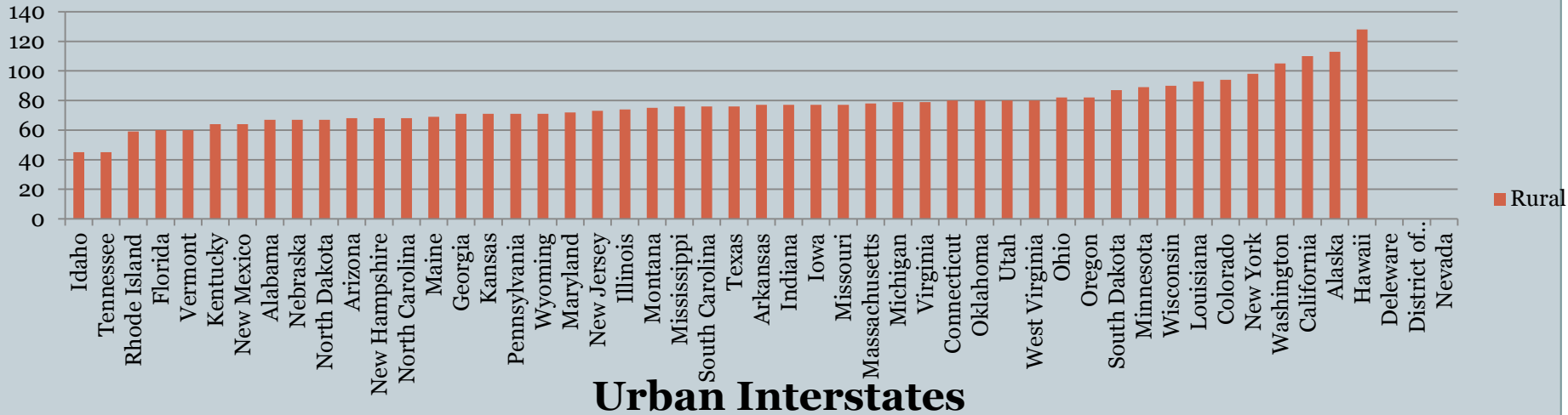
FY 2013/14 Budget Total Dollars



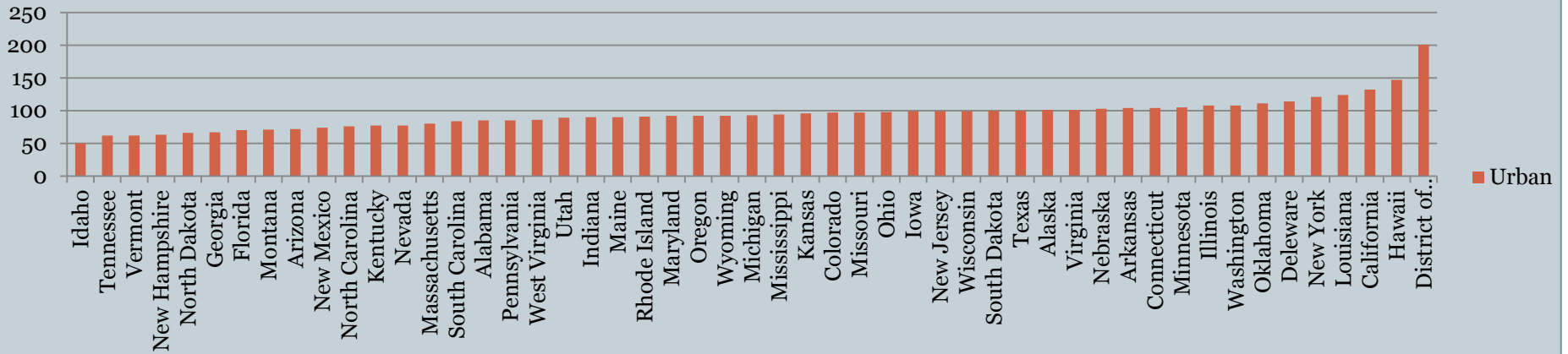
IRI Rural & Urban interstates

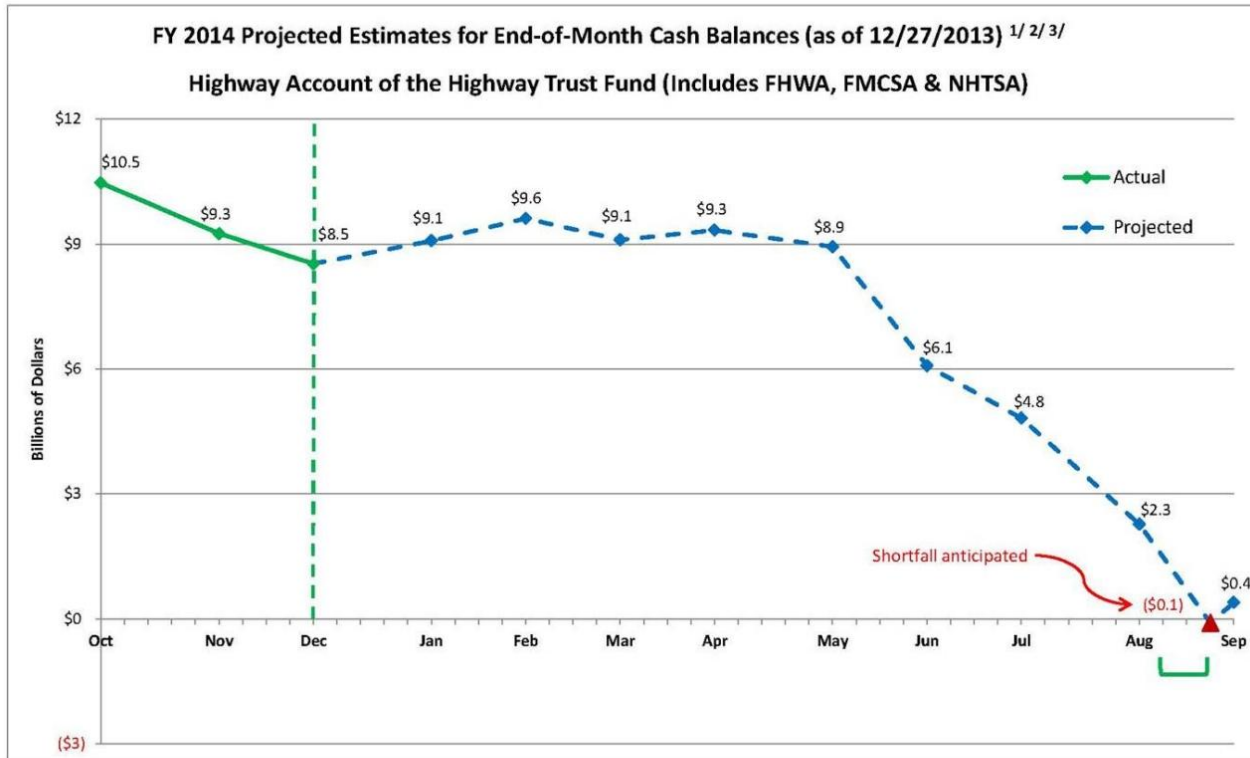


Rural Interstates



Urban Interstates





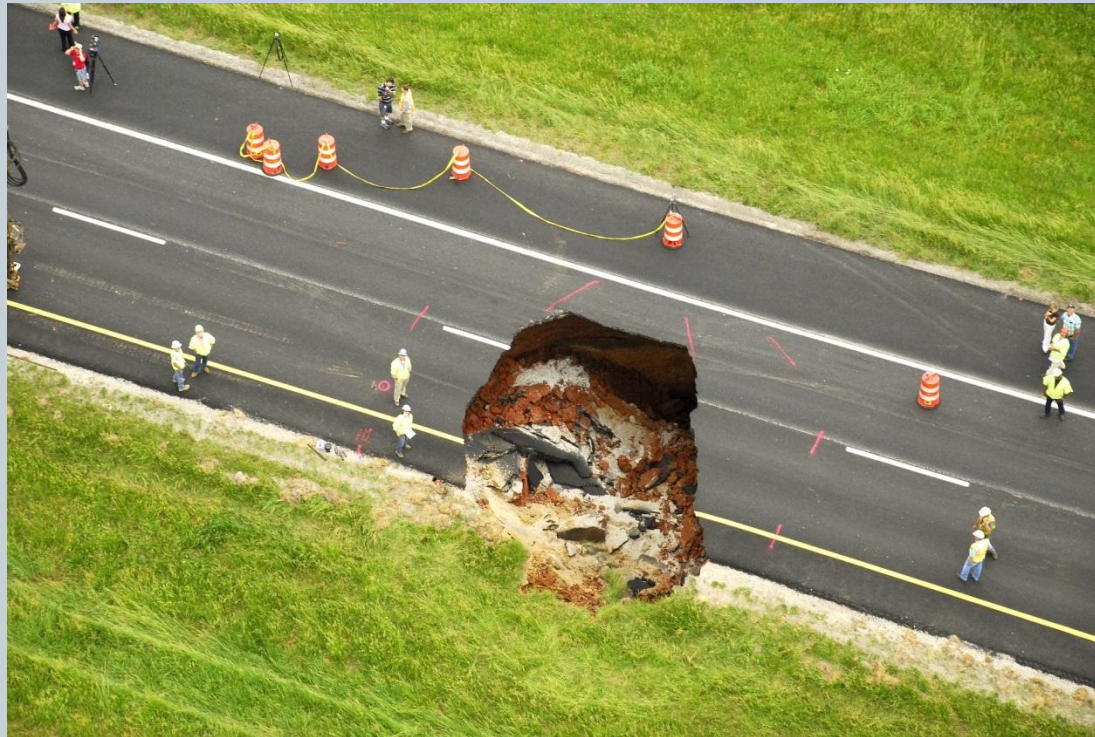
1/ Graph reflects actual data through 12/27/13 and end-of-month projections for the remainder of the fiscal year.

2/ Total receipt and outlay projections are based on FY 2014 Mid-Session Review assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA

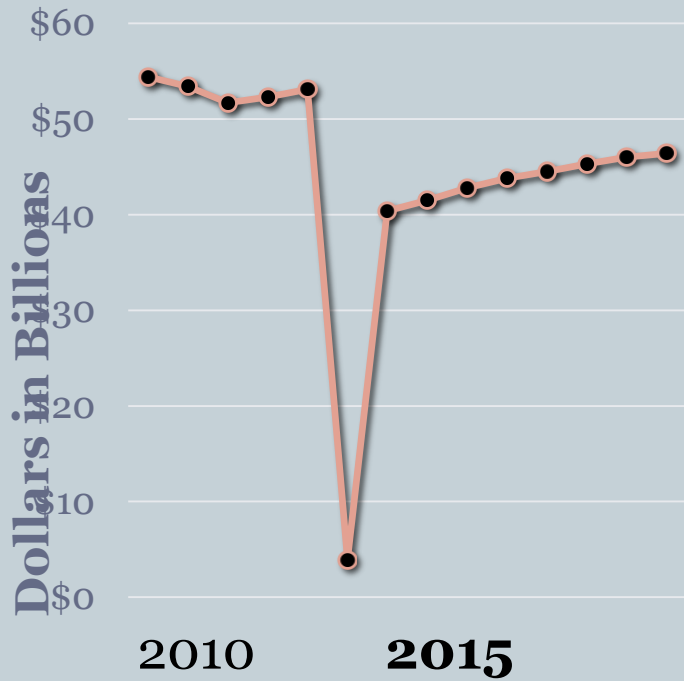
What is the Fiscal Sinkhole?



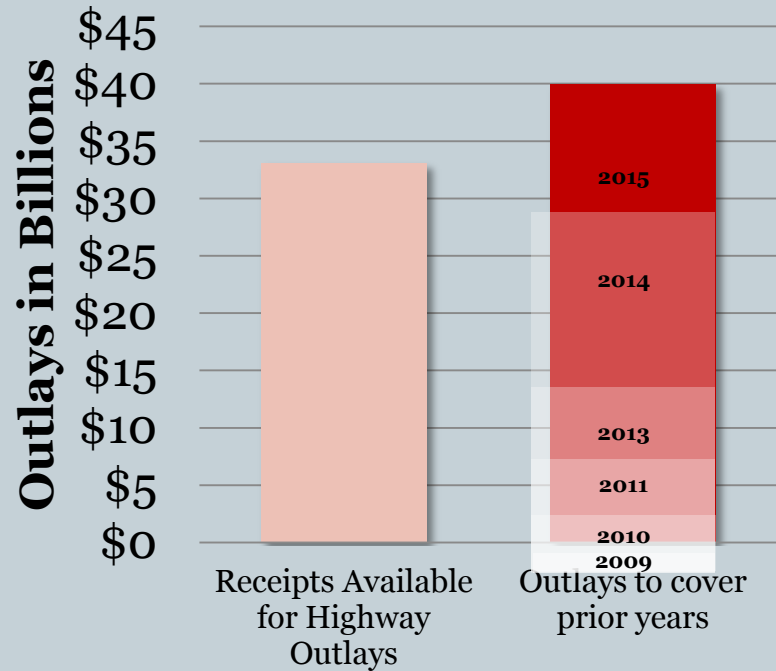
Fiscal Cliff (sinkhole)



Cliff Scenario



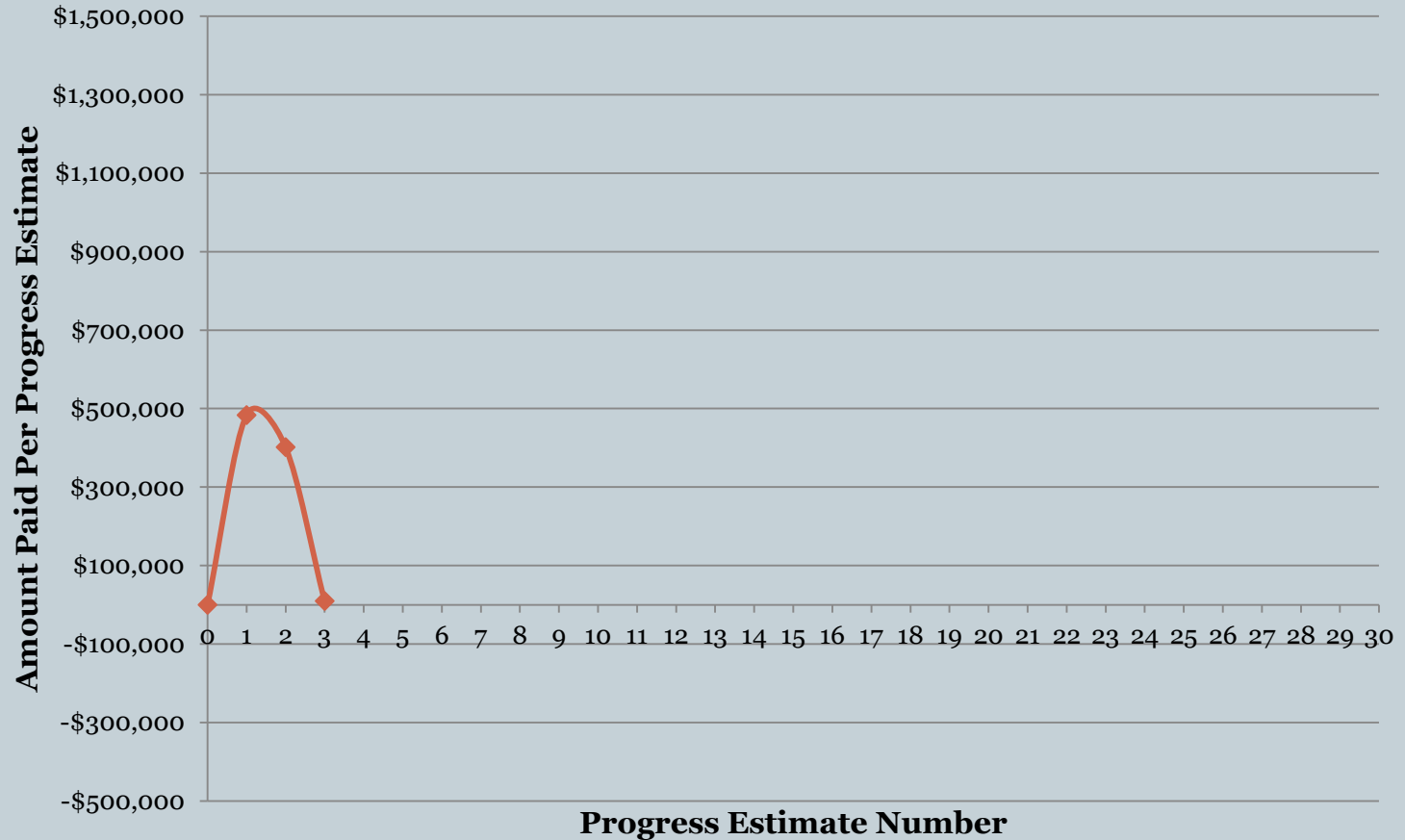
2015 Highway Account Receipts and Outlays



Project Payouts



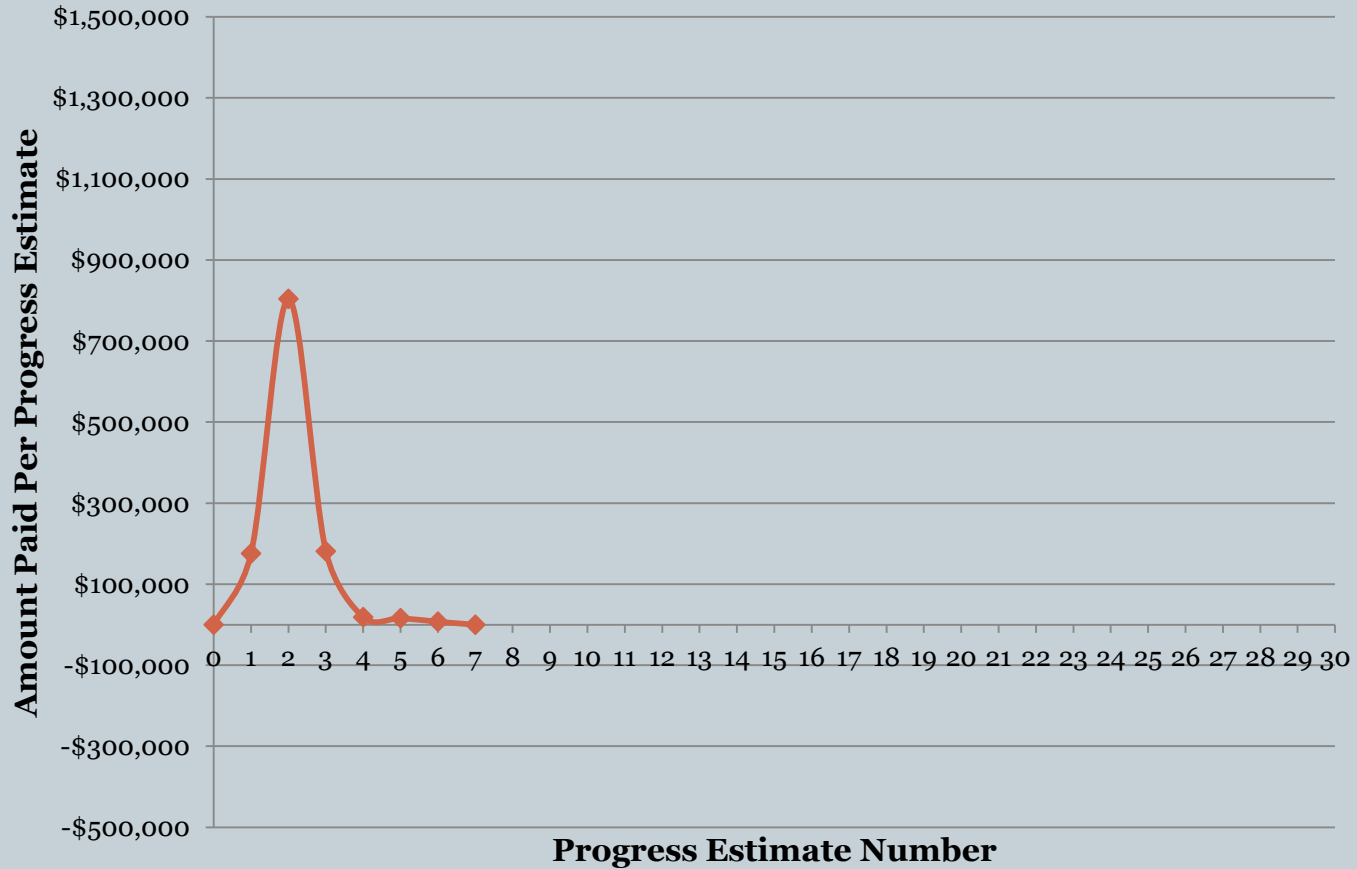
Pavement Rehabilitation (CNM191)



Project Payouts



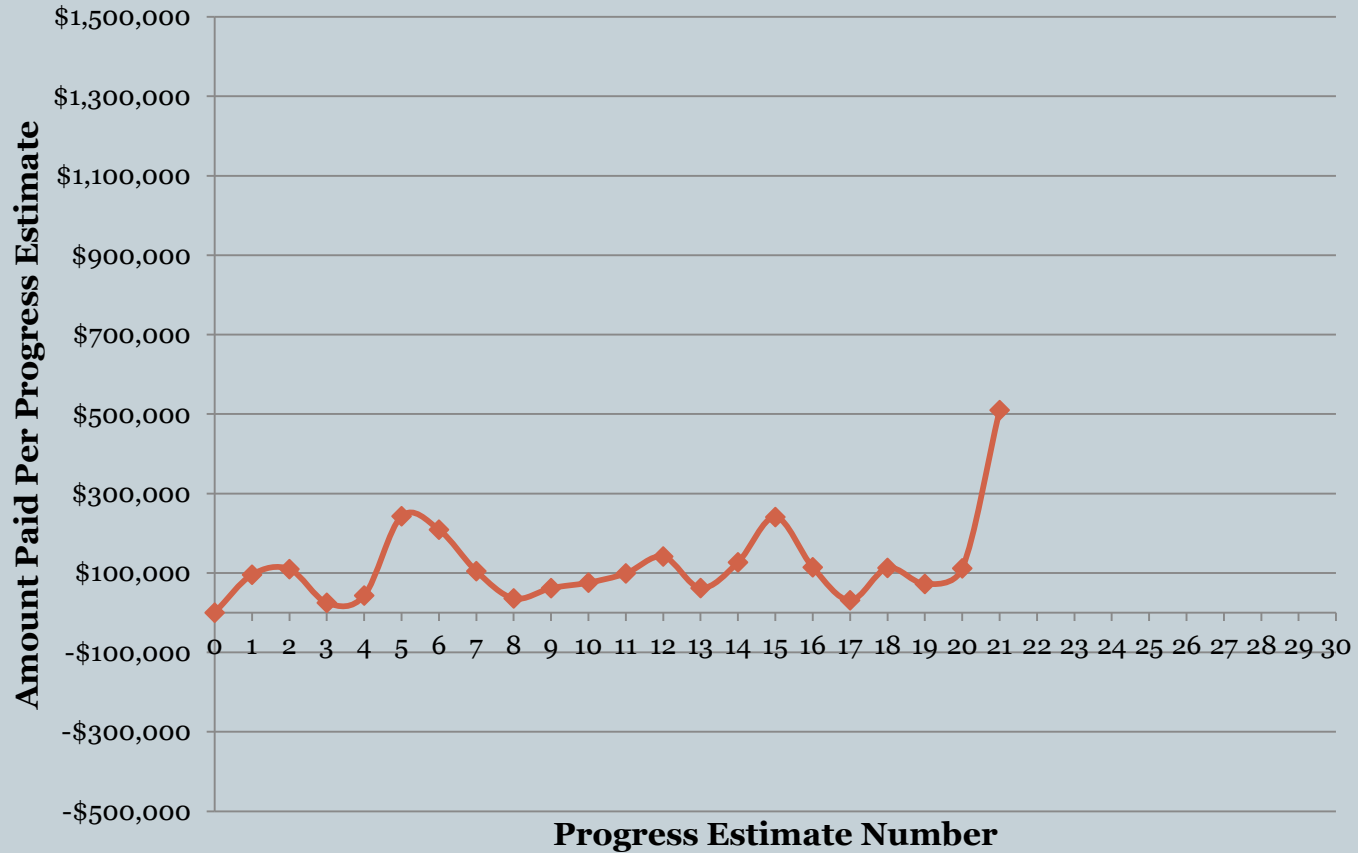
Surface Treatment (Bituminous) (CNM124)



Project Payouts



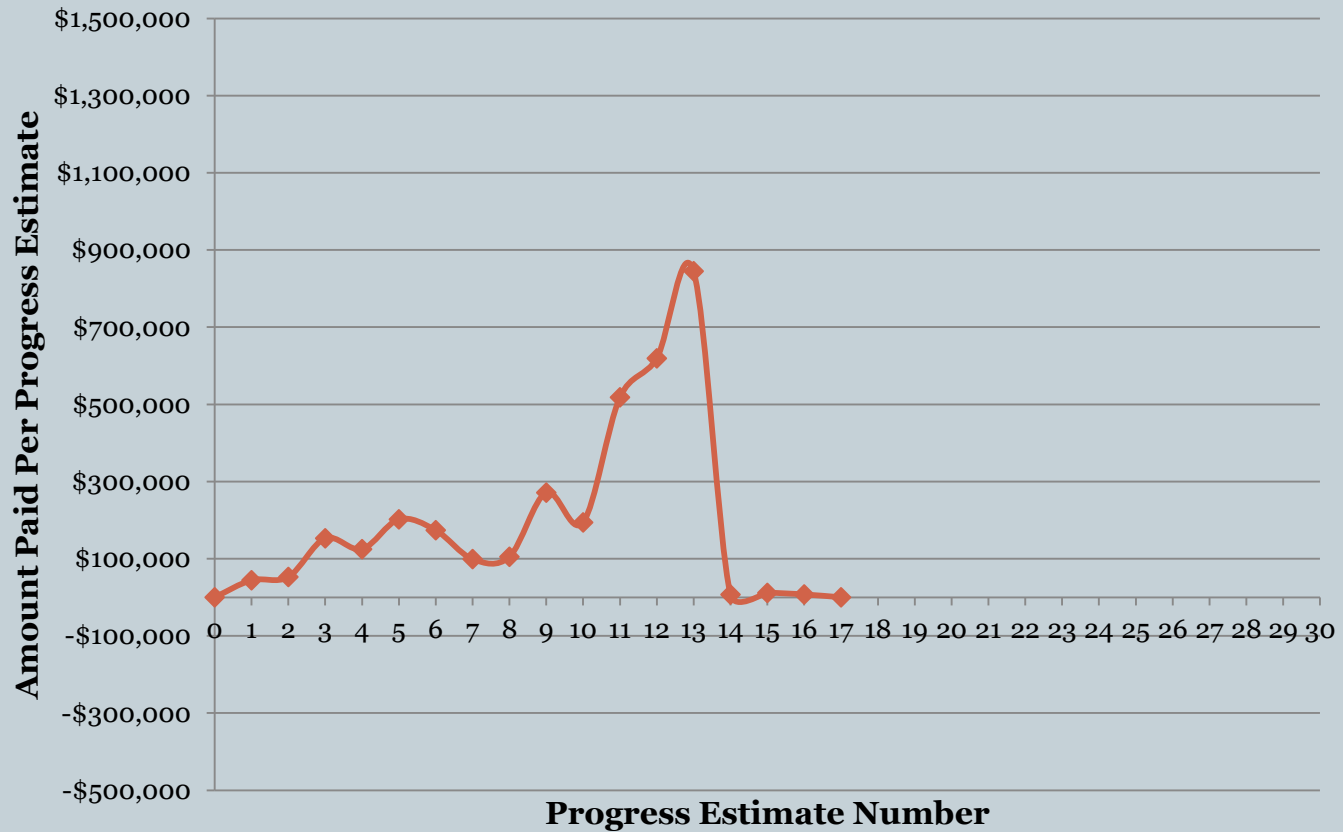
Intersection Improvements (CNK939)



Project Payouts



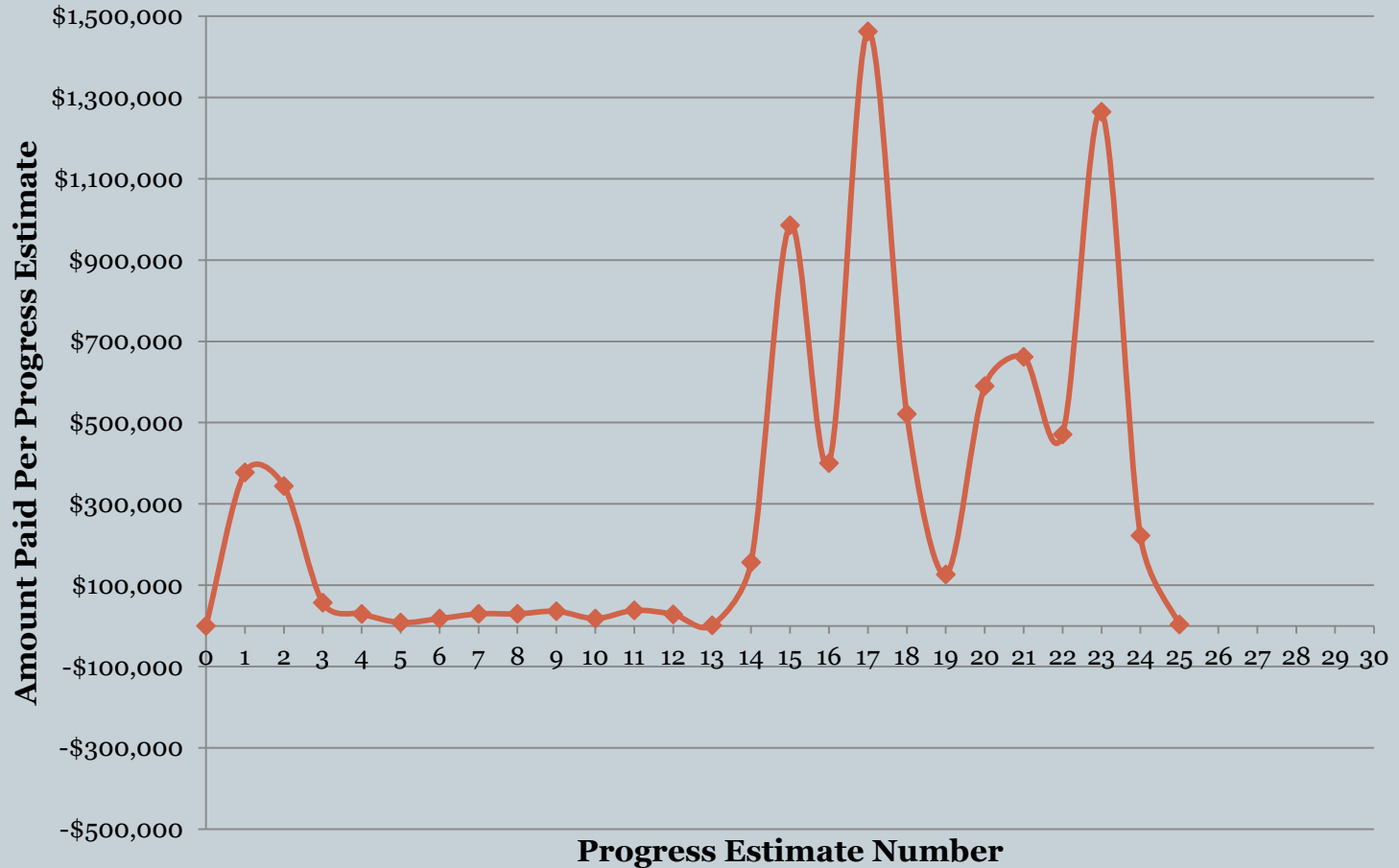
Bridge Repair (including Bridge Repainting) (CNK364)



Project Payouts



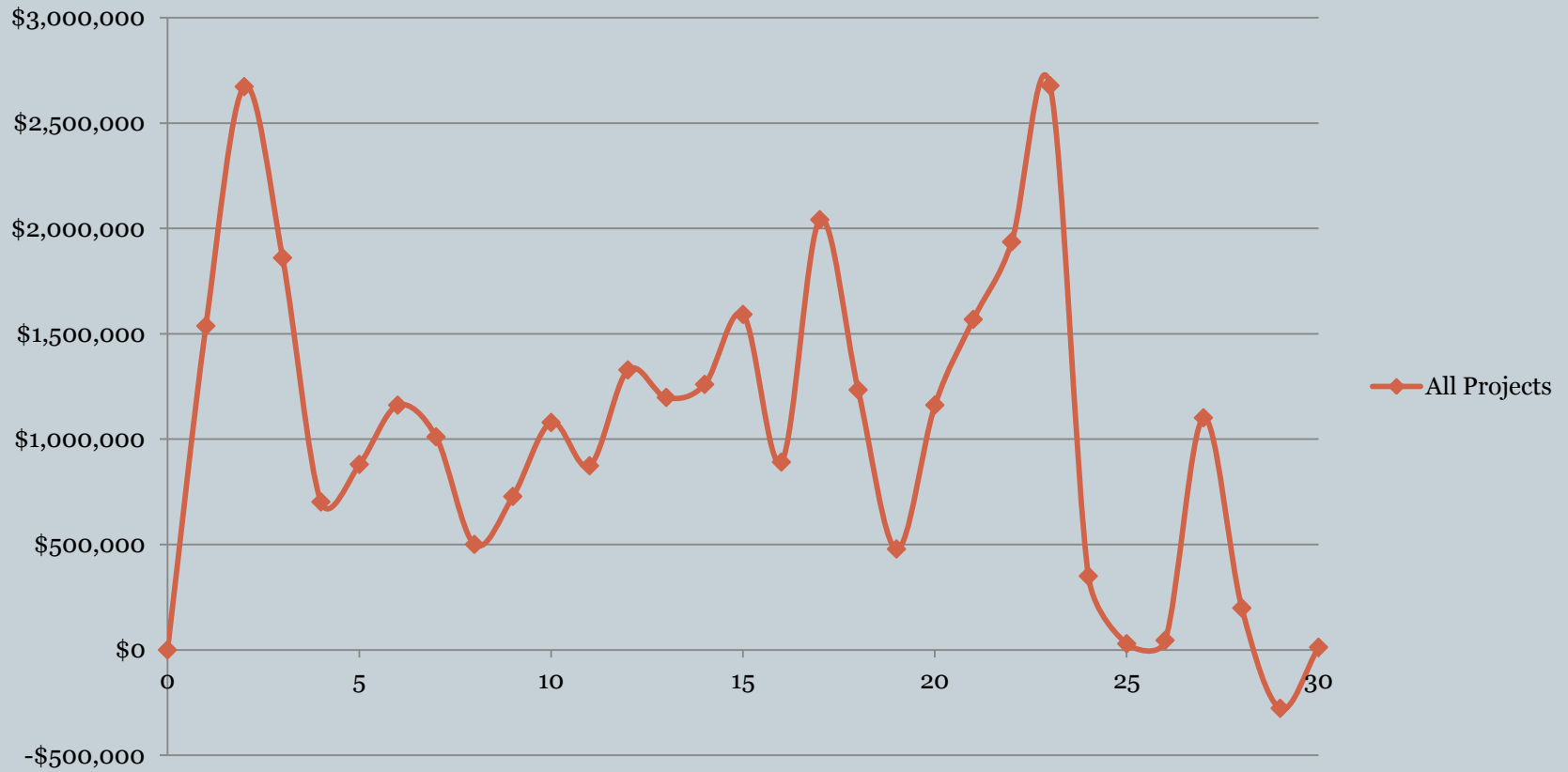
Grade & Drain (CDB092)



Project Payouts



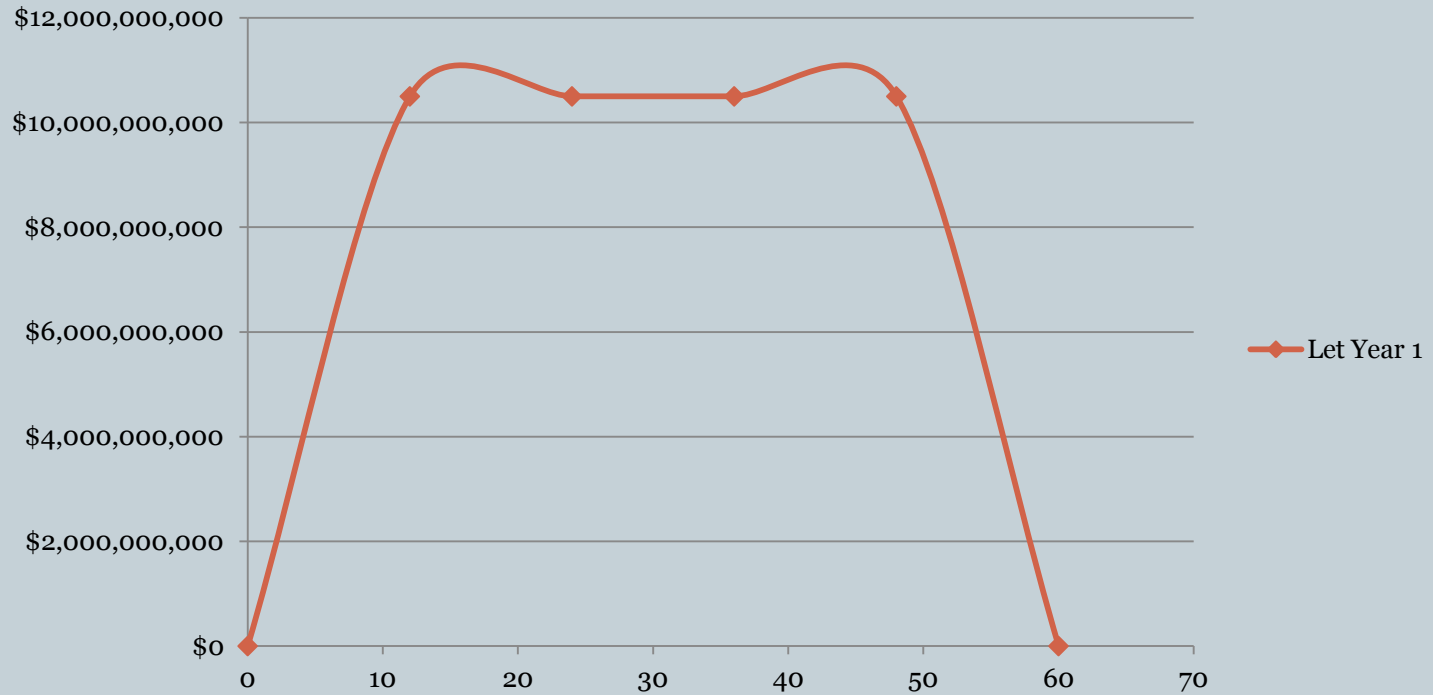
All Projects



Project Payouts



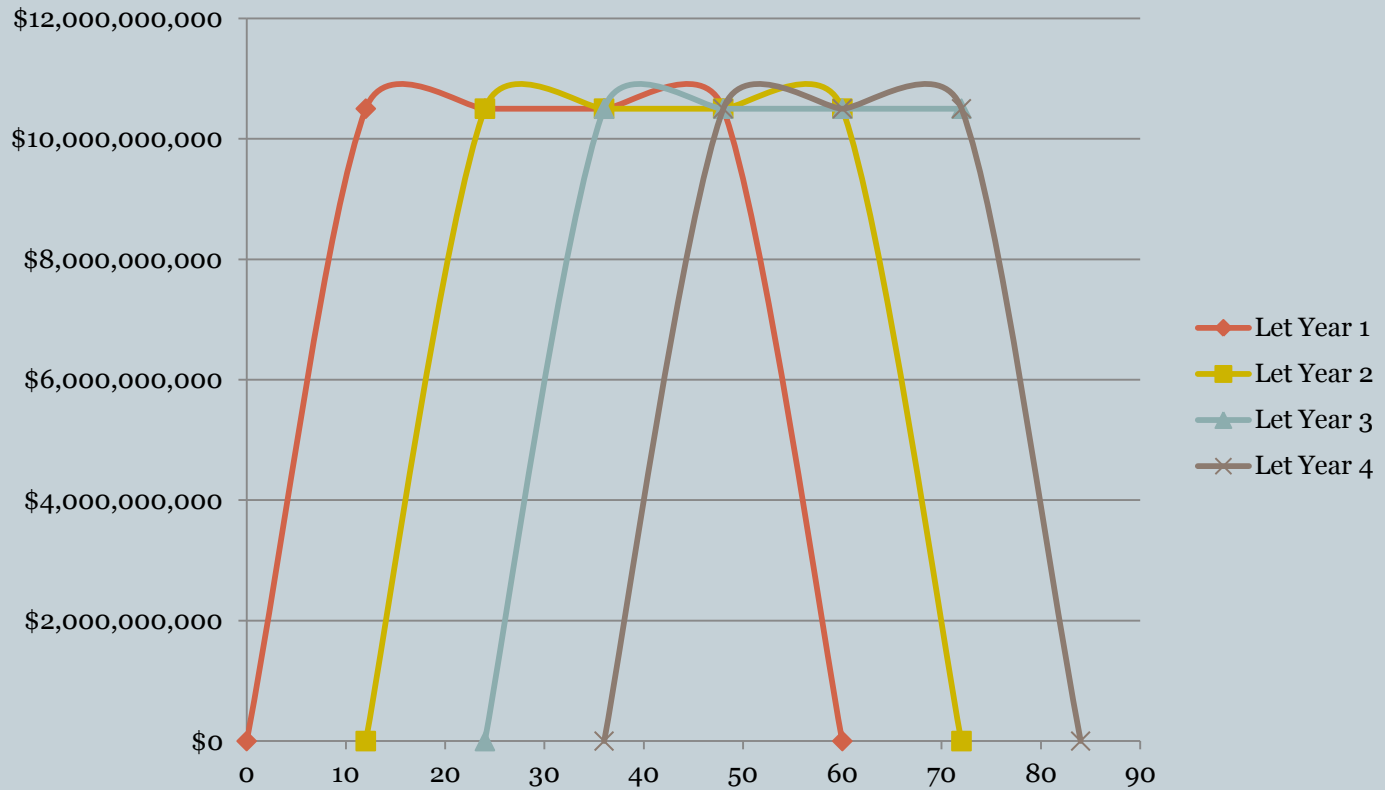
All Projects Let in a Year



Project Payouts



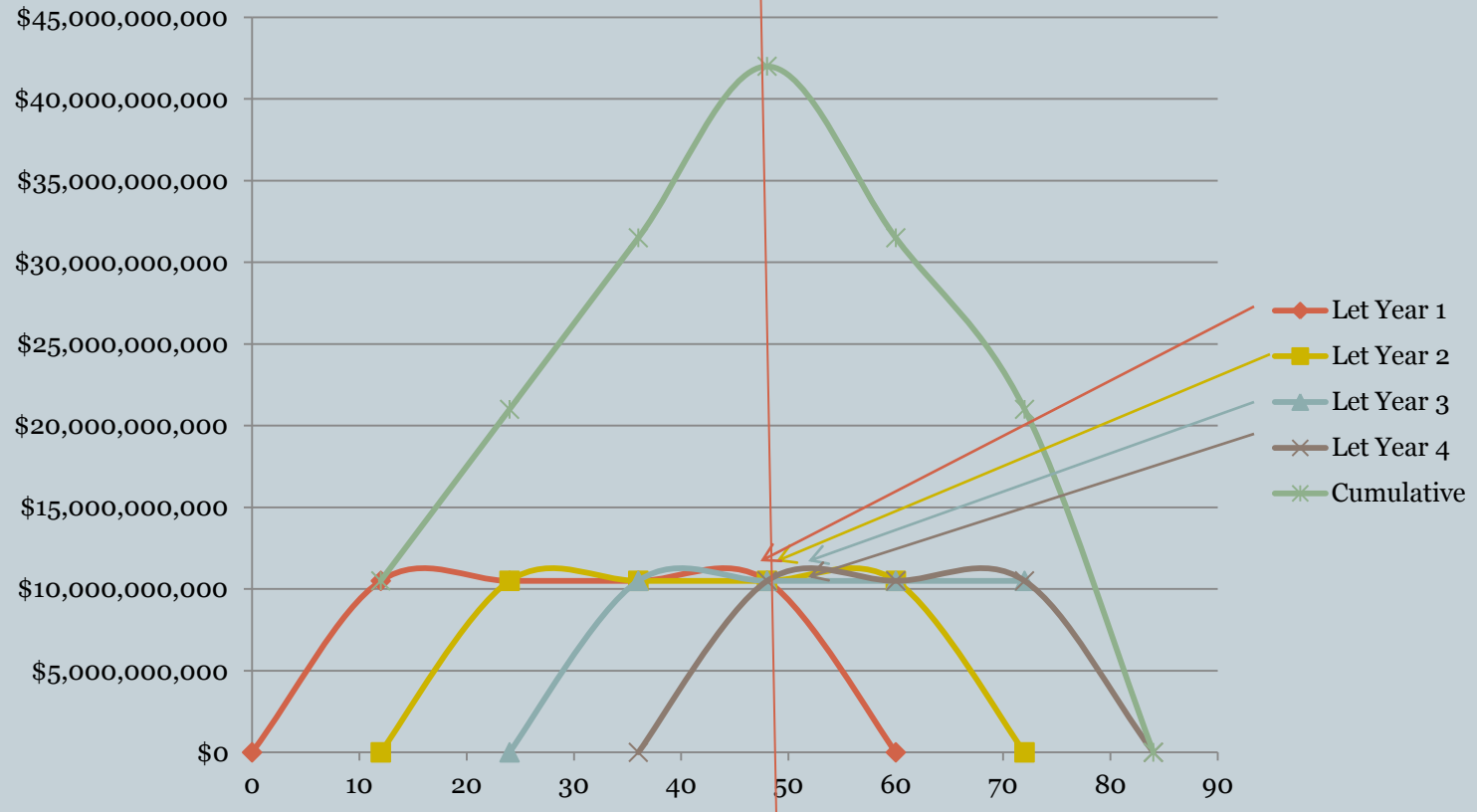
All Project Nationwide - Expenditures



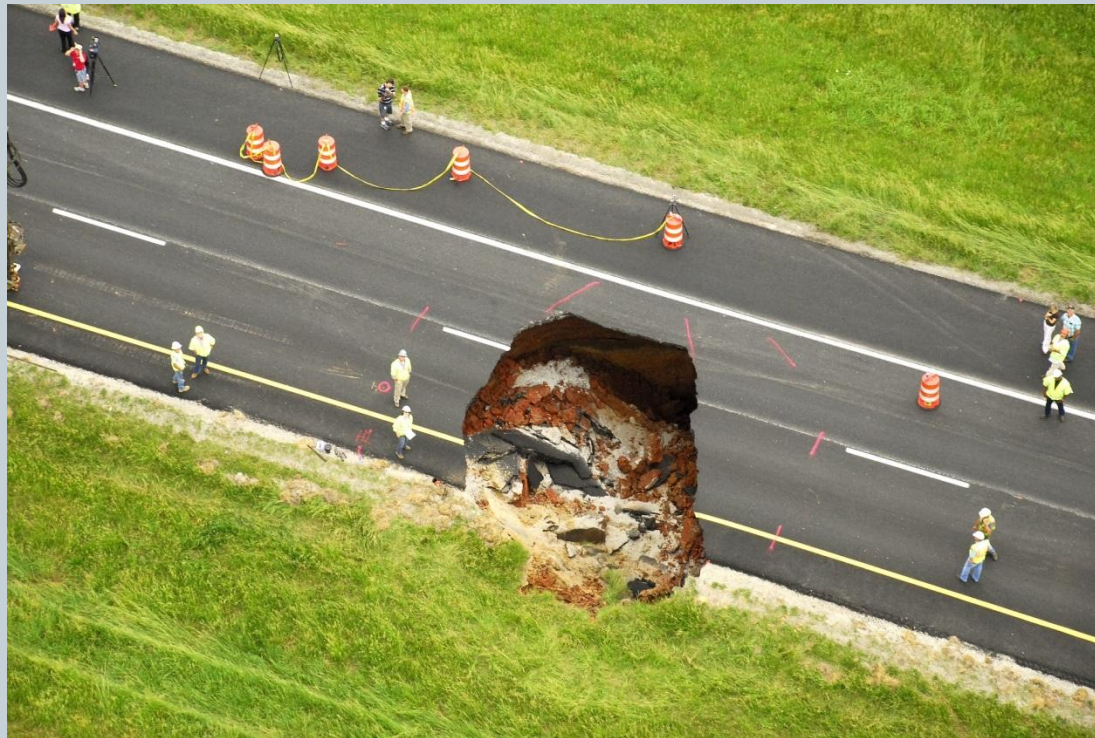
Project Payouts



October 1, 2014



That's Why it is a Sinkhole





Thank You