



TDOT
Department of
Transportation



A New Look at Managing our Assets

Transportation Modernization Act

Public-Private Partnerships (P3)



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



Frees up state funds for more projects in rural communities

Expand Alternative Delivery

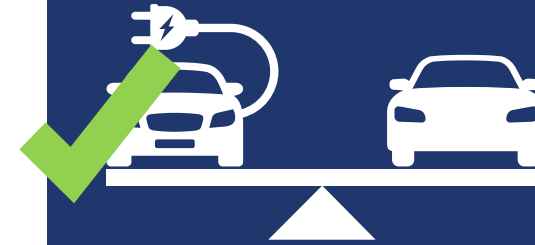


30-50% faster delivery



40% cost savings

Electric Vehicle (EV) Parity



Create parity between combustion engine vehicles and EVs



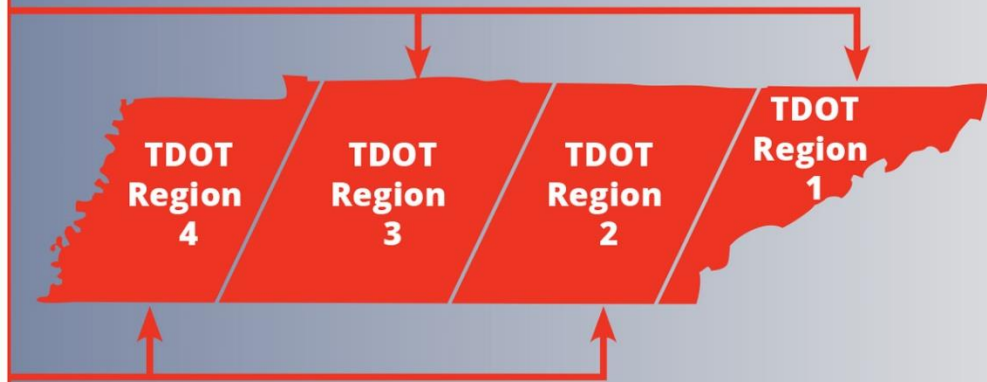
Allows TDOT to keep pace building and maintaining roads

FY24 Budget – Transportation Investments

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

**\$750 Million
for EACH Region**

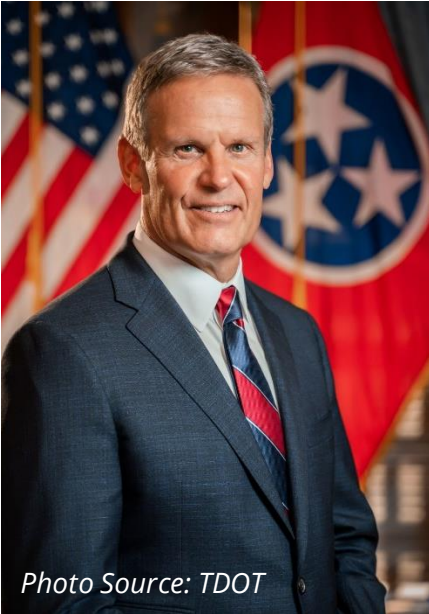
- IMPROVE Act Acceleration
- Rural Interstate Widening
- Major Urban Congestion Projects
- Statewide Partnership Program Projects
- Safety and State of Good Repair Acceleration
- Economic Development Projects



\$300 Million
for State Aid Program

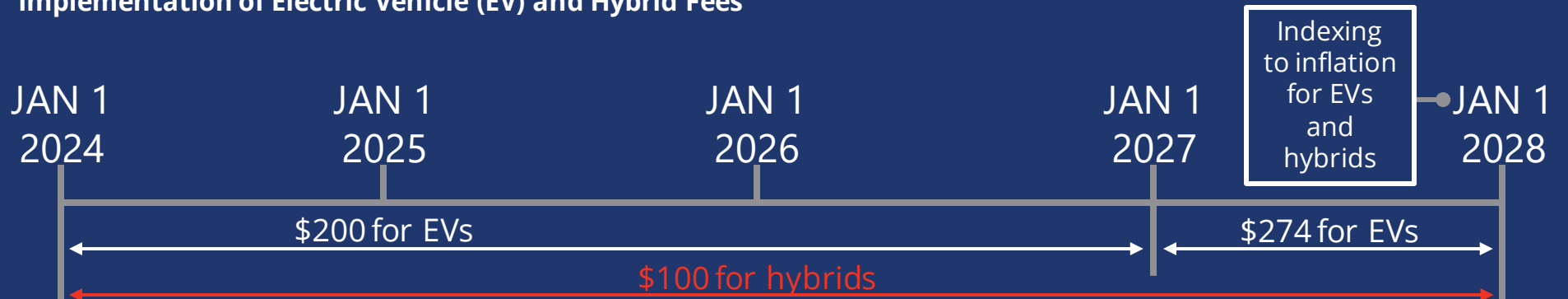
*Flows to counties for local
transportation projects*

Implementing the Transportation Modernization Act



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

Implementation of Electric Vehicle (EV) and Hybrid Fees



Priorities

Program Definition by December 2023



- Evaluate IMPROVE Act projects to determine prioritization and delivery method
- Analyze completed congestion studies

Choice Lanes implementation plan and strategy



Transportation Modernization Board (TMB) appointment strategy



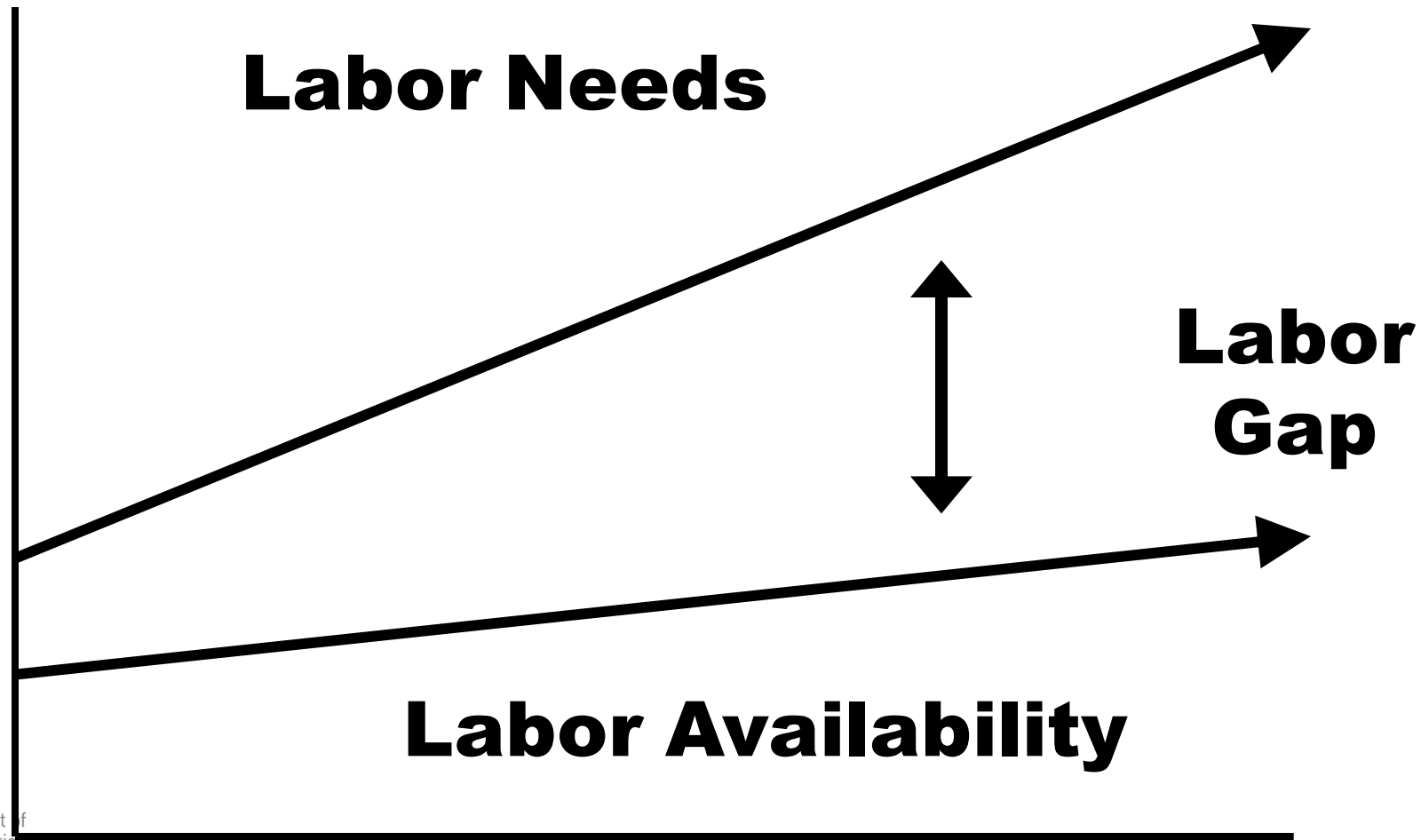
- Initial members who don't serve ex officio begin on October 1, 2023

Work with MPOs and Stakeholders



TDOT PERFORMANCE-BASED MAINTENANCE CONTRACTS

The Problem: GETTING THE WORK DONE.



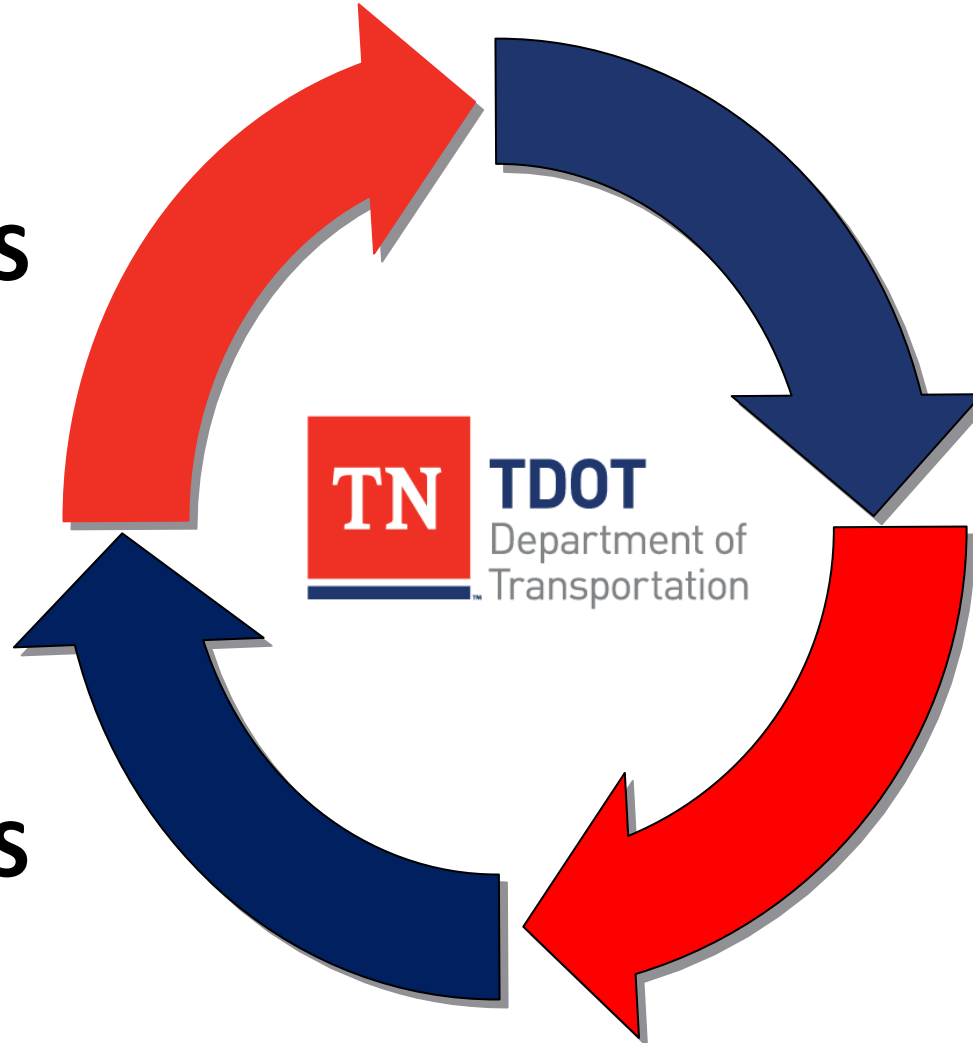
THE PROBLEM - THE PERFECT STORM

**FUNDING
CONSTRAINTS**

**AGING &
DETERIORATED
INFRASTRUCTURE**

**LABOR
CONSTRAINTS**

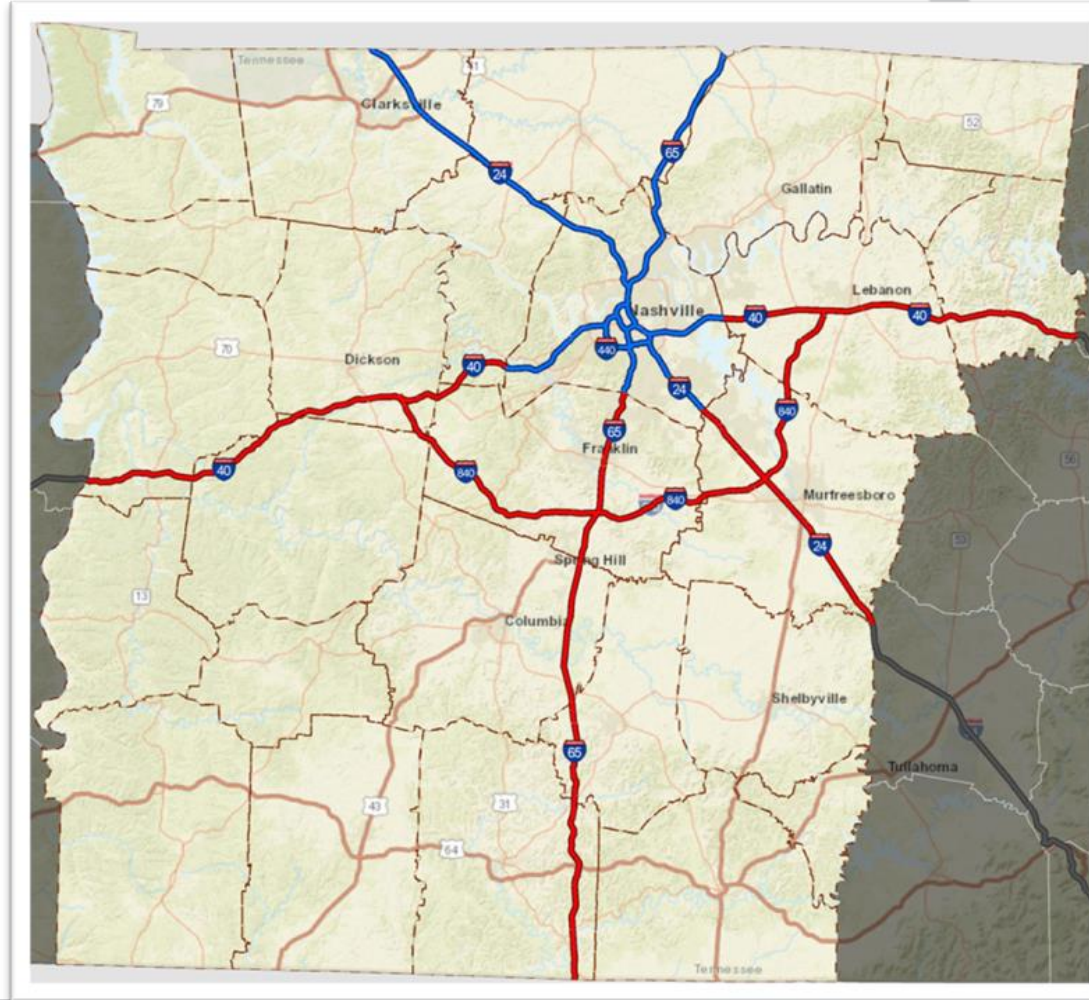
**INCREASING
FACILITY DEMAND**



TN **TDOT**
Department of
Transportation

REGION 3 – COMPREHENSIVE PBMC INTERSTATE CONTRACTS

**Two Contracts-
Region 3 North
and
Region 3 South**



TDOT PBMC PROGRAM GOALS

- Accomplish More with Less – Getting the work done
- Measurable Levels of Service and Contractor Accountability
- Consistency of Service across County, District and Regions
- Reduced and Streamlined Administrative Burden
- Incentivize Innovation
- Fixed Long-term Price for Better Consistent Budgeting
- Better risk allocation
- Cost Saving

TDOT PBMC CONTRACTS

- **Comprehensive “ROW to ROW” Scope**
- **Hybrid or Flexible Asset Management Services Contract Model**
 - **Majority Lump Sum and Performance Based**
 - **Limited Items – Prescribed Cycle or Unit Priced**
- **Long-term (5-years with two potential 2-year extensions)**
- **Appropriate Risk Transfer Provisions**
- **Best Value / Qualification Based Procurement**
- **Lump Sum / Fixed-Price**

CURRENT PBMC SCHEDULE

TENTATIVE SCHEDULE	
ACTIVITY	DATE
Industry Forum	09/14/2023
Revise and Finalize RFP / Scope of Services	09/29/2023
RFP Advertisement	10/02/2023
Mandatory Pre-Proposal Meeting	10/19/2023
Technical and Price Proposals Due	11/27/2023
Technical Review Committee Meeting and Public Announcement Tech. Scores.	12/7/2023
Posting of Department's Decision to Award	12/20/2023
Anticipated Award Date	12/28/2023
Contract Start	04/01/2024

TDOT STEPS TO REDUCE CONTRACTOR RISKS



- Annual CPI Indexing
- Prescriptive Maintenance Activities
- Non-penalty phase-in period for certain deficient activities
- Optional Contractor Attendance of Quarterly MQA assessments

TDOT STEPS TO REDUCE CONTRACTOR RISKS (continued)



- Third Party Damage - Contractor responsible for all repairs but can pursue reimbursement via responsible party
- Contractor Financial Liability Caps for major non-recoverable damage and emergency / natural disaster response (>\$75,000 cap per incident and \$225,000 cap per year).
- TDOT Retained Snow and Ice Responsibility.

PERFORMANCE BASED WITH QUARTERLY MQA RATINGS



- Required MQA Overall minimum score = 80
- Required MQA Element minimum score = 75
- Required MQA Characteristic minimum score = 70

CURRENT INTERSTATE MQA RATINGS



- A current baseline assessment was conducted in July/August 2023
- Random sample of 261 tenth-mile roadway segments on interstate highways in Region 3. (Directional N,S,E,W)
- Statistically valid with 90% confidence rate and $\pm 5\%$ error.
- Ramps were included as samples
- Pass / Fail criteria on 23 roadway characteristics
- Characteristics and Elements are weighted (Values TBD)

Interstate Scores

Characteristics Summary

Region

Minimum Characteristic score = 70



Minimum Element score = 75



Element	Characteristic	Sections Passed	Sections Rated	Weight	Points Passed	Points Total	Characteristic Score
Drainage Structures	Curb and Gutter	9	9	0.000	0.000	0.0000	
	Inlets	45	72	0.040	1.800	2.8800	62.50%
	Miscellaneous Drainage Structures	20	85	0.020	0.400	1.7000	23.53%
	Pipes	33	47	0.140	4.620	6.5800	70.21%
	Total		107	213		6.820	11.1600
Paved Lanes	Paved Lanes – Asphalt	185	224	0.135	24.975	30.2400	82.59%
	Paved Lanes - Concrete	47	61	0.135	6.345	8.2350	77.05%
	Paved Shoulders (Rigid or Flexible)	229	247	0.030	6.870	7.4100	92.71%
	Total		461	532		38.190	45.8850
Roadside	Brush and Trees	240	264	0.075	18.000	19.8000	90.91%
	Control Access Fence	94	129	0.015	1.410	1.9350	72.87%
	Guardrail / Cable Rail / Concrete Barrier	112	173	0.060	6.720	10.3800	64.74%
	Impact Attenuators	15	15	0.000	0.000	0.0000	
	Noise Walls and Retaining Walls	8	8	0.000	0.000	0.0000	
	Total		469	589		26.130	32.1150
Traffic	Ground Signs & Overhead Signs	111	162	0.160	17.760	25.9200	68.52%
	Object Markers and Delineators	72	102	0.020	1.440	2.0400	70.59%
	Pavement Markings	248	256	0.000	0.000	0.0000	
	Words and Symbols	76	85	0.020	1.520	1.7000	89.41%
	Total		507	605		20.720	29.6600
Unpaved Shoulders and Ditches	Front / Back Slope	220	262	0.015	3.300	3.9300	83.97%
	Lateral and Outfall Ditches (Unpaved Ditches)	179	191	0.045	8.055	8.5950	93.72%
	Paved Ditches	18	52	0.015	0.270	0.7800	34.62%
	Unpaved Shoulder Edge	130	252	0.075	9.750	18.9000	51.59%
	Total		547	757		21.375	32.2050
Vegetation / Aesthetics	Graffiti	253	267	0.000	0.000	0.0000	
	Mowing	189	257	0.000	0.000	0.0000	
	Roadway Sweeping	221	228	0.000	0.000	0.0000	
	Turf Condition	258	258	0.000	0.000	0.0000	
	Total		921	1010	0.000	0.000	0.0000

Elements Summary

Element	Element Score
Drainage Structures	61.11
Paved Lanes	83.23
Roadside	81.36
Traffic	69.86
Unpaved Shoulders and Ditches	66.37

Region	Total Score
3	74.98
Total	74.98

Minimum Total score = 80



TDOT BEST VALUE PROCUREMENT

- Two PBMC Projects will be procured simultaneously utilizing a Request for Proposal / Best Value Procurement Method
- Technical Qualifications will be weighted at 70% and 30% will be based on overall price.
- No single firm will be eligible to win more than one project per Region
- Technical Proposals limited to a 50-page limit.

Where are we going?
