County Road Superintendent Presentation
Programs

- T.C.A. § 54-4-401, the State-Aid Highway System
- T.C.A. § 54-4-501, 1990 Bridge Grant Program Act
- T.C.A. § 54-4-601, High Priority Bridge Replacement Program (HPBRP)
- Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE Act)
- Federal Programs
State-Aid

- Road must be on the State-Aid System
- Annual Work Program
- Requires a 2% match
- New allocation mid-end July annually
  - Allocation is distributed
    - $21 Million in FY 2023 funding
    - 50% equally to all 95 counties
    - Remaining 50% is distributed
      - 25% based off area
      - 25% based off population
State-Aid (continued)

• Able to flex up to $\frac{1}{2}$ your balance in a fiscal year to the Bridge Grant Program

• Eligible Activities
  • Resurfacing
  • Striping
  • Fog Seal
  • Scrub Seal
  • Tar & Chip
  • Bridge Replacement/Rehabilitation
  • Construction of a new road
  • Widening of an existing road
Bridge Grant

- Must be an off-system bridge
- Requires a 2% match
- Must be on priority List 1 or List 2
- Must have an approved Bridge Application
- New allocation mid-end July annually
- Allocation is distributed
  - Currently $9.5 Million in FY 23 funding
  - 50% disbursed equally to all 95 counties
  - Remaining 50% apportioned based off need
Bridge Grant (continued)

• Cannot flex ½ of your annual allocation to State-Aid

• Eligible Activities
  • Repairs
  • New construction
High Priority Bridge Replacement Program (HPBRP)

- **Eligibility**
  - Located on publicly owned roads other than those on the federal-aid system or the state system of highways
  - Under the jurisdiction of a local government
  - 20’ or greater in length
  - Must be in compliance with any Department recommendations based upon national bridge inspection standards

- **Funding**
  - $18.6 Million in FY 2023 funding
  - Can be up to 100% of the approved project cost
  - May be used in conjunction with federal, other state funds or local sources
High Priority Bridge Replacement Program (HPBRP) (continued)

- Can elect for TDOT to do the project, must submit the request in writing

  - Same work as the Bridge Grant Program is eligible
    - Repairs
    - New Construction
Improving Manufacturing, Public Roads and Opportunities for a Vibrant Economy (IMPROVE Act)

- Bridges identified in state law in 2017
  - 527 off-system bridges

- 14-year program – currently in year 6

- Bridge Grant, HPBRP, & Federal Programs are the tools being utilized to construct the projects listed in the legislation

- Had to commit 33% of your Bridge Grant funds to participate

- Must be in a 3-Year Plan before moving forward with the project

- Can elect for TDOT to do the project for you

- Same work as the Bridge Grant Program is eligible
Federal Funding Programs - Bridges

- The IIJA expand bridge programs for Off-System bridges.
  - STBG Off-System Set-A-Side (expanded from 15% to 20% of STBG funds under IIJA)
    - Approximately $12.8 Million annually through 2026
    - STBG Set-A-Side will be eligible at 100% federal using TDOT Bridge Credits (historically 80/20)

- IIJA Bridge Formula Program (BFP) (New Program with 15% Off-System Set-A-Side)
  - Approximately $12.1 Million annually through 2026
  - BFP eligible at 100% federal.

- Must be an off-system highway bridge located on a public road, other than a bridge on a Federal-aid highway (typically a local road in a city or county)
- IMPROVE Act Bridges Eligible
Federal Funding Programs - Bridges

- TDOT is developing new selection criteria for these federal programs.
  - Should have guidance by the end of the year.
- TDOT will complete a Transportation Investment Report (TIR) to provide at no cost to the requesting agency
- Bridge and minimum approaches
- Can elect for TDOT to do the project
- Federal aid projects are required to provide safe accommodation of pedestrians or bicyclists, as applicable, on the bridge, when both of the following conditions are met:
  - (1) the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge, and
  - (2) FHWA determines that safe accommodation can be provided at reasonable cost.
Federal Funding Programs

Funding to Metropolitan/Transportation Planning Areas

• Local road and bridge projects may be eligible for funding through the 11 MPO areas across the state. Contact the MPO/TPO for details.

Discretionary Programs

❖ Local Agency needs to make application directly to FHWA
❖ TDOT may be able to assist in project delivery.

• FHWA competitive grants for nationally significant bridges and other bridges ($15.77B, new) – This new competitive grant program will assist state & local entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
Federal Funding Programs

• Rural Surface Transportation Grant Program ($2B, new) – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

• Safe Streets for All ($6B, new) – This program will provide funding directly to local governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

• Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants ($15B, expanded) – RAISE grants support surface transportation projects of local and/or regional significance.
Federal Funding Programs

- Infrastructure for Rebuilding America (INFRA) Grants ($14B, expanded) – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance.

- Plus, other new programs...

  - [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm)
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