



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

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January 27, 2022

Ms. Jennifer Marshall, Senior Planner  
TDOT, Long Range Planning Division  
J. K. Polk Bldg., 9<sup>th</sup> Floor  
505 Deaderick Street  
Nashville, TN 37243

RE: Clarksville Urbanized Area MPO FY2020-FY2023 TIP Administrative Modification #24

Dear Ms. Marshall:

The Clarksville Urbanized Area is submitting FY2020-FY2023 TIP Administrative Modification #24 for approval. The administrative modification is consistent with the requirements of the FAST ACT for Safety Performance Measure Targets required by Federal Highway Administration (FHWA).

It is therefore, the request by the Clarksville Urbanized Area MPO that the FY2020-FY2023 TIP administrative modification #24 is submitted for approval and made part of the FY2020-FY2023 TIP. Please find attached Resolution 2022-03 supporting the 2022 Safety Performance Measure Targets for the State of Tennessee and the State of Kentucky, along with the old and new FY2020-FY2023 TIP page 14 showing the PM1 Safety Performance Measure Targets FY2022, Figure 2.

Should you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink that reads "Jill Hall".

Jill Hall, Transportation Planner  
Clarksville MPO

## RESOLUTION 2022-03

### ADOPTION TO SUPPORT THE 2022 SAFETY PERFORMANCE MEASURE TARGETS FOR THE STATE OF TENNESSEE AND THE STATE OF KENTUCKY

**WHEREAS**, the Clarksville Urban Area Metropolitan Planning Organization (MPO) is the organization responsible for planning an efficient transportation system in the Clarksville Metropolitan Planning Area and for the appropriate use of federal transportation funds in that area; and

**WHEREAS**, in 2012 Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and in 2015 Congress passed the Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions; and

**WHEREAS**, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

**WHEREAS**, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for 5 areas; including number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, MPOs may decide to support each State's targets depicted in "Attachment A" or to establish their own; and

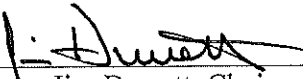
**WHEREAS**, the locally developed Participation Plan has been followed and no comments were received; and

**WHEREAS** the Clarksville MPO, with concurrence from the TCC, will support each individual State's Safety Performance Measure Targets; and

**NOW, THEREFORE BE IT RESOLVED**, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves that the Clarksville MPO will support each individual State's Safety Performance Measure Targets for each of the above-mentioned measures by agreeing to plan and program projects so that they contribute toward the accomplishment of each State's 2022 Safety Performance Measure Targets.

**Resolution Approval Date:** January 13, 2022

**Authorized Signature:**

  
\_\_\_\_\_  
Mayor Jim Durrett, Chairperson  
MPO Executive Board

## Attachment A:

### PM1 Safety Performance Measure Targets: FY2022

Safety Performance Measures	KYTC Baseline 2016-2020	KYTC 2022 Targets	TDOT Baseline 2016-2020	TDOT 2022 Targets
Number of Fatalities	770.4	752.0	1090.6	1201.4
Number of Serious Injuries	2,860.2	2,568.0	6311.6	5588.6
Fatality Rate	1.579	1.535	1.367	1.476
Serious Injury Rate	5.859	5.241	7.940	6.869
Number of Non-motorized Fatalities and Serious Injuries	299.0	299.0	523.0	534.8

**Figure 2: PM1 Safety Performance Measure Targets: FY 2021**

Safety Performance Measures	KYTC Baseline 2016-2020	KYTC 2022 Targets	TDOT Baseline 2016-2020	TDOT 2022 Targets
Number of Fatalities	770.4	752.0	1090.6	1201.4
Number of Serious Injuries	2,860.2	2,568.0	6311.6	5588.6
Fatality Rate	1.579	1.535	1.367	1.476
Serious Injury Rate	5.859	5.241	7.940	6.869
Number of Non-motorized Fatalities and Serious Injuries	299.0	299.0	523.0	534.8

- Bridge and Pavement (PM2)

Existing federal statutes and regulations now require that each state Department of Transportation (DOT) and each MPO establish performance targets to assess and monitor the condition of pavements and bridges on the National Highway System including the Interstate System. The MPO has chosen to support TDOT's and KYTC's performance targets for PM2. The bridge and pavement targets place greater emphasis on transportation system preservation and asset management. Asset management can generally be defined as a strategic process to maintain and replace assets in a desired state of good repair over their lifecycles at a minimum practicable cost. The City and County work to maintain and preserve the roadways through paving and preventive maintenance of the roadway and bridges. TDOT's state routes in the MPO area are on a rotational scheduling for paving. Each of these efforts strives to reach the performance measure targets.

**Figure 3: PM2 Bridge and PM2 Pavement Performance Measures Targets:**

Pavement Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
% Good Interstate	N/A	N/A	60.0%	N/A	N/A	50.0%
% Poor Interstate	N/A	N/A	1.0%	N/A	N/A	4.0%
% Good Non-Interstate NHS	72.7%	42.0%	40.0%	78.9%	35.0%	35.0%
% Poor Non-Interstate NHS	6.7%	4.0%	5.0%	4.3%	6.0%	6.0%
<b>NHS Bridge Performance</b>						
% Good Condition by Deck Area	39.5%	35.1%	36.0%	34.8%	35.0%	27.0%
% Poor Condition by Deck Area	3.5%	4.1%	6.0%	3.8%	3.7%	3.6%

The national performance measures for pavement established in the final rule are the percentage of pavements of the Interstate System and the Non-Interstate NHS in "good" or "poor" condition as defined in the regulations. Pavement conditions will be assessed based on the International Roughness Index, cracking, rutting, and faulting using established Highway Performance Management System methodologies. The regulations have also established a minimum level that stipulates that the percentage of lane miles on the Interstate System in "poor" condition cannot exceed 5 percent. If the

**Figure 2: PM1 Safety Performance Measure Targets: FY 2021**

Safety Performance Measures	KYTC Baseline 2015-2019	KYTC 2021 Targets	TDOT Baseline 2015-2019	TDOT 2021 Targets
Number of Fatalities	767.0	720	1039.8	1078.8
Number of Serious Injuries	2,955.0	2,590.0	6725.8	6227.1
Fatality Rate	1.560	1.5	1.302	1.355
Serious Injury Rate	6.000	5.4	8.462	8.394
Number of Non-motorized Fatalities and Serious Injuries	289.0	285	511.4	521.0

- Bridge and Pavement (PM2)

Existing federal statutes and regulations now require that each state Department of Transportation (DOT) and each MPO establish performance targets to assess and monitor the condition of pavements and bridges on the National Highway System including the Interstate System. The MPO has chosen to support TDOT's and KYTC's performance targets for PM2. The bridge and pavement targets place greater emphasis on transportation system preservation and asset management. Asset management can generally be defined as a strategic process to maintain and replace assets in a desired state of good repair over their lifecycles at a minimum practicable cost. The City and County work to maintain and preserve the roadways through paving and preventive maintenance of the roadway and bridges. TDOT's state routes in the MPO area are on a rotational scheduling for paving. Each of these efforts strives to reach the performance measure targets.

**Figure 3: PM2 Bridge and PM2 Pavement Performance Measures Targets:**

Pavement Performance	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
% Good Interstate	75.6%	N/A	60.0%	N/A	N/A	50.0%
% Poor Interstate	0.14%	N/A	1.0%	N/A	N/A	3.0%
% Good Non-Interstate NHS	44.8%	42.0%	40.0%	78.9%	35.0%	35.0%
% Poor Non-Interstate NHS	3.24%	4.0%	4.0%	4.3%	6.0%	6.0%
<b>NHS Bridge Performance</b>						
% Good Condition by Deck Area	39.5%	36.0%	36.0%	34.8%	35.0%	35.0%
% Poor Condition by Deck Area	4.9%	6.0%	6.0%	3.8%	3.7%	3.2%

The national performance measures for pavement established in the final rule are the percentage of pavements of the Interstate System and the Non-Interstate NHS in "good" or "poor" condition as defined in the regulations. Pavement conditions will be assessed based on the International Roughness Index, cracking, rutting, and faulting using established Highway Performance Management System methodologies. The regulations have also established a minimum level that stipulates that the percentage of lane miles on the Interstate System in "poor" condition cannot exceed 5 percent. If the