



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

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January 16, 2020

Ms. Nancy Hirsch, Senior Planner
TDOT, Long Range Planning Division
J. K. Polk Bldg., 9th Floor
505 Deaderick Street
Nashville, TN 37243

RE: Clarksville Urbanized Area MPO FY2020-FY2023 TIP Administrative Modification #1

Dear Ms. Hirsch:

The Clarksville Urbanized Area is submitting FY2020-FY2023 TIP Administrative Modification #1 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 #1 is submitted for approval and made part of the FY2020-FY2023 TIP. Please find attached Resolution 2020-01 supporting the 2020 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 FY2020, Figure 2..

Should you have any questions, please contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jill Hall", written in black ink.

Jill Hall, Transportation Planner
Clarksville MPO

RESOLUTION 2020-01

ADOPTION TO SUPPORT THE 2020 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 21st 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 Clarksville MPO, with concurrence from the TCC, will support each individual State's Safety Performance Measure Targets;

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 2020 Safety Performance Measure Targets.

Resolution Approval Date: January 16, 2020

Authorized Signature:



Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM1 Safety Performance Measure Targets: FY2020

Safety Performance Measures	KYTC Baseline 2014-2018	KYTC 2020 Targets	TDOT Baseline 2014-2018	TDOT 2020 Targets
Number of Fatalities	754.6	754	1,006.2	1043.4
Number of Serious Injuries	3,039.0	2,706	6,988.8	6352.4
Fatality Rate	1.541	1.5	1.294	1.256
Serious Injury Rate	6.211	5.4	9.016	7.690
Number of Non-motorized Fatalities and Serious Injuries	287.6	287	499.0	527.2

Figure 2: PM1 Safety Performance Measure Targets: FY 2020

SAFETY PERFORMANCE MEASURES	KYTC Baseline 2014- 2018	KYTC 2020 Target	TDOT Baseline 2014-2018	TDOT 2020 Target
Number of Fatalities	754.6	754	1,006.2	1,043.4
Fatality Rate	1.541	1.5	1.294	1.256
Number of Serious Injuries	3039.0	2,706	6988.8	6352.4
Serious Injury Rate	6.211	5.4	9.016	7.690
Number of Non-motorized Fatalities and Serious Injuries	287.6	287	499.0	527.2

- **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%
NHS Bridge Performance						
% 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

Figure 2: PM1 Safety Performance Measure Targets: FY 2019

SAFETY PERFORMANCE MEASURES	KYTC Baseline 2013- 2017	KYTC 2019 Target	TDOT Baseline 2013-2017	TDOT 2019 Target
Number of Fatalities	737.4	737	1,000.6	1,022.0
Fatality Rate	1.521	1.5	1.329	1.291
Number of Serious Injuries	3,124.8	2,991	7,227.6	7374.6
Serious Injury Rate	6.451	6.070	9.594	9.324
Number of Non-motorized Fatalities and Serious Injuries	277.8	276	467.7	546.8

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% 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%
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