



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

329 MAIN STREET
CLARKSVILLE, TN 37040
PHONE: (931)645-7448

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

January 26, 2021

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

RE: Clarksville Urbanized Area MPO 2045 MTP Administrative Modification #2

Dear Ms. Marshall:

The Clarksville Urbanized Area is submitting 2045 MTP Administrative Modification #2 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 2045 MTP administrative modification #2 is submitted for approval and made part of the 2045 MTP. Please find attached Resolution 2020-10 supporting the 2021 Safety Performance Measure Targets for the State of Tennessee and the State of Kentucky, along with the old and new 2045 MTP page 6/110 showing the PM1 Safety Performance Measure Targets FY2021, Table 6.40.

Should you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill Hall", written over a horizontal line.

Jill Hall, Transportation Planner
Clarksville MPO

RESOLUTION 2020-10

ADOPTION TO SUPPORT THE 2021 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; 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 2021 Safety Performance Measure Targets.

Resolution Approval Date: October 15, 2020

Authorized Signature:



Mayor Joe Pitts, Chairperson
MPO Executive Board

Attachment A:

PM1 Safety Performance Measure Targets: FY2021

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

2045

Clarksville
Urbanized Area

CHAPTER 6

Safety Targets

The initial safety targets for each state are located in the annual HSIP report^{14 15}. The CUAMPO may either support the targets established by KYTC and TDOT or establish their own. For the 2045 MTP, the CUAMPO has chosen to support the state targets established by KYTC and TDOT in their HSIP. These targets are shown in Table 6.40.

TABLE 6.40 KYTC AND TDOT STATE SAFETY TARGETS

PERFORMANCE MEASURE	KY BASELINE (2015-2019)	KY TARGET 2021	TN BASELINE (2015-2019)	TN TARGET 2021
Number of Fatalities	767.0	720.0	1039.8	1,078.8
Rate of Fatalities (per 100 million VMT)	1.560	1.5	1.302	1.355
Number of Serious Injuries	2,955.0	2,590.0	6,725.8	6,227.1
Rate of Serious Injuries (per 100 million VMT)	6.000	5.4	8.462	8.394
Number of Non-motorized Fatalities and Serious Injuries.	289.0	285	511.4	521.0

Note: The Baseline and Target values are 5-year rolling averages, as specified by the FHWA guidance.

Source: KYTC, TDOT

IN ORDER TO SUPPORT THE SAFETY TARGETS ESTABLISHED BY EACH STATE, THE CUAMPO WILL NEED TO WORK WITH STATE AND SAFETY STAKEHOLDERS TO ADDRESS AREAS OF CONCERN WITHIN THE MPA. THIS IS PARTICULARLY IMPORTANT FOR THE CRASH FATALITY AND SERIOUS INJURY RATES WITHIN THE CLARKSVILLE AREA. THIS WILL NECESSITATE COORDINATION BETWEEN THE CUAMPO AND THEIR STATE DOT PARTNERS AS THEY UPDATE THEIR SHSPs AND HSIPs. WHILE THE FHWA MONITORS IF STATE DOTs MEET THEIR PERFORMANCE TARGETS OR NOT, THERE IS NO DIRECT ASSESSMENT OF THE MPO'S PERFORMANCE MEASURE PROGRESS TOWARDS THE HSIP. THE MPO WILL REVIEW THE TARGETS WITH EACH SUCCESSIVE MTP AND ADJUST THEM AS NECESSARY.

14 <https://safety.fhwa.dot.gov/hsip/reports/pdf/2017/ky.pdf>

15 <https://safety.fhwa.dot.gov/hsip/reports/pdf/2017/tn.pdf>

2045

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TABLE 6.40 KYTC AND TDOT STATE SAFETY TARGETS

PERFORMANCE MEASURE	KY BASELINE (2014-2018)	KY TARGET 2020	TN BASELINE (2014-2018)	TN TARGET 2020
Number of Fatalities	754.6	754.0	1006.2	1,043.4
Rate of Fatalities (per 100 million VMT)	1.541	1.50	1.294	1.256
Number of Serious Injuries	3,039.0	2,706	6,988.8	6352.4
Rate of Serious Injuries (per 100 million VMT)	6.211	5.4	9.016	7.690
Number of Non-motorized Fatalities and Serious Injuries.	287.6	287.0	499.0	527.2

Note: The Baseline and Target values are 5-year rolling averages, as specified by the FHWA guidance.

Source: KYTC, TDOT

IN ORDER TO SUPPORT THE SAFETY TARGETS ESTABLISHED BY EACH STATE, THE CUAMPO WILL NEED TO WORK WITH STATE AND SAFETY STAKEHOLDERS TO ADDRESS AREAS OF CONCERN WITHIN THE MPA. THIS IS PARTICULARLY IMPORTANT FOR THE CRASH FATALITY AND SERIOUS INJURY RATES WITHIN THE CLARKSVILLE AREA. THIS WILL NECESSITATE COORDINATION BETWEEN THE CUAMPO AND THEIR STATE DOT PARTNERS AS THEY UPDATE THEIR SHSPs AND HSIPs. WHILE THE FHWA MONITORS IF STATE DOTs MEET THEIR PERFORMANCE TARGETS OR NOT, THERE IS NO DIRECT ASSESSMENT OF THE MPO'S PERFORMANCE MEASURE PROGRESS TOWARDS THE HSIP. THE MPO WILL REVIEW THE TARGETS WITH EACH SUCCESSIVE MTP AND ADJUST THEM AS NECESSARY.

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