



**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 2045 MTP Administrative Modification #7

Dear Ms. Marshall:

The Clarksville Urbanized Area is submitting 2045 MTP Administrative Modification #7 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 #7 is submitted for approval and made part of the 2045 MTP. 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 2045 MTP page 6/110 showing the MPA Safety Performance Measure Targets FY2022, Table 6.44.

Should you have any questions, please contact me.

Sincerely,

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

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

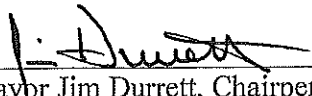
**WHEREAS**, the locally developed Participation Plan has been followed and no comments were received; and

**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

# Clarksville Urbanized Area

## Safety Targets

The initial safety targets for each state are located in the annual HSIP report<sup>14 15</sup>. 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 (2016-2020)	KY Target 2022	TN Baseline (2016-2020)	TN Target 2022
Number of Fatalities	770.4	752.0	1,090.6	1,201.4
Rate of Fatalities (per 100 million VMT)	1.579	1.535	1.367	1.476
Number of Serious Injuries	2,860.2	2,568.0	6,311.6	5,588.6
Rate of Serious Injuries (per 100 million VMT)	5.859	5.241	7.940	6.869
Number of Non-motorized Fatalities and Serious Injuries.	299.0	299.0	523.0	534.8

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.

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

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

1-27-22  
Old  
Adm Mod 7

# 2045

## Clarksville Urbanized Area

### CHAPTER 6

#### Safety Targets

The initial safety targets for each state are located in the annual HSIP report<sup>14 15</sup>. 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.

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

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