

# Target Justification (2019-2023)

As defined by Final Safety Performance Measure Rule Subpart A, General Information 490.101 Definitions: *Target* means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period by the Federal Highway Administration (FHWA).

## Fatalities

	Previous	Current
Baseline*	1090.8 (2016-2020)	1,148.8 (2017-2021)
Target	1,201.4 (2018-2022)	1,308.2 (2019-2023)

\*Baseline numbers are determined using preliminary data available as of 6/1/2022 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

### Historical Data and Trends

The number of traffic fatalities in Tennessee for 2021 increased marking the 6<sup>th</sup> consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand three hundred twenty-seven (1,327) fatalities occurred during Calendar Year 2021. This marked a 9% increase in fatalities over 2020. Current YTD fatalities as of June 1, 2022, show 31 fewer fatalities over the same date in 2021.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. These increases continued into 2021 with 7 months of fatalities being greater than the corresponding month in 2020.

### Current Environment and Target Considerations

Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>1</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

### Funding

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

### Safety Projects

Work to increase traffic safety in Tennessee is ongoing. Strategies from [Tennessee's Strategic Highway Safety Plan](#)<sup>2</sup> are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state.

### Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1,308.2 for the 2019-2023 target setting performance cycle. This target assumes a 5.1% increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

### Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

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### **REFERENCES**

<sup>1</sup>American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

<sup>2</sup>Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

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### Fatality Rate

	Previous	Current
Baseline*	1.367 (2016-2020)	1.418 (2017-2021)
Target	1.476 (2018-2022)	1.601 (2019-2023)

\*Baseline numbers are determined using preliminary data available as of 6/1/2022 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

#### Historical Data and Trends

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8% and rebounded by 8.4% in 2021. There was a 7% increase in fatalities from 2019 to 2020 and another 9% increase from 2020 to 2021.

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2<sup>1</sup> were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

#### Current Environment and Target Considerations

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>2</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25% in 2022 and increase by 0.5% in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 1,308.2 fatality number target to obtain the 1.601 target for the 2019-2023 target setting performance cycle.

#### Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 1.601 for the 2019-2023 target setting performance cycle. This target assumes a 0.25% increase in VMT for 2022 and another 0.5% increase in VMT in 2023.

#### Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

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### **REFERENCES**

<sup>1</sup>Federal Highway Administration, Office of Highway Policy Information, 2020, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

<sup>2</sup>American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

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## Serious Injuries

	Previous	Current
Baseline*	6,311.0 (2016-2020)	5,995.2 (2017-2021)
Target	5,588.6 (2018-2022)	6,069.4 (2019-2023)

\*Baseline numbers are determined using preliminary data available as of 6/1/2022 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

### Historical Data and Trends

The decrease Tennessee has been experiencing in serious injuries since 2015 has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018 and continued to decrease until 2020. From 2020 to 2021 there was an increase of 8.7%. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4<sup>th</sup> edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. The decrease in serious injuries was likely an effect of updating the crash report to meet FHWA's requirement. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.<sup>1</sup>

### Current Environment and Target Considerations

Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>2</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

### Funding

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. A long-term transportation bill was passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2023.

### Safety Projects

Work to increase traffic safety in Tennessee is ongoing. Strategies from Tennessee's Strategic Highway Safety Plan<sup>3</sup> are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state.

### Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 6,069.4 for the 2019-2023 target setting performance cycle. This target was based on modeling conducted by the Tennessee Department of Safety and Homeland Security.

### Special Note

## Target Justification (2019-2023)

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It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

### **REFERENCES**

<sup>1</sup>Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available: <https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

<sup>2</sup>American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>

<sup>3</sup>Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

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### Serious Injury Rate

	Previous	Current
Baseline*	7.910 (2016-2020)	7.388 (2017-2021)
Target	6.869 (2018-2022)	7.424 (2019-2023)

\*Baseline numbers are determined using preliminary data available as of 6/1/2022 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

#### Historical Data and Trends

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by 7.8% and rebounded by 8.4% in 2021. Serious injuries remained fairly stable, decreasing just 0.3% from 2019 to 2020, but increased by almost 9% from 2020 to 2021.

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-2<sup>1</sup> were used for calendar years 2020 and prior. TDOT's Long Range Planning Division estimates calendar year 2021 VMT at 82,822 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2017-2021 baseline.)

#### Current Environment and Target Considerations

Impacts from inflation and high fuel prices may impact traffic volumes during this target period. Inflation in the United States increased to 8.5% in March 2022 causing Americans to adjust their spending and travel habits. A recent report from American Consumer Credit Counseling<sup>2</sup> found that more than 30% of Americans said they have cut spending on fuel and 50% have postponed or modified travel and vacation plans. Gasoline was up 48% at the time of the report which may force lower income residents to rely on alternative transportation modes such as transit, walking, or biking.

The team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's VMT will increase by 0.25% in 2022 and increase by 0.5% in 2023. Once the VMT estimates for calendar years 2022 and 2023 were agreed upon, the rate was then calculated using the 6,069.4 serious injury number target to obtain the 7.424 target for the 2019-2023 target setting performance cycle.

#### Target Selection

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 7.424 for the 2019-2023 target setting performance cycle. This target assumes a 0.25% increase in VMT for 2022 and another 0.5% increase in VMT in 2023.

#### Special Note

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

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### **REFERENCES**

<sup>1</sup>Federal Highway Administration, Office of Highway Policy Information, 2020, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2020/pdf/vm2.pdf>

<sup>2</sup>American Consumer Credit Counseling, (2022). "American Consumers Curbed Spending on Both Necessities and Discretionary Activity as Inflation Surged in First Quarter." [Online]. Available: <https://www.consumercredit.com/about-us/news-press-releases/2022/american-consumers-curbed-spending-on-both-necessities-and-discretionary-activity-as-inflation-surged-in-first-quarter/>



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### Non-Motorist Serious Injuries and Fatalities

	Previous	Current
Baseline*	1090.8 (2016-2020)	545.8 (2017-2021)
Target	534.8 (2018-2022)	600.9 (2019-2023)

\*Baseline numbers are determined using preliminary data available as of 6/1/2022 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

#### Historical Data and Trends

The number of non-motorist fatalities and serious injuries has been increasing since 2018 with the percent change from 2019-2020 and 2020-2021 both averaging 11%. A total of 617 fatalities and serious injuries occurred in 2021 marking the highest number in recent years. As of June 1, 2022, there was 1 more bicyclist fatality compared to the same date in 2021 while pedestrian fatalities increased by 15.

#### Current Environment and Target Considerations

Projects to widen roadways and maintain wide travel lanes and sight distances have been identified for completion within Tennessee. While these projects are necessary to alleviate congestion or other transportation problems, they also tend to decrease safety for pedestrians. To assist with this, TDOT is taking steps to improve bicyclist and pedestrian facilities through enhancements to identifying the existing inventory and continuing to implement multimodal policies. Additionally, the Pedestrian Road Safety Initiative is advancing with 2 projects to be available for bid in fall 2022, with 4 more projects in the design phase, 4 projects to be available for bid in 2023, 6 more projects moving into the design phase and 10 new projects scheduled to enter the planning phase in 2022. Unfortunately, results from these projects will not be evident during the current target setting cycle but it is hoped these projects will decrease non-motorist fatalities and serious injuries in the future.

TDOT has also been working to implement the Statewide Active Transportation Plan<sup>1</sup> developed in 2021. This plan will provide guidance to TDOT staff on how to identify, plan, fund and design infrastructure that allows people to safely walk, bicycle, use a wheelchair or use a scooter on Tennessee state roads, whether in stand-alone projects or by incorporating these into current TDOT processes, projects and workflow. Implementation is currently focused on evaluation of the state bicycle route system and updating public engagement techniques to increase participation in underserved communities.

Currently, University of Tennessee Knoxville is conducting a research project: Addressing Traffic Safety to Reduce Pedestrian Injuries and Fatalities in Tennessee. This research is expected to analyze pedestrian crashes in order to develop a risk-based assessment framework that can aid in evaluating multi-criteria decision making. This research project is expected to be completed in fall 2022. While implementation of survey findings may not impact pedestrian fatalities this performance cycle, it is hoped that this research will help decrease future pedestrian injuries and fatalities.

TDOT has awarded 124 Multimodal Access Grants<sup>2</sup> representing over \$101 million in state funds from 2014 to 2021. Most of these grants cover sidewalk and pedestrian improvements. Addressing safety issues is included in the scoring to award applicants.

In 2021, the Tennessee Highway Safety Office partnered with the National Highway Traffic Safety Administration to conduct a Highway Safety Program Assessment focused on Tennessee's pedestrian and bicyclist safety program. The resulting recommendations have led to a multi-agency task force devoted to improving conditions for non-motorists and implementation of the Strategic Highway Safety Plan<sup>3</sup> vulnerable users emphasis area.

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### **Target Selection**

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization was included in the target decision making process.

Leadership approved a target of 600.9 for the 2019-2023 target setting performance cycle. This target assumes a 5% increase in fatalities. This increase corresponds with the average percent change in the previous 5-year period (2016-2021).

### **Special Note**

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of Tennessee roadways. These targets are performance projections based on historical data and influencing factors.

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### **REFERENCES**

<sup>1</sup>Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "Statewide Active Transportation Plan," [Online]. Available: <https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/statewide-active-transportation-plan.html#:~:text=Active%20transportation%20includes%20walking%2C%20bicycling%2C%20and%20traveling%20by,Tennessee%20for%20people%20of%20all>

<sup>2</sup>Tennessee Department of Transportation, Multimodal Transportation Division, (2022). "List of Previous Awards," [Online]. Available: [https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/2021%20MMAG\\_Award%20Summary%20for%20website.pdf](https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/2021%20MMAG_Award%20Summary%20for%20website.pdf)

<sup>3</sup>Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>



## Verification of 2022-2025 Transportation Performance Measures Targets

Please find attached a copy of the 2022-2025 PM2 and PM3 Pavement, Bridge, and System Performance targets which the Tennessee Department of Transportation (TDOT) submitted in the 2022 Baseline Performance Period report to the Federal Highway Administration (FHWA) on December 16, 2022. Official reporting of all targets listed in this document occurred through FHWA's Performance Management Form (PMF). Targets have been reviewed and approved by TDOT executive leaders and members of the Final Rule Implementation Oversight Committee.

MPOs can choose either to support the statewide targets or establish their own numerical target. Peak Hour Excessive Delay and Non-Single Occupancy Vehicle targets which are specific to the Knoxville and Memphis Urbanized Areas only. MPO target decisions must be made within 180 days after State targets have been established (no later than June 14, 2023). This decision shall be adopted through an approved resolution and forwarded to TDOT's Office of Community Transportation and Strategic Planning Division. MPOs must make a determination for each of the following measures:

Statewide Targets		
PM2	Pavement	Percentage of Pavements of the Interstate System in Good Condition
		Percentage of Pavements of the Interstate System in Poor Condition
		Percentage of Pavements of the Non-Interstate NHS in Good Condition
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition
	Bridge	Percentage of NHS Bridges Classified as in Good Condition
		Percentage of NHS Bridges Classified as in Poor Condition
PM3	Reliability	Percent of the Person-Miles Traveled on the Interstate that are Reliable
		Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
	Freight	Truck Travel Time Reliability Index
	CMAQ	Total Emissions Reduction: PM2.5
		Total Emissions Reduction: NOx
		Total Emissions Reduction: VOC
Additional Targets for Knoxville and Memphis Only		
PM3	CMAQ	Annual Hours of Peak Hour Excessive Delay
		Percent of Non-Single Occupancy Vehicle Travel

\*TDOT was not required to report targets for PM10 or CO emissions.

Information contained on the next page comes directly from the 2022-2025 Baseline Performance Period PMF Report. Baseline data was populated by FHWA while TDOT provided 2 and 4-year targets.

## Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	70.8%	58.0%	58.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	1.0%	1.0%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	40.3%	36.0%	36.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	4.1%	6.0%	6.0%
Percentage of NHS Bridges Classified as in Good Condition	32.5%	32.0%	32.0%
Percentage of NHS Bridges Classified as in Poor Condition	5.0%	6.0%	6.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	92.1%	88.2%	88.2%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	93.4%	89.4%	89.4%
Truck Travel Time Reliability (TTTR) Index	1.32	1.35	1.35
Annual Hours of Peak Hour Excessive Delay Per Capita: Knoxville, TN	10.1%	10.8	10.8
Annual Hours of Peak Hour Excessive Delay Per Capita: Memphis, TN--MS--AR	9.1%	9.6	9.6
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 3			
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Knoxville, TN	17.8%	16.7%	16.7%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Memphis, TN--MS--AR	16.8%	16.2%	16.2%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 3			
Total Emission Reductions: PM2.5	10.480	0.040	0.080
Total Emission Reductions: NOx	226.196	32.670	50.671
Total Emission Reductions: VOC	54.772	33.968	42.072
Total Emission Reductions: PM10			
Total Emission Reductions: CO			

**A RESOLUTION BY THE EXECUTIVE BOARD  
OF THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
SUPPORTING THE MANDATED FEDERAL HIGHWAY ADMINISTRATION PERFORMANCE  
MEASURE TARGETS FOR: (1) ANNUAL SAFETY PERFORMANCE FOR 2019-2023; (2) SECOND  
PERFORMANCE PERIOD (2022-2025) PAVEMENT AND BRIDGE CONDITIONS ON THE  
NATIONAL HIGHWAY SYSTEM (NHS) AND (3) SECOND PERFORMANCE PERIOD (2022-2025)  
SYSTEM PERFORMANCE/FREIGHT/CMAQ MEASURES IN THE STATE OF TENNESSEE AS  
ESTABLISHED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION**

WHEREAS, the Knoxville Regional Transportation Planning Organization (TPO) is the designated Metropolitan Planning Organization (MPO) for the Knoxville urbanized area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) that mandated the establishment of a performance and outcome-based program for transportation decisions which was carried forward in the Infrastructure Investment and Jobs Act (IIJA) and codified in Title 23 of the Code of Federal Regulations (CFR) Part 490; and

WHEREAS, these rules mandate five performance measures for the Highway Safety Improvement Program (HSIP) in Subpart B, known collectively as PM1, that require State DOTs and MPOs to annually set Safety Performance Measure Targets, which apply to all public roads; 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, these rules mandate four performance measures for pavement condition and two measures for bridge condition in Subparts C & D, known collectively as PM2, for State DOTs and MPOs to establish targets related to percentage of pavements in Good and Poor condition on the Interstate and Non-Interstate NHS as well as percentage of bridges on the NHS in Good and Poor condition weighted by total deck area; and

WHEREAS, these rules mandate six performance measures for reliability, freight movement and environmental sustainability in Subparts E, F, G & H, known collectively as PM3, for State DOTs and MPOs to establish targets related to percentage of reliable person-miles traveled on the Interstate and Non-Interstate NHS, an Interstate truck travel time reliability measure, annual hours of peak-hour excessive delay per capita, percentage of non-single occupancy vehicle travel and emissions reductions for applicable pollutants under the CMAQ program; and

WHEREAS, the Tennessee Department of Transportation (TDOT) must establish an annual Safety Performance Target under 23 CFR 490 Subpart B and 2- and 4-year targets for the other above measures for a 4-year performance period covering 2022-2025 and coordinate with relevant MPOs on the selection of targets to ensure consistency to the maximum extent practicable; and

WHEREAS, TDOT established targets by the required deadlines and are documented in Attachment 1 for Annual PM1 targets and Attachment 2 for the 2<sup>nd</sup> 4-year Performance Period PM2 and PM3 targets; and

WHEREAS, the Knoxville Regional TPO must establish targets for the above measures as applicable no later than 180 days after TDOT has established targets or by February 27, 2023 for the Safety Target and June 13, 2023 for all other targets; and

WHEREAS, the Knoxville Regional TPO has an option of either (1) Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant TDOT target for that performance measure; or (2) Committing to a quantifiable target for that performance measure for their metropolitan planning area; and

WHEREAS, Knoxville TPO staff coordinated with TDOT staff and presented performance measure information and targets to the TPO Technical Committee at a workshop in January 2023; and

WHEREAS the Technical Committee has recommended that the Knoxville TPO choose the option of supporting all of TDOT's targets as included on Attachment 1; and

WHEREAS the TPO understands the requirements to programmatically address these targets within the Metropolitan Transportation Plan and Transportation Improvement Program including reporting of progress towards achieving the targets.

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE BOARD:

That the Knoxville Regional TPO hereby adopts TDOT's Targets for all of the required PM1 (Safety), PM2 (Bridge and Pavement Condition) and PM3 (System Performance/Freight/CMAQ) Performance Measures specified in the current transportation planning regulations by agreeing to plan and program projects that support the state's established targets as shown in Attachment 1.

February 22, 2023

Date

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Mayor Terry Frank  
Anderson County  
TPO Executive Board Chair

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Jeffrey A. Welch, AICP  
Director  
Knoxville Regional TPO

## ATTACHMENT 1: TDOT's Final Statewide 2019 – 2023 Safety Performance Measure Targets

Performance Measure	5-Year Rolling Averages	
	Baseline (2017 - 2021)	Target (2019 - 2023)
Number of Fatalities	1,148.6	1,308.2
Fatality Rate	1.417	1.601
Number of Serious Injuries	5,995.6	6,069.4
Serious Injury Rate	7.416	7.424
Number of Non-Motorized Fatalities and Serious Injuries	546.4	600.9

**ATTACHMENT 2: TDOT's Second Performance Period (2022-2025) Targets for  
PM2 - Pavement and Bridge Conditions on the National Highway System (NHS)  
and PM3 - System Performance/Freight/CMAQ**

Performance Measure	Baseline (2021)	2-Year Target (1/1/22 - 12/31/23)	4-Year Target (1/1/22 - 12/31/25)
<b>Subpart C – Pavement Condition</b> Pavement - Percent Good (Interstates)	70.8%	58.0%	58.0%
<b>Subpart C – Pavement Condition</b> Pavement - Percent Poor (Interstates)	0.2%	1.0%	1.0%
<b>Subpart C – Pavement Condition</b> Pavement - Percent Good (Non-Interstate NHS)	40.3%	36.0%	36.0%
<b>Subpart C – Pavement Condition</b> Pavement - Percent Poor (Non- Interstate NHS)	4.1%	6.0%	6.0%
<b>Subpart D – Bridge Condition</b> Bridge - Percent of NHS Bridges by Deck Area in Good Condition	32.5%	32.0%	32.0%
<b>Subpart D – Bridge Condition</b> Bridge - Percent of NHS Bridges by Deck Area in Poor Condition	5.0%	6.0%	6.0%
<b>Subpart E - Reliability</b> (Percent of Reliable Person-Miles Traveled on the Interstate)	92.1%	88.2%	88.2%
<b>Subpart E - Reliability</b> (Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS)	93.4%	89.4%	89.4%
<b>Subpart F - Freight Reliability</b> (Truck Travel Time Reliability Index)	1.32	1.35	1.35
<b>Subpart G -Traffic Congestion</b> (Peak Hour Excessive Delay per Capita) Knoxville-specific	10.1 hours	10.8 hours	10.8 hours
<b>Subpart G -Traffic Congestion</b> (Percent of Non-Single Occupancy Vehicle Travel) Knoxville-specific	17.8%	16.7%	16.7%
<b>Subpart H - Emissions Reductions</b> under the CMAQ Program	VOC = 54.772 NOx = 226.196 PM2.5 = 10.480	VOC = 33.968 NOx = 32.670 PM2.5 = 0.040	VOC = 42.072 NOx = 50.671 PM2.5 = 0.080

Note: Knoxville Regional TPO is only required to adopt 4-year targets as shown in the shaded area.  
Subpart G and H 2<sup>nd</sup> Performance Period performance measures were adopted previously by the TPO  
Executive Board at its July 27, 2022 meeting.