

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

September 2, 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 FY2020-FY2023 TIP Administrative Modification #20

Dear Ms. Marshall:

The Clarksville Urbanized Area is submitting FY2020-FY2023 TIP Administrative Modification #20 for approval. The administrative modification is consistent with the requirements of the FAST ACT for the Clarksville Transit System TAM Plan required by FTA.

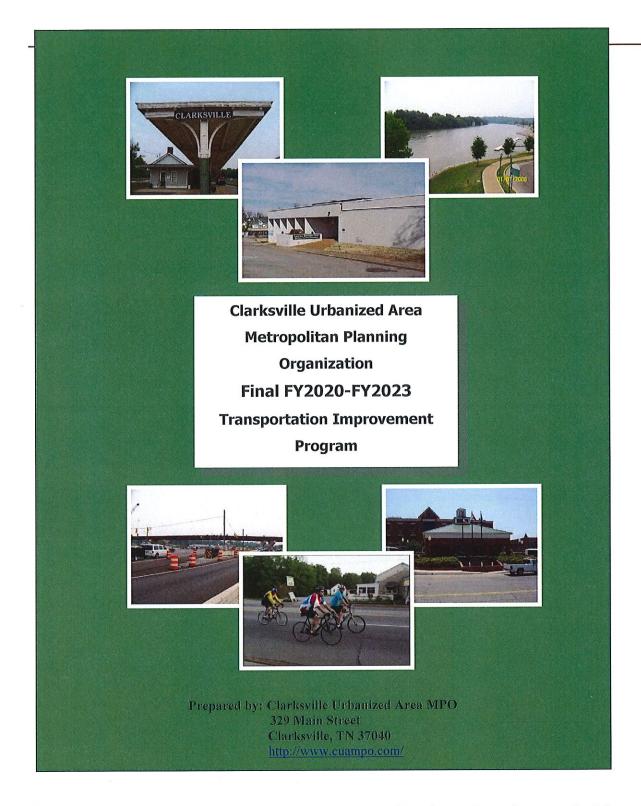
It is therefore, the request by the Clarksville Urbanized Area MPO that the FY2020-FY2023 TIP administrative modification #20 is submitted for approval and made part of the FY2020-FY2023 TIP. Please find attached the FY2020-FY2023 TIP page iii, 16 and 133 showing it in the table of content, to the text and to Appendix F.

Should you have any questions, please contact me.

Sincerely,

Jill Hall, Transportation Planner

Clarksville MPO



This report has been prepared in cooperation with or with financial assistance from all or several of the following public entities: Federal Transit Administration; Federal Highway Administration; Kentucky Transportation Cabinet; Oak Grove, Kentucky; Christian County, Kentucky; City of Clarksville, Tennessee; Tennessee Department of Transportation; Montgomery County, Tennessee.

This financial assistance notwithstanding, the contents of this report do not reflect the official views or policies of the funding agencies. Accuracy of the information presented herein is the responsibility of the Clarksville MPO, based upon project information submitted by sponsoring agencies.

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FY2020-FY2023TransportationImprovementProgram

expected delay threshold. The MPO chose to support TDOT's and KYTC System Performance (PM3) targets. The PM3 targets are listed in Figure 4 below:

Figure 4. PM3 System Performance Measures Targets:

Measure:	TDOT Baseline	TDOT 2 year Target	TDOT 4 year Target	KYTC Baseline	KYTC 2 year Target	KYTC 4 year Target
Interstate Travel Time Reliability	87.7%	85.3%	83.0%	95.6%	93.0%	93.0%
Non-Interstate NHS Travel Time Reliability	N/A	N/A	87.5%	N/A	N/A	82.50%
Truck Travel Time Reliability Index	1.35%	1.35%	1.33%	1.24%	1.25%	1.30%
Peak Hours Excessive Delay (PHED) Per Capita	N/A	N/A	18.81%	N/A	N/A	12.0%
% Non-SOV Travel	16.6%	16.5%	16.5%	17.6%	17.4%	17.4%
Total Emissions Reduction	VOC=230.025 CO=530.282 NOx=363.399 PM2.5=2.897	VOC=30.698 CO=75.000 NOx=62.840 PM2.5=0.120	VOC=61.396 CO=150.000 NOx=125.680 PM2.5=0.240	VOC=4.93 NOx=33.4	VOC= 100 NOx= 200	VOC= 48.0 NOx= 36.0

On October 18, 2018, the Executive Board of the Clarksville MPO voted unanimously to support the PM2 Pavement and Bridge performance targets, and PM3 System Performance measure targets established by the Tennessee Department of Transportation and the Kentucky Transportation Cabinet for each state's respected portion of the metropolitan planning area. This action fulfilled the aforementioned requirements related to PM2 and PM3 performance measure target setting established under MAP-21 and the FAST Act. These targets are found in Figure 3 and Figure 4 above.

By agreeing to support each state's PM2 and PM3 targets, the Clarksville MPO agrees to:

- Plan and program projects so that they contribute towards the accomplishment of each State's PM2 and PM3 targets.
- Work with each State to address areas of concern on the infrastructure/roadway system within the metropolitan planning area.
- Coordinate with the State and include the PM2 and PM3 targets in the MTP.
- Integrate into the metropolitan transportation planning process, the goals, objectives, performance measures and targets PM2 and PM3.
- Include a description in the TIP of the anticipated effect of the TIP toward achieving PM2 and PM3 targets in the MTP, linking investment priorities in the TIP to those PM2 and PM3 targets (Shown in Section 4 for all performance measures).

Transit Asset Management – (CTS 2021 TAM Plan in Appendix F)

Public transportation provides thousands of people in the Clarksville MPO's planning area with daily access to life-essential resources and opportunities. It is critical to have well maintained, reliable transit assets to help ensure safe, dependable, and accessible transit services. Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports a series of practices to achieve a transit state of good repair including, but not limited to:

o Regular maintenance

Appendix F: CTS 2021 TAM Plan

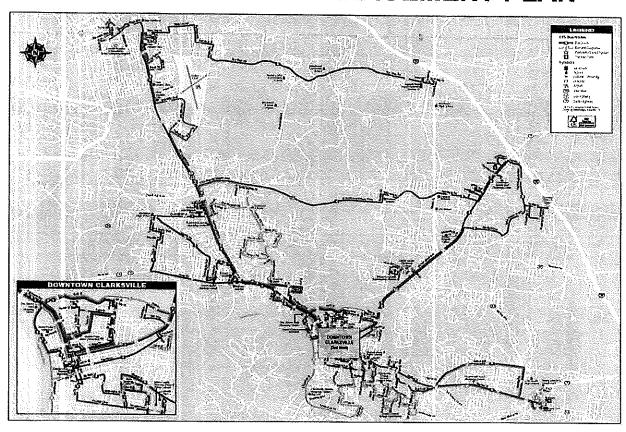


THE CLARKSVILLE TRANSIT SYSTEM S TRANSIT ASSET MANAGEMENT PLAN

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CLARKSVILLE TRANSIT SYSTEM

TRANSIT ASSET MANAGEMENT PLAN



The Clarksville Transit System is the sole provider of public transportation for the Clarksville urbanized area which includes the city of Clarksville, TN, the city of Oak Grove, KY, and the Ft Campbell military instillation. CTS's service area is approximately 109 square miles with a population of more 140,000 people. Our service area is comprised of three major business districts and trip generators. Downtown Clarksville is home to many human service organizations and almost all government buildings and services. Approximately seven miles to the north is the Ft Campbell military instillation and the north Clarksville business district. Between six and eight miles to the east is the Saint Bethlehem business district. St. B, as it is known locally, is home Clarksville's only mall and the majority of retail and dining establishments.

The mission of the Clarksville Transit System is to plan, implement, maintain and manage a public transportation This Transit Asset Management Plan reflects a staff wide approach to bring together all processes influencing prioritization of available funding to maintain our transit assets in a state of good repair and expand service in support of the Department of Transportation's national goals. This plan considers existing assets, their evaluated condition throughout service life, asset lifecycle investments, and eventual replacements. Additionally, this plan considers addition of assets to enhance transit system productivity, improved environmental responsibility, improved passenger experience, and expanded ridership in support of the national goals.

U.S. DOT Transportation Performance Management National Goals

Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

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DECISION SUPPORT TOOLS

MANAGEMENT APPROACH

Management's approach to transit asset management and investment prioritization is characterized by mitigating safety risks, ensuring accessibility, providing a pleasant/productive work environment, and increasing ridership through improvements in riders' experience and providing a reliable/timely service. This approach drives investment decisions through the entire lifecycle of assets - from identification of need, procurement, maintaining assets, to eventual disposal/disposition. Safety strategies focus on reducing risk for both passengers and transit system employees. Accessibility considerations occur in all asset procurement and maintenance decisions. Taking care of our employees, our greatest asset, consistently influences procurement decisions. Finally, improving and enhancing passengers' experience remains at the forefront of investment decisions as our passengers are exposed to every aspect of the transit system's assets during their lowers.

DECISION SUPPORT TOOLS

The table below describes analytical processes and tools used to support investment decision-making. These processes and tools are composed of written procedures, plans, reports, best practices, spreadsheets and software programs that enable management to apply data analysis to asset lifecycle decision making

Processes and Tools	Donariation
	Description
Fleet Maintenance Plan	The Fleet Maintenance Plan establishes the maintenance department's guidelines, goals and objectives in maintaining rolling stock throughout the lifecycle process. It establishes preventative maintenance standards, warranty management requirements, maintenance campaigns, preventative maintenance guidelines, maintenance standards for accessibility components, parts inventory controls, and quality assurance.
Facility and Equipment Maintrenance Plan	The Facilities and Equipment Maintenance Plan establishes the maintenance department's guidelines, goals and objectives in maintaining facilities, shop equipment, and amenities.
Fleet PM Inspection Report	A monthly report detailing compliance with rolling stock preventative maintenance requirements
Amenities Quality Assurance Inspections	The Quality Assurance Program establishes condition standards, inspection procedures and condition reporting of fixed route passenger amenities. This report drives maintenance employee work tasks and purchasing requirements needed to maintain fixed route passenger amenities to published standards.
Monthly Facility Inspection Checklist	A checklist used by the Facilities Staff to identify facility condition deficiencies. This checklist is used to identify areas of need.
Shop Equipment Inspection Tags	Visible Indication that equipment has been inspected and is in proper working order.
Shop OSHA Compliance Inspections	Periodic, consultant or City Risk Management staff performed inspections resulting in a report identifying required corrective actions and needed investments for OSHA safety program compliance.
5-Year Transit System Strategic Plan	A five-year transit system plan. This plan focuses on the full-spectrum of investment needs to effectively support improved and/or expanded transit service to achieve increased ridership.
Clarksville Transit System Procurement Policies and Procedures	This document provides policies and procedures for all aspects of procurements and how to keep them compliant with federal requirements, state law, and local procurement code.
RTA Maintenance Software	RTA is the Maintenance Department's maintenance management software. This system enables the maintenance department to track, schedule, and record all vehicle and equipment maintenance activities throughout each asset's life cycle. The system also contains a robust parts inventory module that assists in maintaining accountability of each line item, determine reordering requirements, and provide detailed parts usage and ordering histories.
MUNIS ERP Software	MUNIS is CTS' accounting, payroll, and asset management software system. Some details of an asset's procurement, life, and disposition are contained here.

DECISION SUPPORT TOOLS

Leadership Meetings	Periodic meetings held by executive level staff from which recommendations to the CEO are made for decisions on funding allocations for major projects and other projects requiring leadership team involvement.
PTASP Plan	The Public Transportation Agency Safety Plan (PTASP) is required by operators of public transporation systems to receive federal funds under the FTA's urbanized area formula grants. The purpose of the plan is to establish safety management systems (SMS) that lead to a safer environment for the transportation agency's works, and the clients that utilize the service.
Storm Water Plan	The purpose of this plan is to enusre that pollution levels are low for transit agencies. The plan emphasizes the use of spill kits for chemical spills, fallout areas for rain fall, catch basins under oil drums, the correct method of storing chemicals, and other saftey precautions that need to be implemented to avoid pollution.

CLARKSVILLE TRANSIT SYSTEM

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TRANSIT ASSET MANAGEMENT NARRATIVE REPORT

Agency Information

(insert agency name, NTD ID, contact information, POC, person preparing this narrative, reporting year,

and the date the narrative was prepared)
Agency Name: Clarksville Transit System

NTD ID: 40092

Contact Information: 430 Boillin Lane, Clarksville, TN 37040, 931-553-2430

POC/Person Preparing: Scott Graves

Report Year: 2021

Date Narrative Prepared: 08/31/2021

Useful Life Benchmark - Revenue Vehicles

(insert brief, non-exhaustive statement on the agency's assets within this category)

What targets did your agency set?

CTS has set a performance target of 0.00% on all revenue vehicle categories for 2021.

How did your agency calculate these targets?

CTS used the FTA provided default useful life benchmark across all categories.

How has your agency made progress toward its targets?

CTS will be replacing 6 revenue vehicles in 2022, and has plans to acquire 4 more replacements by end of 2022 or early 2023.

What challenges face your agency in making progress toward the targets?

The biggest challenge CTS faces is maintaining capital fund availability to acquire replacement revenue vehicles, while also meeting all the needs of the day-to-day operations.

Useful Life Benchmark - Non-Revenue Vehicles

(insert brief, non-exhaustive statement on the agency's assets within this category)

What targets did your agency set?

CTS set a performance target of 0.00% for Automobile non-revenue vehicles and 25.00% on other rubber tired non-revenue vehicles.

How did your agency calculate these targets?

CTS used the FTA provided default useful life benchmark across all categories.

How has your agency made progress toward its targets?

CTS will be evaluating replacing vehicles in 2022. CTS has plans to acquire expansion other rubber tired van in 2022.

What challenges face your agency in making progress toward the targets? The biggest challenge CTS faces is maintaining capital fund availability to acquire replacement Non-revenue vehicles, while also meeting all the needs of the day-to-day operations.

Facilities - Condition

(insert brief, non-exhaustive statement on the agency's assets within this category)

What targets did your agency set? CTS has 0 facilities in a state of good repair backlog, and has set a 2021 goal of 0%.

How did your agency calculate these targets?

CTS used the FTA provided default useful life benchmark across all categories.

How has your agency made progress toward its targets? CTS has goals set to renovate areas of the main administrative & maintenance facility during 2022 to keep the facility at or above a TERM rating of 3.

What challenges face your agency in making progress toward the targets?

The biggest challenge CTS faces is maintaining capital fund availability to implement the needed updates for the CTS facilities.