



CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

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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 2045 MTP Administrative Modification #6

Dear Ms. Marshall:

The Clarksville Urbanized Area is submitting 2045 MTP Administrative Modification #6 for approval. The administrative modification is consistent with the requirements of the FAST ACT for the Clarksville Transit System's 2021 Transit Asset Management Plan (TAM) required by Federal Transit Administration (FTA).

It is therefore, the request by the Clarksville Urbanized Area MPO that the 2045 MTP administrative modification #6 is submitted for approval and made part of the 2045 MTP. Please find the 2045 MTP page ii, 6/122, Appendix I-1 showing the table of content, additional text, and the TAM Plan in the Appendix I.

Should you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink that reads "Jill Hall".

Jill Hall, Transportation Planner
Clarksville MPO

Clarksville Urbanized Area MTP 2045 Final Report

Clarksville Urbanized Area MPO Metropolitan Transportation Plan 2045

Metropolitan Transportation Plan

Prepared By:



In Cooperation With:



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Clarksville Urbanized Area

The CUAMPO has chosen to support all of the state targets listed above. The state safety targets are established in a state's HSIP, which is submitted to the FHWA annually. The remaining performance measure targets are submitted in a state's Baseline Performance Report; the first of which must be received by the FHWA on October 1, 2018.

The CTS maintains a TAM Plan through its Strategic Plan, which contains information on the service's inventory and performance. CTS has developed their 2021 TAM Plan shown in Appendix I. Information about the MPO's baseline performance can be obtained from TDOT, KYTC, and CTS. However, the CTS and MPO have chosen to support the recommended "state of good repair" performance measures established by the FTA. CTS in cooperation with TDOT developed their Public Transportation Agency Safety Plan (PTASP) shown in Appendix H.

The MPO meets all of the established state performance targets, with the exception of safety targets for Rate of Fatalities and Rate of Serious Injuries. For the MPO to support the state targets, it must keep the MPA's roadways and bridges maintained and as congestion-free as possible. To address safety, the MPO will need to work with state and local officials, as well as other safety stakeholders, to reduce the fatalities and serious injuries on the MPA's roadways. This will be possible with coordination between the MPO and their state DOT partners as they update their SHSPs and HSIPs, as well as identifying safety programs that may be implemented within the MPA.

The MTP also supports the state targets through the use of the project scoring criteria (discussed in Chapter 10) to determine project rankings for the purposes of developing the Staged Improvement Program (discussed in Chapter 11). These criteria consider the MPA's needs for safety, reduced congestion, and well-maintained roadways. The criteria are based upon the goals and objectives that were developed from the public outreach survey, which was meant to address the required FHWA performance measures. Further support for the state targets for pavement/bridge conditions and system performance can be achieved:

- Prioritizing maintenance, overlay, and bridge line item funds(Chapter 11) for roadways and bridges that are in "poor" conditions.
- Working with State and local stakeholders to identify and repair pavement cracking, rutting, potholes, etc.
- Using the regional ITS structure to monitor roadway conditions and redirect drivers to less congested routes.
- Employing Travel Demand Management Strategies, discussed in Chapter 8.

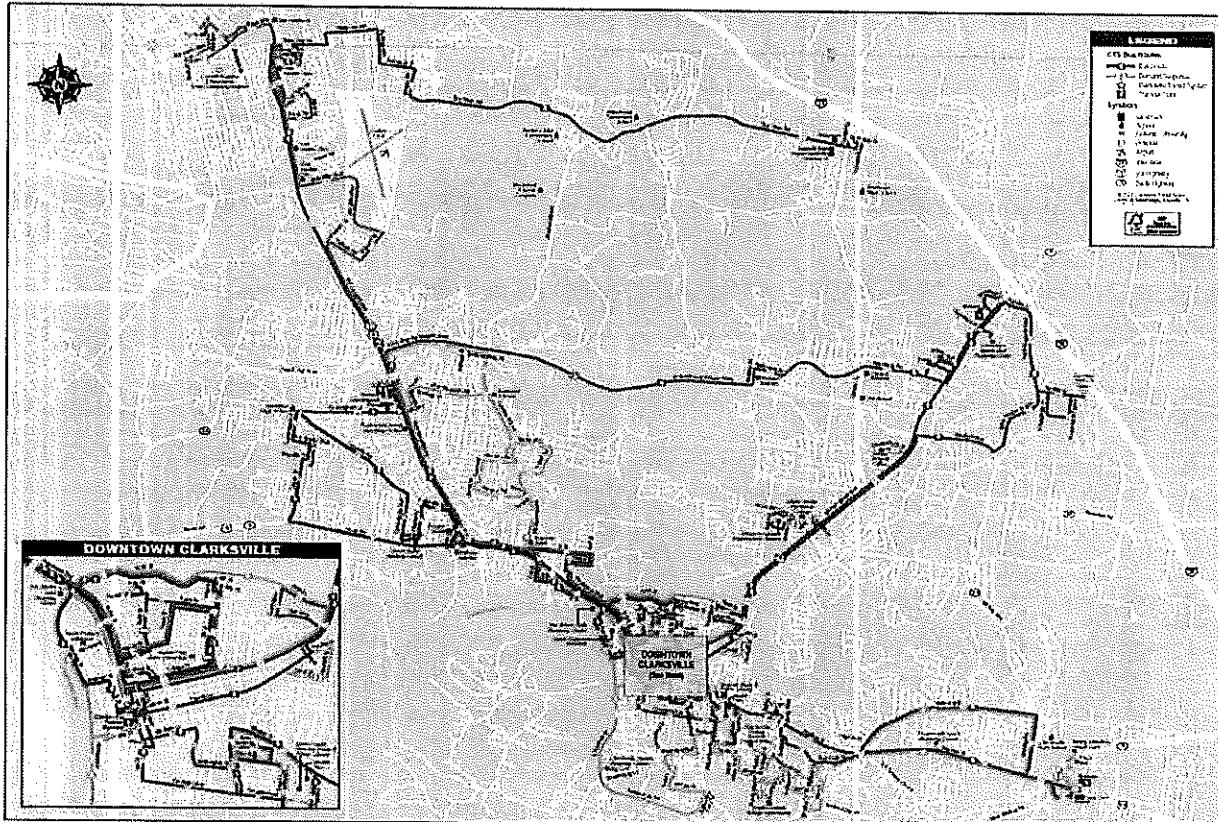


THE CLARKSVILLE TRANSIT SYSTEM'S TRANSIT ASSET MANAGEMENT PLAN

Agency Name:	Clarksville Transit System
Accountable Executive Title:	Director
Accountable Executive Name:	Paul Nelson
Date:	8-31-2021
Signature:	A handwritten signature in blue ink that reads "Paul Nelson".

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 installation. 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 installation 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 system. 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.

Asset Category:	Facilities		
Section I - Property Record			
Address:	Building Address:	Date of Last Condition:	Detail Notes:
Bldg D Storage Building Bldg C Storage Building Tire CRT Buildings Materials Vehicles	Box Steel Building, 601 Main Street, Box Springs, TX 77429 Box Building, 4187 Perdido Hill Rd, Box Springs, TX 77429 2018 Option K, Zentzetta, TX 77429 Used Tires, 300 Main Street, Box Springs, TX 77429	June-21	City of Cleveland City of Cleveland City of Cleveland City of Cleveland
Description of Asset:			
Building Details:			
Comments:			

Section II - Condition Assessment

Condition Assessment Item	Assessment Item Description	Assessment Score			Comments
		Score	Condition	Notes	
1	Structural Integrity	3	Good		
2	Roofing and Exterior Walls	2	Fair		
3	Interior Walls	2	Fair		
4	Foundation	3	Good		
5	Windows	2	Fair		
6	Doors	2	Fair		
7	Electrical System	2	Fair		
8	Plumbing System	2	Fair		
9	HVAC System	2	Fair		
10	Structural Integrity	3	Good		
11	Roofing and Exterior Walls	2	Fair		
12	Interior Walls	2	Fair		
13	Foundation	3	Good		
14	Windows	2	Fair		
15	Doors	2	Fair		
16	Electrical System	2	Fair		
17	Plumbing System	2	Fair		
18	HVAC System	2	Fair		

Facility Type	Category	Assessment Item		Comments
		Score	Condition	
Agriculture	1	1	Good	
Commercial	2	1	Good	
Industrial	3	1	Good	
Residential	4	1	Good	
Total	5	1	Good	

Facility Type	Category	Assessment Item		Comments
		Score	Condition	
Agriculture	1	1	Good	
Commercial	2	1	Good	
Industrial	3	1	Good	
Residential	4	1	Good	
Total	5	1	Good	

Facility Type	Category	Assessment Item		Comments
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Agriculture	1	1	Good	
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Residential	4	1	Good	
Total	5	1	Good	

Facility Type	Category	Assessment Item		Comments
		Score	Condition	
Agriculture	1	1	Good	
Commercial	2	1	Good	
Industrial	3	1	Good	
Residential	4	1	Good	
Total	5	1	Good	

Asset Type: Passenger & Parking Facilities

Prioritized Investments

Prioritized Projects for Procurement

Funding Code	Asset ID	Asset Tag #	Investment Project Description	Justification	Priority	ICE	Contract Price	Project Acquisition Fiscal Year	Grant ID
DRDV0005	DRDV0005	SS3	Ford E150 Conv. Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
DRDV0006	DRDV0006	SS4	Ford E150 Sheriff Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
DRDV0010	DRDV0010	S38	Ford E350 Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
DRDV0010	DRDV0010	S40	Ford E350 Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
DRDV0012	DRDV0012	S41	Ford E350 Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
DRDV0013	DRDV0013	S42	Ford E350 Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
DRDV0014	DRDV0014	N/A	Ford E350 Van	Vehicle has met useful life	High	\$50,000.00	\$50,171.00	FY-2022	2-2020-045/TN-2018-6
NTY200	NTY200	N/A	CITS Transit Software Year 2	Annual Cost	High	\$70,800.00	\$65,200.00	FY-2022	TN-2018-230
RVEU0025	RVEU0025	731	Gillig 30 ft. Bus	Vehicle is close to useful life	Medium	\$500,000.00	\$485,736.24	FY-2023	2-2018-012/TN-2015-1
RVEU0027	RVEU0027	732	Gillig 30 ft. Bus	Vehicle is close to useful life	Medium	\$500,000.00	\$485,736.24	FY-2023	2-2018-012/TN-2015-1
NSV0001	NSV0001	N/A	New Supervisor Van	New positions, added need, additional vehicle	High	\$55,000.00	\$53,800.00	FY-2022	TN-2018-130

DECISION SUPPORT TOOLS

MANAGEMENT APPROACH	
<p>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 journey - from bus stop to rolling stock to transit center condition and available amenities.</p>	
DECISION SUPPORT TOOLS	
<p>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.</p>	
Processes and Tools	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 Maintenance 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 transportation 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 ensure 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 safety precautions that need to be implemented to avoid pollution.

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.