



AGENDA

What: Clarksville Urbanized Area Metropolitan Planning Organization Meeting
When: Thursday, April 10, 2025 at 11 a.m. Central Time
Where: 329 Main Street, Clarksville, Tennessee 37040

Note: Executive Board members must be present in-person to vote.

1. Vote to approve February 13, 2025, Meeting Minutes
2. Vote to adopt Resolution 2025-05, FY2023-FY2026 TIP Amendment #3KYTC add funding for I-24/KY115 Interchange improvements
3. Vote to adopt Resolution 2025-06 for Clarksville Transit System's Agency Safety Plan (ASP) for 2025
4. Vote to adopt Resolution 2025-07 for Clarksville Transit System's Transit Asset Management (TAM) Performance Targets for 2025
5. Update on the TIP development and the call for projects
6. KYTC [Strategic Highway Investment Formula for Tomorrow \(SHIFT\)](#) sponsored projects update
7. Tennessee Department of Environment and Conservation (TDEC) Air Quality update
8. [FHWA Tennessee Division](#) update
9. [FHWA Kentucky Division](#) update
10. TDOT and KYTC updates by their representatives
11. Other MPO business
12. Adjournment

Next meeting: Thursday, July 10, 2025 at 11 a.m. Central Time

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
February 13th, 2025 @ 10:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/You Tube Option

Members Present: (in-person)

Mayor Pitts*	City of Clarksville Mayor
Mayor Golden*	Montgomery County Mayor
Brian Ahart*	City of Oak Grove
Herman Wright*	Rep. Tennessee Dept. of Transportation (TDOT)
Thomas Witt*	Rep. Kentucky Transportation Cabinet (KYTC)
Mike Ringgenberg*	CTS
Daniel McDonell*	GNRC
Tom Britton*	Rep. Hopkinsville, KY
Jeff Bryant*	Montgomery County Hwy Dept (MCHD)
Marc Corrigan	TDEC
Zach Madden	MPO Planner
Stephen Baird	Citizen
Nick Hall	KYTC-D2
Degee Roberts	TDOT
Lauren Winters	City of Clarksville
Angela Herndon	PADD
Chris Cowan	Clarksville Street Dept
Patricia Nesbitt	CTS
Jessica Waddle	KYTC-D2
Matt Hughes	KYTC-D2
Lee Rogers	TDOT-Region 3
Derek Pryor	TDOT-Region 3
Jon Story	TDOT
Jeff Tyndall	RPC
Daniel Morris	RPC
Mike Ziarnik	MPO
Jill Hall	MPO

*Voting members

Mayor Pitts called the meeting to order. He began with Item #1 on the agenda: welcome and introductions. He introduced everyone to the pastries in the back of the room.

Item #2 on the agenda was the election of officers for the calendar year 2025. Mr. Ringgenberg made the motion for Mayor Golden to be the Chairman and for Mayor Pitts to be the Vice Chairman. Mr. Britton seconded the motion. The election was approved unanimously. Mayor Golden lead the meeting from this point forward.

Item #3 on the agenda was the review, discussion and adoption of the minutes from the December 4, 2024 meeting. Mayor Pitts made the motion to adopt the minutes and Mr. Britton seconded the

motion. Mr. Witt said his last name was misspelled within the minutes. Mr. Ziarnek said they would be corrected. The minutes were adopted unanimously.

Item #4 on the agenda was the review, discussion and adoption of Resolution 2025-01 for the FY2023-FY2026 TIP amendment for CTS budget revisions for TIP project #24 Support Facilities & Equipment by adding new 5310 funds; #28 Renovations and Rehab and New Construction by increasing the 5339 funding; and #74 Fare Collection Equipment by adding new 5339 funds. Mayor Golden asked if there were any discussion. Hearing none he asked for a motion. Mayor Pitts made the motion to adopt Resolution 2025-01 and Mr. Ringgenberg seconded the motion. Resolution 2025-01 was adopted unanimously.

Item #5 on the agenda was review, discussion and adoption of Resolution 2025-02 for the Kentucky Transportation Cabinet (KYTC) 5303 funding application for FY2026. Mayor Golden asked if there were any discussion. Hearing none he asked for a motion. Mayor Pitts made the motion to adopt Resolution 2025-02 and Mr. Ringgenberg seconded the motion. Resolution 2025-02 was adopted unanimously.

Item #6 on the agenda was review, discussion and adoption of Resolution 2025-03 for CTS's Section 5307, 3510, and 5339 Funding Application for FY2024. Mayor Golden asked if there were any discussion. Hearing none he asked for a motion. Mayor Pitts made the motion to adopt Resolution 2025-03 and Mr. Ringgenberg seconded the motion. Resolution 2025-03 was adopted unanimously.

Item #7 on the agenda was the review, discussion and adoption of Resolution 2025-04 for CTS's dollar funding amounts for FY2024, as listed: Section 5310 - \$213,040; Section 5339 - \$255,584; TN Section 5307 - \$2,739,314; and KY Section 5307 - \$297,992. Mayor Pitts asked why it was for FY2024 funding. Mr. Ziarnek said it was a requirement for the Clarksville Transit System. Mayor Golden asked if there were any more discussion. Hearing none he asked for a motion. Mayor Pitts made the motion to adopt Resolution 2025-04 and Mr. Ringgenberg seconded the motion. Resolution 2025-04 was adopted unanimously.

Item #8 on the agenda is the TIP update on its development and call for projects. Mr. Ziarnek stated the development of the draft FY2026-FY2029 TIP has begun and that the TCC and Executive Board will receive an email soon for the call for projects to the TIP. He said that with the delay from TDOT's announcement of the projects that have made it into the 3 year Plan the MPO is not sure of the amount of STBG-L funds that will be available. If certain projects move into the 3 year Plan then there will be very limited funds for new projects to be added. If certain projects don't make it into the 3 year Plan then there will be a large amount of STBG-L funds available for new projects. TDOT has told the MPO it will make an announcement on the selected projects in Spring/April.

Item #9 on the agenda is the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT) update. Mr. Ziarnek referred the Board to the last page in the packet for the proposed list of projects the MPO will submit into the SHIFT on-line system. He said the MPO had been working with Mayor Oliver, Mr. Ahart, and Mr. Hall with KYTC, District 2 on deciding which projects to move forward. The consensus was to keep the same projects that were submitted last time. The KY-911 widening project has been let to construction so it's no longer required to be added into SHIFT. The new project to be added is the widening of Hugh Hunter Road, from KY-115 to the state line.

Item #10 on the agenda was the updates on air quality by Mr. Corrigan. TDEC's Air Pollution Control Division submitted 2024 annual PM2.5 National Ambient Air Quality Standard attainment

area recommendations to EPA on February 7th. We recommended, after EPA's consideration and approval of our exceptional events requests, all areas of TN as attainment. The next step is for EPA makes official designations by February 7th of 2026 if there are no delays. He reviewed the KYTC submittal for the 2024 annual PM2.5 and KYTC had the same recommendation. Without the exceptional events (Canada and western states fires) both the KY and TN 3 year average monitor met the new standard of 9 cubic meters.

TDEC's Office of Energy Programs anticipates releasing Level 2 electric vehicle charging infrastructure rebates which include multi-family housing charging infrastructure in the spring. In addition, a diesel vehicle replacement funding program is coming this spring as well and will fund all vehicle categories that TDEC included in its Beneficiary Mitigation Plan: Class 4-8 School Buses, Class 4-8 Transit and Shuttle Buses, Class 4-7 Local Freight Trucks, and Class 8 Local Freight and Port Drayage Trucks. New diesel vehicles are expected to not be eligible for grant funding; only new alternatively fueled vehicles will be eligible.

In addition to VW funding, TDEC and TVA have issued a Notice of Intent to release a second round of funding under the Fast Charge TN Network Grant Program in the spring. Fast Charge TN aims to install direct current fast charging (DCFC) infrastructure for electric vehicles (EVs) along prioritized interstate or major highway corridors across the state.

Item #11 on the agenda was the updates by FHWA-TN. There were no FHWA representatives at the meeting. Mayor Golden moved on to the next item.

Item #12 on the agenda was the updates by FHWA-KY. There were no FHWA representatives at the meeting. Mayor Golden moved on to the next item.

Item #13 on the agenda was the updates by TDOT and KYTC by their representatives. Mr. Story said that Statewide Partnership Program (SPP) may have additional funds added to it per the Governor. He stated the SPP awarded projects for the ten-year and three-year program will be announced in Spring 2025. Mr. Pryor announced that he would be retiring on March 14, 2025. He introduced Lee Rogers as his interim replacement until the position is filled. He said he enjoyed working with Clarksville and Montgomery County. Both Mayors thanked him for his work and wished him the best in his future plans.

Mr. Pryor reviewed the following Region 3 projects within the MPO area:

- 1) Repaving on I-24 in Montgomery County completed
- 2) Ft Campbell Blvd striping - waiting on warmer weather
- 3) The hole in the Gary Mathews auto parking lot at SR-48 and SR-12 is about complete. They have begun filling it back in with concrete, when there are dry conditions.
- 4) Sango intersection at MLK Pkwy and SR-76/Madison St - working on the last portion and should be close to making the May deadline. If not, it will only be a couple of months out.
- 5) The SR-48/Trenton Road project is on schedules; NEPA is completed and right of way should start soon/by spring.

Mr. Witt with KYTC said that KYTC has started the SHIFT process to prioritize projects for the development of their six-year Highway Plan.

Item #14 was new business from members of the public and /or MPO members. There was no new business from the public. Mr. Ziarnik said the MPO is updating the Unified Planning Work Program (FY26-FY27 UPWP). The deadline for submission to TDOT is Monday, April 3rd. The updated UPWP will incorporate the Transportation Planning Prospectus and the MPO's Bylaws. The Planning Prospectus is no longer a federal requirement.

On January 30th the MPO received through email That Melanie Murphy, FHWA-TN) acknowledged and thanked Mr. Morrison, TDOT, and the Tennessee MPOs for completing and submitting their Annual Listing of Obligated Projects. He had no further updates.

Item #15 Mayor Golden adjourned the meeting.

Dated: February 13, 2025

Mayor Wes Golden, Chairman
MPO Executive Board

RESOLUTION 2025-05

**APPROVING AMENDMENT #3-KYTC FOR THE FY2023-FY2026
TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED SHORT
CONFORMITY DETERMINATION REPORT (CDR) OF THE CLARKSVILLE
URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO)**

WHEREAS, the Transportation Improvement Program (TIP) is prepared on a four-year basis, per FAST Act guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee (TCC) for selection by the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2023-FY2026 TIP to add NH funding for ROW, Utilities, and CONST to TIP project# 16, I-24/KY-115 Interchange (Exit 89). This project funding is requested by KYTC to improve capacity and mobility of the I-24 interchange with reconstruction of ramps and the addition of a center turn lane on KY-115 interchange portion in Christian County along I-24 BMP: 88.10 to EMP: 89.40.

WHEREAS, members of the Interagency Consultation (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated short CDR be provided for the FY2023-FY2026 TIP to meet the federal transportation conformity requirements in 40 CFR Part 93; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 - day public review period began on March 26, 2025 and ended April 9, 2025. Said document was made available for review; and

WHEREAS, members of the TCC did recommended approval for Amendment #3-KYTC and the associated short CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization's Executive Board does adopt Amendment #3-KYTC of the FY2023-FY2026 TIP and the associated short CDR of the Clarksville Urbanized Area.

Resolution Adopted: April 10, 2025

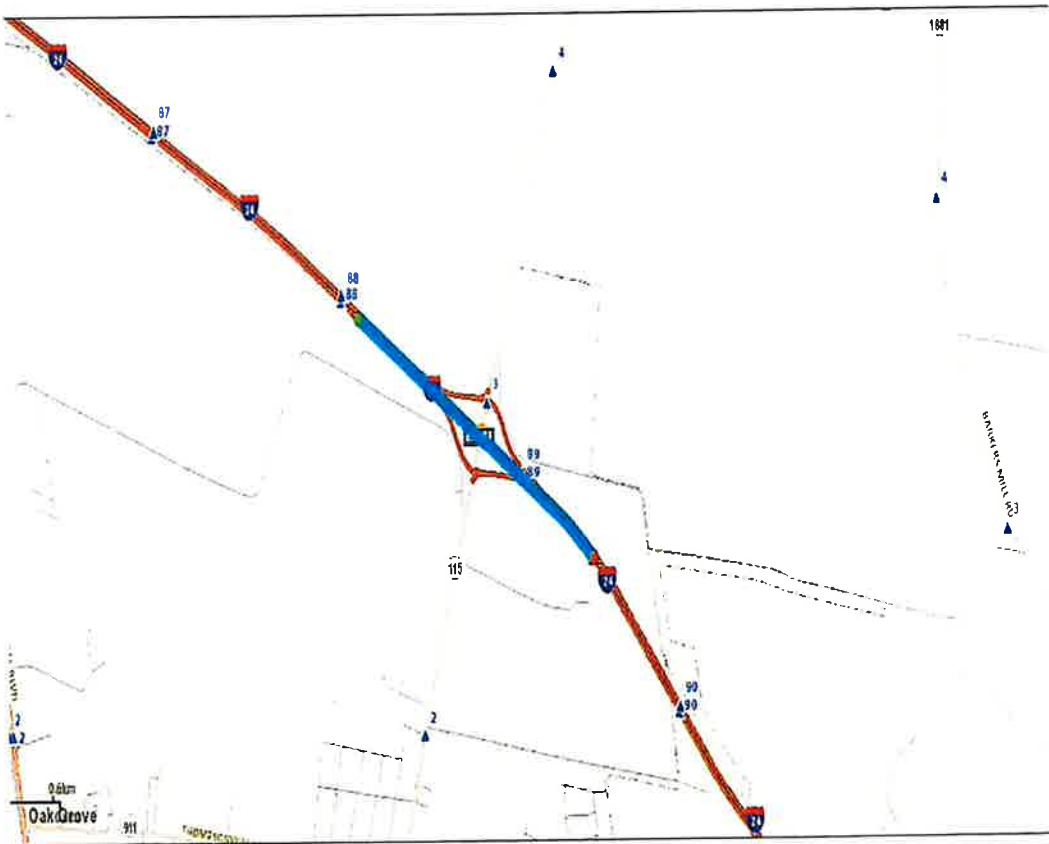
Mayor Wes Golden, Chairman
Clarksville Urbanized Area MPO

New
Amd KYTC#3
4/10/25

TIP Project Report
3/5/2025

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 16		1.3	KYTC
State	County		
KY			
State Route	Total Project Cost		
I-24	\$30,000,000		
Project Name			
2-10.00; I-24/KY-115 Interchange (Exit 89)			
Termini			
I-24/KY-115 interchange (Exit 89); BMP: 88.10 to EMP: 89.40			
Project Description			
Improve capacity and mobility of the I-24/KY-115 interchange (Exit 89), in Christian County, KY (2022BOP) (2024CCR)			
Long Range Plan #	Conformity Status		
Table 11.3 pg. 11/6	Non-Exempt		

FY	Phase	Funding	Programmed Funds	Fed Funds	TDOT State Fund	KYTC Funds
2025	ROW	NH	\$1,500,000	\$1,200,000	\$0	\$300,000
2026	UTILITIES	NH	\$2,000,000	\$1,600,000	\$0	\$400,000
2026	CONST	NH	\$2,000,000	\$1,600,000	\$0	\$400,000
Total			\$5,500,000	\$4,400,000	\$0	\$1,100,000

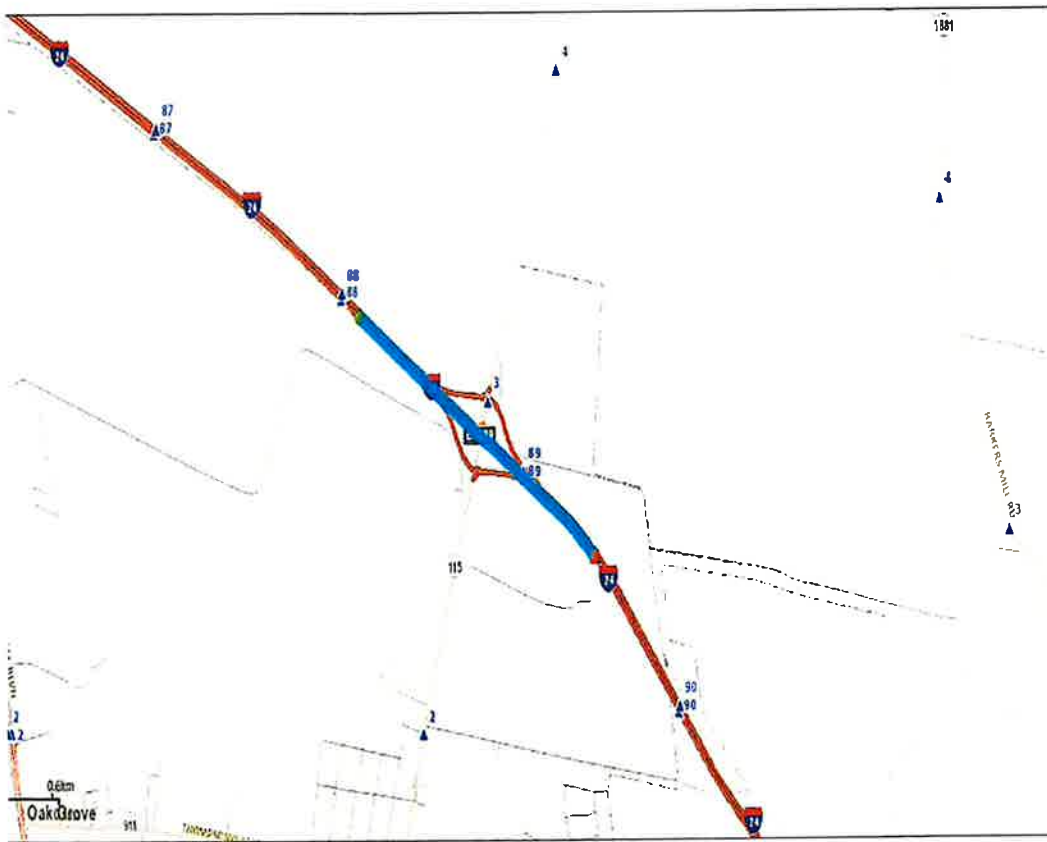


Old
Amd KYTC#3
4/10/25

TIP Project Report 3/4/2025

TIP ID	PIN #	Length in Miles	Lead Agency
CLK 16		1.3	KYTC
State	County		
KY			
State Route	Total Project Cost		
I-24	\$22,500,000		
Project Name			
2-10.00; I-24/KY-115 Interchange (Exit 89)			
Termini			
I-24/KY-115 interchange (Exit 89); BMP: 88.10 to EMP: 89.40			
Project Description			
Improve capacity and mobility of the I-24/KY-115 interchange, reconstruct ramps, add center turn lane on KY-115 interchange portion in Christian County, KY (2022BOP)			
Long Range Plan #		Conformity Status	
Table 11.3 pg. 11/6		Non-Exempt	

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
Total				\$0	\$0	\$0



New
Amd KYTC #3
4/10/23



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	TDOT State Funding	Local Funding	Federal Carryover	Remaining Balance
LOCAL	2024	\$10,237,161	\$10,237,161	\$0	\$0	\$10,237,161	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2024	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0
NH	2025	\$1,500,000	\$1,500,000	\$1,200,000	\$0	\$300,000	\$0	\$0
NH	2026	\$4,000,000	\$4,000,000	\$3,200,000	\$0	\$800,000	\$0	\$0
SPP	2023	\$2,660,000	\$2,060,000	\$0	\$2,660,000	\$0	\$0	\$600,000
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,927,728	\$28,541,760	\$23,270,105	\$0	\$5,657,623	\$21,070,105	\$385,968
STBG-L	2024	\$5,472,664	\$4,186,900	\$4,378,131	\$0	\$1,094,533	\$436,697	\$1,285,764
STBG-L	2025	\$4,180,502	\$3,000,000	\$3,428,611	\$0	\$751,891	\$1,028,611	\$1,180,502
STBG-L	2026	\$4,330,502	\$0	\$3,528,611	\$0	\$801,891	\$1,028,611	\$4,330,502
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$31,535,250	\$31,535,250	\$25,228,200	\$6,307,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$0	\$1,818,233	\$0	\$454,558	\$0	\$2,272,791
TAP	2024	\$5,968,544	\$5,968,544	\$4,774,835	\$0	\$1,193,709	\$0	\$0

\$300,000 KYTC
MATCH
\$800,000 KYTC
MATCH

Old
Amd KYTC#3
4/10/25



eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
LOCAL	2024	\$10,237,161	\$10,237,161	\$0	\$0	\$10,237,161	\$0	\$0
LOCAL	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	2023	\$14,075,000	\$14,075,000	\$11,260,000	\$2,815,000	\$0	\$0	\$0
NHPP	2024	\$2,910,000	\$2,910,000	\$2,328,000	\$582,000	\$0	\$0	\$0
NHPP	2025	\$2,375,000	\$2,375,000	\$1,900,000	\$475,000	\$0	\$0	\$0
NHPP	2026	\$1,890,000	\$1,890,000	\$1,512,000	\$378,000	\$0	\$0	\$0
PHSIP	2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PHSIP	2024	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0
NH	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NH	2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2023	\$2,660,000	\$2,060,000	\$0	\$2,660,000	\$0	\$0	\$600,000
SPP	2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SPP	2026	\$4,730,000	\$4,730,000	\$0	\$4,730,000	\$0	\$0	\$0
STBG-KY	2024	\$8,000,000	\$8,000,000	\$6,400,000	\$0	\$1,600,000	\$0	\$0
STBG-L	2023	\$28,927,728	\$28,541,760	\$23,270,105	\$0	\$5,657,623	\$21,070,105	\$385,968
STBG-L	2024	\$5,472,664	\$4,186,900	\$4,378,131	\$0	\$1,094,533	\$436,697	\$1,285,764
STBG-L	2025	\$4,180,502	\$3,000,000	\$3,428,611	\$0	\$751,891	\$1,028,611	\$1,180,502
STBG-L	2026	\$4,330,502	\$0	\$3,528,611	\$0	\$801,891	\$1,028,611	\$4,330,502
STBG-S	2023	\$4,326,000	\$4,326,000	\$3,460,800	\$865,200	\$0	\$0	\$0
STBG-S	2024	\$31,535,250	\$31,535,250	\$25,228,200	\$6,307,050	\$0	\$0	\$0
STBG-S	2025	\$1,163,000	\$1,163,000	\$930,400	\$232,600	\$0	\$0	\$0
STBG-S	2026	\$290,750	\$290,750	\$232,600	\$58,150	\$0	\$0	\$0
STBG-TA	2023	\$2,272,791	\$0	\$1,818,233	\$0	\$454,558	\$0	\$2,272,791
TAP	2024	\$6,671,544	\$6,671,544	\$5,337,235	\$0	\$1,334,309	\$0	\$0

RESOLUTION 2025-06
ADOPTION OF CLARKSVILLE TRANSIT SYSTEM
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

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 2021 the Infrastructure Investment and Jobs Act (IIJA) /Bipartisan Infrastructure Law (BIL) requires the establishment of a performance and outcome-based program for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation and MPOs; and

WHEREAS, the Clarksville Transit System that operates the public transportation in the MPO's planning area has developed their Public Transportation Agency Safety Plan (PTASP). The PTASP final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 -day public review period began on March 26, 2025 and ended April 9, 2025. Said document was made available for review; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, accept the CTS's Safety Plan provided by CTS, and agrees to plan and program projects that contribute toward the accomplishment of the CTS's Safety Plan; and

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby approves and adopts that the Clarksville MPO accepts the CTS's Safety Plan, and agrees to plan and program projects so that they contribute toward the accomplishment of CTS's Safety Plan.

Resolution Approval Date: April 10, 2025

Authorized Signature:

Mayor Wes Golden, Chairperson
MPO Executive Board

Tennessee Department of Transportation

Clarksville Transit System

Agency Safety Plan
(ASP)

430 Boillin Lane, Clarksville, TN 37040

March 2025

Agency Safety Plan Approvals

Approved by: _____ **Date** _____
Michael D. Ringgenberg
Director of Transit

Approved by: _____ **Date** _____
NAME
(Board of Directors/City Council/City Commissioner)

Sub Committee Approval: _____
Date

Committee Approval: _____
Date

¹This signature page provides State (TDOT) approval of the ASP and all addenda. Refer the Participating Agency Addenda for each agency's approval of the ASP and their agency-specific addenda.

The mission of the Tennessee Department of Transportation (TDOT) is to provide a safe and reliable transportation system for people, goods and services that supports economic prosperity in Tennessee. TDOT's Office of Public Transportation carries out this mission by providing both financial and technical assistance to transit agencies and projects in the state. This joint Agency Safety Plan (ASP) is the result of a collaborative effort between TDOT and the participating Tennessee public transportation agencies that opted in for coverage under the joint plan instead of writing their own ASP.

The 11 small public transportation operators for which this ASP has been prepared are:

- Bristol Tennessee Transit
- Clarksville Transit System
- SETHRA - Cleveland Urban Area Transit System
- East Tennessee Human Resource Agency
- First Tennessee Human Resource Agency
- Jackson Transit Agency
- Johnson City Transit
- Kingsport Area Transit Service
- Knox County Community Action Committee Transit
- Knoxville Area Transit
- City of Murfreesboro Transportation Department

TDOT certifies that this ASP meets the requirements of 49 CFR Part 673 and that all agencies covered under this joint ASP will have completed any remaining documentation required in Addendums 1-11 not later than the July 20, 2020, the federal deadline for Public Transportation Agency Safety Plan certification. TDOT will continue to support the participating agencies as they work beyond the ASP deadline to continue maturing SMS throughout their organizations.

Suzanne Carlson

TDOT Multimodal Director

June 8, 2020

2. Safety Management System Overview

2.1.SMS Introduction

Safety Management Systems (SMS) is a formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk mitigation. SMS includes systematic and proactive procedures, practices, and policies for managing risks and hazards. By bringing employees together from all levels of the agency to manage risk, SMS helps agencies detect and address safety problems earlier, share and analyze data more effectively, and measure safety performance more precisely.

Four main components make up SMS:

- **Safety Management Policy** (Section 3) is a transit agency's documented commitment to safety. The policy defines the transit agency's safety objectives and the safety accountabilities and responsibilities of its employees.
- **Safety Risk Management** (Section 4) is the process for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Safety Assurance** (Section 5) is the process that ensures the implementation and effectiveness of safety risk mitigation and ensures that the agency meets or exceeds its safety objectives through the collection, analysis, and assessment of safety data.
- **Safety Promotion** (Section 6) is a combination of safety training and communication applied to the agency's transportation system to support SMS.

Refer to Appendix A for Definitions of terms used in this plan and refer to Appendix B for Acronyms and Abbreviations used in this plan. Refer to the Participating Agency Addenda for agency-specific information to supplement the joint Agency Safety Plan (ASP).

2.2. Goal, Objectives, and Purpose

2.2.1. Goal

The overarching goal of this ASP is to enhance all aspects of safety within the participating public transportation agencies by guiding effective and proactive management of safety risks in their systems and prioritizing capital investments using performance-based planning.

2.2.2. Objective

The objective of this ASP is to establish processes and procedures to support the implementation of SMS that meets Federal Transit Administration (FTA)-mandated requirements under the PTASP Final Rule (49 CFR Part 673).

2.2.3. Purpose

The Tennessee Department of Transportation (TDOT) ASP formalizes the SMS principles and strategies for demonstrating Safety Management Policy, Safety Risk Management, Safety Assurance and Safety Promotion through all operation and maintenance activities. The ASP defines the process for identifying, evaluating, and resolving hazards associated with operations of a bus system involved in revenue service. This process helps achieve the

3. Safety Management Policy

3.1. TDOT ASP Safety Management Policy Statement

The participating Tennessee public transportation agencies covered by this Agency Safety Plan (ASP) recognize management of safety as a core agency function and are dedicated to planning, designing, constructing, operating and maintaining transportation systems that optimize the safety of passengers, employees, consultants, contractors, emergency responders, and the public.

Accountability for safety begins with the Accountable Executive and permeates all levels of employees. The following safety objectives reflect the agencies' overarching safety goals and demonstrate commitment to establishing, implementing, and continually improving Safety Management Systems (SMS):

- Integrate safety management into the primary responsibilities of all employees;
- Support safety management through the allocation of resources and promotion of a safety culture that facilitates safe practices and effective employee safety reporting and communication;
- Define roles and responsibilities for all employees that contribute to safety performance and SMS; Implement risk-based hazard management consistent with risk acceptance levels;
- Operate an employee safety reporting program that ensures no action will be taken against any employee who discloses a safety concern unless disclosure indicates beyond reasonable doubt an illegal act, gross negligence, or a deliberate disregard of regulations or procedures;
- Comply with or exceed legislative and regulatory requirements and industry standards;
- Ensure systems and services that support operations meet or exceed agency safety standards;
- Provide safety information and training to ensure all employees are competent in safety management for tasks allocated to them;
- Establish and measure safety performance against data-driven safety performance targets; and
- Continually improve safety performance and implementation of SMS.

By applying SMS as outlined above and detailed in this ASP, the participating Tennessee public transportation agencies are committed to making safety the top priority of all agency operations.

3.2. Safety Accountabilities and Responsibilities

Under SMS, identified positions have specific responsibilities under SMS. Refer to the Participating Agency Addenda for a matrix under each Participating Agency that names the specific agency position(s) and committee(s) responsible for each role described below.

3.4. Safety Performance Targets

The transit agencies have established targets that represent a quantifiable, measurable safety performance or condition. The transit agencies will regularly monitor the performance of their system to ensure they are meeting their targets and improving safety outcomes. At least annually, when reviewing and updating their ASP, the transit agencies will evaluate their safety performance to determine whether they should change their safety performance targets. Agency safety performance targets are categorized below by safety performance measures:

- **Performance Measure: Fatalities** –Total number of reportable³ fatalities and rate per total unlinked passenger trips, by mode.
- **Performance Measure: Injuries** –Total number of reportable injuries and rate per total unlinked passenger trips, by mode.
- **Performance Measure: Safety Events** – Total number of reportable events and rate per total vehicle miles, by mode.
- **Performance Measure: System Reliability** – Mean distance between failures, by mode.

Refer to Participating Agency Addenda for safety performance targets specific to each Participating Agency, as applicable.

TDOT will coordinate with the Participating Agencies to make the safety performance targets available to the state's Metropolitan Planning Organizations (MPOs), as applicable, to aid in the planning process. To the extent possible, TDOT will facilitate coordination with the MPOs for setting safety performance targets. MPOs that represent the participating agencies include:

- Bristol MPO
- Clarksville MPO
- Cleveland MPO
- Jackson MPO
- Johnson City MPO
- Kingsport MTPO
- Knoxville TPO
- Nashville MPO

3.5. SMS Documentation & Records

At all times, the transit agency will maintain documents that set forth in this ASP, including those related to the implementation of its SMS and result from SMS processes and activities. The transit agency will maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that the agency uses to carry out its ASP. These documents will be made available upon request by the FTA or other federal entity. The transit agency will maintain these documents for a minimum of three years after they are created.

3.6. Employee Safety Reporting

Each transit agency will establish and implement an employee safety reporting program that allows employees and contractors to report safety conditions or hazards to senior management, which describes the protections for employees who report safety conditions or hazards, and which describes employee behaviors that may result in disciplinary action. Refer to Participating Agency Addenda for agency-specific employee safety reporting program descriptions.

³ The thresholds for "reportable" fatalities, injuries, and events are defined in the National Transit Database Safety and Security Reporting Manual, available at <https://www.transit.dot.gov/ntd/2019-ntd-safety-and-security-policy-manual>.

Table 1. Agency Descriptions

Agency	Number of Fixed Route Bus Vehicles	Number of Paratransit Vehicles	Number of routes	Annual Vehicle Revenue Miles	Annual Unlinked Trips
Bristol Tennessee Transit	6	4	6	183,071 (2017)	62,542 (2017)
Clarksville Transit System	30	18	11	1,501,544 (2024)	70,406.62 (2024)
SETHRA - Cleveland Urban Area Transit System	7	11	5	361,330 (2017)	149,446 (2017)
East Tennessee Human Resource Agency	0	100 vans	N/A	4,475,998 (2017)	269,540 (2017)
First Tennessee Human Resource Agency	0	100+ vans	N/A	2,557,165 (2016)	163,433 (2016)
Jackson Transit Authority	13	7	11	774,480 (2017)	504,281 (2017)
Johnson City Transit	15	12	11	684,857 (2017)	668,161 (2017)
Kingsport Area Transit Service	7	6	6	323,618 (2017)	173,992 (2017)
Knox County Community Action Committee Transit		37	N/A	1,420,705 (2017)	163,593 (2017)
Knoxville Area Transit	72	25	27	3,236,168 (2019)	2,748,602 (2019)
City of Murfreesboro Transportation Department	7		7	249,111 (2017)	250,808 (2017)

Kingsport Area Transit Services

The Kingsport Area Transit Services (KATS) operates seven buses over six fixed routes of service from 7:30 am until 5:30 pm Monday through Friday (except city observed holidays). Kingsport Area Transit Services also operates six vans that provide ADA service and Job Access service. The KATS bus and van service is a valuable asset to the community and the city is encouraged by its progress and growth. These services are provided to residents of the city of Kingsport with a population of over 53,000.

Knox County Community Action Committee Transit

Knox County CAC operates over 37 vans that provide ADA and Job Access services from 5am through 9pm Monday through Saturday (except city observed holidays). Limited employment transportation is provided twenty-four (24) hours a day, seven (7) days a week. Knox County CAC Transit provides accessible, demand response public transportation services to the residents of Knox County who live within Knox County outside of the City of Knoxville, to those individuals who live within the City of Knoxville outside the KAT service area, and to those city residents who are not served by the KAT fixed route system, including those who live too far from a bus stop or who's destination is not within the KAT service area.

Knoxville Area Transit

The Knoxville Area Transit (KAT) operates 72 buses over 27 fixed routes of service from 5:30am until 12:15am Monday – Friday, 7am – 12:15am on Saturdays, and 8:15am to 9:15pm on Sundays (except city observed holidays). Knoxville Area Transit (KAT) also operates 25 vans that provide paratransit service.

City of Murfreesboro Transportation Department

The City of Murfreesboro Transportation Department is responsible for the administration and operation of public transportation service (Rover) within the City of Murfreesboro. The Rover system operates seven buses over seven fixed routes of service from 6am through 6pm Monday through Friday that serve designated bus stops. Transit service operations also include demand-response paratransit service as required by ADA and the FTA.

4.2.2. Identifying Hazards

A safety hazard is:

- Any real or potential condition that can cause personal injury or death or damage to or loss of equipment or property,
- A condition that may be a prerequisite to an accident, or
- Is a situation that has the potential to do harm.

Hazards are identified through a variety of sources, including those listed below. In addition, SMS enables every employee to identify hazards through Safety Promotion efforts and non-punitive hazard reporting, described further in Section 6.

with risk-based criteria for severity and reflects the principle that not all hazards pose an equal amount of risk.

Figure 2. Hazard Severity Definition

SEVERITY	CHARACTERISTICS			
	People	Equipment/Services	Financial	Reputational
Catastrophic 1	Several deaths and/or numerous severe injuries <i>(per event)</i>	Total loss of equipment or system interruption, requiring months to repair	Estimated loss from the incident in excess of \$500,000	Ongoing media coverage, irreparable reputational damage, government intervention (weeks – months)
Critical 2	Low number of deaths and/or serious injury* <i>(per event)</i>	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss from the incident in excess of \$100,000-\$499,999	Prolonged media campaign, serious reputational damage, sustained government involvement (days - weeks)
Moderate 3	Minor injury and possible serious injury <i>(per event)</i>	Some loss of equipment or system interruption, requiring seven or less days to repair	Estimated loss from the incident in excess of \$10,000-\$99,999	Adverse media coverage, reputational damage, government involvement
Minor 4	Possible minor injury <i>(per event)</i>	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss from the incident in excess of \$1,000-\$9,999	Local media coverage and some reputational damage
Insignificant 5	No injury	Minor damage to equipment no system interruption, no immediate repair necessary	Estimated loss from the incident is likely less than \$1,000	No adverse media coverage or reputational damage

*Per 49 CFR 673, serious injury: 1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; 2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); 3) Causes severe hemorrhages, nerve, muscle, or tendon damage; 4) Involves any internal organ; or 5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.





4.3.1.2. Determining Probability

The probability that a hazard will occur during the planned life expectancy of the system element, sub-system or component is described qualitatively, in potential occurrences per unit of time, events, population, items, or activity. A qualitative hazard probability is derived from research, analysis, evaluation of safety data from the operating experience of the agency or historical safety data from similar bus systems, and from expert opinion. Figure 3 summarized the hazard probability categories.

Figure 4. Hazard Risk Index

HAZARD RISK INDICES					
Frequency Or Probability	Severity Category				
	1 Catastrophic	2 Critical	3 Moderate	4 Minor	5 Insignificant
(A) Frequent	1A	2A	3A	4A	5A
(B) Probable	1B	2B	3B	4B	5B
(C) Occasional	1C	2C	3C	4C	5C
(D) Remote	1D	2D	3D	4D	5D
(E) Improbable	1E	2E	3E	4E	5E

LEGEND

	Unacceptable - Cannot be accepted as is, <u>must</u> be mitigated
	Undesirable - Acceptable with Executive-level signoff
	Acceptable w/ Review - Acceptable Operational-level signoff
	Acceptable - Can be accepted as is.

4.4. Safety Risk Mitigation**4.4.1. Treating Risk**

As safety risks are identified, whether through a formal risk assessment or informally such as through employee reporting mechanisms, hazards can be resolved by deciding to either assume the risk associated with the hazard or to eliminate or control the risk. Mitigation to bring a hazard to an acceptable level of risk is applied in the following order of precedence, listed from most effective at the top of the list to least effective mitigations at the bottom:

- Avoidance
- Elimination
- Substitution
- Engineering Controls
- Warnings

5. Safety Assurance

5.1. Overview

Safety assurance includes safety reviews, evaluations, audits, and inspections, as well as data tracking and analysis and investigations. Safety Assurance encompasses the processes within the transit agency's SMS that ensures the implementation and effectiveness of SRM and ensures that the agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information. Each transit agency will conduct an annual review of the effectiveness of its safety risk mitigations through its safety assurance efforts.

5.2. Safety Performance Monitoring and Measurement

SMS generates data and information that senior management need to evaluate whether implemented safety risk mitigations are appropriate and effective, and how well an agency's safety performance fits with their established safety objectives and safety performance targets. Safety performance monitoring will occur through routine monitoring of operations and maintenance activities. It also includes risk monitoring to track implementation and success of mitigations and controls put in place to manage risk.

Each Participating Agency will establish an audit and evaluate safety in compliance with this ASP and SMS. The programs will:

- Monitor compliance and sufficiency of procedures for operations and maintenance
- Monitor operations to identify ineffective, inappropriate, or unimplemented safety risk mitigations
- Conduct investigations of safety events to identify causal factors
- Monitor information from safety reporting systems
- Document audit outcomes
- Collect and track safety data

5.3. Management of Change

Each Agency under this ASP will re-evaluate safety when significant change occurs within the agency. These changes may include:

- New contractor providing service
- New buses brought into fleet
- New or changed routes
- Other changes that might have a safety impact.

If the change has a safety impact, risk associated with the change will be evaluated, treated and documented. If the change does not have a safety impact, no further steps will be taken.

5.4. Continuous Improvement

Each agency will evaluate their SMS program annually to identify areas of improvement and any changes that require input for the agency to grow in safety management.

6.4. Contractor Safety (as applicable)

When contracting for services that have a safety component and/or may impact safety or assessed risk, procurement language and specification requirements will be included, as applicable. Contractors will demonstrate job-appropriate competencies and training that meet or exceed the requirements of the agency Safety Plan.

Equivalent Authority	An entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
Event	Any Accident, Incident, or Occurrence.
Hazard	Any real or potential condition that can cause injury, illness, or death to people; damage to or loss of a system, equipment, or property; or damage to the environment. A hazard is a condition that is a prerequisite to an accident or incident.
Hazard Tracking	A closed-loop means of ensuring that the requirements and mitigations associated with each hazard that has associated medium or high risk are implemented. Hazard tracking is the process of defining safety requirements, verifying implementation, and re- assessing the risk to make sure the hazard meets its risk level requirement before being accepted.
Human Factors	A multidisciplinary effort to generate and compile information about human capabilities and limitations and apply that information to equipment, systems, facilities, procedures, jobs, operations, environments, training, staffing, and personnel management for safe, comfortable, efficient and effective human performance.
Incident	An event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Investigation	The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
Maintenance	Any repair, adaptation, upgrade, or modification of equipment or facilities. This includes preventive maintenance.
Mitigation	Actions taken to reduce the risk of a hazard's effects.
National Public Transportation Safety Plan	The plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
Occurrence	An Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Reportable Event	<p>A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions, as defined in the National Transit Database Safety and Security Reporting Manual (2019):</p> <ul style="list-style-type: none"> ● A fatality confirmed within 30 days of the event ● An injury requiring immediate medical attention away from the scene for one or more person(s) ● Property damage equal to or exceeding \$25,000 ● Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway vehicle or other non-transit roadway vehicle ● An evacuation for life safety reasons
Risk	<p>The composite of predicted severity and likelihood of the potential effect of a hazard in the worst credible system state.</p> <p>(1) Initial. The composite of the severity and likelihood of a hazard considering only verified controls and documented assumptions for a given system state. It describes the risk at the preliminary or beginning stage of a proposed change, program or assessment.</p> <p>(2) Residual. The risk that remains after all control techniques have been implemented or exhausted and all controls have been verified. Only verified controls can be used to assess residual risk.</p>
Risk Acceptance	<p>Agreement by the appropriate management official that he/she understands the safety risk associated with the change and he/she accepts that safety risk.</p>
Safety	<p>Freedom from unintentional harm.</p>
Safety Assurance	<p>Processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.</p>
Safety Culture	<p>The product of individual and group values, attitudes, competencies, and patterns of behavior that determine commitment to, and the style and proficiency of, an organization's safety management. In addition, the four key components of a safety culture are reporting culture (encourage employees to divulge information about all hazards that they encounter), just culture (employees are held accountable for deliberate violations of the rules but are encouraged and rewarded for providing essential safety-related information), flexible culture to changing demands), and learning culture (willing to change based on safety indicators and hazards) uncovered through assessments, data, and incidents).</p>

State Safety Oversight Agency (SSOA)	An agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.
System	An integrated set of constituent pieces that are combined in an operational or support environment to accomplish a defined objective. These pieces include people, equipment, information, procedures, facilities, services, and other support services.
Transit Asset Management Plan	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625
Validation	The process of proving that the right system is being built, i.e., that the system requirements are unambiguous, correct, complete, and verifiable.
Verification	The process that ensures that the system requirements have been met by the design solution and the system is ready to be used in the operational environment for which it is intended.

Appendix C – Hazard Tracking Worksheet

Preliminary Hazard Analysis													
General Description			Hazard Cause / Effect			Risk Index			Corrective / Mitigation Action		Risk Index		
Reference	Overall System	Hazard	Potential Causes	Operational Effects	Safety Effects	Severity	Probability	Risk	Design Mitigations	Operational Mitigations	Resolution Severity	Resolution Probability	Resolution Risk
Use a number to track hazard, ie Blue #1	BUS (or other system)	Trip and Fall on Bus	Over floor	Delay of service	Minor to non-injury	5	B	3B	Slip-resistant flooring	Driver Training	5	C	3C
			Handbrake being						Handbrakes placed regularly				
			Human error (standing during vehicle										

Participating Agency Addenda

These Participating Agency Addenda provide additional agency-specific information to supplement the joint ASP, including agency safety roles and responsibilities, safety training programs, safety reporting programs, and safety-related agency plans and procedures, as applicable. Each addendum applies only to the agency for which it is written and approved.

Clarksville Transit System Roles and Responsibility	Michael Ringgengberg Transit Director	Felicia Ransom Safety & Training Supervisor	Chris Yarbrough Equipment & Facilities Maintenance Supervisor	Veronica Williams, Fixed Route Supervisor	Rhiannon Griffey Operations Supervisor Paratransit	TroySuggs, Grounds & Facilities Maintenance Supervisor
Accountable Executive (AE)	A, O					
Chief Safety Officer (CSO) (SMS Implementation)	A, O	P				
Safety Management Policy	A, O	P		S	S	R
Safety Risk Management (Hazard ID/Mitigation)	A, O	P	S			
Safety Assurance (Audits/Inspections)	A, O	P	P		S	
Safety Promotion (Communication/Training)	A, O	P	P	S	S	S
Hazard Identification & Safety Risk Assessment	A, O	P	P	S	S	S
Safety Reporting & Follow-up	A, O, R	P, R		S	S	S
Safety Performance Targets & Measurement	A, O, P	S				
Accident Investigation	A, O	O	S			

Safety Roles and Responsibilities

This matrix names the positions at Clarksville Transit System (CTS) responsible for the safety roles and responsibilities described in Section 3.2 of this ASP.

KEY

- A Approval
- O Oversight
- P Primary
- S Secondary/Support
- R Review/Comment
- N Not Applicable/No Significant Role

investigated and dealt with accordingly. Behaviors submitted that will not be protected under this program, and may result in disciplinary action, are any behaviors that may result in injury, accidents, incidents, or any type of vehicle damage.

The CTS employee responsible for tracking and implementing all safety mitigations is the CTS Safety Manager.

CTS Safety Committee & Sub-Committee

The Clarksville Transit System has implemented a safety committee comprised of the Fixed Route Bus Supervisor, the Paratransit Supervisor, the Business Analyst, the Grounds and Facilities Maintenance Supervisor, and the Director of CTS. This committee is to meet once every quarter, and on as needed basis for additional meetings. The meetings will be used to discuss continual safety issues, additional needed trainings, and updates to goals and objectives.

The Clarksville Transit System has also comprised and implemented a safety sub-committee. This Committee will meet once a quarter to discuss changes that have been made that involve the safety of operations, and other safety goals and objectives. This committee is comprised of a group of front-line workers, the Business Analyst, and senior staff. This committee provides insight to worker goals and requests that should be raised to the safety committee for implementation.

Safety-Related Agency Documents

- Accident/Incident Reporting and Investigation – Management of the Public Safety and Security Plan Employee Safety Manual, 1994
- General Emergency Plan, revised May 2011
- Operations Personnel Handbook, June 2010
- Security and Emergency Preparedness Plan, August 2002
- System Safety Program Plan, May 2005
- City of Clarksville-Vehicle and Equipment Incident Matrix 2024

CTS PTASP Review Timeline



***Safety Meetings will be scheduled every 2 months with the Committee and Subcommittee to address any Safety concerns.*

RESOLUTION 2025-07
ADOPTION OF ESTABLISHED TARGETS FOR TRANSIT ASSET MANAGEMENT (TAM)
PERFORMANCE MEASURES

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 2021 the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) requires the establishment of a performance and outcome-based program for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation and MPOs; and

WHEREAS, the Clarksville Transit System that operates the public transportation in the MPO's planning area have developed their current targets for transit asset management and have communicated their targets to the MPO; and

WHEREAS, 49 CFR Part 625, the FTA Transit Asset Management Rule requires transit operators to develop and adopt a Transit Asset Management (TAM) Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

WHEREAS, the TAM Performance Measure Targets are depicted in "Attachment A" attached to this resolution; and

WHEREAS the Clarksville MPO, with concurrence from the TCC, accept the TAM Targets provided by CTS as the MPO's Targets, and agrees to plan and program projects that contribute toward the accomplishment of the CTS's Targets;

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urban Area Metropolitan Planning Organization (MPO) hereby adopts Resolution 2025-07 accepting the established Targets for TAM Performance Measure provided by CTS as the MPO's Targets, and agrees to plan and program projects so that they contribute toward the accomplishment of the TAM Performance Measure Targets.

Resolution Approval Date: April 10, 2025

Authorized Signature:

Mayor Wes Golden, Chairperson
MPO Executive Board

Attachment A:

Rolling Repair						
NTD REPORTING YEAR FY- 2024				TARGET 2025		
Asset Class	Number Repair (Current Year)	SGR Backlog	Good (% Backlog)	Number of Assets in Repair (Target Year)	Number of Assets (Target Year)	Target (% in Backlog)
BU Bus	22	0			0	0.00%
C	7	0	0.00%	7	0	0.00%
MV Minivan	0				0	0.00%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	
VN Van	12		0.00%	8	4	33.33%
Equipment Repair (Support Vehicles Only)						
REPORTING				PERFORMANCE TARGET YEAR FY- 2025		
Asset Class	Number of Assets in State of Good Repair	State of Good Repair Backlog	Good (% in Backlog)	Number of Good Repair (Target Year)	(Target Year)	Target (% in Backlog)
AO Automobile	0	0			0	0.00%
Oit	19	5	20.63%	16	8	33.33%
Asset Description		Backlog	CURRENT % < TERM 2	Next FY Performance Target (Rating)	% < TERM 3	
Administrative Facility	A	3		4	0.00%	
Maintenance Facility	Bldg B			4		
	Bldg C	3		4		
Maintenance Facility	Vehicle Sheds	4		4		
Passenger Facility	Transit Center	3				
Future Years Projection Rolling						
Class	FY- 2026			FY- 2027		
	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
CU Cutaway	6	1	14.29%	22	0	0.00%
			0.00%			57.14%
RT Rubber-tired vintage trolley	0	0	0.00%	0	0	0.00%
			33.33%	8	4	33.33%
jection - Equipment						
	FY- 2026			FY- 2027		
	SGR	Backlog	% Backlog	SGR	Backlog	% Backlog
Administration equipment	0	0		0	0	0.00%
AO Automobile	0	0	0.00%	0	0	0.00%
			50.00%	9	15	62.50%

Rolling Stock

Equipment

Other

