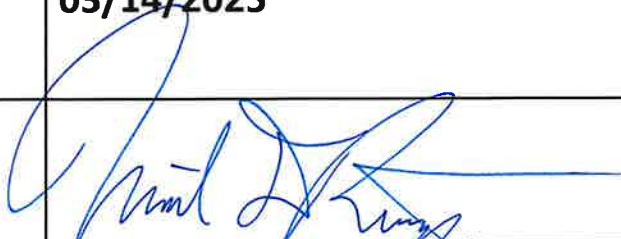




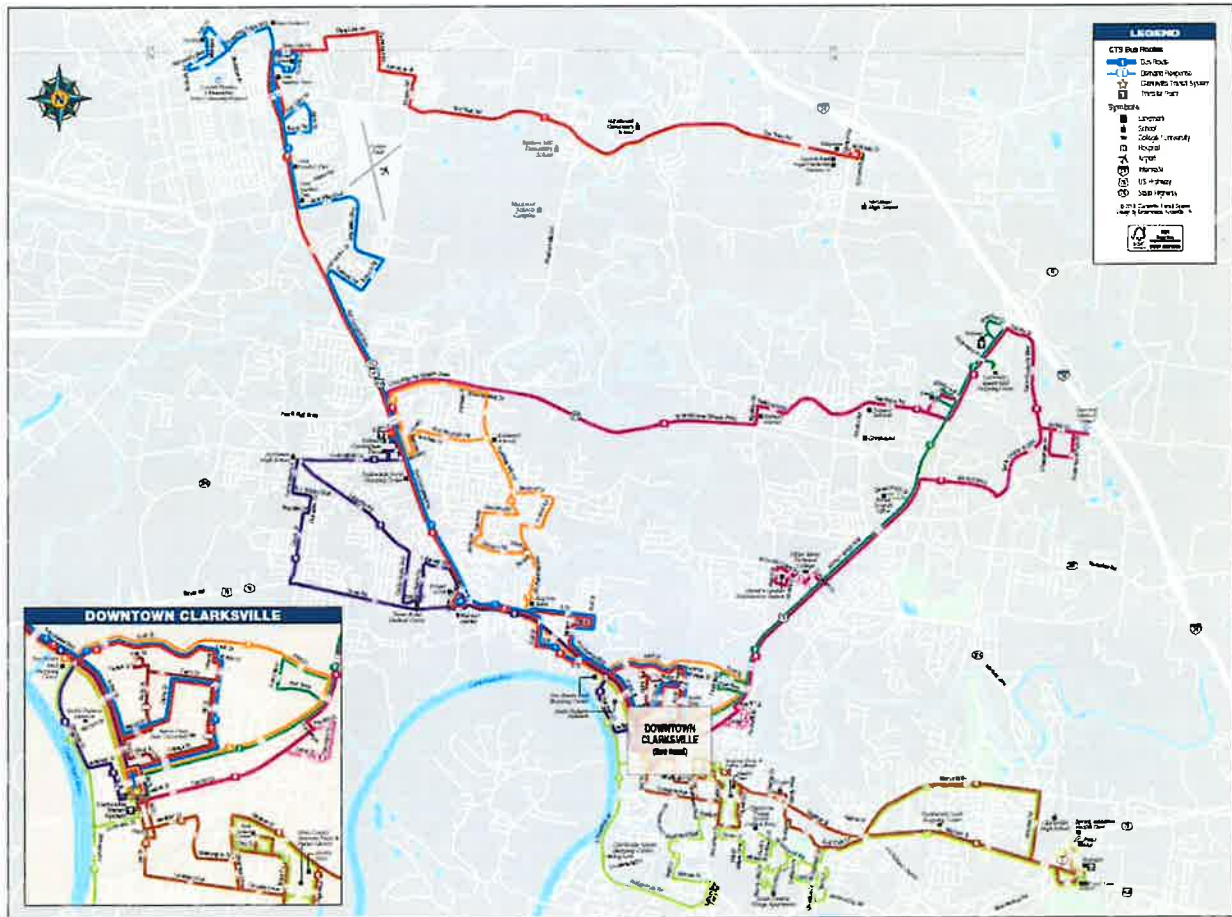
THE CLARKSVILLE TRANSIT SYSTEM'S TRANSIT ASSET MANAGEMENT PLAN

| | |
|-------------------------------------|--|
| Agency Name: | Clarksville Transit System |
| Accountable Executive Title: | Director |
| Accountable Executive Name: | Michael Ringgenberg |
| Date: | 03/14/2025 |
| Signature: |  |

Agency Name:

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 200,947 people (2020 Census). 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.

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.

The mission of the Clarksville Transit System is to plan, implement, maintain and manage a public transportation system that allows for maximum mobility for the community with emphasis on safety, quality and efficiency.

U.S. DOT Transportation Performance Management National Goals

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

Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.

Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.

System Reliability - To improve the efficiency of the surface transportation system.

Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Asset Category: Rolling Stock

| Asset Class | Asset I.D. | Agency Tag I.D. (Veh #) | Asset Description / Type | Manufacturer / Make | Manuf. I.D. Serial or VIN# | Model Year |
|---------------------|------------|-------------------------|--|-----------------------|----------------------------|------------|
| BU Bus | RVBU0006 | 709 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201X31112102 | 2003 |
| BU Bus | RVBU0008 | 711 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201331112104 | 2003 |
| BU Bus | RVBU0003 | 712 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201511110657 | 2001 |
| BU Bus | RVBU0001 | 713 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201711110658 | 2001 |
| BU Bus | RVBU0002 | 714 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201711110659 | 2001 |
| BU Bus | RVBU0004 | 715 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201411110856 | 2001 |
| BU Bus | RVBU0005 | 716 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201611110957 | 2001 |
| BU Bus | RVBU0009 | 717 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201531112105 | 2003 |
| BU Bus | RVBU0010 | 718 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201251111946 | 2005 |
| BU Bus | RVBU0011 | 719 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201251111947 | 2005 |
| BU Bus | RVBU0012 | 720 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201251111948 | 2005 |
| BU Bus | RVBU0013 | 721 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA201451111949 | 2005 |
| BU Bus | RVBU0016 | 722 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA291761112419 | 2006 |
| BU Bus | RVBU0017 | 723 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA291361112420 | 2006 |
| BU Bus | RVBU0018 | 724 | Disposed - 30 ft Diesel Bus | Gillig Phantom | 15GCA291561112421 | 2006 |
| BU Bus | RVBU0020 | 725 | 30 ft Low Floor Diesel Bus | Gillig Low Floor | 15GGE2712A1091884 | 2010 |
| BU Bus | RVBU0019 | 726 | 30 ft Low Floor Diesel Bus | Gillig Low Floor | 15GGE2712A1091885 | 2010 |
| BU Bus | RABU0001 | 727 | Disposed - 30 ft Low Floor Diesel Bus | Gillig Low Floor | 15GGE2717A1092237 | 2010 |
| BU Bus | RABU0002 | 728 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3019A1092238 | 2010 |
| BU Bus | RABU0003 | 729 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3010A1092239 | 2010 |
| BU Bus | RVBU0024 | 730 | Contingency - 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3017A1092240 | 2010 |
| BU Bus | RVBU0025 | 731 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3016F1093015 | 2015 |
| BU Bus | RVBU0027 | 732 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3018F1093016 | 2015 |
| BU Bus | RVBU0028 | 733 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE301XF1093017 | 2015 |
| BU Bus | RVBU0026 | 734 | 30 ft Low Floor Diesel Bus | Gillig Low Floor | 15GGE301XF1093018 | 2015 |
| BU Bus | RVBU0029 | 735 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3016H1093163 | 2017 |
| BU Bus | RVBU0030 | 736 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3016H1093164 | 2017 |
| BU Bus | RVBU0031 | 737 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3016H1093165 | 2017 |
| BU Bus | RVBU0032 | 738 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE301X33093337 | 2018 |
| BU Bus | RVBU0033 | 739 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3011J3093338 | 2018 |
| BU Bus | RVBU0034 | 740 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3013J3093339 | 2018 |
| BU Bus | RVBU0035 | 741 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE301XJ3093340 | 2018 |
| BU Bus | RVBU0036 | 742 | 30 ft Low Floor Hybrid Bus | Gillig Low Floor | 15GGE3011J3093341 | 2018 |
| BU Bus | RVBU0037 | 743 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE271XK3093551 | 2019 |
| BU Bus | RVBU0038 | 744 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE2711K3093552 | 2019 |
| BU Bus | RVBU0039 | 745 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE2713K3093553 | 2019 |
| BU Bus | RVBU0040 | 746 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE3016K3093630 | 2019 |
| BU Bus | RVBU0041 | 747 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE3018K3093631 | 2019 |
| BU Bus | RVBU0042 | 748 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE301XK3093632 | 2019 |
| BU Bus | RVBU0043 | 749 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE301XK3093632 | 2022 |
| BU Bus | RVBU0044 | 750 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE2712N3093743 | 2022 |
| BU Bus | RVBU0045 | 751 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE2714N3093744 | 2024 |
| BU Bus | RVBU0046 | 752 | 30 ft Diesel Bus | Gillig Low Floor | 15GGE2716R3094495 | 2024 |
| RT Rubber-tired vin | RVBU0014 | T2 | Disposed - Supreme Trolley | Specialty Vehicle Inc | 15GGE2718R3094496 | 2005 |
| RT Rubber-tired vin | RVBU0015 | T3 | Disposed - Supreme Trolley | Specialty Vehicle Inc | 4UZABOBUX5CV66063 | 2005 |
| MV Minivan | DRDV0003 | 531 | Disposed - Grand Caravan | Dodge | 2C7WDGBGXR780721 | 2013 |
| VN Van | DRDV0005 | 533 | E150 Conv Van | Ford | 1FTNE1ELXEDA86529 | 2014 |
| CU Cutaway | DRDV0006 | 534 | E450 StarTrans | Ford | 1FDFF4FSXGDC03827 | 2015 |
| CU Cutaway | DRDV0007 | 535 | E450 StarTrans | Ford | 1FDFF4FS6GDC50482 | 2016 |
| CU Cutaway | DRDV0008 | 536 | E450 StarTrans | Ford | 1FDFF4FSXGDC50484 | 2016 |
| CU Cutaway | DRDV0009 | 537 | E450 StarTrans | Ford | 1FDFF4FS5GDC50487 | 2016 |
| VN Van | DRDV0010 | 538 | T350 Van | Ford | 1FDZX2CG0GKB22455 | 2016 |
| VN Van | DRDV0011 | 539 | Disposed - T350 Van | Ford | 1FDZX2CG1GKB25185 | 2016 |
| VN Van | DRDV0012 | 540 | T350 Van | Ford | 1FDZX2CG3GKB25186 | 2016 |
| VN Van | DRDV0013 | 541 | T350 Van | Ford | 1FDZX2CG5GKB25187 | 2016 |
| VN Van | DRDV0014 | 542 | T350 Van | Ford | 1FDZX2CG7GKB25188 | 2016 |

Asset Category: Equipment

| Asset Class | Asset I.D. | Agency Tag I.D. | Asset Description | Manufacturer | Manuf. I.D. Serial or VIN# | Model Year |
|----------------------------|------------|-----------------|-------------------------------------|-------------------------------------|----------------------------|------------|
| AO Automobile | TRTA0001 | 109 | Disposed -Jeep Cherokee | Chrysler | 1J4FF28S7YL250754 | 2000 |
| Other rubber tired vehicle | TRTA0006 | 103 | Dodge Pickup | Dodge | 3D7KS28C95G806425 | 2005 |
| Other rubber tired vehicle | TRTA0007 | 101 | Disposed - Explorer | Ford | 1FMEU73E37UA47502 | 2007 |
| Other rubber tired vehicle | TRTA0009 | 100 | F150 4x4 | Ford | 1FTRW14W58FB74505 | 2008 |
| Other rubber tired vehicle | TATA0001 | 105 | E350 Wagon | Ford | 1FBNE31L29DA87850 | 2009 |
| Other rubber tired vehicle | TATA0002 | 112 | Disposed - Dakota 4x4 pickup | Dodge | 1D7CW2BK7AS146087 | 2010 |
| Other rubber tired vehicle | TRTA0010 | 113 | Disposed - Grand Caravan | Dodge | 2C4RDGBG1CR408080 | 2012 |
| Other rubber tired vehicle | TRTA0012 | 114 | Tahoe | Chevrolet | 1GNSK2E04DR178283 | 2013 |
| Other rubber tired vehicle | TRTA0015 | 116 | Silverado 3500HD | Chevrolet | 1GB4KYC89FF114195 | 2015 |
| Other rubber tired vehicle | TRTA0016 | 117 | Grand Caravan | Dodge | 2C4RDGBGKFR731760 | 2015 |
| Other rubber tired vehicle | TRTA0017 | 118 | Escape | Ford | 1FMCU9GD6HUB45817 | 2017 |
| Other rubber tired vehicle | TRTA0018 | 119 | Escape | Ford | 1FMCU9GD6HUB45816 | 2017 |
| Other rubber tired vehicle | TRTA0019 | 120 | T350 Van | Ford | 1FBZ2YM3HKA06014 | 2017 |
| Other rubber tired vehicle | TRTA0020 | 121 | Grand Caravan | Dodge | 2C4RDGBG6HR632985 | 2017 |
| Other rubber tired vehicle | TRTA0021 | 122 | Explorer | Ford | 1FMSK8D80GHE01142 | 2017 |
| Other rubber tired vehicle | TRTA0022 | 123 | F150 4x4 | Ford | 1FTEW1E5XJFA65077 | 2018 |
| Other rubber tired vehicle | TRTA0023 | 124 | Transit Connect | Ford | NM0GE9E79J1363237 | 2018 |
| Other rubber tired vehicle | TRTA0024 | 125 | F150 4x4 | Ford | 1FTMF1E54JF30228 | 2018 |
| Other rubber tired vehicle | TRTA0025 | 126 | Explorer | Ford | 1FMSK8D89KGB28922 | 2019 |
| Other rubber tired vehicle | TRTA0026 | 127 | F150 4x4 | Ford | 1FTMF1E1BJKE03023 | 2018 |
| Other rubber tired vehicle | TRTA0027 | 128 | Grand Caravan | Dodge | 2C4RDGBG8KR786413 | 2019 |
| Other rubber tired vehicle | TRTA0028 | 129 | Grand Caravan | Dodge | 2C4RDGBG8KR786414 | 2019 |
| Other rubber tired vehicle | TRTA0029 | 130 | Sienna | Toyota | 5TDKSKFCXMS036183 | 2021 |
| Other rubber tired vehicle | TRTA0030 | 131 | Sienna | Toyota | 5TDKSKFC5MS036429 | 2021 |
| Other rubber tired vehicle | DRDV0004 | 132 | Disposed - Grand Caravan | Dodge | 2C7WDGBGXDR780721 | 2013 |
| Shop Equipment | SEVM0059 | | Forklift P5000 | Caterpillar | ATL8000118 | |
| Bus equipment | OPBU0004 | | Odyssey Fareboxes (18) | Genfare | N/A | |
| Operations equipment | BDBW0002 | | Gantry Bus Wash | Westmatic | N/A | |
| Shop Equipment | SEVM0103 | | Vehicle Lift | Hennessy Industries | 5190012001 | |
| Shop Equipment | SEVM0104 | | Lubricant System | Graco | N/A | |
| Shop Equipment | SEVM0105 | | Wash Bay Pressure Washer | Alkota | 303236 | |
| Administration equipment | BDBL0075 | | Building A(Front Office) 5 Ton AC U | International Comfort Products, LLC | G045011645 | |
| Shop Equipment | SEVM0093 | | Wheel Balancer | | | |
| Shop Equipment | SEVM0091 | | Tire Changer | Interstate Mark | | |
| Shop Equipment | | | Fuel Pump | | | |
| Shop Equipment | | | Scissor Lift | | | |

| | |
|------------------------|-------------------|
| Asset Category: | Facilities |
|------------------------|-------------------|

| |
|------------------------------------|
| Section I - Property Record |
|------------------------------------|

| ASSET ID: | Abbrv. | Description / Address | Date of Last Condition Inspection: | Deed Holder |
|--------------------|-----------|--|------------------------------------|---------------------|
| BDBL0042 | Bldg B | Bus Wash/Fueling Facility Boillin Lane Building B 430 Boillin Lane, Clarksville, TN 37040 | June-24 | City of Clarksville |
| BDBL0006 | Bldg A | Building A & Land Boillin Lane 430 Boillin Lane, Clarksville, TN 37040 | June-24 | City of Clarksville |
| BDP10001, LDP10001 | Bldg C | Building C & Land Paradise Hill Rd 1251 Paradise Hill Rd, Clarksville, TN 37040 | June-24 | City of Clarksville |
| BDTC0008 | TRN CTR | Transit Center 200 Legion St, Clarksville, TN 37040 | June-24 | City of Clarksville |
| BDBL0045 | Veh Sheds | Vehicle Storage Sheds 430 Boillin Lane, Clarksville, TN 37040 | June-24 | City of Clarksville |
| | | | | |

| NTD Condition Assessment & Performance Targets | | | | | | |
|--|---|--|---|--|---|-----------------------------------|
| Date of Last Day in NTD Reporting Year (MM/DD/YYYY): | | | | | 6/30/2024 | |
| Rolling Stock State of Good Repair | | | | | | |
| NTD REPORTING YEAR FY- 2024 | | | | PERFORMANCE TARGET YEAR FY- 2025 | | |
| Asset Class | Number of Assets In State of Good Repair (Current Year) | Number of Assets in SGR Backlog | Current State of Good Repair Backlog (% In Backlog) | Number of Assets in State of Good Repair (Target Year) | Number of Assets in SGR Backlog (Target Year) | Performance Target (% In Backlog) |
| BU Bus | 22 | 0 | 0.00% | 22 | 0 | 0.00% |
| CU Cutaway | 7 | 0 | 0.00% | 7 | 0 | 0.00% |
| MV Minivan | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| RT Rubber-tired vintage trolley | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| VN Van | 12 | 0 | 0.00% | 8 | 4 | 33.33% |
| | | | | | | |
| | | | | | | |
| Equipment State of Good Repair (Support Vehicles Only) | | | | | | |
| NTD REPORTING YEAR FY- 2024 | | | | PERFORMANCE TARGET YEAR FY- 2025 | | |
| Asset Class | Number of Assets in State of Good Repair | Number of Assets in State of Good Repair Backlog | Current State of Good Repair Backlog (% In Backlog) | Number of Assets in State of Good Repair (Target Year) | Number of Assets in SGR Backlog (Target Year) | Performance Target (% In Backlog) |
| AO Automobile | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| Other rubber tired vehicle | 19 | 5 | 20.83% | 16 | 8 | 33.33% |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Facilities State of Good Repair | | | | | | |
| Facility Type | Asset Description | Current FY Facility Asset (TERM Rating) | CURRENT % < TERM 2 | Next FY Performance Target (TERM Rating) | TARGET % < TERM 3 | |
| Administrative Facility | Bldg A | 3 | 0.00% | 4 | 0.00% | |
| Maintenance Facility | Bldg B | 4 | | 4 | | |
| Administrative Facility | Bldg C | 3 | | 4 | | |
| Maintenance Facility | Vehicle Sheds | 4 | | 4 | | |
| Passenger Facility | Transit Center | 3 | | 4 | | |
| | | | | | | |
| | | | | | | |
| Future Years Projection - Rolling Stock | | | | | | |
| Asset Class | FY- 2026 | | | FY- 2027 | | |
| | SGR | Backlog | % Backlog | SGR | Backlog | % Backlog |
| BU Bus | 22 | 0 | 0.00% | 22 | 0 | 0.00% |
| CU Cutaway | 6 | 1 | 14.29% | 3 | 4 | 57.14% |
| MV Minivan | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| RT Rubber-tired vintage trolley | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| VN Van | 8 | 4 | 33.33% | 8 | 4 | 33.33% |
| | | | | | | |
| | | | | | | |
| Future Years Projection - Equipment | | | | | | |
| Asset Class | FY- 2026 | | | FY- 2027 | | |
| | SGR | Backlog | % Backlog | SGR | Backlog | % Backlog |
| Administration equipment | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| AO Automobile | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| Other rubber tired vehicle | 12 | 12 | 50.00% | 9 | 15 | 62.50% |
| | | | | | | |
| | | | | | | |

NTD Narrative Report

Rolling Stock

FY2025 CTS received two new buses and two new vans. FY 2026 we have two new buses on order and plan to order 7 vans and 3 cutaways.

Equipment

FY2026 CTS plans to order two new maintenance vehicles.

Facilities

FY2025 CTS is getting a contract signed to complete \$464,000 in needed repairs.

Other

Condition Assessment Detail and Life-Cycle Requirements

| Maintenance Status | | | Projected Life-Cycle Investments | | | | |
|---------------------------|----------------------------|-----------------|---|--------------------|-----------------|------------------|---------------|
| Asset Description | TERM Condition | TERM Quantities | Asset Category | Fiscal Year | Projected Costs | Amount Requested | Amount Funded |
| Bus Fleet Condition | Excellent (TERM=5) | 2 | Rolling Stock | | | | |
| | Good (TERM=4) | 16 | | | | | |
| | Adequate (TERM=3) | 1 | | | | | |
| | Marginal (TERM=2) | 7 | | | | | |
| | Poor (TERM=1) | 0 | | | | | |
| | TERM Score Average: | 3.50 | | | | | |
| Cutaway Fleet Condition | Excellent (TERM=5) | 0 | Equipment | FY-2025 | \$200,000.00 | - | - |
| | Good (TERM=4) | 3 | | | | | |
| | Adequate (TERM=3) | 0 | | | | | |
| | Marginal (TERM=2) | 4 | | | | | |
| | Poor (TERM=1) | 0 | | | | | |
| | TERM Score Average: | 2.86 | | | | | |
| Van Fleet Condition | Excellent (TERM=5) | 3 | Facility Life-Cycle Investments (Secondary Assets TERM < 3) | | | | |
| | Good (TERM=4) | 10 | Admin & Maint | Number of Projects | Projected Costs | Amount Requested | Amount Funded |
| | Adequate (TERM=3) | 0 | Bldg A | 2 | \$80,000.00 | | |
| | Marginal (TERM=2) | 3 | Bldg B | | | | |
| | Poor (TERM=1) | 1 | Bldg C | 1 | \$40,000.00 | | |
| | TERM Score Average: | 3.65 | Vehicle Sheds | | | | |
| Mini-Van Fleet Condition | Excellent (TERM=5) | 0 | Passenger & Parking | Quantity | Projected Costs | Amount Requested | Amount Funded |
| | Good (TERM=4) | 0 | Transit Center | 1 | \$464,000.00 | | |
| | Adequate (TERM=3) | 0 | | | | | |
| | Marginal (TERM=2) | 0 | | | | | |
| | Poor (TERM=1) | 0 | | | | | |
| | TERM Score Average: | N/A | | | | | |
| Support Vehicle Condition | Excellent (TERM=5) | 2 | Additional Remarks | | | | |
| | Good (TERM=4) | 11 | | | | | |
| | Adequate (TERM=3) | 3 | | | | | |
| | Marginal (TERM=2) | 3 | | | | | |
| | Poor (TERM=1) | 1 | | | | | |
| | TERM Score Average: | 3.50 | | | | | |
| Other Equipment Condition | Excellent (TERM=5) | 4 | | | | | |
| | Good (TERM=4) | 2 | | | | | |
| | Adequate (TERM=3) | 1 | | | | | |
| | Marginal (TERM=2) | 2 | | | | | |
| | Poor (TERM=1) | 0 | | | | | |
| | TERM Score Average: | 3.89 | | | | | |

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. |

DECISION SUPPORT TOOLS

| | |
|--------------------------|--|
| 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. |
| 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. |
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Funding Requirements Rolling Stock Assets Eligible for Replacement

| Funding Code | Asset Class | Asset Description | Asset Tag ID Number | Reason Asset Requires Replacement | | | | INVESTMENT PRIORITY SHEET |
|--------------|-------------|----------------------------|---------------------|-----------------------------------|-----------------------|--------------------------|------------------------------------|---------------------------|
| | | | | Asset is in SGR Backlog | Functionality Problem | Unacceptable Safety Risk | Asset is Near or Past Service Life | |
| RVBU0025 | BU Bus | 30 ft Low Floor Hybrid Bus | 731 | | | | YES | Funding |
| RVBU0027 | BU Bus | 30 ft Low Floor Hybrid Bus | 732 | | | | YES | Funding |
| RVBU0028 | BU Bus | 30 ft Low Floor Hybrid Bus | 733 | | | | YES | Funding |
| DRDV0005 | VN Van | E150 Conv Van | 533 | YES | | | YES | Procurement |
| DRDV0006 | CU Cutaway | E450 StarTrans | | | | | YES | Procurement |
| DRDV0007 | CU Cutaway | E450 StarTrans | | | | | YES | Procurement |
| DRDV0008 | CU Cutaway | E450 StarTrans | | | | | YES | Procurement |
| DRDV0009 | CU Cutaway | E450 StarTrans | | | | | YES | Procurement |
| DRDV0010 | VN Van | T350 Van | | | | | YES | Procurement |
| DRDV0012 | VN Van | T350 Van | | | | | YES | Procurement |
| DRDV0013 | VN Van | Disposed T350 Van | | | | | YES | Procurement |
| DRDV0014 | VN Van | Disposed T350 Van | | | | | YES | Procurement |

New Rolling Stock Investments for Transit System Growth

| #REF! | Asset Class | Asset Description | Remarks | INVESTMENT PRIORITY SHEET |
|----------|-------------|-----------------------------|---|---------------------------|
| EXB0001 | BU Bus | Expansion Route Bus | 30ft. Gillig Bus | Procurement |
| EXB0002 | BU Bus | Expansion Route Bus | 30ft. Gillig Bus | Procurement |
| DREX0001 | VN Van | Paratransit Expansion Van 1 | Expansion vehicle for the Paratransit service | Funding |
| DREX0002 | VN Van | Paratransit Expansion Van 2 | Expansion vehicle for the Paratransit service | Funding |

Equipment Assets Eligible for Replacement

| Funding Code | Asset Class | Asset Description | Asset Tag ID Number | Reason Asset Requires Replacement | | | | INVESTMENT PRIORITY SHEET |
|--------------|----------------------------|-------------------|---------------------|-----------------------------------|-----------------------|--------------------------|------------------------------------|---------------------------|
| | | | | Asset is in SGR Backlog | Functionality Problem | Unacceptable Safety Risk | Asset is Near or Past Service Life | |
| TRTA0006 | Other rubber tired vehicle | Dodge Pickup | 103 | YES | | | YES | Funding |
| TRTA0009 | Other rubber tired vehicle | F150 4x4 | 100 | YES | | | YES | Funding |

| | | | | | | | | | |
|----------|----------------------------|------------------------|-----|-----|-----|--|--|--|---------|
| TRTA0001 | Other rubber fired vehicle | E350 Wagon | 105 | YES | YES | | | | |
| TRTA0015 | Other rubber fired vehicle | Silverado 3500HD | 116 | YES | | | | | |
| TRTA0016 | Other rubber fired vehicle | Grand Caravan | 117 | YES | | | | | |
| SEVM0059 | Shop Equipment | Forklift P5000 | | YES | YES | | | | Funding |
| IOBU0004 | Bus Equipment | Odyssey Fareboxes (18) | | YES | YES | | | | Funding |
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New Equipment Investments for Transit System Enhancements

| #REF1 | Asset Class | Asset Description | Remarks | INVESTMENT PRIORITY SHEET |
|----------|--------------------------|--|---|---------------------------|
| WH0001 | Administration equipment | Water Heater | Water Heater for Building C | Funding |
| GEN001 | Operations equipment | Building B New Generator | Generator will be used to provide power to whole building in the event of a | Procurement |
| GEN002 | Operations equipment | Building A New Generator | Generator will be used to power internet and Paratransit | Funding |
| GEN003 | Operations equipment | Building C New Generator | Generator will be used to power building C | Funding |
| ML0001 | Shop Equipment | mobile lifts for maintenance | | Funding |
| FBDH0001 | Operations equipment | Farebox Drop Vault System Head Replacement | Where the farebox goes into the wall | Funding |
| NST001 | Operations equipment | New Steamer | New Steamer for Cleaning the Buses | Procurement |
| | | | | |
| | | | | |

Facility Secondary Level Assets Below TERM 3

(Life-Cycle Investments)

| Funding Code | Asset Description | Secondary Level Asset Description | TERM Rating | Description of Required Repairs/Upgrades | Remarks | INVESTMENT PRIORITY SHEET |
|--------------|-------------------|--|-------------|--|---------|---------------------------|
| FP-A-54 | Bldg A | Roadways / driveways | 2 | Needs Repaving | | |
| FP-A-55 | Bldg A | Parking lot surfaces | 2 | Needs Repaving | | |
| FP-C-125 | Bldg C | Roof | 2 | Roof has a few leaks, needs replaced | | Funding |
| FP-F-7 | Transit Center | Foundation | 2 | Foundation needs repair based on engineer report | | Funding |
| FP-F-9 | Transit Center | Superstructure/structural framing | 2 | Foundation needs repair based on engineer report | | Funding |
| FP-F-26 | Transit Center | Power generation and distribution system | 2 | AC unit is dated and near useful life | | Funding |
| | | | | | | |
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New Facility Investments for Transit System Expansion

| Funding Code | Facility Type | Investment Description | Remarks | INVESTMENT PRIORITY SHEET |
|--------------|-------------------------|---|--|---------------------------|
| TC0001 | Passenger Facility | New Transit Center | New location & building for Transit Center | Funding |
| TH0002 | Passenger Facility | St. B Transit Hub | New Passenger hub to be located in St. B area of Clarksville | Funding |
| FAS001 | Administrative Facility | Fire Alarm System | Alarm System for the Admin/Maintenance Facility | Funding |
| AM0002 | Administrative Facility | Administration Building Renovation/Expansion Building | Reconfigure the office and building layout in Building A | Funding |
| TH0001 | Passenger Facility | Transit Hub | New Passenger hub to be located in Northern Clarksville | Funding |
| AB0001 | Administrative Facility | Flooring/Paint/Wallpaper | Flooring/Paint/Wallpaper from Kitchen through Day Room | Funding |
| NRBA001 | Administrative Facility | Building A New Roof | Renovating | Funding |

Life Cycle Investment Requirements (Midlife Overhauls)

| #REF! | Component Category | Rolling Stock Life Cycle Investment Period | Projected Cost (Investment Priority - Funding) | Amount Requested (Grant Submitted IP - Funding) | Amount Funded (Investment Priority-Procurement) | Remarks | INVESTMENT PRIORITY SHEET |
|-------|--------------------|--|--|---|---|---------|---------------------------|
| #REF! | | | | | | | |
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| #REF! | Asset ID | Equipment Asset Description (Life Cycle Investments) | Projected Cost (Equipment Page) | Amount Requested (Grant Submitted IP - Funding) | Amount Funded (Investment Priority-Procurement) | Remarks | INVESTMENT PRIORITY SHEET |
| LC-E1 | - | Gantry Bus Wash | \$300,000.00 | - | - | | |
| LC-E5 | - | Wheel Balance | \$15,000.00 | - | - | | |
| LC-E6 | - | Tire Changer | \$20,000.00 | - | - | | |

Other Investment Requirements

| #REF! | Asset Category | Investment Description | Remarks | INVESTMENT PRIORITY SHEET |
|---------|----------------|--------------------------------------|------------------|---------------------------|
| NC0001 | Equipment | (2)New CTS Computers | Matt D. & Jim B. | |
| GFMP001 | Equipment | Gentfare software & maintenance plan | | |
| | | | | |
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Prioritized Asset Projects for Funding

| Funding Code | Asset ID | Asset Tag # | Project Description | Justification | ICE | Priority | Project Year | Grant Application | Remarks | Grant Application Submitted? |
|--------------|----------------|-------------|---|---|-----------------|----------|--------------|---------------------------|------------------|------------------------------|
| AB0001 | N/A | N/A | Wallpaper & Paint to be redone | Has been the same for 15+ years | \$10,000.00 | High | FY-2025 | TN-2016-030 | Partially Funded | Yes |
| FBDH0001 | N/A | N/A | Farebox Drop Vault System (Head) | Computers have reached Useful Life | \$15,000.00 | High | FY-2026 | TN-2023-005 | | Yes |
| NC0001 | N/A | N/A | (2) New Computers | Severely Cracked | \$6,000.00 | Medium | FY-2025 | TN-2024-034 | | Yes |
| FP-A-55 | Bldg A | N/A | Repairing of Parking Lot surfaces | | \$500,000.00 | Medium | FY-2025 | TN-2023-005 | | Yes |
| GFMP001 | N/A | N/A | Genfare software & maintenance plan | | \$65,000.00 | High | FY-2025 | | | Yes |
| FP-C-125 | Transit Center | N/A | Repair tar mac leaks | Leaks have caused 98 areas of concern | \$464,000.00 | High | FY-2025 | TN-2024-034 | | Yes |
| GEN002 | Bldg C | N/A | Roof for Building C | A few leaks in the roof | \$100,000.00 | Low | FY-2025 | TN-2024-037 | | Yes |
| GEN003 | N/A | N/A | Generator for Building A | equipment will be used to power internet & equipment will be used to power building C | \$15,000.00 | Medium | FY-2026 | TN-2023-005 | | Yes |
| DREX0001 | N/A | N/A | Generator for Building C | | \$15,000.00 | Medium | FY-2026 | TN-2023-005 | | Yes |
| DREX0002 | N/A | N/A | Paratransit Expansion Van 1 | Paratransit Operations is growing | \$55,000.00 | Medium | FY-2026 | TN-2024-006 | | Yes |
| | | | Paratransit Expansion Van 2 | Paratransit Operations is growing | \$55,000.00 | Medium | FY-2026 | FY23 5310 | | Yes |
| | | | HVAC for Building A | Date of Manufacturing: 2004 | \$6,000.00 | Medium | FY-2026 | | | Yes |
| RVB00025 | RVB00025 | 731 | Gillig 30 ft. Bus | Bus is nearing Useful life | \$950,000.00 | High | FY-2026 | Improve Grant FY24 | | Yes |
| RVB00027 | RVB00027 | 732 | Gillig 30 ft. Bus | Bus is nearing Useful life | \$950,000.00 | High | FY-2026 | Improve Grant FY24 | | Yes |
| TRTA0006 | TRTA0006 | 103 | Changing out of Large Dodge B&G truck | Vehicle 103 is Past Useful Life | \$60,000.00 | High | FY-2026 | TN-2024-006 | | Yes |
| ML0001 | N/A | N/A | Mobile Lifts for Maintenance | current lifts have met useful life | \$80,000.00 | Medium | FY-2026 | | | Yes |
| WH0001 | N/A | N/A | Water Heater for Building C | Date of Manufacturing: 1997 | \$1,300.00 | Low | FY-2026 | | | Yes |
| OPBU0004 | OPBU0004 | | New Fareboxes | Fareboxes are old and outdated | \$600,000.00 | Medium | FY-2026 | TN-2024-034 | | Yes |
| | | | LOOK INTO PROCUREMENT - Space Heater for Garage | Date of Manufacturing: 2005 | \$1,500.00 | Low | FY-2026 | | | Yes |
| | | | LOOK INTO PROCUREMENT - Space Heater for Garage | Date of Manufacturing: 2004 | \$1,500.00 | Low | FY-2026 | | | Yes |
| FP-F-26 | Transit Center | N/A | AC Unit for Transit Center | Equipment is dated and reaching useful life | \$10,000.00 | Medium | FY-2026 | | | Yes |
| TC0001 | N/A | N/A | New Transit Center | Need larger TC due to growth | \$21,000,000.00 | High | FY-2026 | Improve Grant TN-2024-034 | \$5,000,000 | Yes |
| TRTA0009 | TRTA0009 | 100 | Building & Grounds Truck | Vehicle 100 is Past Useful Life | \$40,000.00 | High | FY-2026 | TN-2024-006 | \$550,000 | Yes |
| GFMP001 | N/A | N/A | Genfare software & maintenance plan | | \$65,000.00 | High | FY-2026 | | | Yes |
| RVB00028 | RVB00028 | 733 | Gillig 30 ft. Bus | Bus is nearing Useful life | \$950,000.00 | High | FY-2027 | TN-2023-044 | | Yes |
| FAS001 | N/A | N/A | Fire (smoke) Alarm System | The building only has smoke alarms | \$20,000.00 | High | FY-2027 | | | Yes |
| AM0002 | N/A | N/A | Administrative Building Renovation | The building does not fit administrative needs | \$300,000.00 | Medium | FY-2027 | TN-2023-044 | | Yes |
| LC-E1 | LC-E1 | Life Cycle | New Bus Wash Machine | To handle larger buses | \$300,000.00 | Medium | FY-2027 | | | Yes |
| TH0001 | N/A | N/A | Space heaters for washbay & Tire Room | Transit Growth in the Urbanized Area | \$400,000.00 | Low | FY-2027 | | | Yes |
| TH0002 | N/A | N/A | North Clarksville Transit Hub | Transit Growth in the Urbanized Area | \$400,000.00 | Medium | FY-2029 | | | Yes |
| NRBA001 | N/A | N/A | St B Transit Hub | Aging Asset | \$150,000.00 | Medium | FY-2030 | | | Yes |
| | | | Roof for Building A | | | | | | | |

TRANSIT ASSET MANAGEMENT NARRATIVE REPORT

Agency Information

Agency Name: Clarksville Transit System
NTD ID: 40092
Contact Information: 430 Boillin Lane, Clarksville, TN 37040, 931-553-2430
POC/Person Preparing: Michael Ringgenberg
Report Year: 2025
Date Narrative Prepared: 03/14/2025

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, CTS has set a goal of 11.11%.

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 received 2 new buses and 2 new vans for 2025.

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. In the recent years, there have also been issues in revenue vehicle availability for acquisition. CTS started getting the replacement vehicles it needed a few years ago.

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 26.32% 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 is working to replace vehicles in 2025 that are past their useful life.

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 2025 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 2025 to keep the facility at or above a TERM rating of 3. We continue to keep up on PM for all facilities and work to secure funding for larger projects.

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. Last year our Transit Center was found to have cracks in the foundation of the parking garage below, in Jan 2024 we received an engineer's report on what needs to be fixed. We should have a contract signed for repairs in April 2025 and the repairs should be completed by October 2025.