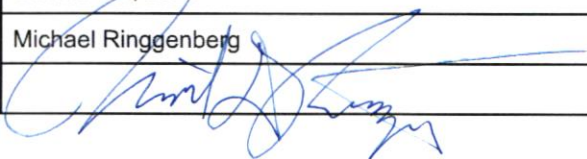




Transit Asset Management Plan

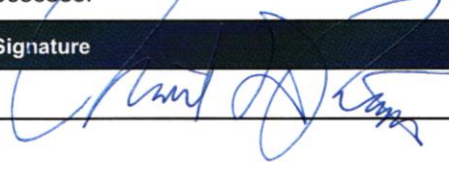
Plan Year	FY 2027-FY 2030
Effective Date	October 15, 2026
Accountable Executive	Michael Ringgenberg
Adoption/Approval Signature	

Document Control

Version	Date	Prepared/revised by	Summary of changes	Approval
0.1	10/01/2026	Patricia Nesbitt	Initial draft	Draft
1.0	10/15/2026	Patricia Nesbitt	Final Plan Adopted	Approval Signature
1.1	[Date]	[Name/title]	Annual amendment: [describe]	[Method/date]

Accountable Executive Approval

I approve this Transit Asset Management Plan and affirm that appropriate resources will be directed toward implementing the plan, setting annual performance targets, and coordinating asset management activities with the agency's capital, maintenance, safety, planning, and financial processes.

Name and title	Signature	Date
Michael Ringgenberg, Transit Director		OCT 13, 2026

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1. Executive Summary

Clarksville Transit System (CTS) provides public transportation services for the Clarksville community. This Transit Asset Management (TAM) Plan establishes a structured approach for managing capital assets throughout their useful lives and prioritizing investments that support safe, reliable, accessible, and cost-effective service.

CTS is treated in this plan as a Tier II provider under 49 CFR Part 625. The plan covers the period FY 2027 through FY 2030 and includes: (1) a capital asset inventory; (2) condition assessments for assets for which CTS has direct capital responsibility; (3) a description of the decision support process used to evaluate capital needs; and (4) a prioritized list of investments.

The TAM process is coordinated with the Public Transportation Agency Safety Plan, preventive maintenance program, Capital Improvement Program, annual budget, procurement planning, NTD reporting, metropolitan and statewide planning, facility assessments, grant applications, and project delivery. When conflicts arise, CTS documents the basis for final investment decisions and any deferred needs.

1.1 Key Findings

Topic	Current finding	Planned response
Rolling stock	As of October 1, 2026, CTS maintains a fleet of 14 active and contingency revenue vehicles. Of these vehicles, 56% have met or exceeded their applicable Useful Life Benchmark. These findings are considered alongside vehicle mileage, condition, reliability, maintenance history, operational needs, and available funding when prioritizing future fleet replacements.	CTS will replace rolling stock as funding becomes available, with priority given to vehicles that have met or exceeded their Useful Life Benchmark. Replacement decisions will also consider vehicle condition, service needs, fleet availability, procurement lead times, and funding opportunities. Vehicles may remain in service beyond their age or mileage benchmark when they are safe, reliable, and properly maintained, while CTS continues to pursue funding for their replacement.
Equipment	As of October 1, 2026, CTS maintains equipment assets, including 20 non-revenue service vehicles and 14 other qualifying equipment assets. Of the applicable service vehicles, 53% have met or exceeded their Useful Life Benchmark. Equipment replacement and rehabilitation needs will be prioritized based on age, mileage, physical condition, maintenance history, operational importance, safety considerations, and available funding.	CTS will continue to inspect and maintain equipment in accordance with established preventive-maintenance practices. Equipment will generally be replaced when it is no longer operational, cannot be repaired, or the cost or availability of repairs makes continued use impractical. Replacement timing will also consider safety, operational need, equipment condition, parts availability, and available funding.
Facilities	As of October 1, 2026, CTS maintains 7 facilities for which it has direct capital responsibility. Of these facilities, 1 facility is rated below 3.0 on the FTA TERM condition scale and are therefore considered below the state-of-good-repair threshold. Identified facility needs will be prioritized based on condition, safety and code compliance, operational impact, risk of further deterioration, project readiness, and available funding.	CTS will address facility needs through planned rehabilitation, replacement, and improvement projects as funding becomes available. Investments will be prioritized based on facility and component condition, safety and code compliance, operational impact, risk of further deterioration, project readiness, and available funding. CTS will continue routine and preventive maintenance while pursuing federal, state, and local funding for major facility improvements identified through condition assessments and ongoing operational review.
Funding	As of October 1, 2026, CTS has identified approximately \$54,000,000 in capital investment needs during the four-year planning period. Of this amount, \$10,750,000 is fully funded, \$40,500,000 is partially funded, and \$2,750,000 remains without committed funding. CTS will pursue appropriate federal, state, and local funding opportunities and coordinate available resources with project condition, safety, operational impact, readiness, and established investment priorities.	CTS develops and updates its Capital Improvement Program annually to identify, prioritize, and schedule capital investments. The CIP is informed by the TAM Plan, fleet and facility condition information, and CTS's Strategic Plan, which is updated every five years and establishes the agency's longer-term capital and operational priorities. As projects become sufficiently developed and funding is identified, CTS coordinates with CUAMPO and TDOT to ensure applicable projects are included in the Transportation Improvement Program and State Transportation Improvement Program. Project advancement and the ability to use available grant funding depend on the availability of the required City match, project readiness, eligibility, and applicable funding timelines.

2. Agency Profile and TAM Governance

2.1 Agency Profile

Field	Agency entry
Legal/agency name	Clarksville Transit System / City of Clarksville
NTD ID	40092
Service area	Clarksville, Tennessee, Ft. Campbell, KY, Oak Grove, KY
Modes	Fixed-route bus; demand response/paratransit
Tier determination	Tier II
Plan horizon	July 1, 2026 - June 30, 2030
Fiscal year	FY2027 - FY2030
Direct recipient/subrecipient status	Direct Recipient

2.2 TAM Objectives

CTS will manage capital assets to:

- support safe, reliable, accessible, and efficient transit service;
- preserve federal, state, and local investment by using preventive maintenance and timely rehabilitation or replacement;
- maintain buildings, grounds, equipment, and transit amenities so they achieve their intended useful lives without avoidable interruption;
- use consistent asset information and condition data to support budgeting, procurement, grant development, and capital programming; and
- prioritize investments using safety, regulatory, condition, operational, equity, readiness, and funding considerations.

2.3 Roles and Responsibilities

Role	Name/title	TAM responsibilities
Accountable Executive	Michael Ringgenberg, Transit Director	Approves the plan and targets; ensures resources and coordination.
TAM plan lead	Patricia Nesbitt, Grants Analyst	Maintains plan, inventory, condition records, annual targets, and reporting calendar.
Maintenance	Chris Yarbrough Maintenance Supervisor	Maintains fleet/equipment data; documents inspections, failures, and maintenance history. Maintains facility condition information, project scopes, costs, and schedules.
Finance/grants/procurement	Patricia Nesbitt, Grants Analyst	Coordinates CIP, funding, grant eligibility, procurement readiness, and expenditures.
Safety/operations	Michael Ringgenberg, Transit Director	Identifies safety, service reliability, accessibility, and operational consequences.

3. Capital Asset Inventory

3.1 Inventory Scope and Data Sources

CTS maintains an inventory of rolling stock, equipment, facilities, and other applicable capital assets used in providing public transportation. Inventory data are reconciled with the NTD Asset Inventory Module and supplemented with internal maintenance, procurement, finance, fixed-asset, facility assessment, warranty, and project records.

Source/system	Responsible owner	Update frequency	Reconciliation/control
NTD Asset Inventory Module	Transit Director	Annual	Reconcile before NTD submission
Fleet/maintenance system	Maintenance Supervisor	Ongoing	VIN/unit-level verification
City fixed-asset records	Finance	Annual	Acquisition and disposition review
Facility assessment/inspection records	Maintenance Supervisor	Annual	TERM rating and component-level review
Capital project/grant files	Grants Analyst	Ongoing	Cost, funding, acceptance, warranty, and closeout records

3.2 Asset Inventory Summary

Asset category	Subcategory	Quantity	Direct capital responsibility?	Data as of
Rolling stock	Fixed-route buses	28	Yes	10/01/26
Rolling stock	Paratransit vehicles	22	Yes	10/01/26
Equipment	Non-revenue service vehicles	20	Yes	10/01/26
Equipment	Other reportable equipment	14	Yes	10/01/26
Facilities	Passenger facilities	1	Yes	10/01/26
Facilities	Administrative/maintenance facilities	6	Yes	10/01/26

3.3 Minimum Asset-Level Fields

Category	Recommended fields
Vehicles	Asset ID/unit, NTD type, VIN, ownership, year, manufacturer/model, acquisition date/cost, service date, mileage, funding source, ULB, replacement year, condition/status.
Equipment	Asset ID, type, description, location, ownership, year, acquisition date/cost, ULB, condition, replacement year, funding source.
Facilities	Facility ID/name, address, type, ownership, capital responsibility, construction/renovation date, square footage, overall TERM rating, component ratings, assessment date, assessor.
Projects	Need/project ID, related asset(s), deficiency, scope, priority, cost estimate/basis, planned year, funding status/source, delivery status.

4. Asset Condition Assessment

4.1 Assessment Methods

Asset category	Primary method	Supporting information	Assessment cycle
Rolling stock	Age relative to ULB; mileage and maintenance review	Inspections, road calls, defects, costs, warranty, availability	At least annually
Equipment	Age relative to ULB and functional condition	Inspection and maintenance records	At least annually
Facilities	FTA TERM 1-5 scale at facility and component level	Independent assessment, inspections, code/safety findings, work orders	Annually and after major events/projects

4.2 FTA TERM Facility Rating Scale

Rating	Condition	Working description
5	Excellent	New or nearly new; no visible defects; only routine maintenance required.
4	Good	Minor wear; performing as intended; limited corrective maintenance.
3	Adequate	Moderate wear; still functions as intended; some repair or replacement may be needed.
2	Marginal	Defective or deteriorated; needs replacement or major repair; may affect service or reliability.
1	Poor	Critically damaged or in need of immediate repair/replacement; may be unsafe or unserviceable.

State-of-good-repair threshold: For the federal facilities performance measure, facilities rated below 3.0 are counted as not in a state of good repair. Retain supporting component-level information even when only an overall facility rating is reported.

4.3 Rolling Stock and Equipment Condition Summary

Asset class	Total	Exceeding ULB	% exceeding ULB	Key condition/operational issues	Data date
Fixed-route bus	28	22	79%	Twenty-two fixed-route buses have met or exceeded their applicable age or mileage benchmark, increasing the likelihood of recurring repairs, higher maintenance costs, reduced reliability, and service disruptions.	10/01/2026
Paratransit	22	6	27%	Six paratransit vehicles (all contingency) have met or exceeded their applicable age or mileage benchmark, which may contribute to increased maintenance costs, reduced reliability, and service disruptions. At the same time, increasing demand for paratransit service is placing additional pressure on fleet capacity and vehicle availability.	10/01/2026
Service vehicles	20	16	80%	Sixteen service vehicles have met or exceeded their applicable Useful Life Benchmark or mileage threshold, which may increase maintenance costs and reduce vehicle reliability. Because these vehicles support daily maintenance, supervision, and administrative functions, unexpected downtime could affect CTS's ability to respond to operational needs.	10/01/2026

Asset class	Total	Exceeding ULB	% exceeding ULB	Key condition/operational issues	Data date
Other Equipment	13	2	15%	Of CTS's 13 maintenance equipment assets, 2 (15.4%) have met or exceeded their applicable Useful Life Benchmark. All equipment is currently operational and in working condition. CTS will continue to monitor equipment condition, reliability, maintenance history, parts availability, and operational importance, with replacement planned as equipment becomes unreliable, can no longer be repaired cost-effectively, or funding becomes available.	10/01/2026

4.4 Facility Condition Summary

Facility	Type	Overall TERM rating	Assessment date	Below 3.0?	Principal needs
Administration/ Maintenance Campus (Bldg A-F)	Admin/ maintenance	3	09/24/2026	No	The Administration and Maintenance Campus requires targeted rehabilitation and replacement of aging building systems to maintain safe, reliable, and efficient operations. Principal needs include campus-wide fire detection and alarm improvements, HVAC upgrades, maintenance lift replacement, roof rehabilitation or replacement, fuel tank and canopy replacement, improved garage exhaust and ventilation, water-heater replacement, and office renovations. These investments will address life-safety concerns, reduce the risk of service disruptions, and support continued maintenance and administrative
Transit Center	Passenger	3	09/24/2026	No	The existing Downtown Transit Center requires replacement because its constrained site cannot adequately support current operations or future service growth. Principal needs include additional bus capacity, safer and more clearly defined pedestrian and vehicle circulation, accessible boarding areas, improved passenger waiting and weather protection, modern passenger-information technology, upgraded utilities, and enhanced safety and security features. Relocation is also needed to reduce recurring pavement and facility repairs and provide space for more efficient transfers and future expansion.

4.5 Facility Component Summary

Component/system	Location	TERM Rating	Deficiency/need	Risk if deferred	Recommended action
HVAC Systems	Bldgs A, B, C, Transit Center	3	N/A	Reliability/comfort/code	Replace as needed
Building A roof	Bldg A	3	Ponding on roof creating soft areas	Water intrusion/asset damage	Plan for replacing roof system
Tire Shed roof	Bldg C	2	Leaking	Water intrusion/asset damage	Replace roof system
Fuel tank/canopy	Bldg B	3	Fuel tank is reaching ULB	Fuel continuity/ environment/ safety	Replace with above-ground system and associated improvements
Water heaters	Bldgs A, B, C, Transit Center	3	Transit Center unit reaching ULB	Reliability/operations	Replace units as needed

Component/system	Location	TERM Rating	Deficiency/need	Risk if deferred	Recommended action
Offices/interior systems	Bldgs A, C, Transit Center	3	Additional space needed to accommodate growing staff	Functionality/accessibility	Renovate/furnish as programmed
Tarmac	Transit Center	2	Cracks in tarmac that need to be repaired	Safety/service interruption/asset damage	Repair tarmac as needed
Mounted Bus Wash Unit	Bldg B	3	Has reached ULB, still in working condition	Asset damage/functionality	Upgrade when needed

5. Decision Support Process

5.1 Process Overview

CTS uses a documented process to translate asset data and observed deficiencies into prioritized capital needs. The process integrates quantitative data, professional judgment, operational experience, and funding constraints.

Step	Action	Primary output
1	Update inventory & Review age/ULB, TERM ratings, inspections, failures, work orders, costs, and operational impacts	Update asset register, condition & risk profile
2	Define capital need and feasible treatment: maintain, repair, rehabilitate, replace, dispose, or monitor	Proposed project/scope
3	Screen for immediate safety, legal, accessibility, environmental, or service-continuity concerns. Apply project dependencies, readiness, funding eligibility, delivery capacity, and budget constraints	Draft urgency classification & priority
4	Score and rank candidate investments using adopted criteria.	Programmed priority list

5.2 Decision Inputs

Input	Examples
Safety and compliance	Life-safety systems, OSHA/code findings, ADA access, environmental risk, recalls, inspection failures.
Condition and lifecycle	ULB status, TERM rating, age, remaining useful life, obsolescence, parts availability, deterioration trend.
Operations and service	Vehicle availability, road calls, downtime, capacity, route impact, maintenance productivity, service continuity.
Financial	Lifecycle cost, preventive/corrective maintenance cost, cost escalation, grant eligibility, local match, committed funding.
Equity and customer impact	Effect on transit-dependent riders, accessibility, passenger comfort, service coverage, community burden.
Readiness and dependencies	Design/environmental status, procurement lead time, property/utility needs, permitting, bundled procurements.

5.3 Treatment Decision Guide

Observed condition	Typical response	Required documentation
Performing as intended; low risk	Continue preventive maintenance and monitor	Inspection/maintenance record
Moderate deterioration; repair is cost-effective	Repair or rehabilitate	Scope, cost estimate, remaining-life rationale
At/beyond ULB or poor condition; high cost/downtime	Plan replacement	Condition, lifecycle, cost, and service basis
Immediate safety/code/service-continuity concern	Expedite interim control and capital correction	Risk, interim mitigation, responsible party, schedule
No longer required or supportable	Dispose in accordance with applicable requirements	Disposition approval and records

6. Investment Prioritization

6.1 Scoring Framework

Criterion	Weight	Scoring guidance (1 low - 5 high)
Safety, legal, and regulatory risk	25%	5 = immediate/serious risk or required correction; 1 = minimal risk.
Asset condition and lifecycle	20%	5 = excellent/new; 1 = failed/poor/beyond ULB
Service reliability and operational impact	20%	5 = major service interruption/capacity impact; 1 = little impact.
Equity, accessibility, and customer impact	10%	5 = substantial benefit or burden reduction; 1 = limited effect.
Financial/lifecycle value	10%	5 = strong cost avoidance/value; 1 = weak value or high avoidable cost.
Readiness and deliverability	10%	5 = ready to procure/deliver; 1 = major unresolved prerequisites.
Funding availability/eligibility	5%	5 = committed/highly eligible; 1 = no identified source.

Weighted score = Sum of (criterion score / 5 x criterion weight). CTS may also apply a documented emergency override for immediate life-safety, legal, or critical service-continuity needs.

6.2 Priority Categories

Category	Definition	Typical timing
Priority 1 - Critical	Immediate safety, compliance, structural, environmental, or essential-service risk.	Current/next fiscal year
Priority 2 - High	Poor condition, beyond ULB, repeated failures, or significant operational/customer impact.	Years 1-2
Priority 3 - Programmed	Needed within plan horizon to avoid deterioration or service impacts.	Years 2-4
Priority 4 - Monitor	Longer-term need, uncertain scope, or currently manageable condition/risk.	Beyond horizon or reassess annually

6.3 Prioritized Investments & Projects

Rank	Investment Project/Program	Related Asset(s) ID	Priority Basis	Planned year	Estimated cost	Funding/Status
1	Transit Center Tarmac Repairs	BDTC0008	Safety; Condition	2027	\$60,000	Funded
2	Vehicle Cameras	All Rolling Stock	Safety; Operational	2028	\$300,000	Funded
3	Transit Center Relocation	BDTC0008	Service	TBD	\$40,000	Partially Funded
4	Fire Protection System	BDBL0006 BDBL0042 BDP10001	Safety	2028	\$400,000	Grant Pending
5	Commercial HVAC System	BDBL0006 BDBL0042 BDP10001	Safety	2028	\$100,000	Grant Pending
6	Replacement Buses	733, 734, 735, 736	Condition; Service	2028, 2029	\$4,000,000	Funded
7	APSU Replacement Vehicles	600, 601	Condition; Service	2028	\$450,000	Funded

Rank	Investment Project/Program	Related Asset(s) ID	Priority Basis	Planned year	Estimated cost	Funding/ Status
8	Farebox System Upgrade	All Rolling Stock	Service- In progress	2027	\$1,300,000	Funded
9	Strategic Plan	-	Operational	2027	\$250,000	Funded
10	Tire Shed Roof Replacement	Tire Shed	Safety; Operational	2028	\$150,000	Funded
11	Boillin Lane Renovations	BDBL0006 BDP10001	Operational	2027	\$150,000	Partially Funded
12	Driver Van Replacement	124	Condition	2028	\$100,000	Funded
13	Replace Fuel Tank & Canopy	BDBL0042	Condition	TBD	\$350,000	Not Identified
14	Bus Shelters	-	Service	2028	\$250,000	Partially Funded
15	Exit 11 Hub	-	Service	2029	\$3,000,000	Funded
16	Expand Bus Wash	BDBL0042	Operational	2030	\$2,000,000	Not Identified
17	Bldg A Roof	BDBP0006	Condition	2030	\$100,000	Not Identified
18	Campus Wide Exterior Painting	BDBL0006 BDBL0042 BDP10001 BDBL0045	Condition	2029	\$100,000	Not Identified
29	Bldg A&C Interior Painting	BDBL0006 BDP10001	Condition	2029	\$50,000	Not Identified
20	Heavy Duty Mobile Lift	SEVM0103	Condition; Safety	2030	\$100,000	Not Identified
21	Expansion Buses	-	Service	2029	\$2,400,000	Funded
22	Expansion Demand Response Vehicles	-	Service	2029	\$900,000	Funded

6.4 Funding Constraint and Deferral Record

Need/project	Reason not fully programmed	Interim mitigation	Trigger/review date	Responsible role
Transit Center	Additional funding needed; site	Identify additional funding opportunities and site locations	March 2027	Director

7. TAM Performance Measures and Targets

Updated annually. Current performance is the measured condition today; the target is the expected performance for the next fiscal year.

7.1 Applicable Measures

Category	Federal performance measure	Applicable to CTS?
Rolling stock	Percentage of revenue vehicles that have met or exceeded their ULB	Yes
Equipment	Percentage of non-revenue service vehicles that have met or exceeded their ULB	Yes
Facilities	Percentage of facilities rated below 3.0 on the FTA TERM scale	Yes

7.2 Annual Performance and Targets

Asset class/measure	Current performance	Prior target	Next FY target	Basis for target	Planned action
Fixed-route buses meeting/exceeding ULB	78.57%	11.11%	65%	Funding availability and procurement timelines	Replace
Paratransit vehicles meeting/exceeding ULB	27.27%	11.11%	20%	Funding availability and procurement timelines	Replace
Service vehicles meeting/exceeding ULB	80.0%	26.32%	70%	Funding availability and procurement timelines	Replace
Facilities rated below TERM 3.0	14.3%	0%	0%	Funding availability and procurement timelines	Repair

7.3 Target-Setting Narrative

CTS establishes targets based on the most recent inventory and condition data, planned replacements and rehabilitations, anticipated procurement and project schedules, available and reasonably expected funding, project delivery risk, and known asset additions or retirements. Targets are approved by the Accountable Executive and coordinated with applicable planning partners. Differences between actual performance and prior targets are explained in the annual NTD narrative report and considered in the next prioritization cycle.

Measure	Calculation check
Rolling stock/equipment	Number of applicable vehicles meeting or exceeding ULB divided by total applicable vehicles, multiplied by 100.
Facilities	Number of applicable facilities with an overall TERM rating below 3.0 divided by total applicable facilities for which CTS has direct capital responsibility, multiplied by 100.

8. Implementation and Coordination

8.1 Four-Year Implementation Schedule

Activity	Year 1 (FY27)	Year 2 (FY28)	Year 3 (FY29)	Year 4 (FY30)	Owner
Inventory reconciliation	July 2026	June 2027	June 2028	June 2029	Maintenance/Finance
Condition data update	Sep 2026	Sep 2027	Sep 2028	Sep 2029	Maintenance
Performance target setting	Sep 2026	Sep 2027	Sep 2028	Sep 2029	Director
NTD TAM reporting	Oct 2026	Oct 2027	Oct 2028	Oct 2029	Director
Capital needs scoring/prioritization	Sep 2026	Sep 2027	Sep 2028	Sep 2029	Director/TAM Plan Lead
Facility component reassessment	July 2026	July 2027	July 2028	July 2029	Maintenance
Full TAM plan update	Oct 2026	Oct 2027	Oct 2028	Oct 2029	TAM Plan Lead

8.2 Coordination Points

Process/partner	Coordination action	Timing
Annual budget and CIP	Use prioritized needs, current costs, match requirements, and delivery schedules to develop requests.	Annually
Grants	Use condition, risk, project readiness, and priority documentation in applications.	Ongoing
Procurement	Translate programmed investments into acquisition schedules and consolidated procurements where feasible.	At least annually
Maintenance and safety	Review failure trends, inspection results, corrective actions, and safety risk information.	Quarterly/annual
Facilities/project delivery	Update scope, cost, schedule, assessment findings, and completed improvements.	Quarterly/annual
TIP/STIP and MPO planning	Share plan/targets; confirm programmed projects and amendments.	Annually

8.3 Records and Data Controls

The TAM plan lead maintains the approved plan, amendments, supporting inventories, condition assessments, scoring records, cost estimates, target calculations, NTD submissions, approvals, and evidence of distribution to planning partners. Asset additions, transfers, major rehabilitations, and disposals are reflected in controlled records and reconciled across systems.

9. Monitoring, Annual Updates, and Four-Year Renewal

9.1 Annual Review

FY27 Annual task	Evidence retained	Completion /date
Reconcile asset inventory	Inventory export and reconciliation notes	06/30/2026
Update ULB status, TERM ratings, mileage, and condition findings	Condition records and calculations	09/24/2026
Review completed, active, deferred, and newly identified projects	Updated investment list	09/24/2026
Set next-fiscal-year performance targets	Approved target worksheet	10/13/2026
Complete NTD asset, condition, target, and narrative reporting	Submission/acceptance records	10/31/2026

9.2 Amendment Triggers

- a material change in fleet, facilities, service, ownership, or direct capital responsibility;
- a significant emergency, failure, safety finding, or new facility assessment;
- a major change in funding, project scope, cost, schedule, or investment priority;
- a change in TAM regulatory or NTD reporting requirements; or
- a determination by the Accountable Executive that an amendment will improve implementation or coordination.

9.3 Full Plan Renewal

CTS will update the TAM plan in its entirety at least once every four years. The full update will review every plan element, incorporate lessons learned, refresh the four-year horizon, and be approved by the Accountable Executive and shared with applicable planning partners.

10. Certification and Approval

By approving this plan, the Accountable Executive confirms that CTS has developed a TAM plan appropriate to its Tier II status, will use the plan to inform asset management and investment decisions, and will maintain supporting records for oversight and annual reporting.

Approval item	Entry
Accountable Executive	Michael Ringgenberg, Transit Director
Approval method	Signature
Approval date	October 13, 2026
Effective date	October 15, 2026
Plan expiration	July 30, 2030
Planning partners notified	Clarksville Urbanized Area MPO

Signature: _____

Date: _____

10.2 Annual Update Approval

FY28

Signature: _____ Date: _____

FY29

Signature: _____ Date: _____

FY30

Signature: _____ Date: _____

Appendix A. Detailed Asset Inventory

A.1 Vehicle & Equipment Inventory

Asset ID	CTS ID #	Category	Status	Year/make/model	In service date	ULB Years	Mileage	ULB Mileage	Condition Rating	Replacement FY
RVBU0026	734	Rolling Stock	Fixed Route	2015 Gillig 30' Diesel	08/10/2015	10	509,176	350,000	3	2028
RVBU0029	735	Rolling Stock	Fixed Route	2017 Gillig 30' Hybrid	05/16/2017	10	481,038	350,000	4	2028
RVBU0030	736	Rolling Stock	Fixed Route	2017 Gillig 30' Hybrid	05/16/2017	10	487,495	350,000	4	2028
RVBU0031	737	Rolling Stock	Fixed Route	2017 Gillig 30' Hybrid	05/16/2017	10	470,643	350,000	4	2029
RVBU0032	738	Rolling Stock	Fixed Route	2018 Gillig 30' Hybrid	03/26/2018	10	463,794	350,000	4	2029
RVBU0033	739	Rolling Stock	Fixed Route	2018 Gillig 30' Hybrid	03/26/2018	10	420,971	350,000	4	2029
RVBU0034	740	Rolling Stock	Fixed Route	2018 Gillig 30' Hybrid	03/26/2018	10	413,259	350,000	4	2029
RVBU0035	741	Rolling Stock	Fixed Route	2018 Gillig 30' Hybrid	03/26/2018	10	420,971	350,000	4	2030
RVBU0036	742	Rolling Stock	Fixed Route	2018 Gillig 30' Hybrid	03/26/2018	10	452,853	350,000	4	2030
RVBU0037	743	Rolling Stock	Fixed Route	2019 Gillig 30' Diesel	10/03/2019	10	381,950	350,000	4	2031
RVBU0038	744	Rolling Stock	Fixed Route	2019 Gillig 30' Diesel	10/03/2019	10	369,936	350,000	4	2031
RVBU0039	745	Rolling Stock	Fixed Route	2019 Gillig 30' Diesel	10/03/2019	10	363,375	350,000	4	2032
RVBU0040	746	Rolling Stock	Fixed Route	2019 Gillig 30' Hybrid	02/01/2020	10	370,658	350,000	4	2032
RVBU0041	747	Rolling Stock	Fixed Route	2019 Gillig 30' Hybrid	02/01/2020	10	352,103	350,000	4	2033
RVBU0042	748	Rolling Stock	Fixed Route	2019 Gillig 30' Hybrid	02/01/2020	10	357,429	350,000	4	2033
RVBU0043	749	Rolling Stock	Fixed Route	2022 Gillig 30' Diesel	08/04/2022	10	213,951	350,000	4	2034
RVBU0044	750	Rolling Stock	Fixed Route	2022 Gillig 30' Diesel	08/04/2022	10	210,728	350,000	4	2034
RVBU0045	751	Rolling Stock	Fixed Route	2024 Gillig 30' Diesel	08/01/2024	10	116,293	350,000	4	2035
RVBU0046	752	Rolling Stock	Fixed Route	2024 Gillig 30' Diesel	08/01/2024	10	111,671	350,000	4	2035
RVBU0047	753	Rolling Stock	Fixed Route	2025 Gillig 35' Hybrid	11/17/2025	12	20,596	500,000	5	2037
RVBU0048	754	Rolling Stock	Fixed Route	2025 Gillig 35' Hybrid	11/17/2025	12	33,430	500,000	5	2037
DRDV0025	600	Rolling Stock	Fixed Route	2017 Ford E450	08/01/2018	5	129,437	150,000	3	2028
DRDV0026	601	Rolling Stock	Fixed Route	2017 Ford E450	08/01/2018	5	133,116	150,000	3	2028
DRDV0027	602	Rolling Stock	Fixed Route	2017 Ford E450	08/01/2018	5	128,498	150,000	3	2028
RVBU0024	730	Rolling Stock	Fixed Route	2010 Gillig 30'	02/01/2011	10	549,551	350,000	2	contingency
RVBU0025	731	Rolling Stock	Fixed Route	2015 Gillig 30'	08/10/2015	10	496,607	350,000	2	contingency
RVBU0026	732	Rolling Stock	Fixed Route	2015 Gillig 30'	08/10/2015	10	431,354	350,000	2	contingency
RVBU0027	733	Rolling Stock	Fixed Route	2015 Gillig 30'	08/10/2015	10	518,430	350,000	2	contingency

A.1 Vehicle & Equipment Inventory Continued

Asset ID	CTS ID #	Category	Subcategory	Year/make/model	In service date	ULB Years	Mileage	ULB Mileage	Condition Rating	Replacement FY
DRDV0032	548	Rolling Stock	Paratransit	2023 Ford T350 Van	02/15/2024	4	87,908	100,000	3	2028
DRDV0033	549	Rolling Stock	Paratransit	2023 Ford T350 Van	02/15/2024	4	71,372	100,000	3	2029
DRDV0034	550	Rolling Stock	Paratransit	2023 Ford T350 Van	02/16/2024	4	89,269	100,000	3	2028
DRDV0035	551	Rolling Stock	Paratransit	2023 Ford T350 Van	02/16/2024	4	79,265	100,000	3	2029
DRDV0035	552	Rolling Stock	Paratransit	2023 Ford T350 Van	02/19/2024	4	74,019	100,000	3	2030
DRDV0037	553	Rolling Stock	Paratransit	2023 Ford T350 Van	02/19/2024	4	67,754	100,000	3	2030
DRDV0038	554	Rolling Stock	Paratransit	2024 Ford T350 Van	04/01/2025	4	61,574	100,000	5	2031
DRDV0039	555	Rolling Stock	Paratransit	2024 Ford T350 Van	04/01/2025	4	57,375	100,000	5	2031
DRDV0040	556	Rolling Stock	Paratransit	2025 Ford E450 Star Tran	06/01/2025	5	53,247	150,000	5	2030
DRDV0041	557	Rolling Stock	Paratransit	2026 Ford E350 El Dorado	05/18/2026	5	13,036	150,000	5	2031
DRDV0042	558	Rolling Stock	Paratransit	2026 Ford E350 El Dorado	05/18/2026	5	12,995	150,000	5	2031
DRDV0043	559	Rolling Stock	Paratransit	2026 Ford E350 El Dorado	05/18/2026	5	10,702	150,000	5	2031
DRDV0044	560	Rolling Stock	Paratransit	2026 Ford T350 Van	07/24/2026	4	3,771	100,000	5	2032
DRDV0045	561	Rolling Stock	Paratransit	2026 Ford T350 Van	07/24/2026	4	3,130	100,000	5	2032
DRDV0046	562	Rolling Stock	Paratransit	2026 Ford T350 Van	07/24/2026	4	225	100,000	5	2033
DRDV0047	563	Rolling Stock	Paratransit	2026 Ford T350 Van	07/24/2026	4	5,031	100,000	5	2033
DRDV0007	535	Rolling Stock	Paratransit	2016 Ford E450 Star Tran	11/01/2021	5	249,746	150,000	2	contingency
DRDV0008	536	Rolling Stock	Paratransit	2016 Ford E450 Star Tran	11/01/2021	5	309,792	150,000	2	contingency
DRDV0009	537	Rolling Stock	Paratransit	2016 Ford E450 Star Tran	11/01/2021	5	290,900	150,000	2	contingency
DRDV0029	545	Rolling Stock	Paratransit	2020 Ford T350 Van	04/26/2021	4	225,224	100,000	2	contingency
DRDV0030	546	Rolling Stock	Paratransit	2020 Ford T350 Van	05/20/2021	4	189,561	100,000	2	contingency
DRDV0031	547	Rolling Stock	Paratransit	2020 Ford T350 Van	06/01/2021	4	175,451	100,000	2	contingency
TRTA0012	114	Equipment	Non-revenue service vehicle	2013 Chevy Tahoe	10/09/2012	4	98,013	100,000	3	2028
TRTA0015	116	Equipment	Non-revenue service vehicle	2015 Chevy Silverado	07/13/2015	4	25,177	100,000	4	
TRTA0017	118	Equipment	Non-revenue service vehicle	2017 Ford Escape	08/22/2016	4	24,632	100,000	4	
TRTA0018	119	Equipment	Non-revenue service vehicle	2017 Ford Escape	08/22/2016	4	28,722	100,000	4	
TRTA0019	120	Equipment	Non-revenue service vehicle	2017 Ford T350 Van	08/22/2016	4	75,206	100,000	3	
TRTA0020	121	Equipment	Non-revenue service vehicle	2017 Dodge Grand Caravan	07/27/2017	4	111,635	100,000	2	2028
TRTA0021	122	Equipment	Non-revenue service vehicle	2017 Ford Explorer	09/28/2017	4	58,300	100,000	4	2028

A.1 Vehicle & Equipment Inventory Continued

Asset ID	CTS ID #	Category	Subcategory	Year/make/model	In service date	ULB Years	Mileage	ULB Mileage	Condition Rating	Replacement FY
TRTA0022	123	Equipment	Non-revenue service vehicle	2018 Ford F150 4x4	11/07/2017	4	70,559	100,000	4	2028
TRTA0023	124	Equipment	Non-revenue service vehicle	2018 Ford Transit Connect	02/07/2018	4	97,650	100,000	3	2028
TRTA0024	125	Equipment	Non-revenue service vehicle	2018 Ford F150 4x4 SC	09/19/2018	4	48,989	100,000	4	2028
TRTA0025	126	Equipment	Non-revenue service vehicle	2019 Ford Explorer 4WD	02/26/2019	4	53,407	100,000	4	2029
TRTA0026	127	Equipment	Non-revenue service vehicle	2019 Ford F150 4x4 SC	03/01/2019	4	41,722	100,000	4	2029
TRTA0027	128	Equipment	Non-revenue service vehicle	2019 Dodge Caravan	11/25/2019	4	69,818	100,000	3	2029
TRTA0028	129	Equipment	Non-revenue service vehicle	2019 Dodge Caravan	12/09/2019	4	82,729	100,000	3	2029
TRTA0029	130	Equipment	Non-revenue service vehicle	2021 Toyota Sienna	11/09/2021	4	58,300	100,000	4	2031
TRTA0030	131	Equipment	Non-revenue service vehicle	2021 Toyota Sienna	11/03/2021	4	50,887	100,000	4	2031
TRTA0031	132	Equipment	Non-revenue service vehicle	2026 Toyota Sienna	02/09/2026	4	8,314	100,000	5	2036
TRTA0032	133	Equipment	Non-revenue service vehicle	2026 Toyota Sienna	02/09/2026	4	3,547	100,000	5	2036
TRTA0033	134	Equipment	Non-revenue service vehicle	2026 Chevy Silverado	02/09/2026	4	6,551	100,000	5	2036
TRTA0034	135	Equipment	Non-revenue service vehicle	2026 Nissan Frontier	03/01/2026	4	3,704	100,000	5	2036
SEVM0059	-	Equipment	Maintenance Equipment	2024 Caterpillar Forklift P5000	04/20/2024	14	-	-	3	2038
OPBU0046	-	Equipment	Fixed Route Equipment	2026 Genfare Fareboxes MB	05/04/2026	10	-	-	5	2036
OPBU0039	-	Equipment	Demand Response Equipment	2026 Genfare Fareboxes DR	05/04/2026	10	-	-	5	2036
SAVM0001	-	Equipment	Maintenance Equipment	2011 Digital Wireless Lift (4)	03/01/2011	20	-	-	3	2031
SAVM0002	-	Equipment	Maintenance Equipment	2011 John Bean Aligner	05/13/2011	10	-	-	2	2030
BDBW0002	-	Equipment	Maintenance Equipment	2016 Gantry Bus Wash	08/18/2016	15	-	-	3	2031
SEVM0103	-	Equipment	Maintenance Equipment	2019 Hennessy Industries Heavy Duty Vehicle Lift	06/26/2019	10	-	-	3	2029
SEVM0104	-	Equipment	Maintenance Equipment	2021 GracoLubricant System	09/19/2021	10	-	-	4	2031
SEVM0105	-	Equipment	Maintenance Equipment	2021 Alkota Wash Bay Pressure Washer Model 5251	06/22/2021	10	-	-	3	2031
SEVM0039	-	Equipment	Maintenance Equipment	2019 Myers Wheel Balancer	04/03/2019	10	-	-	3	2029

A.1 Vehicle & Equipment Inventory Continued

Asset ID	CTS ID #	Category	Subcategory	Year/make/model	In service date	ULB Years	Mileage	ULB Mileage	Condition Rating	Replacement FY
SEVM0091	-	Equipment	Maintenance Equipment	2016 Interstate Mark Heavy Duty Tire Changer	05/31/2016	10	-	-	2	2030
SEVM010	-	Equipment	Maintenance Equipment	2022 Scissor Lift	10/27/2022	10	-	-	4	2032
CORO0052	-	Equipment	Fixed Route Equipment	2025 Motorola Radios MB	02/17/2026	10	-	-	5	2036
CORO0053	-	Equipment	Demand Response Equipment	2025 Motorola Radios DR	02/17/2026	10	-	-	5	2036

A.2 Facility Inventory

Asset ID	CTS ID	Facility ID/name	Type/Purpose	Address	Year/major rehab	TERM rating	Assessment date
BDBL0006	Bldg A	Administrative/ Maintenance Facility	Admin/Maintenance	430 Boillin Lane Clarksville, TN 37040	1993	3	09/24/2026
BDBL0042	Bldg B	Bus Wash	Maintenance Facility	430 Boillin Lane Clarksville, TN 37040	2004	3	09/24/2026
BDP10001	Bldg C	Finance Building	Administrative	1251 Paradise Hill Rd Clarksville, TN 37040	2013	4	09/24/2026
-	BLDG D	Tire Shed	Maintenance Facility	430 Boillin Lane Clarksville, TN 37040	1993	2	09/24/2026
BDBL0045	BLDG E	Paratransit Storage Shed	Maintenance Facility	430 Boillin Lane Clarksville, TN 37040	2007	4	09/24/2026
-	CLDG F	Bus Storage She	Maintenance Facility	430 Boillin Lane Clarksville, TN 37040	2007	4	09/24/2026

Appendix B. Facility & Component Assessment

B.1 Facility Component Assessment

Component	Facility	Install/rehab year	Condition/ TERM	Observed deficiency	Remaining life (years)	Recommended treatment	Estimated Replacement Cost
5 Ton AC Unit	A	2021	4	none	5	Monitor	\$7,500
H1 HVAC	A	2021	3	none	10	Monitor	\$10,000
H2 HVAC	A	2004	3	Past ULB	-7	Upgrade	\$10,000
H3 HVAC	A	2015	3	none	4	Monitor	\$10,000
H4 HVAC	A	2022	4	none	11	Monitor	\$10,000
H5 HVAC	A	2021	4	none	10	Monitor	\$10,000
H6 Gas Heater	A	2010	3	Past ULB	-6	Replace	\$6,000
H7 Exhaust Fans	A	2006	3	Past ULB	-5	Replace	\$1,800
H8 Exhaust Fans	A	2006	3	Past ULB	-5	Replace	\$1,800
Roof	A	2004	3	Ponding creating soft spots	8	Monitor	\$100,000
H10 HVAC	B	2004	3	Past ULB	-12	Monitor	\$1,800
H11 Gas Heater	B	2006	3	Past ULB	-6	Monitor	\$1,800
H12 Exhaust Fan	B	2004	3	Past ULB	-12	Monitor	\$1,800
Fuel Tank	B	2004	3	Past ULB	2	Upgrade	\$200,000
Fuel Canopy	B	2004	3	none	8	Monitor	\$150,000
Roof	C	2025	5	none	29	none	\$66,000
H15 Remote Condensing Unit	C	2015	3	none	3	Monitor	\$8,000
H16 Gas Fired Unit	C	2015	3	none	3	Monitor	\$10,000
H17 HVAC	C	2015	3	none	3	Monitor	\$10,000
Unit Heater	D	2004	3	none	-12	Monitor	\$6,000
Roof	D	1995	2	Leaking into building	-1	Replace	\$150,000
P1 Water Heater	Transit Center	2014	2	Past ULB	-2	Replace	\$500
Roof	Transit Center	2019	3	none	24	Monitor	\$100,000
HVAC 1	Transit Center	2012	3	none	1	Monitor	\$5,000
HVAC 2	Transit Center	2012	3	none	1	Monitor	\$5,000
Tarmac	Transit Center	2025	3	Repair cracks	29	Repair	\$60,000

B.2 Facility Assessment Documentation

Field	Entry
Facility	Bldg A: Administrative & Maintenance Facility
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	3- determined to be in good condition
Next assessment/review	July 2027

Field	Entry
Facility	Bldg B: Bus Wash
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	3- determined to be in fair condition
Next assessment/review	July 2027

Field	Entry
Facility	Bldg C: Finance Building
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	4- determine to be in good condition
Next assessment/review	July 2027

Field	Entry
Facility	Bldg D: Tire Shed
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	2- roof determined to be in poor condition
Next assessment/review	July 2027

Field	Entry
Facility	Bldg E: Paratransit Van Shed
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	4- determined to be in good condition
Next assessment/review	July 2027

Field	Entry
Facility	Bldg F: Bus Storage Shed
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	4- determined to be in good condition
Next assessment/review	July 2027

Field	Entry
Facility	Transit Center
Assessment date	July 24, 2026
Assessor/qualifications	Wendel
Method/source	Strategic Plan Facility Assessment Report
Overall TERM rating and rationale	3- determined to be in fair condition
Next assessment/review	July 2027

Appendix C. Investment Prioritization Scoring Sheet

Project/need	Safety 25	Condition 20	Operations 20	Equity 10	Financial 10	Readiness 10	Funding 5	Weighted total
Transit Center Tarmac Repair	5	3	5	5	5	4	4	89
Vehicle Cameras	4	2	4	5	4	5	5	85
Transit Center Relocation	1	3	5	5	4	2	4	63
Fire Protection System	5	2	3	5	3	3	1	76
Replace Fuel Tank & Canopy	2	3	3	5	3	1	1	53
APSU Vehicle Replacements	3	3	5	5	5	5	5	82
Farebox System Upgrade	1	2	4	5	3	5	5	68
Strategic Plan	1	3	4	5	2	5	5	62
Tire Shed Roof	3	2	3	5	4	5	5	76
Driver Van Replacement	3	3	3	5	4	5	4	71
Replacement Buses	3	3	2	5	3	5	5	66
Boillin Lane Building Renovations	3	3	3	5	3	4	4	67
Bus Shelters	2	3	1	5	2	3	3	49
Commercial HVAC System	4	2	3	5	3	3	1	71
Exit 11 Hub	1	1	2	5	1	1	4	51
Expand Bus Wash	2	3	2	5	1	1	1	45
Bldg A Roof	2	3	3	5	2	1	1	51
Campus Wide Exterior Painting	1	3	2	5	1	3	2	45
Bldg A&C Interior Painting	1	3	2	5	1	3	2	45
Heavy Duty Mobile Lift	2	3	3	5	3	1	1	53
Expansion Buses	1	5	2	5	1	1	4	35
Expansion Demand Response Vehicles	1	5	2	5	1	1	4	35

Appendix D. Annual TAM/NTD Checklist

D.1 FY2027 Checklist

Due/target date	Task	Responsible role	Date Completed	Reviewer Signature
July 1, 2026	Reconcile inventory data	Maintenance/Finance	06/30/2026	Chris Yarbrough, Wendy Fuqua
September 30, 2026	Complete condition assessments/calculations	Maintenance	09/24/2026	Chris Yarbrough, Michael Ringgenberg
September 30, 2026	Review prior-year target performance and narrative	TAM Plan Lead	10/01/2026	Patricia Nesbitt
September 30, 2026	Develop next-year targets	Director	10/13/2026	Michael Ringgenberg
October 31, 2026	Submit/validate NTD TAM information	Director	10/28/2026	Michael Ringgenberg
September 31, 2026	Update investment priorities and CIP/grant strategy	TAM Plan Lead	10/01/2026	Patricia Nesbitt
October 31, 2026	Document annual review/amendment determination	TAM Plan Lead	N/A	Patricia Nesbitt

D.2 FY2028 Checklist

Due/target date	Task	Responsible role	Date Completed	Reviewer Signature
July 1, 2027	Reconcile inventory data	Maintenance/Finance	[]	[]
September 30, 2027	Complete condition assessments/calculations	Maintenance	[]	[]
September 30, 2027	Review prior-year target performance and narrative	TAM Plan Lead	[]	[]
September 30, 2027	Develop next-year targets	Director	[]	[]
October 31, 2027	Submit/validate NTD TAM information	Director	[]	[]
September 31, 2027	Update investment priorities and CIP/grant strategy	TAM Plan Lead	[]	[]
October 31, 2027	Document annual review/amendment determination	TAM Plan Lead	[]	[]

D.3 FY2029 Checklist

Due/target date	Task	Responsible role	Date Completed	Reviewer Signature
July 1, 2028	Reconcile inventory data	Maintenance/Finance	[]	[]
September 30, 2028	Complete condition assessments/calculations	Maintenance	[]	[]
September 30, 2028	Review prior-year target performance and narrative	TAM Plan Lead	[]	[]
September 30, 2028	Develop next-year targets	Director	[]	[]
October 31, 2028	Submit/validate NTD TAM information	Director	[]	[]
September 31, 2028	Update investment priorities and CIP/grant strategy	TAM Plan Lead	[]	[]
October 31, 2028	Document annual review/amendment determination	TAM Plan Lead	[]	[]

D.4 FY2030 Checklist

Due/target date	Task	Responsible role	Date Completed	Reviewer Signature
July 1, 2029	Reconcile inventory data	Maintenance/Finance	[]	[]
September 30, 2029	Complete condition assessments/calculations	Maintenance	[]	[]
September 30, 2029	Review prior-year target performance and narrative	TAM Plan Lead	[]	[]
September 30, 2029	Develop next-year targets	Director	[]	[]
October 31, 2029	Submit/validate NTD TAM information	Director	[]	[]
September 31, 2029	Update investment priorities and CIP/grant strategy	TAM Plan Lead	[]	[]
October 31, 2029	Document annual review/amendment determination	TAM Plan Lead	[]	[]

Appendix E. Definitions and References

E.1 Key Definitions

Term	Working definition
Accountable Executive	A single, identifiable person with ultimate responsibility for carrying out the TAM plan and related resource decisions, consistent with 49 CFR Part 625.
Capital asset	A unit of rolling stock, facility, equipment, or infrastructure used for providing public transportation.
Direct capital responsibility	Responsibility for replacing, rehabilitating, repairing, or maintaining an asset, or procuring an equivalent replacement; confirm application using current FTA guidance.
State of good repair (SGR)	The condition in which a capital asset is able to operate at a full level of performance.
TERM scale	FTA's 1-to-5 facility condition rating scale; a rating below 3.0 is below the SGR performance threshold for facilities.
Useful Life Benchmark (ULB)	The expected lifecycle of a capital asset for a particular operating environment, or the acceptable period of use in service.
TAM plan horizon	The period covered by the plan. CTS should use a horizon of at least four years and complete a full update at least every four years.

E.2 References

- 49 CFR Part 625 - Transit Asset Management: <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-625>
- FTA TAM Plans: <https://www.transit.dot.gov/TAM/TAMPlans>
- FTA TAM Planning Assistance Template (TAMPLATE): <https://www.transit.dot.gov/regulations-and-programs/asset-management/tamplate>
- FTA Transit Asset Management Guide (FTA Report No. 0098): available from the FTA TAM resource pages
- FTA Asset Management Guide Supplement: Asset Category Overviews and Lifecycle Management (FTA Report No. 0138)
- Current NTD reporting manuals, asset inventory guidance, and annual reporting deadlines applicable to CTS
- CTS facility assessment, fleet records, maintenance records, Capital Improvement Program, grant files, and other controlled source records