

RESOLUTION NO. R-125-18

RESOLUTION ADOPTING THE TRANSIT ASSET MANAGEMENT PLAN FOR THE FORT SMITH TRANSIT DEPARTMENT

WHEREAS, the Board of Directors of the City of Fort Smith, Arkansas is committed to maintaining vehicles, equipment and facilities in a state of good repair; and

WHEREAS, the Board of Directors of the City of Fort Smith, Arkansas intends to comply with the transit asset management requirements as mandated by the U.S. Department of Transportation and other Federal and State laws and regulations.

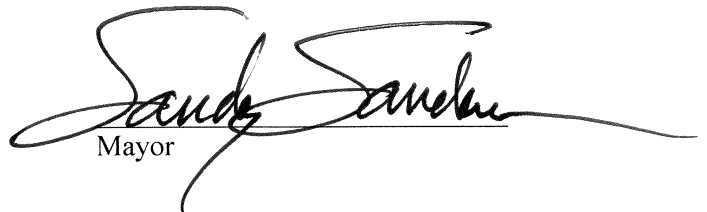
NOW, THEREFORE, BE IT RESOLVED by the City of Fort Smith, Arkansas, that:

SECTION 1: The Transit Asset Management Plan attached hereto is hereby adopted.


SECTION 2: The Transit Asset Management Plan shall be in full force and effect on October 1, 2018.

PASSED AND APPROVED this 21st day of August, 2018.

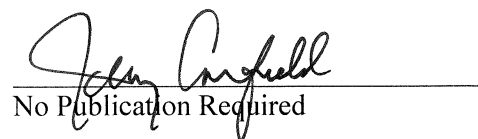
APPROVED:


Mayor

ATTEST:


City Clerk

Approved as to form:


No Publication Required



Fort Smith Transit
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Fort Smith, AR 72908



FORT SMITH TRANSIT

2018 TRANSIT ASSET MANAGEMENT PLAN

Approval Page

(Insert Resolution)

Acknowledgements

TAM Plan Development:

- *Fort Smith Transit staff for their assistance during the asset inventory and data acquisition stages and overall plan development*
- *T. Greg Nation, ArDOT Public Transportation Administrator*
- *Danny Chidester, ArDOT Transportation Specialist*
- *Carl Geffken, City Administrator*
- *Jeff Dingman, Deputy City Administrator*
- *Ken Savage, Transit Director*
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- *Jeff Turrentine, Maintenance Supervisor*

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- *Keith Lau, Ward 1*
- *Andre Good, Ward 2*
- *Mike Lorenz, Ward 3*
- *George Catsavis, Ward 4*
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- *Don Hutchings, At-Large*

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Revision History

Date	Activity	Signature Authorizing Changes	Comments

Table of Contents

Acronyms and Definitions	i
Executive Summary	v
Transit Asset Management Plan (TAMP) Policy.....	v
Asset Information	vi
SGR Summary.....	vi
Section 1: TAM Overview.....	1
1.1 TAM Origins	1
1.2 TAMP Elements.....	2
1.3 Agency Overview and Service Area.....	2
1.4 Accountable Executive	4
Section 2: Asset Inventory.....	5
2.1 Data Collection	5
2.2.1 Asset Inventory Information	6
2.2.2 Rolling Stock Inventory	7
2.2.3 Equipment Inventory.....	8
2.2.4 Facility Inventory.....	9
Section 3: Asset Condition Assessment.....	10
3.1 Asset Condition Assessment Overview.....	10
3.2 State of Good Repair (SGR).....	10
3.3 Condition Assessment by Asset Category	11
3.3.1 Rolling Stock Condition Assessment	11
3.3.2 Equipment Condition Assessment.....	15
3.3.3 Facilities Condition Assessment.....	16
3.4 Asset Condition Assessment Results	20
3.4.1 Revenue Vehicle Condition Assessment Results	20
3.4.2 Revenue Vehicle State of Good Repair Summary.....	22
3.4.3 Equipment Condition Assessment Results	24
3.4.3.1 Non-Revenue Vehicles.....	24
3.4.3.2 Other Equipment	27
3.4.4 Facility Condition Assessment Results	27
Section 4: Decision Support Tools.....	28
4.1 Management Approach to Asset Management	29
4.1.1 Acquisition Strategy (Design/Procurement).....	29

4.1.2	Maintenance Strategy (Operate/Maintain/Monitor).....	29
4.1.3	Disposal Strategy	31
Section 5:	Investment Prioritization	32
5.1	Investment Prioritization Process	32
5.1.1	Replacement Cost Summary.....	32
5.1.2	Capital Budget	32
5.1.3	Revenue Vehicle Replacement Prioritization	33
5.1.4	Equipment Replacement Prioritization	35
5.1.5	Facility Replacement Prioritization	36
5.1.6	Asset Replacement Prioritization Summary	36
Section 6:	Annual Performance Targets.....	38
Section 7:	National Transit Database (NTD) Reporting	40
Section 8:	Plan Updates.....	41
Appendix A:	Rolling Stock Inspection Forms.....	A
Appendix B:	Facility Inspection Forms.....	B
Appendix C:	Site Visit Photos.....	C

Table of Figures

Executive Summary: Annual State of Good Repair Performance Targets	vii
Executive Summary: Asset Replacement Summary by Asset Category with SGR.....	viii
Table 1.1 Fort Smith Transit Ridership	2
Figure 1.1 Fort Smith Transit System Map.....	3
Table 2.1: Asset Inventory Summary	6
Table 2.2: Rolling Stock Inventory	7
Table 2.3: Equipment Inventory	8
Table 2.4: Facility Inventory	9
Table 3.1: FTA TERM Rating Scale	11
Table 3.2 Rolling Stock Condition Assessment	12
Figure 3.1: Sample Revenue Vehicle Inventory and Condition Form Front.....	13
Figure 3.2: Sample Revenue Vehicle Inventory and Condition Form Back	14
Table 3.3 Equipment Condition Assessment.....	15
Table 3.4 Facilities Condition Assessment.....	17
Figure 3.3: Sample Facility Inventory and Condition Form Front.....	18
Figure 3.4: Sample Facility Inventory and Condition Form Back	19
Table 3.5 Age and Mileage Condition Assessment Scoring Ratios.....	20
Table 3.6 FTA TAM Established Useful Life Benchmarks for Age of Asset Class	21
Table 3.7 TAM Useful Life Benchmarks for Mileage of Asset Class	21
Table 3.8 Revenue Vehicle SGR by Asset Class	22
Table 3.9 Revenue Vehicle Cumulative Condition, Age, and Mileage Scores.....	23
Table 3.10 FTA TAM Established Useful Life Benchmarks for Age of Asset Class.....	25
Table 3.11 TAM Useful Life Benchmarks for Mileage of Asset Class.....	25
Table 3.12 Non-Revenue Vehicle Cumulative Condition, Age, and Mileage Scores.....	26
Table 3.13 Facility Condition Assessment Summary.....	27
Table 4.1 Decision Support and Capital Asset Investment Planning Process	28
Table 5.1 Replacement Cost Amounts by Asset Class	32
Table 5.2 Revenue Vehicle Replacement Prioritization	34
Table 5.3 Equipment Replacement Prioritization	35
Table 5.4 Facility Investment Prioritization	36
Table 5.5 Asset Replacement Summary by Asset Category with SGR.....	36
Table 5.6 Asset Replacement Summary Costs by Asset Class	37
Table 6.1 Annual State of Good Repair Performance Targets.....	39

Acronyms and Definitions

ArDOT	Arkansas Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
MAP-21	Moving Ahead for Progress in the 21st Century
SGR	State of Good Repair
TAM	Transit Asset Management
TAMP	Transit Asset Management Plan
TERM	Transit Economics Requirements Model

Accountable Executive: A single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: A grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: A subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: A register of capital assets, and information about those assets.

Capital Asset: A unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: An analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: An entity that receives Federal financial assistance directly from FTA.

Equipment: An article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-Use Maintenance Facility: A maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility: A building or structure that is used in providing public transportation.

Full Level of Performance: The objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: The fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four (4) years.

Implementation Strategy: A transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

Infrastructure: The underlying framework or structures that support a public transportation system.

Investment Prioritization: A transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities: A list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-Cycle Cost: The cost of managing an asset over its whole life.

Participant: A Tier II provider that participates in a group TAM plan.

Performance Measure: An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

Public Transportation System: The entirety of a transit provider's operations, including the services provided through contractors.

Recipient: An entity that receives federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

Rolling Stock: A revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service Vehicle: A unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of Good Repair (SGR): The condition in which a capital asset is able to operate at a full level of performance.

Subrecipient: An entity that receives federal transit grant funds indirectly through a State or a direct recipient.

TERM Scale: The five (5) category rating system used in FTA's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0-Excellent, 4.0-Good; 3.0-Adequate, 2.0-Marginal, and 1.0-Poor.

Tier I Provider: A recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II Provider: A recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM): 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.

Transit Asset Management (TAM) Plan: A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) Policy: A transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

Transit Asset Management (TAM) Strategy: The approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

Transit Asset Management (TAM) System: A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit Provider (provider): A recipient or subrecipient of federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): The expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

Executive Summary

A Transit Asset Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). By implementing a TAMP, the benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven maintenance decisions; and
- System safety and performance outcomes.

The consequences of an asset not being in a SGR include:

- Safety risks (crashes per 100,000 revenue miles);
- Decreased system reliability (on-time performance);
- Higher maintenance costs; and/or
- Lower system performance (missed runs due to breakdown).

Transit Asset Management Plan (TAMP) Policy

Fort Smith Transit has developed this Transit Asset Management Plan to aid in: (1) assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a State of Good Repair); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of Good Repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means. As a Tier II public transportation provider, Fort Smith Transit has developed and implemented a TAMP containing the following elements which are detailed in the following sections of the TAMP:

1. Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
2. Asset Condition Assessment: A condition assessment of those inventoried assets for which the agency has direct ownership and capital responsibility.
3. Decision Support Tools and Management Approach: A description of the analytical processes and decision-support tools that the agency uses to estimate capital investment needs over time, and develop its investment prioritization.
4. Investment Prioritization: The agency's project-based prioritization of investments, developed in accordance with §625.33.

Asset Information

The three components of the asset inventory required as part of the TAMP are:

- **Rolling Stock:** All owned and operated revenue service vehicles used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. Fort Smith Transit currently utilizes fifteen (15) vehicles in the provision of public transportation, thirteen (13) cutaways and two (2) rubber-tired vintage trolley.
- **Equipment:** Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any Fort Smith Transit owned equipment with a cost of over \$50,000 in acquisition value. Fort Smith Transit does not have any equipment that exceeds an acquisition value of \$50,000, but does use eight (8) service vehicles that are included in the plan.
- **Facilities:** Facilities are any structure used in providing public transportation where Fort Smith Transit owns and has a direct capital responsibility. Facilities utilized, but not necessarily owned or operated, by Fort Smith Transit include: maintenance, administrative buildings, and passenger stations that have an acquisition cost greater than \$50,000. At the time of this report, Fort Smith Transit only owns, operates, and has a direct capital responsibility for its Administration Office, Maintenance Garage, Bus Awning, and Transfer Station.

SGR Summary

Fort Smith Transit has implemented several performance measures as part of this TAMP to ensure that a SGR is obtained and maintained to continue to provide safe and efficient transportation services. Below are the performance measures and the table on the following page shows the planned investment and level of SGR achieved for each category.

1. Revenue Vehicles
 - a. Age – less than 20% of revenue vehicles within a particular asset class that have exceeded their age ULB
 - b. Mileage – less than 20% of revenue vehicles within a particular asset class that have exceeded their mileage ULB
 - c. Cumulative Condition Score – less than 20% of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale
2. Equipment
 - a. Non-Revenue Vehicles - less than 50% of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale
3. Facilities
 - a. Condition Score - less than 25% of Facilities that score below 2.0 on the TERM Scale

Executive Summary: Annual State of Good Repair Performance Targets

Asset Category		Current	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	<i>CU - Cutaway Bus</i>	0%	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>	0%	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	<i>CU - Cutaway Bus</i>	7.7%	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>	50%	20%	20%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>CU - Cutaway Bus</i>	7.7%	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>	50%	20%	20%	20%	20%	20%
Equipment							
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>Non-Revenue/Service Vehicle</i>	25%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	<i>Administration</i>	0%	25%	25%	25%	25%	25%
	<i>Maintenance</i>	0%	25%	25%	25%	25%	25%
	<i>Passenger Facilities</i>	0%	25%	25%	25%	25%	25%

Executive Summary: Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %
FY2019	\$247,000	\$35,000	\$0	91.67%
FY2020	\$253,380	\$0	\$0	91.67%
FY2021	\$262,042	\$37,132	\$0	91.67%
FY2022	\$179,207	\$32,782	\$0	91.67%
FY2023	\$184,583	\$0	\$0	91.67%
Total:	\$1,126,213	\$104,913	\$0	\$1,231,126

Fort Smith Transit is currently in a State of Good Repair and will be able to maintain a State of Good Repair through the investments outlined in this plan. From FY2019 to FY2023, the Fort Smith Transit will have an estimated \$2,348,835 available in capital funding to replace or enhance vehicles, equipment and facilities. Over that five year period, Fort Smith Transit will need to expend \$1,231,126 in order to maintain a state of good repair for all asset categories, leaving a remainder of \$1,117,709 to meet expansion or replacement needs. At the time of this writing, 9 of the 15 vehicles (60%) in the revenue fleet have been converted to Bi-Fuel CNG. The investment scenario summarized above, includes the cost of converting the nine (9) replaced cutaways to Bi-Fuel CNG. With the remaining funds, Fort Smith Transit is planning to install a CNG refueling station on-site.

Section I: TAM Overview

I.1 TAM Origins

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal transportation bill was signed into law. The law provided for over \$105 billion in surface transportation programs for FY2013 and FY2014. With the approval of MAP-21 came many changes for transit systems across the nation and introduced Transit Asset Management (TAM). On September 30, 2015, FTA published the TAM Notice of Proposed Rulemaking which ultimately led to agencies being required to submit Transit Asset Management Plans (TAMP) by October 1, 2018. Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient.

Fort Smith Transit is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a *State of Good Repair (SGR)*.

Fort Smith Transit is currently operating as a FTA-defined *Tier II* transit operator in compliance with (49 CFR § 625.45 (b)(1)). Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue service during peak regular service, or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAMP provides an outline of how Fort Smith Transit will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. Fort Smith Transit's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2018 to 9/30/2022) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in FFY2018, and ending four years later on FFY 2022. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations occurring at Fort Smith Transit.

1.2 TAMP Elements

As a Tier II public transportation provider, Fort Smith Transit has developed and implemented a TAMP containing the following elements which are detailed in the following sections of the TAMP:

1. Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
2. Asset Condition Assessment: A condition assessment of those inventoried assets for which the agency has direct ownership and capital responsibility.
3. Decision Support Tools and Management Approach: A description of the analytical processes and decision-support tools that the agency uses to estimate capital investment needs over time, and develop its investment prioritization.
4. Investment Prioritization: The agency's project-based prioritization of investments, developed in accordance with §625.33.

1.3 Agency Overview and Service Area

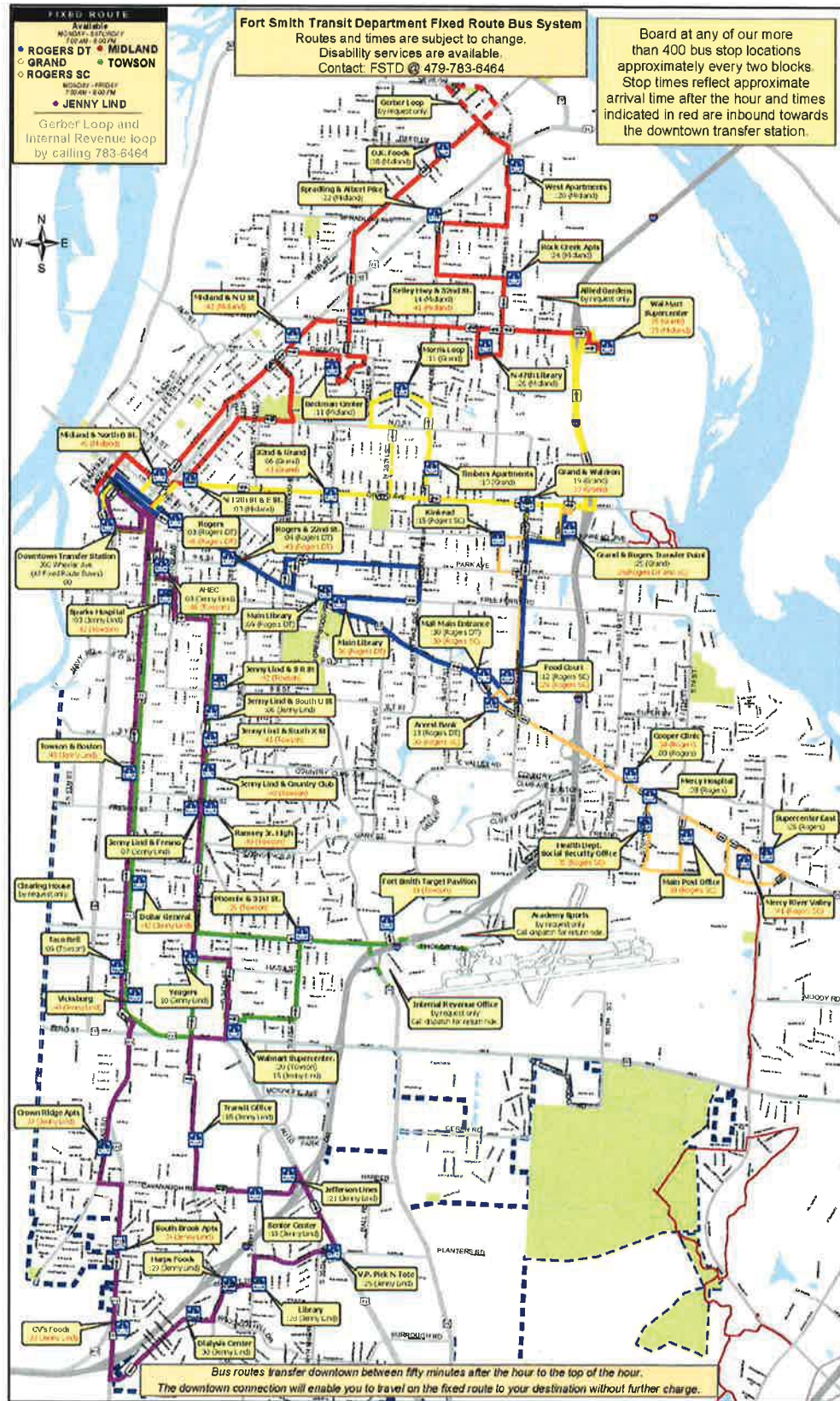
Fort Smith Transit provides transportation open to the general public within the city limits of Fort Smith. Our organization performs fixed route and origin to destination transportation services as well as a limited charter service by advance request. The fixed route service consists of a network of six (6) core routes that travel the major avenues and some residential areas within the city. All fixed route buses are equipped with lifts for mobility devices and most routes traverse toward the downtown area once per hour to accommodate transfers as needed. The base fare for a one-way trip is \$1.25 with bulk tickets and monthly passes available. The fixed routes operate from 7:00 a.m. to 6:00 p.m. Monday through Saturday, with the exception of one route that operates Monday through Friday. Information on the fixed route system is available at <http://www.fortsmithar.gov/index.php/fixed-route-system-map>. Figure 1.1 on the next page shows Fort Smith Transit system map.

Fort Smith Transit provides curbside service for passengers with qualifying disabilities (Paratransit) and/or passengers travelling outside the fixed route coverage area (Demand/Response). Paratransit and Demand Response services are available from 5:30 a.m. to 7:00 p.m. Monday through Friday and from 7:00 a.m. to 7:00 p.m. on Saturday. The base fare for a one-way trip is \$2.50 for paratransit and demand response. Information on the paratransit and demand response system is available at <http://www.fortsmithar.gov/index.php/curbside-service>.

Table 1.1 Fort Smith Transit Ridership

Year	Fixed Route Ridership (unlinked)	Demand Response Ridership (unlinked)	Total Ridership (unlinked)
2014	241,742	31,245	272,987
2015	243,407	23,745	267,152
2016	236,309	22,966	259,275
2017	236,093	22,853	258,946

Figure 1.1 Fort Smith Transit System Map



1.4 Accountable Executive

As part of the TAMP process, each agency must designate an “Accountable Executive.” The role of the Accountable Executive is defined as:

“a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency’s public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency’s transit asset management plan in accordance with 49 U.S.C. 5326.”

In addition, the TAM Rule requires that the transit provider’s accountable executive approve its TAMP, which includes the performance measure targets.

Fort Smith Transit has designated Ken Savage, Transit Director to be the Accountable Executive.

Section 2: Asset Inventory

Asset inventory is defined as a register of capital assets and information about those assets. The following capital asset items that Fort Smith Transit owns, operates, and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities.

2.1 Data Collection

On Tuesday, April 17, 2018, TranSystems staff performed an on-site inspection, inventory and condition assessment of all TAM related assets described in the previous subsection. Prior to the on-site visit, TranSystems staff and Fort Smith Transit staff coordinated on the assets and current inventory that qualify under the TAM Plan. The three components of the asset inventory required as part of the TAM Plan are:

- **Rolling Stock:** All owned and operated revenue service vehicles used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. The TAM rule also stipulates that any leased vehicles used in the provision of providing public transportation must also be inventoried (not part of the condition assessment), but Fort Smith Transit has full ownership of all of their vehicles.
- **Equipment:** Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any Fort Smith owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Fort Smith Transit does not utilize or operate any third-party non-revenue service vehicle equipment assets.
- **Facilities:** Facilities are any structure used in providing public transportation where Fort Smith Transit owns and has a direct capital responsibility. Facilities utilized, owned and operated, by Fort Smith Transit include: maintenance buildings, administrative buildings, and passenger stations that have an acquisition cost greater than \$50,000.

The data that was collected during the on-site visit serves as the framework for creating this TAMP. The table on the next page shows the summary of assets reviewed during the on-site review.

2.2.1 Asset Inventory Information

Table 2.1: Asset Inventory Summary

Row	Asset Category	Total Number	Average Age	Average Mileage	Average Value
1	Revenue Vehicles*	15	5.2	138,538	\$27,778
2	CU - Cutaway Bus	13	3.4	133,662	\$27,896
3	RT - Rubber-Tired Vintage Trolley	2	16.4	170,236	\$27,011
4	Equipment*	8	12.0	142,241	\$10,476
5	Non-Revenue/Service Vehicles	6	10.0	145,036	\$12,353
6	Non-Revenue/Service Trucks	2	18.0	133,855	\$4,843.65
7	Facilities**	4	14	N/A	\$954,624
8	Administration	1	20	N/A	\$1,458,025
9	Maintenance	2	14	N/A	\$644,822
10	Passenger Facilities	1	8	N/A	\$1,070,826

*Values based on: Replacement Value x (1 - Useful Life Mileage Benchmark Percentage Utilized)

**Values based on the 2002 appraisal with a 2.5% annual appreciation for the Administration Office and the Maintenance Garage. The transfer station and bus awning are based off of the construction cost with a 2.5% annual appreciation.

2.2.2 Rolling Stock Inventory

Rolling stock is a Fort Smith Transit owned and operated revenue service vehicle used in the provision of providing public transportation and includes vehicles used to primarily transport passengers. Fort Smith Transit does not utilize or operate any third-party rolling stock assets.

Table 2.2: Rolling Stock Inventory

Row	Year	Date in Service	Months in Service as of: 04/2018	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use
1	2016	11/1/2016	17	CU	Starcraft/Allstar	IFDFE4F50GDC53619	58	38,602	26	H- G/CNG	WC	FR-Revenue
2	2016	11/1/2016	17	CU	Starcraft/Allstar	IFDFE4F57GDC53617	56	53,082	26	H- G/CNG	WC	FR-Revenue
3	2016	11/1/2016	17	CU	Starcraft/Allstar	IFDFE4F59GDC53618	57	57,728	26	H- G/CNG	WC	FR-Revenue
4	2016	8/1/2016	20	CU	Starcraft/Allstar	IFDFE4F57GDC53620	54	67,054	26	H- G/CNG	WC	FR-Revenue
5	2016	8/1/2016	20	CU	Starcraft/Allstar	IFDFE4F59GDC53621	55	67,613	26	H- G/CNG	WC	FR-Revenue
6	2015	3/1/2015	37	CU	Eldorado/Ntl. Advantage	IFDEE4FL3FDA06985	53	99,993	25	H- G/CNG	WC	FR-Revenue
7	2015	3/1/2015	37	CU	Eldorado/Aerolite	IFDEE3FL6EDA71936	52	127,591	22	H- G/CNG	WC	DR-Revenue
8	2014	8/1/2014	44	CU	Eldorado/Aerolite	IFDEE3FLXEDA72779	51	140,424	21	H - G/CNG	WC	DR-Revenue
9	2014	7/1/2014	45	CU	Eldorado/Aerolite	IFDEE3FL3DA72770	50	144,086	21	H - G/CNG	WC	DR-Revenue
10	2013	3/1/2013	61	CU	Starcraft/Allstar	IFDFE4F54DDA23061	48	181,844	26	G	WC	FR-Contingency
11	2013	3/1/2013	61	CU	Starcraft/Allstar	IFDFE4F52DDA28968	49	210,725	26	G	WC	FR-Contingency
12	2013	3/1/2013	61	CU	Starcraft/Allstar	IFDFE4F54DDA28972	47	220,683	26	H- G/CNG	WC	FR-Contingency
13	2009	10/1/2009	102	CU	Eldorado/Aerolite	IFDEE35SX9DA88401	44	328,175	21	G	WC	DR-Contingency
14	2007	5/1/2007	131	RT	Freightliner/Trolley	4UZAACBVI7CV15789	6	134,520	30	D	WC	FR-Revenue
15	1996	6/1/1996	262	RT	Freightliner/Trolley	4UZK54E27T2112598	7	205,951	30	D	WC	FR-Revenue

2.2.3 Equipment Inventory

Equipment evaluated per FTA requirements in this TAMP is all non-revenue service vehicles regardless of value and any Fort Smith Transit owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Fort Smith Transit does not utilize or operate any third-party non-revenue service vehicle equipment assets.

Table 2.3: Equipment Inventory

Row	Year	Date in Service	Months in Service as of: 04/2018	Asset Class	Make / Model	VIN / Serial Number	Agency Vehicle Number / Asset Tag	Mileage	Fuel Type	Vehicle Use
1	2009	10/1/2009	102	CU	Eldorado/Aerolite	1FDEE35S89DA88400	42	288,102	G	Staff
2	2009	10/1/2009	102	CU	Eldorado/Aerolite	1FDEE35S59DA88399	43	305,812	G	Staff
3	2009	6/1/2009	106	SV	Ford/Expedition	1FMFK15569EB04339	108	51,985	G	Staff
4	1998	10/1/1998*	234	TR	Dodge/Ram	3B7HC16ZXW261986	137	139,238	G	Staff
5	2001	10/1/2001*	198	TR	Dodge/Service Truck	3B6MF36681M563801	164	128,471	D	Staff
6	2015	12/1/2014	40	A0	Ford/Fusion S Hybrid	3FA6P0UJ2FRI99263	444	14,668	H-G/E	Staff
7	1999	4/1/1999*	228	SV	Jeep/Cherokee	1J4FF68S1XL643946	476	146,614	G	Staff
8	2006	6/1/2006*	142	SV	Ford/Explorer	1FMEU72E86UB54416	937	63,037	G	Staff

*Vehicles were transferred from other departments within the City of Fort Smith. The vehicle manufactured date has been used for all calculations for transferred vehicles.

2.2.4 Facility Inventory

Facilities are any structure used in providing public transportation where Fort Smith Transit owns and has a direct capital responsibility. Facilities utilized, but not necessarily owned or operated, by Fort Smith Transit include: maintenance, administrative buildings, and passenger facilities as seen in Table 2.4. Of the facilities listed in Table 2.4, all are 100% the capital responsibility of Fort Smith Transit.

Table 2.4: Facility Inventory

Row	Facility Description	Asset Classification	Location	Year Built	Lot Size (Acres)	Building Size (Sq. Ft.)	Primary Mode Served	Owner	Replacement Value	Capital Responsibility
1	Administrative Office	Administrative Facility	6821 Jenny Lind Road Fort Smith, AR 72908	1988	N/A	9,600	Fixed Route and Paratransit	Fort Smith Transit	\$982,162	100%
2	Maintenance Garage	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	1988	N/A	11,588	Fixed Route and Paratransit	Fort Smith Transit	\$734,053	100%
3	Bus Awning	Maintenance Facility	6821 Jenny Lind Road Fort Smith, AR 72908	2010	N/A	60,000	Fixed Route and Paratransit	Fort Smith Transit	\$555,591	100%
4	Transfer Station	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2010	N/A	1,200	Fixed Route	Fort Smith Transit	\$1,070,826	100%

Section 3: Asset Condition Assessment

3.1 Asset Condition Assessment Overview

Fort Smith Transit assesses the condition of its assets on an annual basis by utilizing the FTA TERM (Transit Economic Requirements Model) condition rating assessment scale (see Table 3.1 below). This rating scale assigned a numerical value or rank based on the physical condition(s) presented by each individual asset throughout its life cycle. The rating scale is based on numbers 1.0 to 5.0, with five being new and one being poor. Assets with a rating of 2.0 or higher are considered to be in a State of Good Repair. All completed asset inspection forms are documented in the data set of Appendices A - C.

3.2 State of Good Repair (SGR)

State of Good Repair (SGR) is defined as the condition in which a capital asset is able to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR. Due to this, each asset is individually conditionally assessed. The SGR policy for Fort Smith Transit has determined that an asset is operating at full level of performance if the asset can answer YES to the questions below:

1. Is the asset able to perform its designed function?
2. Does the asset operate without any known unacceptable safety risk?
3. Does the asset have remaining Useful Life (as determined in Section 5 of this plan)?

The TAM Final Rule established three performance measures which are a minimum national standard for transit operators. These performance measures are:

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- Facilities: The percentage of facilities (by group) that are rated less than 2.0 on the Transit Economic Requirements Model (TERM) Scale

The purpose of the Fort Smith Transit TAM Plan is to keep our assets in a SGR through setting these targets, and optimizing the capital investment plan to achieve these targets. Failure to achieve or maintain a SGR leads to:

- Safety risks for the users of public transit
- Decreased system reliability, more road calls, and shorter distances between failures
- Higher maintenance costs

- Lower system performance and eventually lower customer satisfaction

Table 3.1: FTA TERM Rating Scale

FTA TERM Rating Scale		
Rank	Category	Description
4.8 – 5.0	Excellent	New asset; no visible defects.
4.0 – 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 – 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 – 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 – 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

3.3 Condition Assessment by Asset Category


3.3.1 Rolling Stock Condition Assessment

The TAMP Rolling Stock condition assessments were completed by TranSystems staff. The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which Fort Smith Transit owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAMP for rolling stock assets for which Fort Smith Transit does not own the rolling stock asset, the rolling stock asset is owned by a third party, and/or where Fort Smith Transit does not have a direct capital responsibility for the rolling stock asset. However, for the purposes of NTD reporting (Inventory and Condition Submittal), all Fort Smith Transit owned and third party owned rolling stock assets (regardless of direct capital responsibility) are assigned an asset condition rating. At the time of this report, Fort Smith Transit owns and operates all fixed route and paratransit rolling stock (revenue vehicles). The Rolling Stock Condition Assessment Tables can be found in Table 3.2.

Table 3.2 Rolling Stock Condition Assessment

Row	Year	Date in Service	Months in Service 04/2018	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
1	2016	11/1/2016	17.00	CU	Starcraft/Allstar	1FDFE4FS0GDC53619	58	38,602	26	H- G/CNG	WC	FR-Revenue	4.30
2	2016	11/1/2016	17.00	CU	Starcraft/Allstar	1FDFE4FS7GDC53617	56	53,082	26	H- G/CNG	WC	FR-Revenue	4.10
3	2016	11/1/2016	17.00	CU	Starcraft/Allstar	1FDFE4FS9GDC53618	57	57,728	26	H- G/CNG	WC	FR-Revenue	4.10
4	2016	8/1/2016	20.00	CU	Starcraft/Allstar	1FDFE4FS7GDC53620	54	67,054	26	H- G/CNG	WC	FR-Revenue	4.00
5	2016	8/1/2016	20.00	CU	Starcraft/Allstar	1FDFE4FS9GDC53621	55	67,613	26	H- G/CNG	WC	FR-Revenue	4.00
6	2015	3/1/2015	37.00	CU	Eldorado/Ndl. Advantage	1FDEE4FL3FDA06985	53	99,993	25	H- G/CNG	WC	FR-Revenue	3.70
7	2015	3/1/2015	37.00	CU	Eldorado/Aerolite	1FDEE3FL6EDA71936	52	127,591	22	H- G/CNG	WC	DR-Revenue	3.50
8	2014	8/1/2014	44.00	CU	Eldorado/Aerolite	1FDEE3FLXEDA72779	51	140,424	21	H - G/CNG	WC	DR-Revenue	2.50
9	2014	7/1/2014	45.00	CU	Eldorado/Aerolite	1FDEE3FL3DA72770	50	144,086	21	H - G/CNG	WC	DR-Revenue	2.50
10	2013	3/1/2013	61.00	CU	Starcraft/Allstar	1FDFE4FS4DDA23061	48	181,844	26	G	WC	FR-Contingency	2.30
11	2013	3/1/2013	61.00	CU	Starcraft/Allstar	1FDFE4FS2DDA28968	49	210,725	26	G	WC	FR-Contingency	2.00
12	2013	3/1/2013	61.00	CU	Starcraft/Allstar	1FDFE4FS4DDA28972	47	220,683	26	H- G/CNG	WC	FR-Contingency	2.00
13	2009	10/1/2009	102.00	CU	Eldorado/Aerolite	1FDEE35SX9DA88401	44	328,175	21	G	WC	DR-Contingency	1.00
14	2007	5/1/2007	131.00	RT	Freightliner/Trolley	4UZAAC8V17CY15789	6	134,520	30	D	WC	FR-Revenue	2.30
15	1996	6/1/1996	262.00	RT	Freightliner/Trolley	4UZX54E27T112598	7	205,951	30	D	WC	FR-Revenue	1.00

Figure 3.1: Sample Revenue Vehicle Inventory and Condition Form Front



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: _____
Inventory Date: _____
Make: _____
Model: _____
Year: _____
ID/Serial Number/VIN: _____
Mileage: _____
Date in Service: _____
Vehicle Location: _____

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: _____
Additional Vehicle Comments: _____

Figure 3.2: Sample Revenue Vehicle Inventory and Condition Form Back

Passenger Side Front
Passenger Side Back

Driver Side Front
Driver Side Back

Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

3.3.2 Equipment Condition Assessment

The TAMP Equipment condition assessment consists of assigning a TERM physical condition rating to both all equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition value of \$50,000 or more (individual line item or group). Furthermore, the equipment condition assessment contains only assets for which Fort Smith Transit owns and has a direct capital responsibility.

A condition assessment ranking is not conducted in the TAMP for equipment assets for which Fort Smith Transit does not own, is owned by a third party, the equipment has an acquisition cost below \$50,000 (individual line item or group), or where Fort Smith Transit does not have a direct capital responsibility.

Table 3.3 Equipment Condition Assessment

Row	Item #	Classification	Item	Service Start Year	Age	Quantity	Status	Replacement Cost*	Condition Rating
1	42	Staff Vehicle	Eldorado/Aerolite	10/1/2009	8.5	1	In-Service	\$0	1.2
2	43	Staff Vehicle	Eldorado/Aerolite	10/1/2009	8.5	1	In-Service	\$0	1.2
3	108	Staff Vehicle	Ford/Expedition	6/1/2009	8.8	1	In-Service	\$55,000	3.3
4	137	Maintenance Vehicle	Dodge/Ram	10/1/1998	19.5	1	In-Service	\$35,000	2.1
5	164	Maintenance Vehicle	Dodge/Service Truck	10/1/2001	16.5	1	In-Service	\$35,000	2.1
6	444	Staff Vehicle	Ford/Fusion S Hybrid	12/1/2014	3.3	1	In-Service	\$28,000	3.9
7	476	Staff Vehicle	Jeep/Cherokee	4/1/1999	19.0	1	In-Service	\$30,000	2.1
8	937	Staff Vehicle	Ford/Explorer	6/1/2006	11.8	1	In-Service	\$35,000	2.5

*Vehicles with a \$0 replacement cost were transferred to non-revenue vehicle equipment from the Fort Smith Transit revenue service fleet.

3.3.3 *Facilities Condition Assessment*

The TAMP Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale (Table 3.1), to all facility assets for which Fort Smith Transit owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which Fort Smith Transit does not own the asset, the facility asset is owned by a third party, and/or where Fort Smith Transit does not have a direct capital responsibility for the facility asset.

However, for the purposes of NTD reporting (Inventory and Condition Submittal), all Fort Smith Transit owned and third party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (see Table 2.2.4). Only Fort Smith Transit owned facility assets with a direct capital responsibility are assigned a facility asset condition rating.

At the time of this report, Fort Smith Transit only owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, bus awning, and transfer facility.


Each condition assessment inspection will take place in March/April of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Fort Smith Transit Maintenance Supervisor or designated Fort Smith Transit staff member, with results and data reported to Fort Smith Transit's Accountable Executive.

The Facilities Condition Assessment can be found in Table 3.4.

Table 3.4 Facilities Condition Assessment

Row	Facility Description	Asset Classification	Location	Year Built	Lot Size (Acres)	Building Size (Sq. Ft.)	Primary Mode Served	Owner	Capital Responsibility	Condition Rating
1	Administrative Office	Administrative Facility	6821 Jenny Lind Road Fort Smith, AR 72908	1988	N/A	9,600	Fixed Route and Paratransit	Fort Smith Transit	100%	4.34
2	Maintenance Garage	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	1988	N/A	11,588	Fixed Route and Paratransit	Fort Smith Transit	100%	3.76
3	Bus Awning	Maintenance Facility	6821 Jenny Lind Road Fort Smith, AR 72908	2010	N/A	60,000	Fixed Route and Paratransit	Fort Smith Transit	100%	4.70
4	Transfer Station	Passenger Facility	200 Wheeler Avenue Fort Smith, AR 72901	2010	N/A	1,200	Fixed Route	Fort Smith Transit	100%	4.49

Figure 3.3: Sample Facility Inventory and Condition Form Front



Facility Inventory & Condition Assessment Form

Agency Name: _____
Inventory Date: _____
Facility Address: _____
Facility Name: _____
Year Built or Replaced: _____
Primary Mode Served: _____
Square Feet: _____
Percent Capital Responsibility: _____
Section of Larger Facility? Yes No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Figure 3.4: Sample Facility Inventory and Condition Form Back

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation		
	Basement		
Shell	Superstructure/structural frame, including columns, pillars, and walls		
	Roof, gutters, eaves, skylights, pillars, and walls		
	Exterior windows, doors, and all finishes (paint and masonry)		
	Balconies, fire escapes, gutters, and downspouts		
Interiors	Partitions: walls, interior doors, fittings, and signage		
	Interior stairs and landings		
	Finishes: materials used on walls, floors, and ceilings		
Conveyance	Elevators and escalators		
	Fixed apparatuses for the movement of goods or people		
Plumbing	Fixtures		
	Water supply		
	Sanitary waste		
	Rain water drainage		
HVAC	Energy supply		
	Heating/cooling generation and distribution systems		
	Testing, balancing, controls, and instrumentation		
	Chimneys and vents		
Fire Protection	Sprinklers		
	Standpipes		
	Hydrants and other fire protection specialties		
Electrical	Electrical service and distribution		
	Lighting and branch wiring (Interior and exterior)		
	Communications and security		
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting		
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement		
Site	Pedestrian areas and associated signage, marking, and equipment		
	Site development, such as: fences, walls, and miscellaneous structures		
	Landscaping and irrigation		
	Site utilities		

Cumulative Primary Level Score (CPLS): _____
Final Term Rating (CPLS/10): _____

3.4 Asset Condition Assessment Results

Below is a breakdown of the Asset Condition Assessment results for each asset category: Revenue Vehicles, Equipment, and Facilities.

3.4.1 Revenue Vehicle Condition Assessment Results

Fort Smith Transit is using a three factor score to determine the total vehicle condition based on the condition rating, age rating, and mileage rating. The age rating and mileage rating will be scored based on ratios in Table 3.5 below.

Table 3.5 Age and Mileage Condition Assessment Scoring Ratios

Percentage of UL Used	Score
0.0% to 25.0%	5
25.1% to 50.0%	4
50.1% to 75.0%	3
75.1 to 100.0%	2
Over 100.1%	1

The breakdown for each of the assessment categories is below.

- **Condition**

The condition score is the most subjective of the three benchmarks but is still useful to use in providing a full picture of the assets overall condition. According to Table 3.2 Rolling Stock Condition Assessment, 13 of the 15 vehicles (86.67%) have a condition rating of 2 or higher.

The target for a condition evaluation is 80% with a condition rating of 2 or higher. The fleet currently meets this benchmark.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the Useful Life Benchmark (ULB) for the asset class. Each asset class for revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.6.

Table 3.6 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Cutaway	10 Years	13	0	0%
Rubber-Tired Vintage Trolley	14 Years	2	0	0%
Totals:		15	0	0%

The target for an age evaluation is 80% of the asset class with remaining useful life. As seen in Table 3.6, 15 of the 15 vehicles (100%) have not exceeded the ULB. The fleet currently meets this benchmark.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that Fort Smith Transit has for the lifecycle of the asset class. Table 3.7 shows the ULB for mileage specific to our agency.

Table 3.7 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Cutaway	250,000 miles	13	1	7.7%
Rubber-Tired Vintage Trolley	200,000 miles	2	1	50%
Totals:		15	2	13.3%

The target for a mileage evaluation is 80% of the asset class with remaining useful life. As seen in Table 3.7, 13 of the 15 vehicles (86.7%) have not exceeded the ULB. The cutaway fleet currently meets this benchmark, but the rubber-tired vintage trolley fleet does not meet the benchmark and will be addressed in the investment prioritization of this document.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale will be averaged to determine a cumulative score for each asset. The target for the cumulative score is 80% of the asset class with a score 2 or higher (max score of 5). The cutaway fleet currently meets this benchmark, but the rubber-tired vintage trolley fleet does not meet the benchmark and will be addressed in the investment prioritization of this document.

3.4.2 Revenue Vehicle State of Good Repair Summary

Table 3.8 shows the SGR for each asset class based on the cumulative score detailed in 3.4.1 of this document. A detailed table of the cumulative scoring can be found in Table 3.9.

Table 3.8 Revenue Vehicle SGR by Asset Class

Asset Class	SGR Minimum Score	Total # of Vehicles	# of Vehicles Exceeding SGR	% Exceeding SGR
Cutaway	2.0	13	1	7.7%
Rubber-Tired Vintage Trolley	2.0	2	1	50%
Totals:		15	2	13.3%

The cutaway fleet currently meets this benchmark, but the rubber-tired vintage trolley fleet does not meet the benchmark and will be addressed in the investment prioritization of this document.

Table 3.9 Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Row	Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
1	CU	Starcraft/Allstar	58	4.3	2016	11/1/2016	17.0	10	14.2%	5.00	38,602	250,000	15.4%	211,398	5.00	4.77
2	CU	Starcraft/Allstar	56	4.1	2016	11/1/2016	17.0	10	14.2%	5.00	53,082	250,000	21.2%	196,918	5.00	4.70
3	CU	Starcraft/Allstar	57	4.1	2016	11/1/2016	17.0	10	14.2%	5.00	57,728	250,000	23.1%	192,272	5.00	4.70
4	CU	Starcraft/Allstar	54	4.0	2016	8/1/2016	20.0	10	16.7%	5.00	67,054	250,000	26.8%	182,946	4.00	4.33
5	CU	Starcraft/Allstar	55	4.0	2016	8/1/2016	20.0	10	16.7%	5.00	67,613	250,000	27.0%	182,387	4.00	4.33
6	CU	Eldorado/Ntl. Advantage	53	3.7	2015	3/1/2015	37.0	10	30.8%	4.00	99,993	250,000	40.0%	150,007	4.00	3.90
7	CU	Eldorado/Aerolite	52	3.5	2015	3/1/2015	37.0	10	30.8%	4.00	127,591	250,000	51.0%	122,409	3.00	3.50
8	CU	Eldorado/Aerolite	51	2.5	2014	8/1/2014	44.0	10	36.7%	4.00	140,424	250,000	56.2%	109,576	3.00	3.17
9	CU	Eldorado/Aerolite	50	2.5	2014	7/1/2014	45.0	10	37.5%	4.00	144,086	250,000	57.6%	105,914	3.00	3.17
10	CU	Starcraft/Allstar	48	2.3	2013	3/1/2013	61.0	10	50.8%	3.00	181,844	250,000	72.7%	68,156	3.00	2.77
11	CU	Starcraft/Allstar	49	2.0	2013	3/1/2013	61.0	10	50.8%	3.00	210,725	250,000	84.3%	39,275	2.00	2.33
12	CU	Starcraft/Allstar	47	2.0	2013	3/1/2013	61.0	10	50.8%	3.00	220,683	250,000	88.3%	29,317	2.00	2.33
13	CU	Eldorado/Aerolite	44	1.0	2009	10/1/2009	102.0	10	85.0%	2.00	328,175	250,000	131.3%	(78,175)	1.00	1.33
14	RT	Freightliner/Trolley	6	2.3	2007	5/1/2007	131.0	14	78.0%	2.00	134,520	200,000	67.3%	65,480	3.00	2.43
15	RT	Freightliner/Trolley	7	1.0	1996	6/1/1996	262.0	14	156.0%	1.00	205,951	200,000	103.0%	(5,951)	1.00	1.00

3.4.3 *Equipment Condition Assessment Results*

Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value and any Fort Smith Transit owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools.

For the purpose of the condition assessment, the asset category for equipment is split into two sections: non-revenue vehicles regardless of cost and equipment with an acquisition value over \$50,000.

3.4.3.1 *Non-Revenue Vehicles*

The non-revenue vehicles will be scored the same way as the revenue vehicles. The priority for replacement will not be as high as the revenue vehicles as they are not transporting passengers and the target will be set lower to ensure that they are not being prioritized. Fort Smith Transit only has 8 staff/maintenance vehicles, so a change in one vehicle causes a 12.5% change in the results. This makes generalizations based on aggregate statistics less useful. Setting a target for this vehicle class should recognize that they do not carry passengers, so there is less risk associated with their State of Good Repair conditions.

To determine the non-revenue vehicle condition, Fort Smith Transit is using a three factor score to determine the total vehicle condition based on the condition rating, age rating, and mileage rating. The age and mileage rating will be scored based on the ratios in Table 3.5. The breakdown for each of the assessment categories is below.

- **Condition**

The condition score is the most subjective of the three benchmarks but is still useful to use in providing a full picture of the assets overall condition. According to Table 3.2 Rolling Stock Condition Assessment, 6 of the 8 vehicles (75.0%) have a condition rating of 2 or higher.

The target for a condition evaluation is 50% with a condition rating of 2 or higher. The fleet currently meets this benchmark.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the Useful Life Benchmark (ULB) for the asset class. Each asset class for non-revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.10.

Table 3.10 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Automobile	8 Years	1	0	0.0%
Cutaway	10 Years	2	0	0.0%
Truck	10 Years	2	2	100.0%
SUV	8 Years	3	3	100.0%
Totals:		8	5	62.5%

According to table 3.10, 5 of the 8 (62.5%) have exceeded their age ULB. The target for an Age evaluation is 50% of the asset class with remaining useful life. The fleet currently does not meet this benchmark and will be addressed in the investment prioritization.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that Fort Smith Transit has for the lifecycle of the asset class. Table 3.11 shows the ULB for mileage specific to our agency.

Table 3.11 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Automobile	150,000 miles	1	0	0.0%
Cutaway	250,000 miles	2	2	100.0%
Truck	200,000 miles	2	0	0.0%
SUV	200,000 miles	3	0	0.0
Totals:		8	2	25%

According to table 3.11, 6 of the 8 vehicles (75%) have remaining mileage ULB. The target for a mileage evaluation is 50% of the asset class with remaining useful life. The fleet currently meets this benchmark.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale will be averaged to determine a cumulative score for each asset. The target for the cumulative score is 50% of the asset class with a score 2 or higher (max score of 5). The fleet is currently in a State of Good Repair with 75% of the vehicles being in SGR as seen in table 3.12.

Table 3.12 Non-Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Row	Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
1	CU	Eldorado/Aerolite	42	1.2	2009	10/1/2009	102	10	85.0%	2.00	288,102	250,000	115.2%	(38,102)	1.00	1.40
2	CU	Eldorado/Aerolite	43	1.2	2009	10/1/2009	102	10	85.0%	2.00	305,812	250,000	122.3%	(55,812)	1.00	1.40
3	SV	Ford/Expedition	108	3.3	2009	6/1/2009	106	8	110.4%	1.00	51,985	200,000	26.0%	148,015	4.00	2.77
4	TR	Dodge/Ram	137	2.1	1998	10/1/1998	234	14	139.3%	1.00	139,238	200,000	69.6%	60,762	3.00	2.03
5	TR	Dodge/Service Truck	164	2.1	2001	10/1/2001	198	14	117.9%	1.00	128,471	200,000	64.2%	71,529	3.00	2.03
6	A0	Ford/Fusion S Hybrid	444	3.9	2015	12/1/2014	40	8	41.7%	4.00	14,668	150,000	9.8%	135,332	5.00	4.30
7	SV	Jeep/Cherokee	476	2.1	1999	4/1/1999	228	8	237.5%	1.00	146,614	200,000	73.3%	53,386	3.00	2.03
8	SV	Ford/Explorer	937	2.5	2006	6/1/2006	142	8	147.9%	1.00	63,037	200,000	31.5%	136,963	4.00	2.50

3.4.3.2 Other Equipment

Fort Smith Transit does not own any equipment asset item (single line item or group) with a cost at or over \$50,000 in acquisition value.

3.4.4 Facility Condition Assessment Results

The TAM Plan Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale, to all facility assets for which Fort Smith Transit owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which Fort Smith Transit does not own the asset, the facility asset is owned by a third party, and/or where Fort Smith Transit does not have a direct capital responsibility for the facility asset (the asset is included in the Asset Inventory, but not in the Condition Assessment).

Only Fort Smith Transit owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. At the time of this report, Fort Smith Transit only owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, bus awning, and transfer station.

Each condition assessment inspection will take place in March/April of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Maintenance Director of Fort Smith Transit with results and data reported to the Accountable Executive.

The target for the facility evaluation is 75% of the asset class with a condition score over 2.0. The facilities currently meets this benchmark. Of the 4 facilities, 100% of them are scoring above a 2.0 (see Table 3.4 Facilities Condition Assessment for details).

Table 3.13 Facility Condition Assessment Summary

Row	Facility Description	Asset Classification	Condition Rating
1	Administrative Office	Administrative Facility	4.34
2	Maintenance Garage	Maintenance Facility	3.76
3	Bus Awning	Maintenance Facility	4.70
4	Transfer Station	Passenger Facility	4.49

Section 4: Decision Support Tools

Sections 4 and 5 of this document are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transportation assets. Fort Smith Transit staff within the maintenance, finance/grants, compliance, operations and safety, and executive departments utilizes a variety of management practices, policies, and technology to manage, maintain, and plan throughout the life cycle of an asset. Table 4.1 shows the typical Fort Smith Transit Decision Support and Capital Asset Investment Planning Process.

Table 4.1 Decision Support and Capital Asset Investment Planning Process

Step	Process Description
1	Bi-annual management meeting to review asset performance and set goals
2	Annually development of or update to the department policies, procedures, and SOPs.
3	Creation or update of: Operations Plan, Facility and Equipment Maintenance Plan, Procurement Manual, Fleet Maintenance Plan, TAMP and Finance Capital Plan
4	Data collection, analysis and review
5	Update, record and report data: ArDOT, NTD, TAMP
6	Department management meetings, assess asset and transit system capital investment needs based on: safety deficiencies, ADA accessibility, agency capacity, consumer demand, maintenance needs, data, and available funding.
7	Development of or update to Asset Improvement Priority List of Projects and Programs. Placement in TIP/STIP.
8	Contract advertising – RFP (BID) and Award Process
9	Project/Program implementation and monitoring

Beyond the planning process outlined above, there are several other documents that provide additional decision support including:

- Facility, Equipment and Maintenance Plans
- City of Fort Smith Procurement Manual
- TAM Plan
- MPO TIP

4.1 Management Approach to Asset Management

The primary management approach utilized to maintain an SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective and a safety and accessibility perspective.

Throughout each asset's life cycle, Fort Smith Transit shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When Fort Smith Transit encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. Fort Smith Transit's risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in the remainder of this section.

Performing an analysis of the asset life cycle at the individual asset level is just one management approach Fort Smith Transit uses to maintain a SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed. The analysis is a snapshot of each asset's current status. The asset lifecycle stages consist of the following strategies:

4.1.1 Acquisition Strategy (Design/Procurement)

The Accountable Executive initiates the interdepartmental cooperation based on the replacement and enhancement needs of the vehicles, equipment, and facilities. In order to start the procurement process, the Accountable Executive completes a purchase form with the applicable specifications required (cutaway vehicles are purchased off of the ArDOT state contract; trolley buses are purchased by purchasing off of existing service provider contracts that include an option clause). The forms are sent to the Fort Smith Transit Maintenance Department to review all specifications and compliance before submitting the purchasing request.

4.1.2 Maintenance Strategy (Operate/Maintain/Monitor)

The maintenance plan is developed as a guide to ensure all vehicles are kept in top performing condition with a pleasing appearance at the lowest possible cost. This will be achieved by adherence to the following:

1. Each day the Maintenance Supervisor checks for concerns on the Operational Data Sheet (ODS) and monitors the radio to document maintenance issues.
2. A list of issues is compiled and secondary concerns form the repair orders for the next business day.

3. Primary maintenance concerns are resolved immediately or are prioritized based upon the nature of the complaint.
4. Scheduling of preventive maintenance inspections are reviewed through a computer file in which the mileage is entered every day and automatically marks or flags when a particular bus is close or due for service intervals. Cut-a-way PM's shall be performed every 5,000 miles as indicated on the appropriate PM inspection sheet. A level 2 PM Service will be completed between 45,000 and 55,000 miles.
5. All diesel bus PM's shall be completed every 10,000 miles as indicated on the appropriate PM inspection sheet.
6. A comprehensive check of the entire vehicle and its components shall be completed with each PM.
7. Maintenance department maintains two separate communication systems which include destination signs and the beta brite systems. Both systems are repaired as needs occur as communicated through the operational data sheet.
8. Each morning the driver shall check the following to ensure the bus is safe for service:
 - Check oil
 - Check coolant
 - Check brake fluid
 - Check fire extinguisher
 - Start engine
 - A/C or heaters (on for 5 min)
 - Check radio
 - Check wiper operation
 - Check gauges & fuel quality
 - Check mirrors
 - Check horn
 - Check w/c straps & tie downs
 - Check passenger entry door
 - Headlights (on) high then low
 - Check running & left turn lights
 - Check right turn & tag light
 - Check hazards lights
 - Check stop lights
 - Check park brake
 - Check fast idle
 - Check lift operation & lift lights
 - Check tires, lug's, splash guards

- Check temp. of a/c or heaters
 - Check at least one nut per wheel
 - Check farebox & computer
 - Check safety equipment
 - Sign pre trip sheet & note all defects before leaving
9. Service mechanics shall preserve the condition of the buses as per schedule, as well as maintain all fluid levels.
 10. The laborer shall wash the outside of each bus and mop the interior floors as per schedule.
 11. Maintenance personnel will remain on duty from 8:00 a.m. until 5:00 p.m. Monday through Friday and rotate on call assignments for weekends and holidays.
 12. Each mechanic will be asked to attend specialized training classes periodically to ensure they are familiar with the latest technology and current updates on equipment, as well as on-site training as scheduled.

4.1.3 Disposal Strategy

Vehicles will be disposed of according to their replacement priority in this TAMP. The TAMP allows Fort Smith Transit to prioritize when and which vehicles will be replaced as seen in the next section. Once a vehicle has reached its useful life in age and mileage or has a cumulative condition score below 2.0, a vehicle will be eligible for disposition and replacement.

Section 5: Investment Prioritization

This section details the investment prioritization based on the results from the condition assessment and the SGR benchmarks. The investment prioritization shows the capital investment that will take place over the next five years (2018-2022).

5.1 Investment Prioritization Process

Fort Smith Transit has performed an investment prioritization in order to determine what capital investments are needed and when they are needed in order to achieve and/or maintain SGR and to rate and rank the assets in order of replacement/implementation.

5.1.1 Replacement Cost Summary

Table 5.1 shows the replacement costs for each asset class that will need to be replaced over the next five years.

Table 5.1 Replacement Cost Amounts by Asset Class

Asset Class	FTA Age ULB	Mileage ULB	Replacement Cost
Cutaway*	10 Years	250,000	\$82,000
Rubber-Tired Vintage Trolley	14 Years	200,000	\$165,000

*Cutaway cost includes the CNG conversion

The information in the table will be used to determine the investment prioritization for each asset.

5.1.2 Capital Budget

Fort Smith Transit is committed to using the funds we receive in the most efficient manner to maintain and improve the safe operation of our system. Over the past five years, Fort Smith Transit has received on average \$296,066 (FY2017-\$296,020; FY2016-\$341,420; FY2015-\$184,313; FY2014-\$107,552; FY2013-\$551,026) of Section 5307 federal funds (including local match). In addition, Fort Smith Transit has also received Section 5339 federal funds. On average over the last three years of available data, Fort Smith Transit has averaged \$173,701 (FY2018-\$218,913; FY2017-\$0; FY2016-\$302,190) in Section 5339 funds (including local match). For the capital investment prioritization portion of this document, Fort Smith Transit will use the combined Section 5307 funds with match and the Section 5339 funds with match, bringing the average annual total to \$469,767.

5.1.3 Revenue Vehicle Replacement Prioritization

Table 5.2 details the replacement of Fort Smith Transit assets by year in order to achieve a minimum SGR. The current revenue vehicle fleet SGR is 86.7% overall according to the cumulative condition rating. (RT - 50%; CU - 92.3%).

Table 5.2 Revenue Vehicle Replacement Prioritization

Row	Year	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020** Investment	2021** Investment	2022** Investment	2023** Investment	Total Investment
1	1996	RT	Freightliner/Trolley	4UW54E272112598	7	205,951	1.00	\$165,000	\$165,000	\$0	\$0	\$0	\$0	\$165,000
2	2009	CU	Eldorado/Aerolite*	IFDEE35SX9DA88401	44	328,175	1.33	\$82,000	\$0	\$0	\$0	\$0	\$0	\$165,000
3	2013	CU	Starcraft/Allstar**	IFDFE4FS2DDA28968	49	210,725	2.33	\$82,000	\$82,000	\$0	\$0	\$0	\$0	\$247,000
4	2013	CU	Starcraft/Allstar*	IFDFE4FS4DDA28972	47	220,683	2.33	\$82,000	\$0	\$0	\$0	\$0	\$0	\$247,000
5	2007	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	134,520	2.43	\$165,000	\$0	\$0	\$175,049	\$0	\$0	\$422,049
6	2013	CU	Starcraft/Allstar*	IFDFE4FS4DDA23061	48	181,844	2.77	\$82,000	\$0	\$0	\$0	\$0	\$0	\$422,049
7	2014	CU	Eldorado/Aerolite**	IFDEE3FLXEDA72779	51	140,424	3.17	\$82,000	\$0	\$84,460	\$0	\$0	\$0	\$506,509
8	2014	CU	Eldorado/Aerolite**	IFDEE3FL3DA72770	50	144,086	3.17	\$82,000	\$0	\$84,460	\$0	\$0	\$0	\$590,969
9	2015	CU	Eldorado/Aerolite**	IFDEE3FL6EDA71936	52	127,591	3.50	\$82,000	\$0	\$84,460	\$0	\$0	\$0	\$675,429
10	2015	CU	Eldorado/Ntl. Advantage**	IFDEE4FL3FDA06985	53	99,993	3.90	\$82,000	\$0	\$0	\$86,994	\$0	\$0	\$762,422
11	2016	CU	Starcraft/Allstar**	IFDFE4FS7GDCS3620	54	67,054	4.33	\$82,000	\$0	\$0	\$0	\$89,604	\$0	\$852,026
12	2016	CU	Starcraft/Allstar**	IFDFE4FS9GDCS3621	55	67,613	4.33	\$82,000	\$0	\$0	\$0	\$89,604	\$0	\$941,630
13	2016	CU	Starcraft/Allstar***	IFDFE4FS7GDCS3617	56	53,082	4.70	\$82,000	\$0	\$0	\$0	\$0	\$92,292	\$1,033,921
14	2016	CU	Starcraft/Allstar**	IFDFE4FS9GDCS3618	57	57,728	4.70	\$82,000	\$0	\$0	\$0	\$0	\$92,292	\$1,126,213
15	2016	CU	Starcraft/Allstar	IFDFE4FS0GDCS3619	58	38,602	4.77	\$82,000	\$0	\$0	\$0	\$0	\$0	\$1,126,213
16	2018	CU	Starcraft/Allstar	IFDEE3FS1JDC27981	59	-	5.00	\$82,000	\$0	\$0	\$0	\$0	\$0	\$1,126,213
17	2018	CU	Starcraft/Allstar	IFDEE3FS3JDC27982	60	-	5.00	\$82,000	\$0	\$0	\$0	\$0	\$0	\$1,126,213
18	2018	CU	Starcraft/Allstar	IFDFE4FS1JDC31314	61	-	5.00	\$82,000	\$0	\$0	\$0	\$0	\$0	\$1,126,213
19	2018	CU	Starcraft/Allstar	IFDFE4FS3JDC28138	62	-	5.00	\$82,000	\$0	\$0	\$0	\$0	\$0	\$1,126,213
Total									\$247,000	\$253,380	\$262,042	\$179,207	\$184,583	\$1,126,213

*Vehicles were replaced after the inventory and condition assessment and prior to the completion of this TAMP.

**Years 2020-2023 include an annual 3% inflation factor

5.1.4 Equipment Replacement Prioritization

Table 5.3 details the replacement of Fort Smith Transit equipment assets by year in order to achieve a minimum SGR. The current non-revenue vehicle fleet SGR is 75% overall according to the cumulative condition rating.

Table 5.3 Equipment Replacement Prioritization

Row	Year	Asset Class	Serial ID/WIN	Agency Vehicle Number	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020** Investment	2021** Investment	2022** Investment	2023** Investment	Total Investment
1	2009	CU	Eldorado/Aerolite	42	288,102	1.4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	2009	CU	Eldorado/Aerolite	43	305,812	1.4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	1998	TR	Dodge/Ram	137	139,238	2.0	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$35,000
4	2001	TR	Dodge/Service Boom Truck	164	128,471	2.0	\$35,000	\$0	\$0	\$37,132	\$0	\$0	\$72,132
5	1999	SV	Jeep/Cherokee	476	146,614	2.0	\$30,000	\$0	\$0	\$0	\$32,782	\$0	\$104,913
6	2006	SV	Ford/Explorer	937	63,037	2.5	\$35,000	\$0	\$0	\$0	\$0	\$0	\$104,913
7	2009	SV	Ford/Expedition	108	51,985	2.8	\$35,000	\$0	\$0	\$0	\$0	\$0	\$104,913
8	2015	A0	Ford/Fusion S Hybrid	444	14,668	4.3	\$28,000	\$0	\$0	\$0	\$0	\$0	\$104,913
							Total	\$35,000	\$0	\$37,132	\$32,782	\$0	\$104,913

***Years 2020-2023 include an annual 3% inflation factor*

5.1.5 Facility Replacement Prioritization

Table 5.4 details the replacement of Fort Smith Transit facility assets by year in order to achieve a minimum SGR. The current facility SGR is 100%. No major investments are planned over the period of this plan in order to maintain SGR.

Table 5.4 Facility Investment Prioritization

Row	Facility Description	Asset Classification	Year Built	Condition Rating	2018 Investment	2019 Investment	2020 Investment	2021 Investment	2022 Investment	Total Investment
1	Maintenance Garage	Maintenance Facility	1988	3.76	\$0	\$0	\$0	\$0	\$0	\$0
2	Administrative Office	Administrative Facility	1988	4.34	\$0	\$0	\$0	\$0	\$0	\$0
3	Transfer Station	Passenger Facility	2010	4.49	\$0	\$0	\$0	\$0	\$0	\$0
4	Bus Awning	Maintenance Facility	2010	4.70	\$0	\$0	\$0	\$0	\$0	\$0
Total					\$0	\$0	\$0	\$0	\$0	\$0

5.1.6 Asset Replacement Prioritization Summary

Fort Smith Transit plans to make an investment of \$1,231,126 over the next five year period in order to obtain and maintain a State of Good Repair. Table 5.6 summarizes the overall investment made by asset category that keeps Fort Smith Transit in SGR. Table 5.5 provides greater detail by showing the investment made by asset class for each year.

Table 5.5 Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %
FY2019	\$247,000	\$35,000	\$0	91.67%
FY2020	\$253,380	\$0	\$0	91.67%
FY2021	\$262,042	\$37,132	\$0	91.67%
FY2022	\$179,207	\$32,782	\$0	91.67%
FY2023	\$184,583	\$0	\$0	91.67%
Total:	\$1,126,213	\$104,913	\$0	\$1,231,126

Table 5.6 Asset Replacement Summary Costs by Asset Class

Funding Available	\$469,767	\$469,767	\$469,767	\$469,767	\$469,767
Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles	\$247,000	\$253,380	\$262,042	\$179,207	\$184,292
<i>CU - Cutaway Bus</i>	\$82,000	\$253,380	\$89,994	\$179,207	\$184,292
<i>RT - Rubber-tire Vintage Trolley</i>	\$165,000	\$0	\$175,049	\$0	\$0
Equipment	\$35,000	\$0	\$37,132	\$32,782	\$0
<i>Non-Revenue/Service Automobile</i>	\$0	\$0	\$0	\$32,782	\$0
<i>Trucks and other Rubber Tire Vehicles</i>	\$35,000	\$0	\$37,132	\$0	\$0
Facilities	\$0	\$0	\$0	\$0	\$0
<i>Administration</i>	\$0	\$0	\$0	\$0	\$0
<i>Maintenance</i>	\$0	\$0	\$0	\$0	\$0
<i>Passenger Facilities</i>	\$0	\$0	\$0	\$0	\$0
Funding Expenditures	\$282,000	\$253,380	\$299,174	\$211,989	\$184,583

Fort Smith Transit is currently in a State of Good Repair and will be able to maintain a State of Good Repair through the investments outlined in this plan. From FY2019 to FY2023, the Fort Smith Transit will have an estimated \$2,348,835 available in capital funding to replace or enhance vehicles, equipment and facilities. Over that five year period, Fort Smith Transit will need to expend \$1,231,126 in order to maintain a state of good repair for all asset categories, leaving a remainder of \$1,117,709 to meet expansion or replacement needs. At the time of this writing, 9 of the 15 vehicles (60%) in the revenue fleet have been converted to Bi-Fuel CNG. The investment scenario summarized above, includes the cost of converting the nine (9) replaced cutaways to Bi-Fuel CNG. With the remaining funds, Fort Smith Transit is planning to install a CNG refueling station on-site.

Section 6: Annual Performance Targets

This section lists the process, data sources, and methodology used in the development of the FTA requirement for Fort Smith Transit to set annual SGR performance targets. As stated in Section 3.2 of this plan, a State of Good Repair is defined as the condition in which a capital asset is able to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR. Due to this, each asset is individually conditionally assessed. The SGR policy for Fort Smith Transit has determined that an asset is operating at full level of performance if the asset can answer YES to the questions below:

1. Is the asset able to perform its designed function?
2. Does the asset operate without any known unacceptable safety risk?
3. Does the asset have remaining Useful Life (as determined in Section 5 of this plan)?

Fort Smith Transit shall establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets and measures are as follows:

Within three months before the effective date of October 1, 2018, Fort Smith Transit shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the September meeting of Fort Smith Transit Board of Directors. TAMP updates and adjusted targets shall be established with annual NTD reporting and approved by the Accountable Executive.

SGR performance targets are based on realistic expectations derived from the most recent available data compiled through the three-tier condition assessment for revenue vehicles and non-revenue vehicles and the condition assessment score for equipment and facilities. In addition, Fort Smith Transit also used the FTA performance measure criteria, and the financial resources from all sources Fort Smith Transit reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a quarterly basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD. Table 6.1 shows the annual SGR performance targets for each asset type.

Table 6.1 Annual State of Good Repair Performance Targets

Asset Category		Current	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	<i>CU - Cutaway Bus</i>	0%	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>	0%	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	<i>CU - Cutaway Bus</i>	7.7%	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>	50%	20%	20%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>CU - Cutaway Bus</i>	7.7%	20%	20%	20%	20%	20%
	<i>RT - Rubber-tire Vintage Trolley</i>	50%	20%	20%	20%	20%	20%
Equipment							
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>Non-Revenue/Service Vehicle</i>	25%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	<i>Administration</i>	0%	25%	25%	25%	25%	25%
	<i>Maintenance</i>	0%	25%	25%	25%	25%	25%
	<i>Passenger Facilities</i>	0%	25%	25%	25%	25%	25%

Section 7: National Transit Database (NTD) Reporting

Fort Smith Transit will report annually to the FTA's National Transit Database the following information:

- Inventory of assets
- SGR performance targets for the next fiscal year
- Condition inspection assessments and performance measures of capital assets
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of Fort Smith Transit's transit system or operations from the previous year and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Fort Smith Transit fiscal year ends on December 31st of each year. Per NTD requirements, annual TAM reporting to NTD must be completed by the last business day of April of each calendar year. The Transit Superintendent has been designated by the Accountable Executive to complete the NTD reporting.

As part of the NTD reporting process, Fort Smith Transit will maintain all supporting TAM Plan records and documents and will make available all TAM Plan records to the federal (FTA), state (ArDOT) and MPO's entities that provide funding to Fort Smith Transit to aid in the planning process.

Section 8: Plan Updates

While NTD reporting is performed annually, the TAM Plan should be reviewed quarterly and be incorporated into all capital, budget and procurement planning. With the implementation of this Plan, this document will serve as the baseline measure of asset performance management. As more data is collected, targets and benchmarks will be adjusted to accurately reflect the condition of the system.

In addition to the annual updates required for NTD Reporting, according to the FTA TAM Rule, the TAM Plan must be updated in its entirety at least every four (4) years. This document covers a horizon period of five years, from October 1, 2018 to September 30, 2023. Each of the tables and information in the plan will be updated annually to reflect the addition and removal of assets as well as any funding or performance changes.

Appendix A: Rolling Stock Inspection Forms



Revenue Vehicle Inventory & Condition Assessment Form

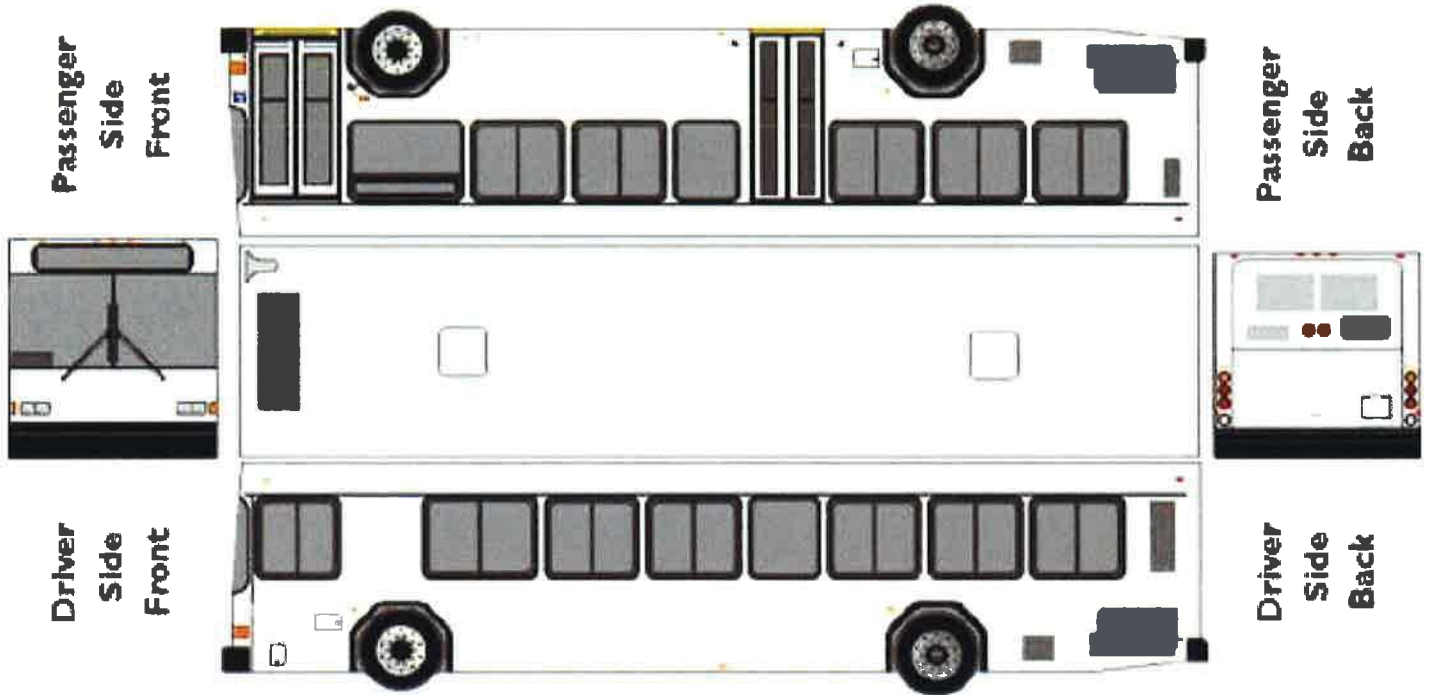
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Freightliner
Model: Trolley
Year: 2007
ID/Serial Number/VIN: 6 / 4UZAACBV17CY15789
Mileage: 134,520
Date in Service: 05/01/2007
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input checked="" type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.3

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

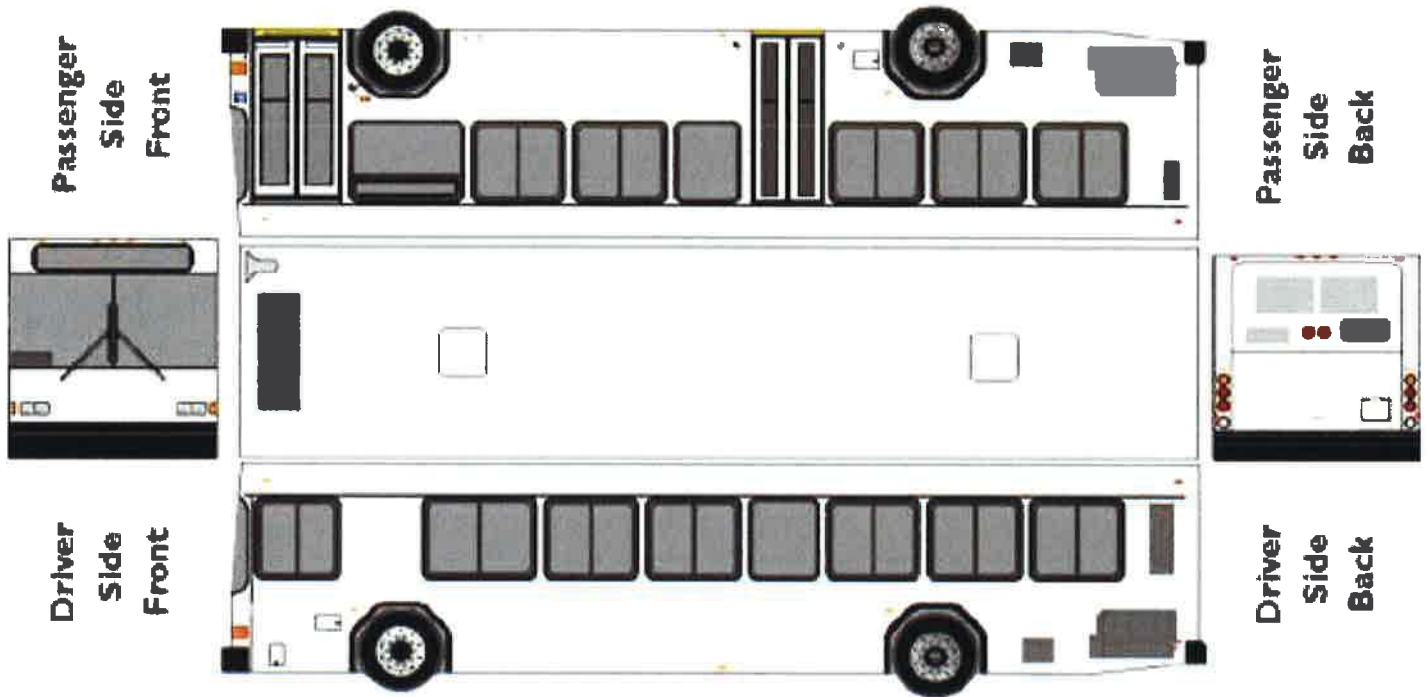
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Freightliner
Model: Trolley
Year: 1996
ID/Serial Number/VIN: 7 / 4UZK54E27T2112598
Mileage: 205,951
Date in Service: 06/01/1996
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input checked="" type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

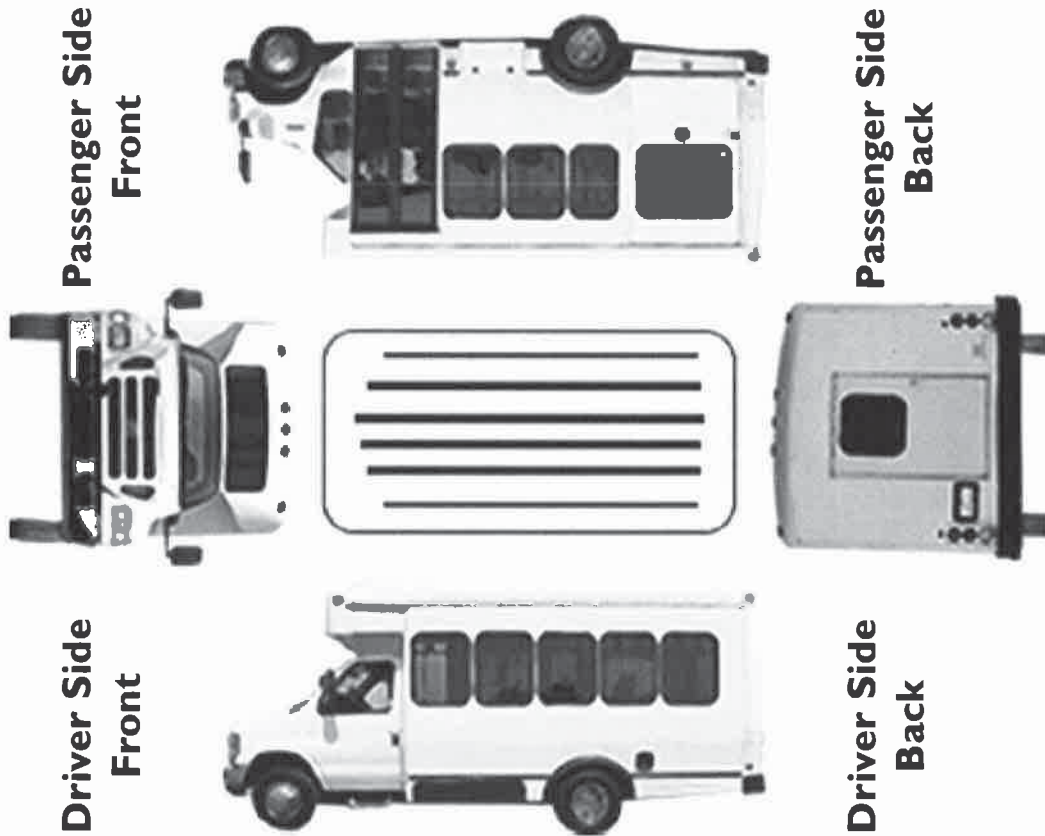
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Eldorado
Model: Aerolite
Year: 2009
ID/Serial Number/VIN: 44 / 1FDEE35SX9DA88401
Mileage: 328,175
Date in Service: 10/01/2009
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 1

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

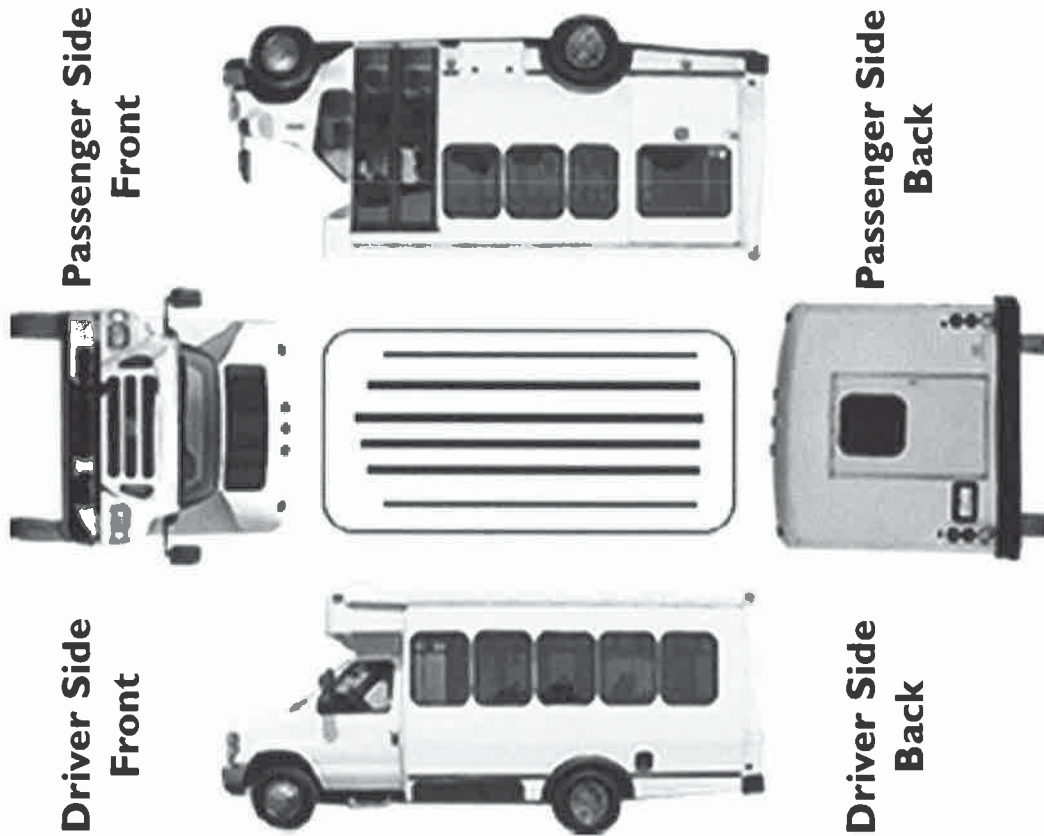
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2013
ID/Serial Number/VIN: 47 / 1FDFE4FS4DDA28972
Mileage: 220,683
Date in Service: 03/01/2013
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2013
ID/Serial Number/VIN: 48 / 1FDFE4FS4DDA23061
Mileage: 181,844
Date in Service: 03/01/2013
Vehicle Location: Fort Smith, AR

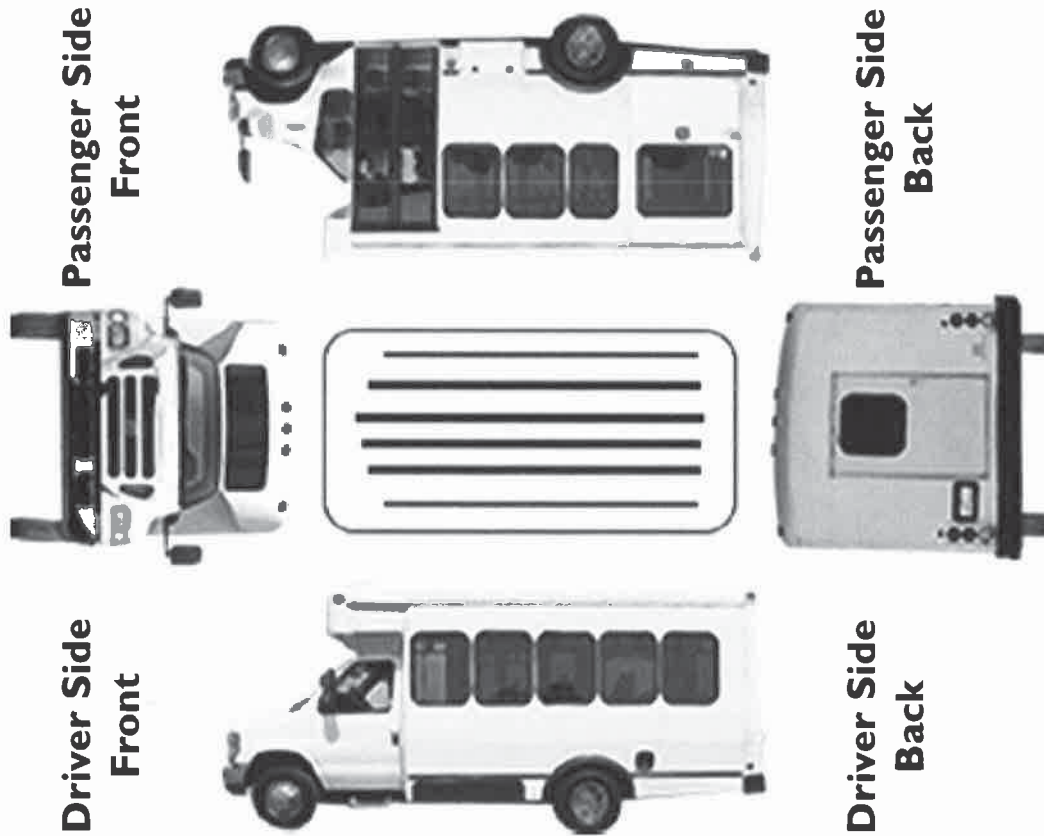
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.3

Additional Vehicle Comments:

Wheelchair lift gate not operating correctly; Fire extinguisher inspection tag expired



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

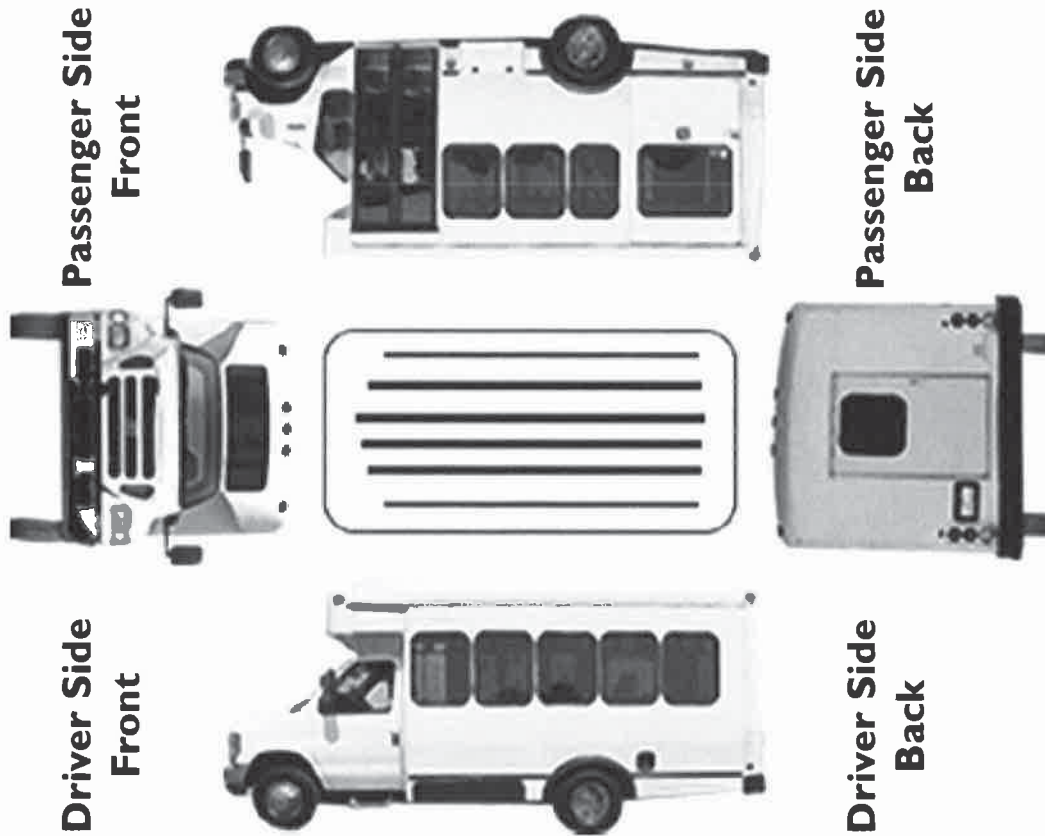
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2013
ID/Serial Number/VIN: 49 / 1FDFE4FS2DDA28968
Mileage: 210,725
Date in Service: 03/01/2013
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

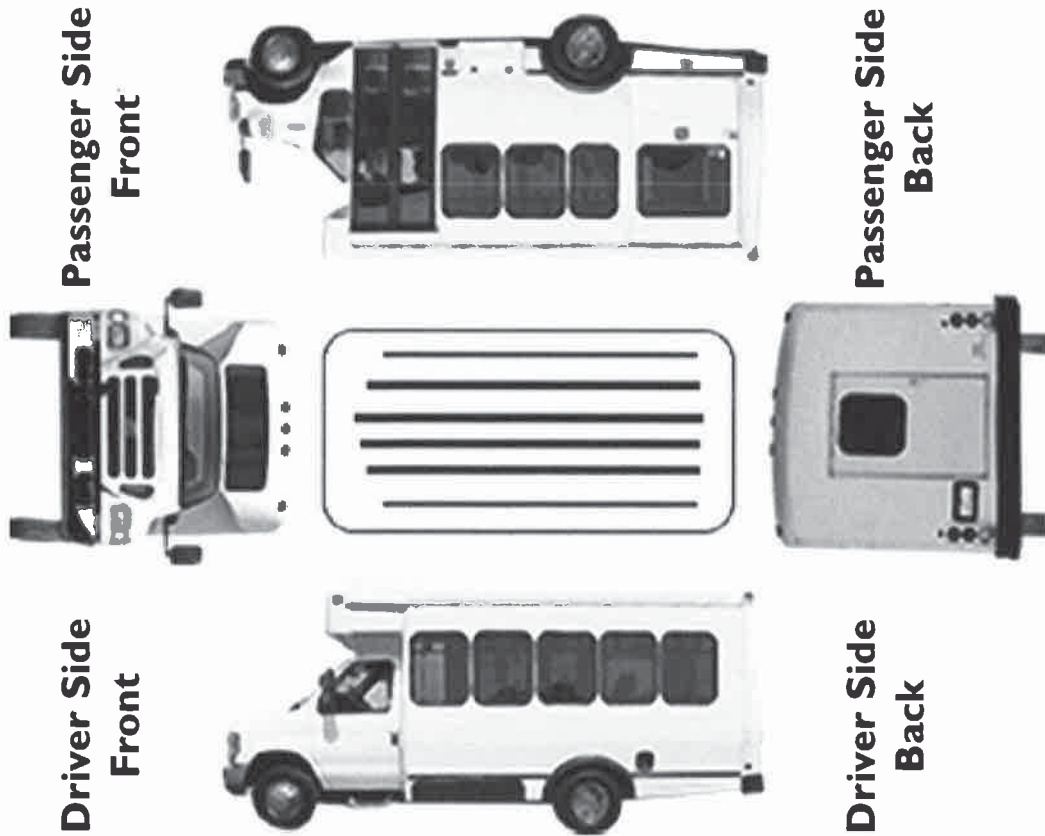
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Eldorado
Model: Aerolite
Year: 2014
ID/Serial Number/VIN: 50 / 1FDEE3FL3DA72770
Mileage: 144,086
Date in Service: 07/01/2014
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

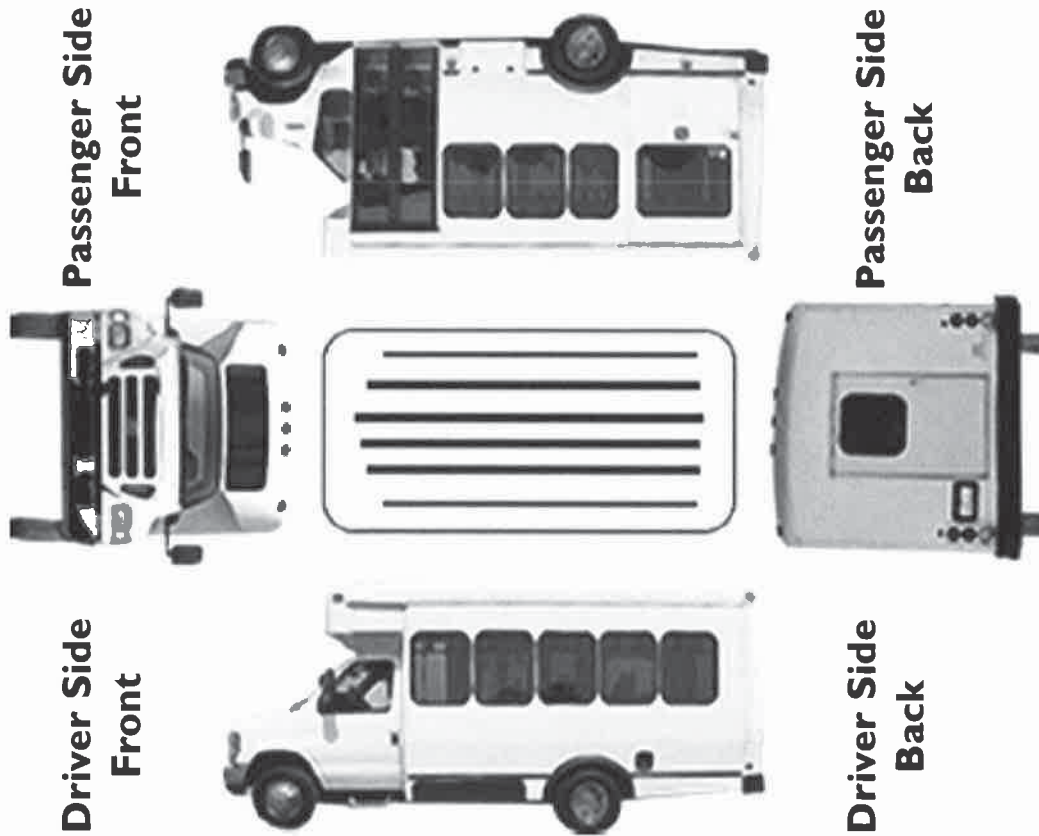
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Eldorado
Model: Aerolite
Year: 2014
ID/Serial Number/VIN: 51 / 1FDEE3FLXEDA72779
Mileage: 140,424
Date in Service: 08/01/2014
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

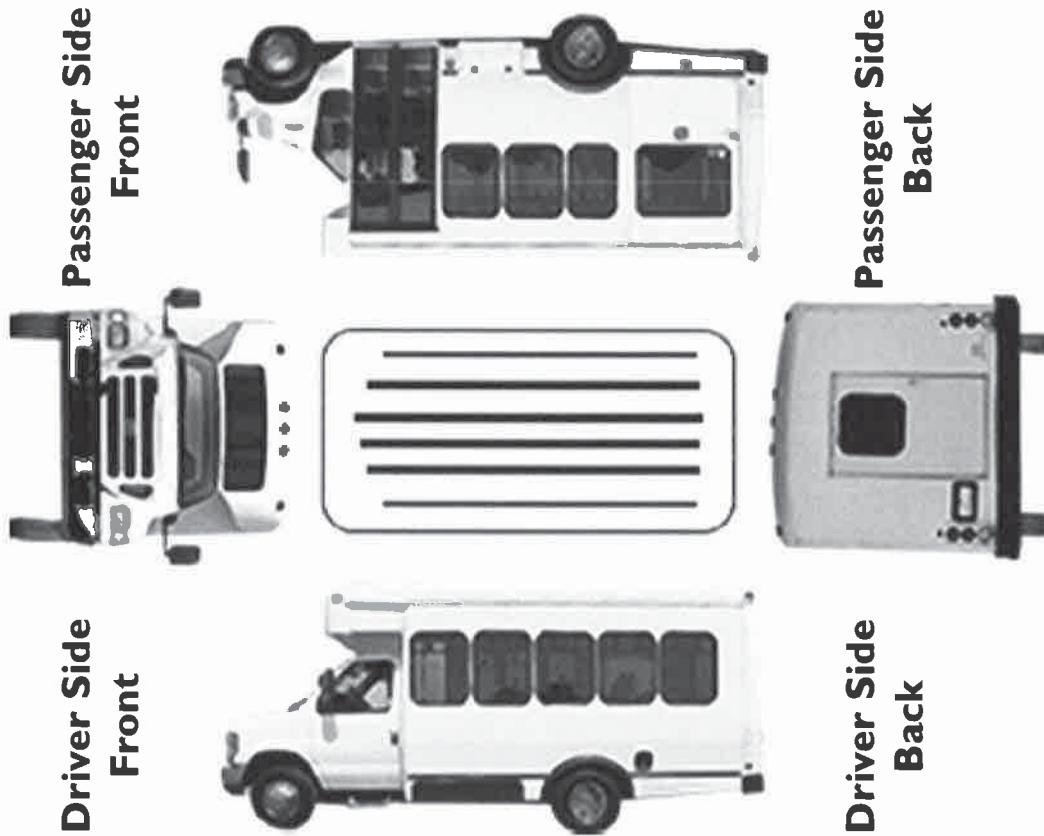
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Eldorado
Model: Aerolite
Year: 2015
ID/Serial Number/VIN: 52 / 1FDEE3FL6EDA71936
Mileage: 127,591
Date in Service: 03/01/2015
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 2.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

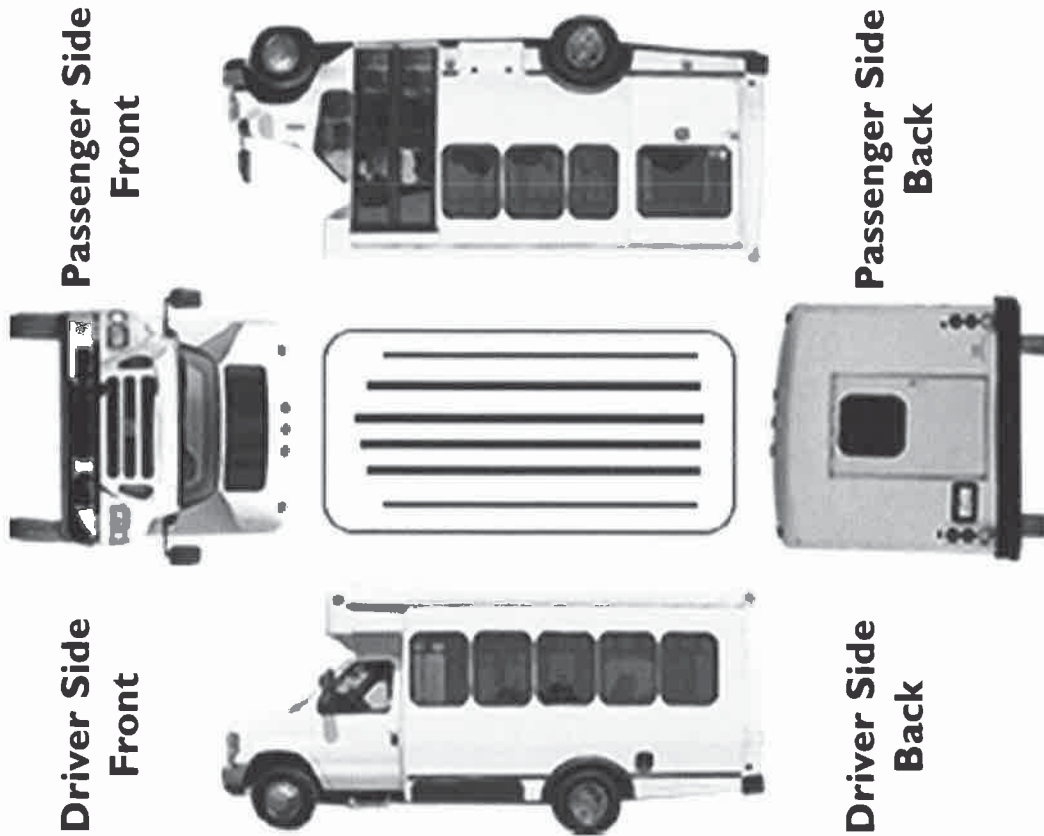
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Eldorado
Model: Aerolite
Year: 2015
ID/Serial Number/VIN: 53 / 1FDEE4FL3FDA06985
Mileage: 99,993
Date in Service: 03/2015
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 3.7

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit

Inventory Date: 04/17/2018

Make: Starcraft

Model: Allstar

Year: 2016

ID/Serial Number/VIN: 54 / 1FDFE4FS7GDC53620

Mileage: 67,054

Date in Service: 08/01/2016

Vehicle Location: Fort Smith, AR

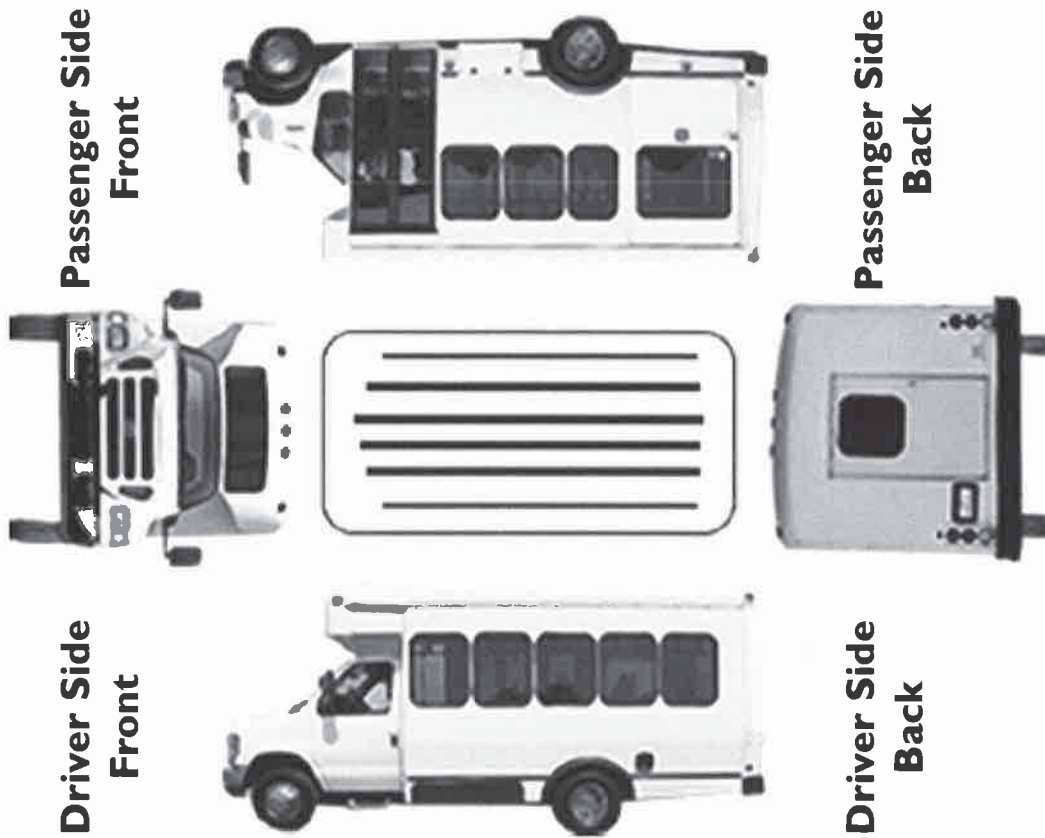
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 4.0

Additional Vehicle Comments:

Wheelchair lift gate not functioning properly



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

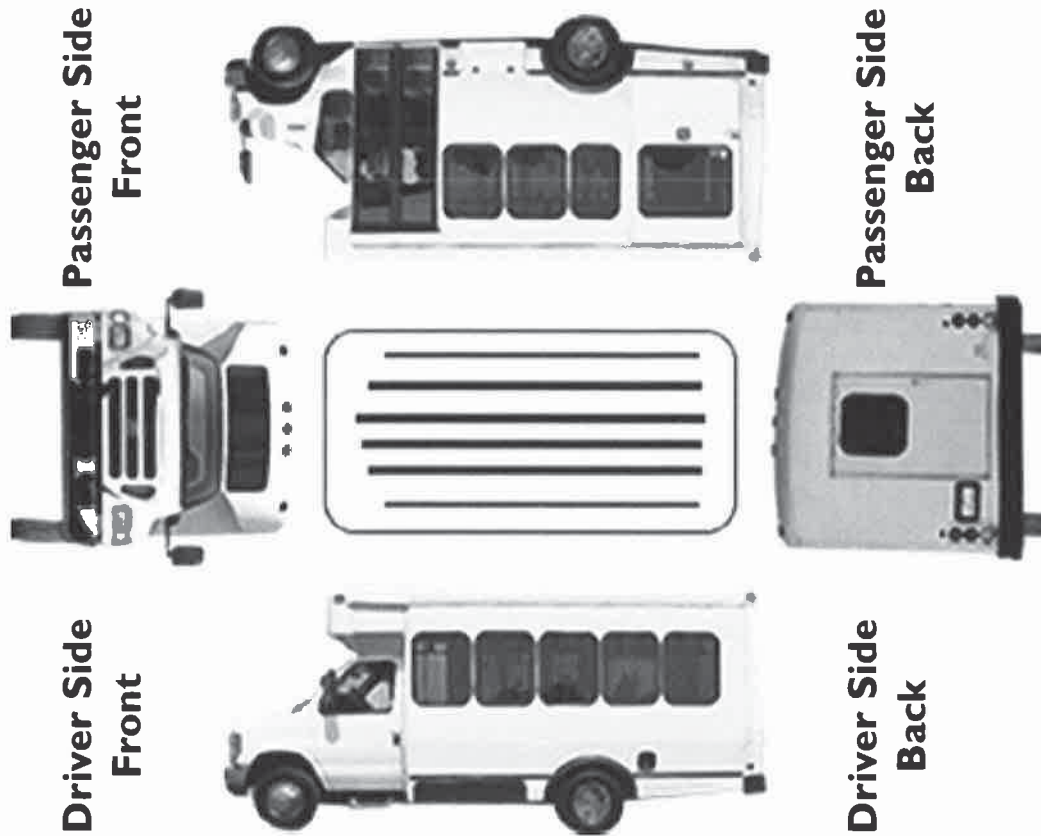
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2016
ID/Serial Number/VIN: 55 / 1FDFE4FS9GDC53621
Mileage: 67,613
Date in Service: 08/01/2016
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 4.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

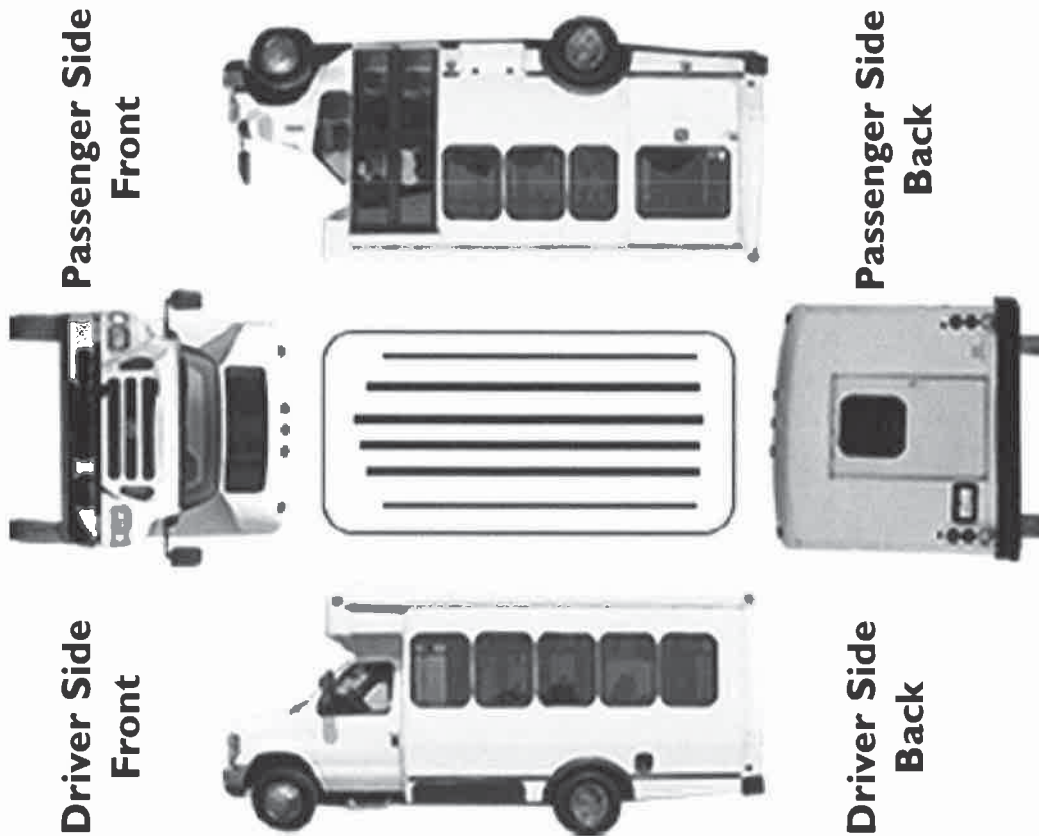
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2016
ID/Serial Number/VIN: 56 / 1FDFE4FS7GDC53617
Mileage: 53,082
Date in Service: 11/01/2016
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 4.1

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

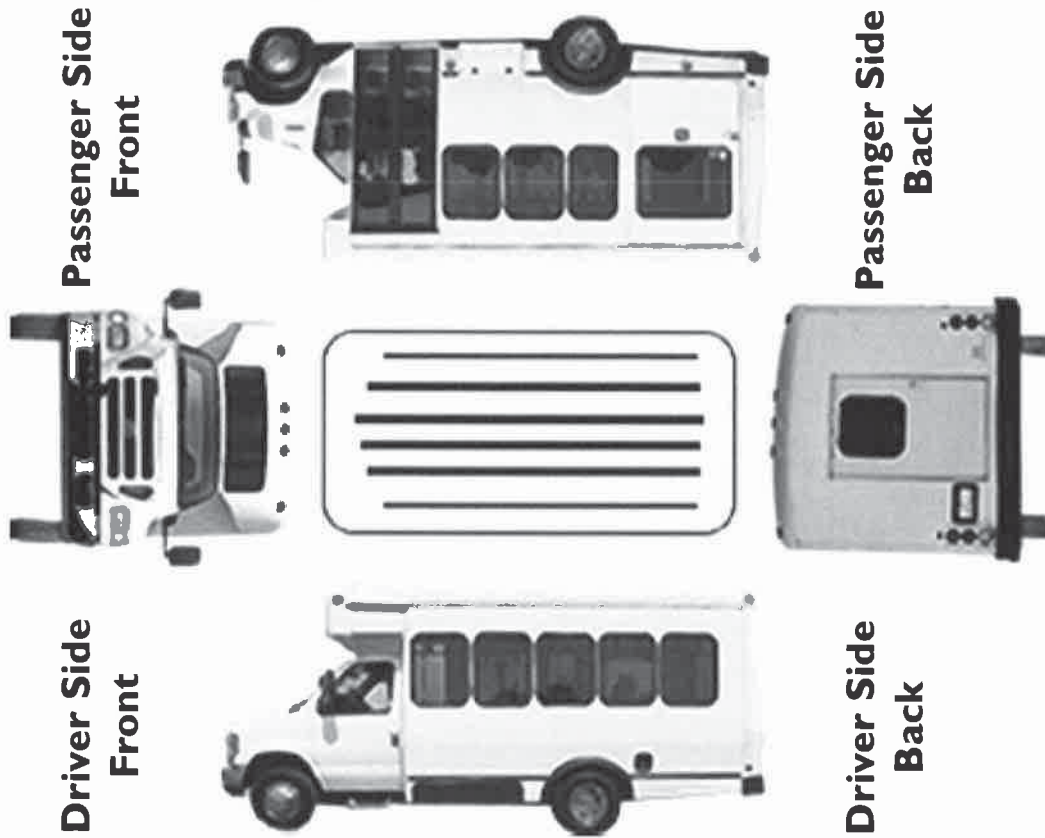
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2016
ID/Serial Number/VIN: 57 / 1FDPE4FS9GDC53618
Mileage: 57,728
Date in Service: 11/01/2016
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 4.1

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A



Revenue Vehicle Inventory & Condition Assessment Form

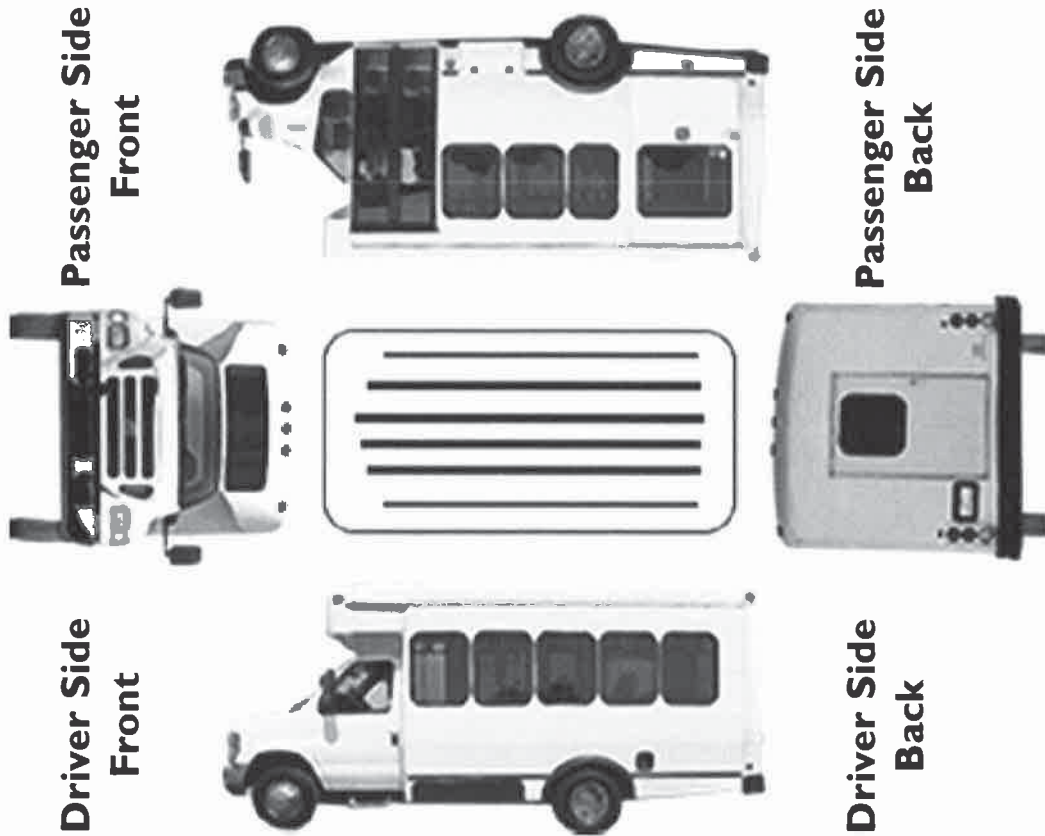
Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Make: Starcraft
Model: Allstar
Year: 2016
ID/Serial Number/VIN: 58 / 1FDFE4FS0GDC53619
Mileage: 38,602
Date in Service: 11/01/2016
Vehicle Location: Fort Smith, AR

Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>
BU - Bus	<input type="checkbox"/>	SB - School Bus	<input type="checkbox"/>
CU - Cutaway Bus	<input checked="" type="checkbox"/>	SV - Sport Utility Vehicle	<input type="checkbox"/>
DB - Double Decked Bus	<input type="checkbox"/>	TB - Trolleybus	<input type="checkbox"/>
FB - Ferryboat	<input type="checkbox"/>	VN - Van	<input type="checkbox"/>

Vehicle Condition Assessment Rating Scale		
Rating	Condition	Description
4.8 - 5.0	Excellent	New asset; no visible defects.
4.0 - 4.7	Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
3.0 - 3.9	Adequate	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
2.0 - 2.9	Marginal	Asset reaching or just past the end of its use life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
1.0 - 1.9	Poor	Asset is past its useful life and is in need of immediate repair or replacement may have critically damaged component(s).

Vehicle Condition Score: 4.3

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

Ignition	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Fire extinguisher and fire suppression (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
On board safety items (reflectors, triangles, etc)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Lights (check headlights, taillights, and turn signals)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Windshield wipers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Horn	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Driver's seat belt	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Passenger seat belts	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Wheelchair lift/ramp in working order (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Cleanliness	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Scratches or dents (if yes highlight on diagram below)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A

Appendix B: Facility Inspection Forms



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit

Inventory Date: 04/17/2018

Facility Address: 6821 Jenny Lind Road, Fort Smith, AR 72908

Facility Name: Administrative Office

Year Built or Replaced: 1988 (Renovated in 2010)

Primary Mode Served: Fixed Route and Demand Response

Square Feet: 9,600

Percent Capital Responsibility: 100%

Section of Larger Facility? Yes No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input checked="" type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.5	4.5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4	4.17
	Roof, gutters, eaves, skylights, pillars, and walls	4.5	
	Exterior windows, doors, and all finishes (paint and masonry)	4	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4	4.27
	Interior stairs and landings	4.3	
	Finishes: materials used on walls, floors, and ceilings	4.5	
Conveyance	Elevators and escalators	4.7	4.7
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4.5	4.43
	Water supply	4.5	
	Sanitary waste	N/A	
	Rain water drainage	4.3	
HVAC	Energy supply	4.5	4.5
	Heating/cooling generation and distribution systems	4.5	
	Testing, balancing, controls, and instrumentation	4.5	
	Chimneys and vents	4.5	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	3.5	3.67
	Lighting and branch wiring (interior and exterior)	3.5	
	Communications and security	4.0	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	N/A	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	N/A
Site	Pedestrian areas and associated signage, marking, and equipment	4.5	4.5
	Site development, such as: fences, walls, and miscellaneous structures	N/A	
	Landscaping and irrigation	N/A	
	Site utilities	4.5	

Cumulative Primary Level Score (CPLS): 37.74

Final Term Rating (CPLS/8): 4.34



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Facility Address: 6821 Jenny Lind Road, Fort Smith, AR 72908
Facility Name: Maintenance Garage
Year Built or Replaced: 1988 (Renovated in 2010)
Primary Mode Served: Fixed Route and Demand Response
Square Feet: 11,588
Percent Capital Responsibility: 100%
Section of Larger Facility? Yes No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input checked="" type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input checked="" type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4	4
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	3	3.33
	Roof, gutters, eaves, skylights, pillars, and walls	4	
	Exterior windows, doors, and all finishes (paint and masonry)	3	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	3	3.25
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	3.5	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4	4
	Water supply	4	
	Sanitary waste	N/A	
	Rain water drainage	4	
HVAC	Energy supply	4	3.67
	Heating/cooling generation and distribution systems	3	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	4	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4.5	4.33
	Lighting and branch wiring (interior and exterior)	4.5	
	Communications and security	4	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	N/A	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	N/A
Site	Pedestrian areas and associated signage, marking, and equipment	N/A	N/A
	Site development, such as: fences, walls, and miscellaneous structures	N/A	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 22.58

Final Term Rating (CPLS/6): 3.76



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Facility Address: 6821 Jenny Lind Road, Fort Smith, AR 72908
Facility Name: Bus Awning
Year Built or Replaced: 2010
Primary Mode Served: Fixed Route and Demand Response
Square Feet: 60,000
Percent Capital Responsibility: 100%
Section of Larger Facility? Yes No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input checked="" type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.7	4.7
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4.7	4.7
	Roof, gutters, eaves, skylights, pillars, and walls	4.7	
	Exterior windows, doors, and all finishes (paint and masonry)	N/A	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	N/A	N/A
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	N/A	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	N/A	N/A
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	N/A	
HVAC	Energy supply	N/A	N/A
	Heating/cooling generation and distribution systems	N/A	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4.7	4.7
	Lighting and branch wiring (interior and exterior)	4.7	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	N/A	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	N/A
Site	Pedestrian areas and associated signage, marking, and equipment	N/A	N/A
	Site development, such as: fences, walls, and miscellaneous structures	N/A	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 14.1 _____

Final Term Rating (CPLS/3): 4.7 _____



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 04/17/2018
Facility Address: 200 Wheeler Avenue, Fort Smith, AR 72901
Facility Name: Transfer Station
Year Built or Replaced: 2010
Primary Mode Served: Fixed Route
Square Feet: 1,200
Percent Capital Responsibility: 100%
Section of Larger Facility? Yes No

Facility Type		
Passenger and Parking Facilities	Rail passenger facilities	<input type="checkbox"/>
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	<input type="checkbox"/>
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	<input type="checkbox"/>
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	<input checked="" type="checkbox"/>
Administrative Facility	Offices for management/supporting activities for transit operations	<input type="checkbox"/>
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	<input type="checkbox"/>
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	<input type="checkbox"/>

Facility Primary and Secondary Level Visual Assessment Rating Guide		
Score	Rating	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

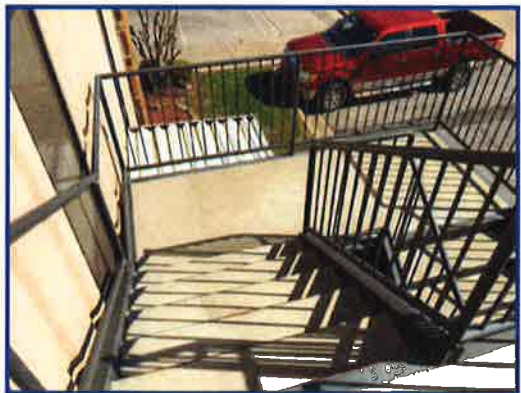
Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.5	4.5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4.5	4.5
	Roof, gutters, eaves, skylights, pillars, and walls	4.5	
	Exterior windows, doors, and all finishes (paint and masonry)	4.5	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4.5	4.5
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	4.5	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4.5	4.25
	Water supply	4.25	
	Sanitary waste	N/A	
	Rain water drainage	4	
HVAC	Energy supply	4.5	4.5
	Heating/cooling generation and distribution systems	4.5	
	Testing, balancing, controls, and instrumentation	4.5	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4.5	4.5
	Lighting and branch wiring (interior and exterior)	4.5	
	Communications and security	4.5	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	N/A	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	N/A
Site	Pedestrian areas and associated signage, marking, and equipment	4.7	4.7
	Site development, such as: fences, walls, and miscellaneous structures	4.7	
	Landscaping and irrigation	4.7	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 31.45

Final Term Rating (CPLS/7): 4.49

Appendix C: Site Visit Photos

Administration Office



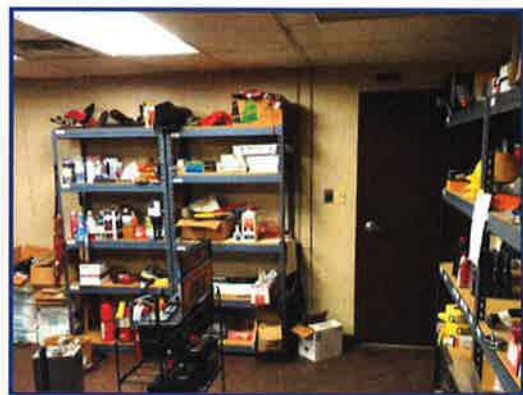
Administration Office



Maintenance Garage



Maintenance Garage



Maintenance Garage



Bus Awning



Transfer Station

