

**MAYOR**

George B McGill

**ACTING CITY
ADMINISTRATOR**

Jeff Dingman

CITY CLERK

Sherri Gard

BOARD OF DIRECTORS

Ward 1 - Jarred Rego

Ward 2 - Andre' Good

Ward 3 - Lee Kemp

Ward 4 - George Catsavis

At-Large Position 5 - Christina Catsavis

At-Large Position 6 - Kevin Settle

At-Large Position 7 - Neal Martin

AGENDA

Fort Smith Board of Directors

STUDY SESSION

October 28, 2025 ~ 6:00 p.m.

Blue Lion

101 North 2nd Street

Fort Smith, Arkansas

THIS MEETING IS BEING TELECAST LIVE AT THE FOLLOWING LINK:

https://fortsmithar.granicus.com/ViewPublisher.php?view_id=1

CALL TO ORDER

ITEMS OF BUSINESS

1. Present proposed CIP Plans (1 of 2): *(Various Departments)*
 - 1A. Five-year CIP for Streets, Bridges and Associated Drainage *(Engineering)* ♦
 - 1B. Ten-year CIP for the Public Works/Streets and Traffic Control Department and Sidewalk Program *(Streets & Traffic Control)* ♦
 - 1C. Five-year CIP for Parks and Recreation Department (1/8% Sales and Use Tax) *(Parks & Recreation)* ♦
 - 1D. Ten-year CIP for the Solid Waste Services Department *(Solid Waste Services)*
 - 1E. Transit Asset Management Plan *(Transit)*
2. Review preliminary agenda for the November 4, 2025 regular meeting *(City Clerk)*

CITIZENS FORUM

ADJOURN



MEMORANDUM



TO: Jeff Dingman, Acting City Administrator
CC: Maggie Rice, Deputy City Administrator
FROM: Ben Marts, P.E., Interim Director of Engineering
DATE: October 22, 2025
SUBJECT: Five Year Capital Improvement Plan (2026-2030)
Streets, Bridges and Associated Drainage Sales Tax Funds

SUMMARY

Attached is the proposed Capital Improvement Plan (CIP) and project detail for streets, bridges, and associated drainage programs. A Ten-Year Plan - extended plan is shown because some existing projects have shifted beyond the typical Five-Year plan. These programs were originally funded by the one-cent sales tax, which was reduced to a 5/8 cent sales tax by voter approval in the 2025 special election. Project determination is based on several factors, including pavement ratings of streets, interdepartmental requests, citizen input, economic development, and input from the Board of Directors.

The proposed plan includes funding for the development of an updated Master Street Plan (last updated in 2005), a new pavement rating study, a combination of neighborhood street improvements, major street projects, drainage improvements, and traffic signal/intersection improvements.

The attached spreadsheet outlines the anticipated revenues and expenditures for the various projects.

ATTACHMENTS

1. [5 Year CIP Project Detail - Eng Dept 10-22-25.pdf](#)
2. [2026-2030 CIP \(2025-10-23\) - Combined \(8.5x11\).pdf](#)



Capital Improvement Plan, 2026-2030

Streets, Bridges, & Associated Drainage Improvements

	2026	2027	2028	2029	2030
BEGINNING BALANCE	49,488,654	35,283,503	23,063,423	17,301,799	12,234,035
Current Year Sales Tax Revenue	18,227,008	18,409,278	18,593,371	18,779,305	18,967,098
Total Funds Available	67,715,662	53,692,781	41,656,794	36,081,104	31,201,133
Projects					
1.1 Street Overlays/Reconstruction & RR Panels	7,361,276	13,338,125	11,138,125	8,100,000	8,100,000
1.2 Intersection and Signal Improvements	2,715,876	1,400,000	650,000	650,000	650,000
1.3 New Construction (Roadway)	3,425,000	825,000	-	5,000,000	6,500,000
1.4 Miscellaneous (Roadway)	3,000,000	3,337,500	-	1,600,000	2,000,000
2.1 Neighborhood Drainage	5,739,435	5,214,000	6,200,000	2,000,000	2,000,000
2.2 Levee / Bank Stabilization	3,600,000	-	-	-	-
2.3 Flooded Residence Buyout Program	500,000	500,000	500,000	500,000	500,000
2.4 Miscellaneous (Drainage)	-	-	-	-	-
3.1 Operations	526,273	354,161	107,136	110,200	5,000
3.2 Street Department Supported Projects	1,655,000	1,505,000	1,505,000	1,505,000	1,505,000
3.3 Permitting	200	200	200	25,200	200
3.4 Contingency & Economic Development	850,000	850,000	850,000	850,000	850,000
Subtotal Expenditures	29,373,060	27,323,986	20,950,461	20,340,400	22,110,200
3.5 Indirect and Operating Costs	3,209,099	3,305,372	3,404,533	3,506,669	3,720,225
TOTAL EXPENDITURES	32,582,159	30,629,358	24,354,994	23,847,069	25,830,425
 Ending Balance	 35,133,503	 23,063,423	 17,301,800	 12,234,035	 5,370,708



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 1.1 - Street Overlays/Reconstruction

Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

- ☒ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☐ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Various locations within the City of Fort Smith

Scope of Work:

These projects consist of asphalt street overlays, including reconstruction of the street base course where needed, along with minor drainage improvements. Construction and improvements to streets from the 2023, 2024, and 2025 CIP cycles will continue with design and construction.

Not Applicable

No new streets are proposed to be added for the 2026 cycle due to the reduction of income from the Sales and Use Tax being modified from 1% to 5/8th%. Instead, the Engineering Department plans to take the 2026 cycle to renew the Street, Sidewalk, and Sign rating and inventory. This will allow the Engineering Department to focus on the streets with the most need with reduced resources. During this time, the Engineering Department also plans to update the master street plan which hasn't been updated since 2005.

Cost Summary

Category	2026	2027	2028	2029	2030	Total
2023 Street Overlays/Reconstruction	\$ -	\$ 2,200,000	\$ -	\$ -	\$ -	\$ 2,200,000
2024 Street Overlays/Reconstruction	\$ 2,400,000	\$ 2,000,000	\$ -	\$ 4,100,000	\$ 3,000,000	\$ 11,500,000
2025 Street Overlays/Reconstruction	\$ 614,355	\$ 9,138,125	\$ 9,138,125	\$ -	\$ 1,100,000	\$ 19,990,605
2026 Street Overlays/Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Overlays/Reconst. (2027-2030)	\$ -	\$ -	\$ 2,000,000	\$ 4,000,000	\$ 4,000,000	\$ 10,000,000
South 91st Street Reconstruction	\$ 1,246,921	\$ -	\$ -	\$ -	\$ -	\$ 1,246,921
Ebbing Traffic Infrastructure Enhancement	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total	\$ -	\$ 6,761,276	\$ 13,338,125	\$ 11,138,125	\$ 8,100,000	\$ 47,437,526



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 1.2 - Intersection and Signal Improvements Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays ☒ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☐ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Scope of Work:

For 2026, no new intersection projects are being added for this cycle. Instead, the Engineering Department plans to take the 2026 cycle to catch up on existing projects and to review problematic intersections that may be identified during the review of the street rating and master plan data. Section 1.4 includes work for the Street Rating and Street Master Plan work.

Not Applicable

Cost Summary

Category	2026	2027	2028	2029	2030	Total
2022-2024 Projects	\$ 656,455	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 1,906,455
2025 Projects	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
2026-2030 Projects	\$ -	\$ 150,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 2,100,000
Total	\$ 1,156,455	\$ 1,400,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 4,506,455

Category:

☒ Capital Improvements Project

Type:

☐ Street Overlays ☐ Intersection/Signal Improvements
☒ New Construction ☐ Drainage Improvements
☐ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

☐ Not Started ☒ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Spradling Avenue

Scope of Work:

These projects consist of roadways being constructed on new alignments or expanding existing roadway infrastructure.

Kelley Highway Extension to Riverfront Drive

This project remains on the 10-Year CIP document with an expected start date of 2033.

Airport Blvd Realignment

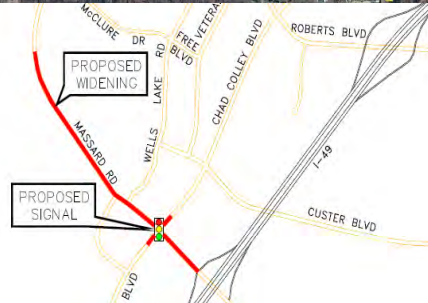
Spradling Avenue Extension

This project will extend Spradling Avenue east of its current terminus adjacent to John Bell Jr. Park. This second phase will extend the street approximately 2,000 feet to connect with the existing section of Spradling Avenue at North 23rd Street. This street extension will provide a direct connection to the soccer fields, park and all its amenities for the neighborhoods in this area. Construction is anticipated to start in late 2026.

Massard Road widening to I-49

Based on commentary from the Board, the start of the construction phase of this project has been pushed to 2029 with an expected completion sometime in 2030. It should be noted that ArDOT estimates that I-49 Segment from Hwy 71 to I-40 will be completed in early 2029.

Map/Photo:



Cost Summary

Category		2026	2027	2028	2029	2030	Total
Kelley Highway Extension	15-01-A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport Blvd Realignment	22-01-A	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Spradling Avenue Extension	23-00-A	\$ 1,925,000	\$ 825,000	\$ -	\$ -	\$ -	\$ 2,750,000
Massard Road widening to I-49	23-01-A	\$ 500,000	\$ -	\$ -	\$ 5,000,000	\$ 6,500,000	\$ 12,000,000
							\$ -
Total		\$ 3,425,000	\$ 825,000	\$ -	\$ 5,000,000	\$ 6,500,000	\$ 15,750,000



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: **1.4 - Miscellaneous (Roadway)** Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays ☒ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☐ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Master Street Plan

Scope of Work:

Not Applicable

Study - 5th & Garrison Intersection Improvements

Study will look at traffic patterns, signalization, and other potential issues to determine what improvements, if any are needed.

Towson Ave. Rehab and Hwy 45 Widening

Both of these projects are ArDOT cost share projects. Payment will be made to ArDOT at the time of the actual construction.

Airport Blvd Extension/Realignment

This project is expected to work in concert with the needs for Ebbing ANG Base.

Rogers Ave. Lighting and Electric Relocation

ArDOT Project 040888 is set to bring improvements to the Rogers Ave. corridor. This project will aid in removing power poles and add light poles along the corridor.

Jenny Lind Extension & ROW Acquisition

Project will lay out a proposed route and acquire any ROW need. This extension is detailed in the current master street plan.

2026 Master Street Plan & Street Sidewalk and Sign Inventory and Rating

These projects are intended to help the Engineering Department determine the areas that are in most need of rehabilitation and to guide future decisions and planning.

Cost Summary

Category		2026	2027	2028	2029	2030	Total
Study - 5 th and Garrison Intersection	-	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Towson Ave. Rehab (ArDOT Cost Share)	20-02-A				\$ 1,600,000	\$ 2,000,000	\$ 3,600,000
Hwy 45 Widening (ArDOT Cost Share)	17-01-B	\$ -	\$ 3,337,500	\$ -	\$ -	\$ -	\$ 3,337,500
Airport Blvd Extension / Realignment	24-12-C	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Rogers Ave. Lighting and Electric Relocation	-	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Jenny Lind Extension Study & ROW Acq.	25-01-B	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
2026 - Master Street Plan	-	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
2026 - Street, Sidewalk, & Sign Rating	-	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Total		\$ 3,000,000	\$ 3,337,500	\$ -	\$ 1,600,000	\$ 2,000,000	\$ 9,937,500

Project Title: 2.1 - Neighborhood Drainage Improvements

Project Number: N/A

Category:

☒ Capital Improvements Project

Type:

- ☐ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☒ Drainage Improvements
☐ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Various locations within the City of Fort Smith

Scope of Work:

These Neighborhood Drainage Improvement projects consist of repair and rehabilitation of drainage ways, including replacement of existing storm drainage systems and structures to help prevent or reduce flooding. This work also includes efforts to stabilize and armor existing stream banks. Design and construction of the improvements from the 2016 - 2025 CIP cycles will continue.

No new projects are proposed to be added for the 2026 cycle due to the reduction of income from the Sales and Use Tax being modified from 1% to 5/8th%. Instead, the Engineering Department plans to use the 2026 cycle to review and prioritize storm drainage work going into the future. \$1,000,000 has been allocated for Future Drainage Projects in 2026 to perform design and construction work on locations identified throughout the year.

Map/Photo:



Cost Summary

Category	2026	2027	2028	2029	2030	Total
2016-2022 Neighborhood Drainage Projects	\$ 550,000	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 2,650,000
2023 Neighborhood Drainage Projects	\$ 89,435	\$ 2,214,000	\$ 2,100,000	\$ -	\$ -	\$ 4,403,435
2024 Neighborhood Drainage Projects	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
2025 Neighborhood Drainage Projects		\$ -	\$ 1,100,000	\$ 1,100,000	\$ -	\$ 2,200,000
Future Drainage Projects (2026-2030)	\$ 1,000,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 2,000,000	\$ 5,700,000
ACME Brick Stormwater Mitigation 25-06-A	\$ 2,100,000	\$ 2,100,000	\$ -	\$ -	\$ -	\$ 4,200,000
Total	\$ 5,739,435	\$ 5,214,000	\$ 6,200,000	\$ 2,000,000	\$ 2,000,000	\$ 21,153,435

Category:

☒ Capital Improvements Project

Type:

- ☐ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☒ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☒ Final Design ☐ Under Construction

Location:

River Bank Stabilization at Levee

Scope of Work:

Arkansas River Bank Stabilization:

This project includes the installation of large rip rap along approximately 1600 feet of eroding river bank adjacent to the City's levee system. With the major flooding events on the Arkansas River, the river bank adjacent to the levee has experienced significant erosion and requires stabilization before the erosion encroaches to the toe of the levee. Permits from the Corps of Engineers have been obtained and the needed property from Kansas City Southern has been acquired. This project is anticipated to bid before the end of this year with construction beginning in early 2025.

May Branch Drainage:

This project includes work in May Branch basin to increase better carrying passing during specific design storms in accordance to Fort Smith Drainage Design Manual. Current work includes the preparation of a preliminary cost estimate for the US Corps of Engineers for the Reach 1 May Branch Flood Reduction project. Reach I is generally described as starting at the Arkansas River discharge point and extending east to North 7th Street. Current value in 2026 is for design and easement acquisition. Construction is not anticipated until 2031, assuming the city receives money from the US Corps of Engineers.

Map/Photo:



Cost Summary

Category	2026	2027	2028	2029	2030	Total
River Bank Stabilization at Levee	\$ 2,600,000	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000
May Branch Drainage Improvements	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Total	\$ -	\$ 3,600,000	\$ -	\$ -	\$ -	\$ 3,600,000



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 2.3 - Flooded Residence Buyout Program

Project Number: 22-90-A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

- ☐ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☒ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Various locations within the City of Fort Smith

Scope of Work:

This program applies city wide and is used to purchase residential properties that have experienced structure flooding if the cost of the residence/property is less than the cost of public drainage improvements to reduce the flooding. The buyout program applies to residential structure flooding from a city maintained drainage way, easement, street, or right of way. Examples of non-qualifying flood events include structure flooding where the flood source is from neighboring properties, a hillside, groundwater seepage, or the Arkansas River. An amount of \$500,000 is budgeted annually for 2025 through 2029 for the possible acquisition of applicable residential properties.

Not Applicable

Cost Summary

Category	2026	2027	2028	2029	2030	Total
Estimated Project Cost	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
Total	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title:	2.4 - Miscellaneous (Drainage)	Project Number: N/A
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Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays
☐ New Construction
☐ Other
☐ Intersection/Signal Improvement:
☒ Drainage Improvements

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

☒ Not Started
☐ Preliminary Design
☐ Final Design
☐ Under Construction

Location:

Master Street Plan

Scope of Work:

Miscellaneous Drainage Projects

Current projects that were associated with the Miscellaneous Drainage Projects are expected to be wrapped up by the close of 2025. There are no other projects that are currently expected to fall in this category for the 2026-2030 CIP Cycle.

Not Applicable

On the previous 10-Year Exhibit that was provided at the 9/29/2025 Study session included work at Ebbing ANG Base. This work will now be completed by the Airport Commission and is no longer included in this CIP.

Cost Summary

Category	2026	2027	2028	2029	2030	Total
Estimated Cost	- \$	- \$	- \$	- \$	- \$	- \$
Total	\$	- \$	- \$	- \$	- \$	- \$



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 3.1 - Operations

Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

- | | |
|---|---|
| ☐ Street Overlays | ☐ Intersection/Signal Improvements |
| ☐ New Construction | ☐ Drainage Improvements |
| ☒ Other | |

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- | | |
|---|---|
| ☒ Not Started | ☐ Preliminary Design |
| ☐ Final Design | ☐ Under Construction |

Location:

Not Applicable

Scope of Work:

Operating costs include expenses related to digitizing archived records, recording documents at Sebastian County Clerk, project management services, and other outside services.

Not Applicable

Cost Summary

Category	2026	2027	2028	2029	2030	Total
Estimated Cost	\$ 526,273	\$ 354,161	\$ 107,136	\$ 110,200	\$ 5,000	\$ 1,102,770
Total	\$ 526,273	\$ 354,161	\$ 107,136	\$ 110,200	\$ 5,000	\$ 1,102,770



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 3.2 - Street/Drainage by Street Operations Department

Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

- ☐ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☒ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Not Applicable

Scope of Work:

This item includes the cost of street and drainage items such as asphalt, concrete/baskets/rebar, drainage pipe, rip rap and gabion stone, manhole covers/rings, sod/topsoil, fencing and traffic signal related equipment which are utilized by the Street Operations Department.

Not Applicable

Cost Summary

Category	2026	2027	2028	2029	2030	Total
Street/Drainage by Public Works Dept.	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
Construction Management Software	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 25,000
School Zone Flashers (51 Flashers)	\$ 150,000					\$ 150,000
Total	\$ 1,655,000	\$ 1,505,000	\$ 1,505,000	\$ 1,505,000	\$ 1,505,000	\$ 7,675,000



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: **3.3 - Permitting** Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☒ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Not Applicable

Scope of Work:

Funding for work related to the Municipal Separate Storm Sewer System (MS4) General Permit as required by the Arkansas Energy & Environment Department (Environmental Quality Section). Funding in 2029 is the estimated amount required for updating and renewal of the Stormwater Master Plan as required by the MS4 permit. Annual \$200 amount is for intermediate annual renewal fee.

Not Applicable

Cost Summary

Category	2026	2027	2028	2029	2030	Total
ADEQ MS4 Permit Update	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 1,000
MS4 General Permit	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 25,000
Total	\$ 200	\$ 200	\$ 200	\$ 25,200	\$ 200	\$ 26,000



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 3.4 - Miscellaneous/Contingency & Economic Development

Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

- ☐ Street Overlays ☐ Intersection/Signal Improvements
☐ New Construction ☐ Drainage Improvements
☒ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Not Applicable

Scope of Work:

Miscellaneous/Contingency

This item includes various items such as Construction Management Software Annual Support fee, Consultant Services for Project Engineers, ADEQ Stormwater Permit/Update, scanning of plans and County filing fees for bonds/easements.

Not Applicable

Economic Development

This item is utilized for public street and/or drainage work associated with economic development incentives. An amount of \$500,000 is budgeted annually for future public street and/or drainage work as approved by the Board of Directors. This item is also used for matching amounts for grants related to street or drainage related projects.

Cost Summary

Category	2026	2027	2028	2029	2030	Total
Contingency	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,750,000
Future Economic Development	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
Total	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ 4,250,000



City of Fort Smith Engineering Department
Capital Improvement Plan FY26-FY30

Project Title: 3.5 - Indirect and Operating Costs Project Number: N/A

Category:

☒ Capital Improvements Project

Map/Photo:

Type:

☐ Street Overlays ☐ Intersection/Signal Improvement
☐ New Construction ☐ Drainage Improvements
☒ Other

Funding:

☒ 5/8% Sales Tax

If Other:

Status:

☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Not Applicable

Scope of Work:

This item includes contingency items such as indirect and operating costs associated with the implementation of the street and drainage sales tax capital improvement program. This includes costs encountered by City Engineering, Information and Technology Systems, Finance, Planning and Zoning, City Administration, Human Resources, Purchasing, Internal Audit, Collections, City Clerk, Board of Directors and the Accounting Systems / ERP.

Not Applicable

Cost Summary

Category	2026	2027	2028	2029	2030	Total
Estimated Cost	\$ 3,209,099	\$ 3,305,372	\$ 3,404,533	\$ 350,669	\$ 3,720,225	\$ 13,989,898
Total	\$ 3,209,099	\$ 3,305,372	\$ 3,404,533	\$ 350,669	\$ 3,720,225	\$ 13,989,898

CITY OF FORT SMITH
Five-Year Capital Improvement Program for Streets, Bridges and Drainage (2026-2035)

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Beginning Balance	51,661,773	47,479,232	35,283,503	23,063,423	17,301,799	12,234,035	5,370,707	3,235,443	2,266,793	3,683,222	5,143,113
Current Year Sales Tax Revenue (1%)	12,043,053	0	0	0	0	0	0	0	0	0	0
Current Year Sales Tax Revenue (5/8%)	10,700,100	18,227,008	18,409,278	18,593,371	18,779,305	18,967,098	19,156,769	19,348,336	19,541,820	19,737,238	19,934,610
Total Funds Available	74,404,926	65,706,240	53,692,781	41,656,793	36,081,104	31,201,132	24,527,475	22,583,780	21,808,612	23,420,460	25,077,723

Roadway Infrastructure											
1.1	Street Overlays/Reconstruction & RR Panels	11,921,482	6,761,276	13,338,125	11,138,125	8,100,000	8,100,000	9,100,000	8,000,000	8,000,000	8,000,000
1.2	Intersection and Signal Improvements	2,537,891	1,156,455	1,400,000	650,000	650,000	650,000	0	0	0	0
1.3	New Construction (Roadway)	85,000	3,425,000	825,000	0	5,000,000	6,500,000	0	10,000	1,200,000	4,740,000
1.4	Miscellaneous (Roadway)	90,826	3,000,000	3,337,500	0	1,600,000	2,000,000	0	0	0	0
Roadway System Subtotal		14,635,200	14,342,731	18,900,625	11,788,125	15,350,000	17,250,000	9,100,000	8,010,000	9,200,000	12,740,000

Drainage and Stormwater											
2.1	Neighborhood Drainage Improvements	1,019,902	5,739,435	5,214,000	6,200,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
2.2	Levee/Bank Stabilization	4,325,457	3,600,000	0	0	0	3,500,000	3,500,000	0	0	0
2.3	Flooded Residence Buyout Program	264,149	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
2.4	Miscellaneous (Drainage)	514,638	0	0	0	0	0	0	0	0	0
Drainage System Subtotal		6,124,146	9,839,435	5,714,000	6,700,000	2,500,000	2,500,000	6,000,000	6,000,000	2,500,000	2,500,000

Operations & Program Support											
3.1	Operations	3,791,148	3,735,372	3,659,533	3,511,669	3,616,869	3,725,225	3,836,832	3,951,787	4,070,191	4,192,146
3.2	Street Department Supported Projects	1,505,000	1,655,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000
3.3	Permitting	20,200	200	200	200	25,200	200	200	200	200	200
3.4	Contingency & Economic Development	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000
Operations Subtotal		6,166,348	6,240,572	6,014,733	5,866,869	5,997,069	6,080,425	6,192,032	6,306,987	6,425,391	6,577,346

Total Expenditures	26,925,694	30,422,738	30,629,358	24,354,994	23,847,069	25,830,425	21,292,032	20,316,987	18,125,391	18,277,346	21,912,961
Ending Balance	47,479,232	35,283,503	23,063,423	17,301,799	12,234,035	5,370,707	3,235,443	2,266,793	3,683,222	5,143,113	3,164,763

Roadway Infrastructure

Description	Project #	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Estimated 2028 Expenditure	Estimated 2029 Expenditure	Estimated 2030 Expenditure	Estimated 2031 Expenditure	Estimated 2032 Expenditure	Estimated 2033 Expenditure	Estimated 2034 Expenditure	Estimated 2035 Expenditure
1.1 Street Overlays/Reconstruction & RR Panels												
Street Overlays/Reconstruction, Phase A	23-03-A	4,000,000	0	0	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase C	23-03-C	1,400,000	0	0	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase D	23-03-D	2,600,000	0	0	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase E	23-03-E	0	0	2,200,000	0	0	0	0	0	0	0	0
South 91st Street Reconstruction	24-02-A	988,454	1,246,921	0	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase A	24-03-A	67,523	0	0	0	1,500,000	1,000,000	0	0	0	0	0
Street Overlays/Reconstruction, Phase B	24-03-B	10,759	0	0	0	1,100,000	1,000,000	0	0	0	0	0
Street Overlays/Reconstruction, Phase C	24-03-C	0	0	0	0	1,500,000	1,000,000	0	0	0	0	0
Street Overlays/Reconstruction, Phase D	24-03-D	1,918,643	0	0	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase E	24-03-E	20,304	1,300,000	1,000,000	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase F	24-03-F	0	1,100,000	1,000,000	0	0	0	0	0	0	0	0
Ebbing Traffic Infrastructure Enhancements	25-01-A	5,000	2,500,000	0	0	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase A	25-03-A	117,415	0	1,250,000	1,250,000	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase B (Contains Consent Decree Work)	25-03-B	145,625	145,625	1,880,350	1,880,350	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase C (Contains Consent Decree Work)	25-03-C	201,000	201,000	2,315,200	2,315,200	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase D (Contains Consent Decree Work)	25-03-D	267,730	267,730	2,442,575	2,442,575	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase E	25-03-E	83,300	0	1,250,000	1,250,000	0	0	0	0	0	0	0
Street Overlays/Reconstruction, Phase F	25-03-F	95,730	0	0	0	0	1,100,000	1,100,000	0	0	0	0
Future Overlay, Reconstruction, RR Projects (2025 - 2030)	2026-2030	0	0	0	2,000,000	4,000,000	4,000,000	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000
Subtotal		11,921,482	6,761,276	13,338,125	11,138,125	8,100,000	8,100,000	9,100,000	8,000,000	8,000,000	8,000,000	8,000,000

Description	Project #	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Estimated 2028 Expenditure	Estimated 2029 Expenditure	Estimated 2030 Expenditure	Estimated 2031 Expenditure	Estimated 2032 Expenditure	Estimated 2033 Expenditure	Estimated 2034 Expenditure	Estimated 2035 Expenditure
1.2 Intersection and Signal Improvements												
Traffic Signal Improvements - Massard Rd. / Dallas Street and Rogers Avenue / 10th St.	23-09-B	857,929	0	0	0	0	0	0	0	0	0	0
Traffic Signal Improvements, Phase A	24-09-A	5,727	350,000	0	0	0	0	0	0	0	0	0
Traffic Signal Detection Improvements	24-09-B	1,561,823	252,896	0	0	0	0	0	0	0	0	0
Traffic Signal Improvements, Phase C (6th St/Wheeler Avenue Modification)	24-09-C	62,413	53,559	1,250,000	0	0	0	0	0	0	0	0
Traffic Signal Improvements, Phase A	25-09-A	50,000	500,000	0	0	0	0	0	0	0	0	0
Future Traffic Signals	2026-2030	0	0	150,000	650,000	650,000	650,000	0	0	0	0	0
Subtotal		2,537,891	1,156,455	1,400,000	650,000	650,000	650,000	0	0	0	0	0
1.3 New Construction (Roadway)												
Kelley Highway Extension to Riverfront Drive	15-01-A	0	0	0	0	0	0	0	10,000	1,200,000	1,200,000	4,740,000
Airport Blvd Realignment	22-01-A	0	1,000,000	0	0	0	0	0	0	0	0	0
Spradling Avenue Extension	23-00-A	35,000	1,925,000	825,000	0	0	0	0	0	0	0	0
Massard Road widening to I-49	23-01-A	50,000	500,000	0	0	5,000,000	6,500,000	0	0	0	0	0
Subtotal		85,000	3,425,000	825,000	0	5,000,000	6,500,000	0	10,000	1,200,000	1,200,000	4,740,000

Description	Project #	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Estimated 2028 Expenditure	Estimated 2029 Expenditure	Estimated 2030 Expenditure	Estimated 2031 Expenditure	Estimated 2032 Expenditure	Estimated 2033 Expenditure	Estimated 2034 Expenditure	Estimated 2035 Expenditure
1.4 Miscellaneous (Roadway)												
Study: Intersection Improvements at North 5th Street & Garrison Ave.	-	0	100,000	0	0	0	0	0	0	0	0	0
Towson Avenue Rehabilitation - ArDOT Cost Share Project. City share is \$2.0 mil.	20-02-A	0	0	0	0	1,600,000	2,000,000	0	0	0	0	0
Hwy 45 widening - Zero St to Hwy 71 - ArDOT Cost Share Project	17-01-B	0	0	3,337,500	0	0	0	0	0	0	0	0
Traffic Analysis at FSRA	23-90-B	18,623	0	0	0	0	0	0	0	0	0	0
Airport Blvd Extension / Realignment	24-12-C	2,204	2,000,000	0	0	0	0	0	0	0	0	0
Century Dr. & Savannah St. Realignment Concept	25-12-B	20,000	0	0	0	0	0	0	0	0	0	0
Leigh Avenue / Cliff Drive Traffic	25-12-A	10,000	0	0	0	0	0	0	0	0	0	0
Rogers Avenue Lighting and Electric Relocation (ArDOT Project #: 040888)	-	0	400,000	0	0	0	0	0	0	0	0	0
Jenny Lind Extension Study and ROW Acquisition	25-01-B	20,000	50,000									
ROW Abandonment of Leigh Ave. & Airport Blvd.		20,000										
2026 - Master Street Plan	26-12-A	0	250,000	0	0	0	0	0	0	0	0	0
2026 - Street, Sidewalk, and Sign Inventory & Rating	26-12-B	0	200,000	0	0	0	0	0	0	0	0	0
Subtotal		90,826	3,000,000	3,337,500	0	1,600,000	2,000,000	0	0	0	0	0
Year		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total (Roadway Infrastructure)		14,635,200	14,342,731	18,900,625	11,788,125	15,350,000	17,250,000	9,100,000	8,010,000	9,200,000	9,200,000	12,740,000

Drainage and Stormwater

Description	Project #	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Estimated 2028 Expenditure	Estimated 2029 Expenditure	Estimated 2030 Expenditure	Estimated 2031 Expenditure	Estimated 2032 Expenditure	Estimated 2033 Expenditure	Estimated 2034 Expenditure	Estimated 2035 Expenditure
2.1 Neighborhood Drainage Improvements												
Neighborhood Drainage, Ph. C (Channel from Carthage to Phoenix)	16-06-C	50,000	50,000	0	2,100,000	0	0	0	0	0	0	0
Neighborhood Drainage, Phase C, 7200 Blk of Hwy. 271	21-06-C	0	500,000	0	0	0	0	0	0	0	0	0
Levee O/M Completion, FEMA Certification and LOMR	21-06-F	9,000	0	0	0	0	0	0	0	0	0	0
Drainage Improvements, Ph A, Hardscrabble Way, S 56th, Dallas, & Glen Flora Way	22-06-A	88,158	0	0	0	0	0	0	0	0	0	0
Drainage Improvements, Phase A.	23-06-A	68,692	89,435	2,214,000	0	0	0	0	0	0	0	0
Drainage Improvements, Phase B	23-06-B	39,164	0	0	2,100,000	0	0	0	0	0	0	0
Drainage Improvements, Phase A	24-06-A	68,273	2,000,000	0	0	0	0	0	0	0	0	0
ACME Brick Stormwater Mitigation	25-06-A	466,330	2,100,000	2,100,000	0	0	0	0	0	0	0	0
Drainage Improvements, Phase B (Drainage Study - 37 and 38 Homestead Terrace Area)	25-06-B	86,085	0	0	0	0	0	0	0	0	0	0
Drainage Improvements, Phase C	25-06-C	144,200	0	0	1,100,000	1,100,000	0	0	0	0	0	0
Future Drainage Projects (2026-2030)	2026-2030	0	1,000,000	900,000	900,000	900,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Subtotal		1,019,902	5,739,435	5,214,000	6,200,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description	Project #	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Estimated 2028 Expenditure	Estimated 2029 Expenditure	Estimated 2030 Expenditure	Estimated 2031 Expenditure	Estimated 2032 Expenditure	Estimated 2033 Expenditure	Estimated 2034 Expenditure	Estimated 2035 Expenditure
2.2 Levee/Bank Stabilization												
River Bank Stabilization at Levee - 1600 feet of rip rap adjacent to levee	20-06-A	50,000	2,600,000	0	0	0	0	0	0	0	0	0
May Branch Outfall Culvert Remediation	21-06-E	4,275,457	0	0	0	0	0	0	0	0	0	0
May Branch Drainage	-	0	1,000,000	0	0	0	0	3,500,000	3,500,000	0	0	0
Subtotal		4,325,457	3,600,000	0	0	0	0	3,500,000	3,500,000	0	0	0
2.3 Flooded Residence Buyout Program												
Purchase of 1 property	22-90-A	264,149	0	0	0	0	0	0	0	0	0	0
Annual amount for Flooded Residence Buyout Program	22-90-A	0	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Subtotal		264,149	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
2.4 Miscellaneous (Drainage)												
ACME Master Plan	-	253,258	0	0	0	0	0	0	0	0	0	0
P Street Culvert Evaluation - Coordination with FEMA submittal	20-90-A	10,000	0	0	0	0	0	0	0	0	0	0
4300 Block of Phoenix Avenue	21-06-G	0	0	0	0	0	0	0	0	0	0	0
May Branch Detention Basin Analysis - ACME Brick Property & Tilles Park	23-12-C	900	0	0	0	0	0	0	0	0	0	0
Construction Plan & Stormwater Design Rev	23-90-A	1,000	0	0	0	0	0	0	0	0	0	0
Stormwater Master Plan - 188th Wing	24-12-A	249,480	0	0	0	0	0	0	0	0	0	0
Subtotal		514,638	0	0	0	0	0	0	0	0	0	0
Year		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total (Drainage and Stormwater)		6,124,146	9,839,435	5,714,000	6,700,000	2,500,000	2,500,000	6,000,000	6,000,000	2,500,000	2,500,000	2,500,000

Operations & Program Support

Description	Project #	Estimated 2025 Expenditure	Estimated 2026 Expenditure	Estimated 2027 Expenditure	Estimated 2028 Expenditure	Estimated 2029 Expenditure	Estimated 2030 Expenditure	Estimated 2031 Expenditure	Estimated 2032 Expenditure	Estimated 2033 Expenditure	Estimated 2034 Expenditure	Estimated 2035 Expenditure
3.1 Operations												
Indirect and Operating Costs	-	3,209,099	3,305,372	3,404,533	3,506,669	3,611,869	3,720,225	3,831,832	3,946,787	4,065,191	4,187,146	4,312,761
Project Management Services	-	577,049	425,000	250,000	0	0	0	0	0	0	0	0
Seb. Co. Clerk, Scanning CIP projects	-	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Subtotal		3,791,148	3,735,372	3,659,533	3,511,669	3,616,869	3,725,225	3,836,832	3,951,787	4,070,191	4,192,146	4,317,761
3.2 Street Department Supported Projects												
Street/Drainage by Street Operations Dept.	-	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Aurigo Construction Management Software Annual Support	-	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
School Zone Flashers from radio to cellular communication (51 flashers) (Street Dept)	-	0	150,000	0	0	0	0	0	0	0	0	0
Subtotal		1,505,000	1,655,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000	1,505,000
3.3 Permitting												
ADEQ MS4 Permit Update	-	20,000	0	0	0	25,000	0	0	0	0	30,000	0
MS4 General Permit	-	200	200	200	200	200	200	200	200	200	200	200
Subtotal		20,200	200	200	200	25,200	200	200	200	200	30,200	200
3.4 Contingency & Economic Development												
Contingency item 2026-2030	-	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000
Future Economic Development	-	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Subtotal		850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000
Year		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total (Operations & Program Support)		6,166,348	6,240,572	6,014,733	5,866,869	5,997,069	6,080,425	6,192,032	6,306,987	6,425,391	6,577,346	6,672,961



MEMORANDUM



TO: Jeff Dingman, Acting City Administrator
CC: Maggie Rice, Deputy City Administrator
FROM: Matt Meeker, PE, Director of Public Works
DATE: October 21, 2025
SUBJECT: 2026-2035 Capital Improvements Plan for Streets & Traffic Control

SUMMARY

Attached is the proposed 2026-2035 Capital Improvements Plan for the Streets and Traffic Control Division of Public Works. This plan serves as an outline for vehicle and equipment replacements over the next ten years and may be adjusted in the future if department needs or priorities change. These purchases will be paid for out of the department's capital equipment replacement fund.

For 2026, the department recommends the following vehicle/equipment replacements:

PROGRAM 5303 DRAINAGE

- **¾ Ton 4x4 Truck with Utility Bed, \$75,000:** Replacing Asset #824, a 2014 Ford F250 with approximately 76,400 miles. This 11 year old truck has had over \$10,000 in maintenance and repairs since 2020. The new truck will be utilized by one of the Drainage Forepersons to transport personnel, equipment, and materials to various job sites around the City.
- **¾ Ton 4x4 Truck with Utility Bed, \$75,000:** Replacing Asset #825, a 2014 Ford F250 with approximately 93,300 miles. This 11 year old truck has had over \$9,000 in maintenance and repairs since 2020. The new truck will be utilized by one of the Drainage Forepersons to transport personnel, equipment, and materials to various job sites around the City.
- **1 ½ Ton 4x4 Flatbed Dump Truck, \$115,000:** Replacing Asset #826, a 2013 Ford F350 with approximately 122,000 miles. This 12 year old truck has had over \$12,900 in maintenance and repairs since 2020. The new truck will be used to transport personnel, equipment, and materials to job sites; haul debris and materials away from job sites for disposal; and will be utilized during snow/ice events for plowing and sanding operations. This truck is being upgraded to a 4x4 with a heavier suspension to better accommodate the snow/ice plowing and sanding operations.

PROGRAM 5304 STREET MAINTENANCE

- **2 Ton Dump Truck, \$140,000:** Replacing Asset #828, a 2014 International 2 Ton Dump Truck with approximately 52,600 miles. This 11 year old truck has had over \$12,000 in maintenance and repairs since 2020. The new truck will be utilized to haul equipment and materials to various job sites around the City; haul debris and materials away from job sites for disposal; and haul hot mix asphalt during paving operations.
- **½ Ton 4x4 Pickup Truck, \$55,000:** Replacing Asset #201, a 2014 Ford F150 4x4 with approximately 113,000 miles. This 11 year old truck has had approximately \$3,000 in maintenance and repairs since 2020. The new truck will be used to transport personnel, equipment, and materials to job sites; haul debris and materials away from job sites for disposal; and as a follow vehicle during mobile repair operations.

PROGRAM 5305 SIDEWALKS

- **1 ½ Ton 4x4 Flatbed Dump Truck, \$115,000:** Replacing Asset #332, a 2014 Ford F350 with approximately 66,500 miles. This 11 year old truck has had over \$10,400 in maintenance and repairs since 2020. The new truck will be used to transport personnel, equipment, concrete forms, and materials to job sites; haul debris and materials away from job sites for disposal; and will be utilized during snow/ice events for plowing and sanding operations. This truck is being upgraded to a 4x4 with a heavier suspension to better accommodate the snow/ice plowing and sanding operations.
- **1 ½ Ton 4x4 Flatbed Dump Truck, \$115,000:** Replacing Asset #333, a 2014 Ford F350 with approximately 55,000 miles. This 11 year old truck has had over \$7,500 in maintenance and repairs since 2020. The new truck will be used to transport personnel, equipment, concrete forms, and materials to job sites; haul debris and materials away from job sites for disposal; and will be utilized during snow/ice events for plowing and sanding operations. This truck is being upgraded to a 4x4 with a heavier suspension to better accommodate the snow/ice plowing and sanding operations.
- **2 Ton Dump Truck with Snow Plow, \$275,000:** Replacing Asset #631, a 2014 International 2 Ton Dump Truck with 70,600 miles. This 11 year old truck has had over \$37,000 in maintenance and repairs since 2020. The new truck will be utilized to plow snow and ice and spread salt/sand during winter weather events, as well as hauling excavated material from work sites, hot mix asphalt during paving operations, and storm debris after severe weather.

PROGRAM 5401 TRAFFIC CONTROL

- **½ Ton Pickup Truck, \$55,000:** Replacing Asset #217, a 2012 Chevy Silverado ½ Ton Pickup with approximately 78,500 miles. This 13 year old pickup has had approximately \$2,500 in maintenance and repairs since 2020. The new truck will be utilized by the Traffic Control Leadsperson to transport personnel, equipment, tools, and materials to various job sites around the City in order to troubleshoot and maintain signalized intersections, school zone flashers, rectangular rapid flashing beacons, speed radar signs, fire station warning signs, and flashing stop signs.
- **½ Ton Pickup Truck \$55,000:** Replacing Asset #229, a 2014 Ford F150 Pickup with approximately 65,000 miles. This 11 year old pickup has had approximately \$2,700 in maintenance and repairs since 2020. The new truck will be utilized by the Traffic Control Manager to transport personnel, equipment, tools, and materials to various job sites around the City in order to troubleshoot and maintain signalized intersections, school zone flashers, rectangular rapid flashing beacons, speed radar signs, fire station warning signs, and flashing stop signs.

- **¾ Ton 4x4 Truck with Utility Bed, \$75,000:** Replacing Asset #915, a 2014 Ford F250 with approximately 152,000 miles. This 11 year old truck has had approximately \$8,700 in maintenance and repairs since 2020. The new truck will be utilized by Traffic Control staff to transport personnel, equipment, tools, and materials to various job sites around the City in order to maintain signalized intersections, signage, striping, and other traffic control devices.

In total, \$1,150,000.00 in vehicle/equipment replacements are recommended in 2026. The proposed capital equipment replacement fund contribution for 2026 is \$1,204,800.00.

ATTACHMENTS

1. [2026_CIP__from_2025_Gravity_Worksheet__Preliminary 1.pdf](#)
2. [2026 Sidewalk Program-Memo-Updated 9-25-25.pdf](#)
3. [2026 Sidewalk Program List-Preliminary \(8-26-25\).pdf](#)
4. [2026 Sidewalk Map 1.pdf](#)
5. [2026 Sidewalk Map 2.pdf](#)
6. [2026 Sidewalk Map 3.pdf](#)

FY 2026 - 2035

Streets and Traffic Control Department Capital Improvement Program



Department	Program	Category	Fiscal Year											
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035		
Streets and Traffic control Department	5101	2022 Ford F150 4x4 Crew Cab									\$60,000			
		2023 Ram 1500 1/2 Ton Pickup										\$55,000		
	5101 Total										\$60,000	\$55,000		
	5302	2007 Case 865 DHP Tier III Grader												
		2012 Cat Asphalt Roller			\$85,000									
		2014 International Dump Tk w/ Snow Plow												
		2017 Chevy 1/2 Ton Pickup			\$60,000									
		2017 Dodge 1 Ton Flat Dump			\$115,000									
		2018 International Tri-Axle Dump Truck							\$220,000					
		2018 Volvo Front Loader								\$300,000				
		2020 Cat 420ST Backhoe												\$150,000
		2024 Ram 3500 1 Ton Utility Bed 4x4											\$115,000	
		2024 Weiler P395 Asphalt Paver												
		2025 Cat Skidsteer												
		2025 International 2 Ton Dump Trk												
	5302 Total					\$260,000			\$220,000	\$300,000		\$115,000	\$150,000	
	5303	1990 50 t. Load King Trailer				\$100,000								
		2001 International Tractor Truck							\$300,000					
		2006 International Aerial Bucket Trk						\$200,000						
		2009 John Deere Dozer						\$300,000						
		2013 Ford F350 SD Dump Truck	\$115,000											
		2014 Ford F250SD 4WD PU	\$75,000											
		2014 Ford F250SD 4WD w/ Utility Bed	\$75,000											
		2014 New Holland 4 x 4				\$110,000								
		2014 New Holland Tractor w/ Flail mower												
		2015 International Dump Tk w/ Snow Plc		\$275,000										
		2016 International Dump Trk w/ plow				\$275,000								
		2016 Interstate 30' Trailer												
		2017 Cat Excavator							\$150,000					
		2017 Dodge 3500 SLT Flat Bed Dump T					\$115,000							
		2017 Vermeer Chipper							\$100,000					
		2018 International Workstar Dump Trk							\$220,000					
		2018 Sewer Equip Jet Rod									\$200,000			
		2019 Ford F350 Dump Trk							\$115,000					
		2019 Ford F350 Dump Trk							\$115,000					
		2019 Freightliner/Vacuum Truck				\$500,000								
		2019 John Deere Utility Tractor	\$100,000											
		2020 Interstate Trailer 40TDL												
		2020 Land Pride Flex Wing Mower	\$30,000											
		2021 CAT 308 Mini Excavator												\$150,000
		2021 Spartan Pro Leaf Vacuum Trailer								\$220,000				
		2021 Ventrac 4500Y Mower						\$50,000						
		2022 CAT 420 4AEM Backhoe								\$130,000				
		2022 John Deere Flex Wing Mower							\$40,000					
		2022 Landpride Bat Wing Cutter							\$40,000					
		2023 CAT 326 Long Reach Excavator												
		2023 International Tn-axle Dump Trk												
	2023 John Deere 4x4 Tractor							\$110,000						
	2024 Cart-Away Concrete Mixer Trailer							\$75,000						
	2024 Ram 1500 1/2 Ton 4x4 Pickup											\$60,000		
	2025 Frontier Flex Wing Grooming Mower								\$40,000					
	2025 Gehl Skidsteer													
5303 Total			\$265,000	\$405,000	\$985,000	\$615,000	\$820,000	\$495,000	\$390,000	\$200,000	\$60,000	\$150,000		
5304	2013 Kenworth T440 Concrete Tk													
	2014 Ford F150 1/2T PU 4x4	\$55,000												
	2014 International 2T Dump Tk	\$140,000	\$140,000											
	2015 SnowEx Brine Machine		\$50,000											
	2016 Ford F350 1T Dump Tk		\$115,000											
	2017 Crafco Diesel Melter												\$75,000	
	2018 Hino 2T 16' Flat Bed						\$140,000							
	2019 International Durastar Street Swee				\$250,000									
	2020 International Concrete Truck							\$250,000						
	2022 CAT 360CR Mini Excavator													
	2022 CAT PM313 Cold Milling Machine											\$500,000		
	2022 Ford F150 1/2T PU								\$55,000					
	2022 Ford F250 3/4T 4x4 Utility Bed								\$75,000					
	2022 Ford F350 1T Dump Bed								\$115,000					
	2023 Falcon Asphalt Hot Box Trailer											\$75,000		
	2023 International Asphalt Distributor Tru									\$250,000				
	2023 International Pothole Patcher									\$250,000				
	2023 Ram 2500 3/4 Ton Utility Bed							\$75,000						
	2024 International 2 Ton Dump Truck													
	2024 Ram 2500 3/4 Ton Utility Bed							\$75,000						
5304 Total			\$195,000	\$305,000		\$250,000	\$140,000	\$400,000	\$245,000	\$500,000	\$575,000	\$75,000		

5305	2014 Ford F350 Flatbed Dump Tk	\$230,000									
	2014 International Dump w/ Snow Plow	\$275,000									
	2015 Ford F350 Flatbed Dump Bed		\$115,000								
	2017 Dodge Ram Dump Bed			\$115,000							
	2018 International Dump Tk				\$220,000						
	2020 Cat 420 ST Backhoe										\$300,000
5305 Total		\$505,000	\$115,000	\$115,000	\$220,000						\$300,000
5401	2012 Chevy Silverado 1/2T PU	\$55,000									
	2014 Ford F150 1/2T PU	\$55,000									
	2014 Ford F250 3/4T PU w/Utility Bed	\$75,000									
	2014 Isuzu Tiltmaster Sign Trk				\$80,000						
	2015 Ford F550 Aerial Bucket Tk		\$175,000								
	2016 Ford F250 w/Utility bed		\$75,000								
	2017 Dodge 3/4 Ton w/Utility bed				\$150,000						
	2022 Ford F450 Bucket Truck						\$175,000				
	2023 Graco Grindlazer Road Grinder							\$50,000			
	2023 Isuzu NPR-HD Sign Truck						\$80,000				
	2023 Peterbuilt ThermoPro 4000 Striping										
	2024 Ram 3/4 Ton w/Utility bed						\$75,000				
	2025 International Bucket Truck										
5401 Total		\$185,000	\$250,000		\$150,000	\$80,000		\$330,000	\$50,000		
Streets and Traffic control Department Total		\$1,150,000	\$1,075,000	\$1,360,000	\$1,235,000	\$1,040,000	\$1,115,000	\$995,000	\$1,085,000	\$800,000	\$675,000
VEHICLE/EQUIPMENT REPLACEMENT TOTAL		\$1,150,000	\$1,075,000	\$1,360,000	\$1,235,000	\$1,040,000	\$1,115,000	\$995,000	\$1,085,000	\$800,000	\$675,000
CAPITAL EQUIPMENT REPLACEMENT FUND CONTRIBUTION		\$1,204,800	\$1,253,800	\$1,354,300	\$1,352,300	\$1,304,300	\$1,226,300	\$1,251,000	\$1,069,300	\$1,165,300	\$1,207,300
CAPITAL EQUIPMENT REPLACEMENT FUND BALANCE		\$1,985,560	\$2,164,360	\$2,158,660	\$2,275,960	\$2,540,260	\$2,651,560	\$2,907,560	\$2,891,860	\$3,257,160	\$3,789,460

FY 2026 - 2035
Streets and Traffic Control Department Capital Improvement Program



Program Number	Asset Number	Item description	Year of Purchase	Asset Notes	Fiscal Year									
					2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
5101	255	2023 Ram 1500 1/2 Ton Pickup	2024									\$55,000		
	929	2022 Ford F150 4x4 Crew Cab	2022								\$60,000			
5101 Total											\$60,000	\$55,000		
5302	134	2025 International 2 Ton Dump Truck	2024	Scheduled for replacement in 2039.										
	220	2017 Dodge 1 Ton Flat Dump	2017				\$115,000							
	3008	2025 Cat Skidsteer	2025	Scheduled for replacement again in 2038.										
	3027	2007 Case 865 DHP Tier III Grader	2007	Ordered replacement in 2025. Waiting on delivery. Scheduled for replacement again in 2040.										
	3045	2012 Cat Asphalt Roller	2012				\$85,000							
	3090	2018 Volvo Front Loader	2018								\$300,000			
	3094	2020 Cat 420ST Backhoe	2020											\$150,000
	3123	2024 Weiler P395 Asphalt Paver	2024	Scheduled for replacement in 2038.										
	441	2017 Chevy 1/2 Ton Pickup	2017				\$60,000							
	463	2024 Ram 3500 1 Ton Utility Bed 4x4	2024										\$115,000	
	630	2014 International Dump Tk w/ Snow Plow	2014	Ordered replacement in 2025. Waiting on delivery. Scheduled for replacement again in 2037.										
	994	2018 International Tri-Axle Dump Truck	2017							\$220,000				
5302 Total						\$260,000				\$220,000	\$300,000		\$115,000	\$150,000
5303	103	2023 International Tri-axle Dump Trk	2021	Scheduled for replacement in 2037.										
	207	2001 International Tractor Truck	2004						\$300,000					
	275	2016 International Dump Trk w/ plow	2015				\$275,000							
	3012	2025 Gehl Skidsteer	2025	Scheduled for replacement in 2037.										
	3024	2025 Frontier Flex Wing Grooming Mower	2025								\$40,000			
	3034	2009 John Deere Dozer	2009					\$300,000						
	3058	2014 New Holland 4 x 4	2014				\$110,000							
	3059	2014 New Holland Tractor w/ Flail mower	2014	Ordered replacement in 2025. Waiting on delivery. Scheduled for replacement again in 2036.										
	3073	2016 Interstate 30' Trailer	2016	Scheduled for replacement in 2036.										
	3077	2017 Vermeer Chipper	2017						\$100,000					
	3078	2017 Cat Excavator	2017						\$150,000					
	3087	2018 Sewer Equip Jet Rod	2018									\$200,000		
	3088	2019 John Deere Utility Tractor	2018				\$50,000							
	3089	2019 John Deere Utility Tractor	2018				\$50,000							
	3092	2020 Land Pride Flex Wing Mower	2020				\$30,000							
	3093	2020 Interstate Trailer 40TDL	2020	Scheduled for replacement in 2039.										
	3098	Ventrac 4500Y Mower	2021						\$50,000					
	3100	2021 Spartan Pro Leaf Vacuum Trailer	2021								\$110,000			
	3102	2021 Spartan Pro Leaf Vacuum Trailer	2021								\$110,000			
	3103	2021 CAT 308 Mini Excavator	2022											\$150,000
	3106	2022 CAT 420 4AEM Backhoe	2022								\$130,000			
	3107	2022 Landpride Bat Wing Cutter	2022							\$40,000				
	3114	2023 CAT 326 Long Reach Excavator	2024	Scheduled for replacement in 2038.										
	3117	2022 John Deere Flex Wing Mower	2024							\$40,000				
	3118	2024 Cart-Away Concrete Mixer Trailer	2024							\$75,000				
	3119	2023 John Deere 4x4 Tractor	2024							\$110,000				
	444	1990 50 t. Load King Trailer	1992				\$100,000							
	454	2006 International Aerial Bucket Trk	2006					\$200,000						
	499	2017 Dodge 3500 SLT Flat Bed Dump Trk	2017					\$115,000						

	529	2019 Ford F350 Dump Trk	2019										\$115,000
	537	2019 Ford F350 Dump Trk	2019										\$115,000
	599	2015 International Dump Tk w/ Snow Plow	2015			\$275,000							
	652	2024 Ram 1500 1/2 Ton 4x4 Pickup	2024									\$60,000	
	824	2014 Ford F250SD 4WD w/ Utility Bed	2013			\$75,000							
	825	2014 Ford F250SD 4WD PU	2013			\$75,000							
	826	2013 Ford F350 SD Dump Truck	2013			\$115,000							
	919	2019 Freightliner/Vacuum Truck	2019					\$500,000					
	995	2018 International Workstar Dump Trk	2017						\$220,000				
5303 Total						\$265,000	\$405,000	\$985,000	\$615,000	\$820,000	\$495,000	\$390,000	\$200,000
5304	172	2023 International Asphalt Distributor Truck	2023										\$250,000
	184	2016 Ford F350 1T Dump Tk	2015					\$115,000					
	201	2014 Ford F150 1/2T PU 4x4	2014			\$55,000							
				Ordered replacement in 2025. Waiting on delivery. Scheduled for replacement again in 2037.									
	202	2013 Kenworth T440 Concrete Tk	2012										
	3006	2017 Crafc0 Diesel Melter	2017										\$75,000
				Scheduled for replacement in 2038.									
	3007	2025 Elgin Sweeper	2025										
	3065	2015 SnowEx Brine Machine	2015			\$50,000							
	3101	2022 CAT PM313 Cold Milling Machine	2023									\$500,000	
				Scheduled for replacement in 2037.									
	3108	2022 CAT 360CR Mini Excavator	2022										
	3110	2023 Falcon Asphalt Hot Box Trailer	2023										\$75,000
				Scheduled for replacement in 2037.									
	321	2024 International 2 Ton Dump Truck	2024										
	460	2023 Ram 2500 3/4 Ton Utility Bed	2023							\$75,000			
	597	2024 Ram 2500 3/4 Ton Utility Bed	2024							\$75,000			
	613	2023 International Pothole Patcher	2023									\$250,000	
	629	2020 International Concrete Truck	2019							\$250,000			
				Scheduled for replacement in 2038.									
	651	2024 International 2 Ton Dump Truck	2024										
	708	2022 Ford F250 3/4T 4x4 Utility Bed	2022								\$75,000		
	822	2018 Hino 2T 16' Flat Bed	2017						\$140,000				
	827	2014 International 2T Dump Tk	2014			\$140,000							
	828	2014 International 2T Dump Tk	2014			\$140,000							
	866	2022 Ford F350 1T Dump Bed	2022								\$115,000		
	921	2019 International Durastar Street Sweeper	2019					\$250,000					
	959	2022 Ford F150 1/2T PU	2022								\$55,000		
5304 Total						\$195,000	\$305,000	\$250,000	\$140,000	\$400,000	\$245,000	\$500,000	\$575,000
5305	3095	2020 Cat 420ST Backhoe	2020										\$150,000
	3096	2020 Cat 420 ST Backhoe	2020										\$150,000
	332	2014 Ford F350 Flatbed Dump Tk	2014			\$115,000							
	333	2014 Ford F350 Flatbed Dump Tk	2014			\$115,000							
	425	2018 International Dump Tk	2017						\$220,000				
	631	2014 International Dump w/ Snow Plow	2014			\$275,000							
	843	2017 Dodge Ram Dump Bed	2017					\$115,000					
	890	2015 Ford F350 Flatbed Dump Bed	2014				\$115,000						
5305 Total						\$505,000	\$115,000	\$115,000	\$220,000				\$300,000
5401	217	2012 Chevy Silverado 1/2T PU	2011			\$55,000							
	229	2014 Ford F150 1/2T PU	2014			\$55,000							
	3125	2023 Graco Grindlazer Road Grinder	2024										\$50,000
	336	2015 Ford F550 Aerial Bucket Tk	2014				\$175,000						
	35	2023 Isuzu NPR-HD Sign Truck	2023									\$80,000	
	445	2014 Isuzu Tiltmaster Sign Trk	2015						\$80,000				
	472	2017 Dodge 3/4 Ton w/utility bed	2017						\$75,000				
	473	2017 Dodge 3/4 Ton w/utility bed	2017						\$75,000				
	5	2016 Ford F250 w/Utility bed	2015				\$75,000						
	525	2022 Ford F450 Bucket Truck	2022									\$175,000	
	683	2024 Ram 3/4 Ton w/utility bed	2024									\$75,000	
				Scheduled for replacement in 2036.									
	870	2023 Peterbuilt ThermoPro 4000 Striping Truc	2024										
	915	2014 Ford F250 3/4T PU w/Utility Bed	2014			\$75,000							
				Scheduled for replacement in 2037.									
5401 Total						\$185,000	\$250,000	\$150,000	\$80,000			\$330,000	\$50,000
VEHICLE/EQUIPMENT REPLACEMENT TOTAL						\$1,150,000	\$1,075,000	\$1,360,000	\$1,235,000	\$1,040,000	\$1,115,000	\$995,000	\$1,085,000
												\$800,000	\$675,000

MEMO

TO: Jeff Dingman, Acting City Administrator
FROM: Matt Meeker, PE, Director of Streets & Traffic Control
DATE: October 21, 2025
SUBJECT: 2026 City of Fort Smith Sidewalk Program
CC: Maggie Rice, Deputy City Administrator

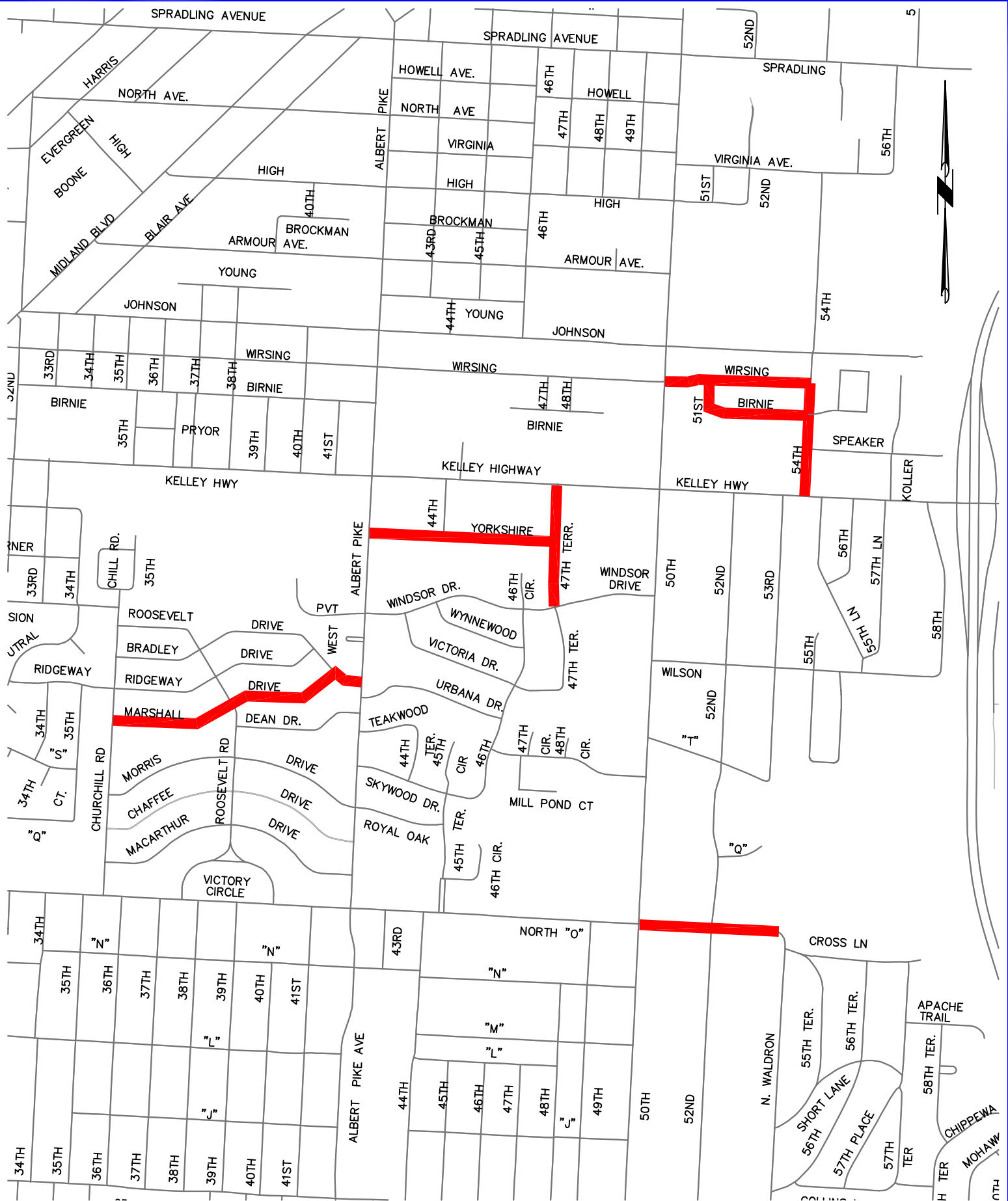
Attached is the proposed 2026 Sidewalk Program for the Streets and Traffic Control Department. For 2026, the department is proposing 3.09 miles of new sidewalk construction and 0.85 miles of sidewalk repairs. New construction locations are shown on the attached list and maps. Repair locations are also included on the attached list.

Input from citizens, the Board of Directors, Administration, and City staff was considered during development of the 2026 Sidewalk Program. Requests for new construction were prioritized based on a rating system that considers proximity to schools, pedestrian usage, average daily traffic, connectivity to existing sidewalks, and constructability.

Sidewalk repair locations were selected from areas with damaged sections of sidewalk that are also known to have moderate to high pedestrian traffic. Please note that only the damaged sections of sidewalk will be replaced along the streets indicated on the attached list.

If you have any questions or concerns about the Sidewalk Program, please let me know at your earliest convenience.

2026 SIDEWALK PROGRAM						
ORDER OF CONSTRUCTION	NEW CONSTRUCTION					
	STREET	FROM	TO	SIDE OF STREET	LENGTH (FT)	LENGTH (MI) NOTES
1	Jenny Lind Road	Phoenix Ave	5009 Jenny Lind Rd	East	1,000	0.19 Connects to existing sidewalk on Phoenix Ave and Jenny Lind Rd. Expands the Ramsey Jr. High sidewalk network. Heavy pedestrian traffic.
2	Marshall Dr/Bradley Dr	Albert Pike Ave	Churchill Rd	North	2,400	0.45 Connects existing sidewalks on Albert Pike Ave and Churchill Rd. Expands the Sunnymede Elem. sidewalk network.
3	N C St/N D St	N 3rd St	N 4th St	North on C, South on D	500	0.09 Connects to existing sidewalks on N 4th St, N C St, and N D St. Also connects to proposed sidewalk on N 3rd St. Expands the sidewalk network around the proposed track club on N 4th St.
4	N 3rd St	N B St	N D St	East	500	0.09 Connects to existing sidewalk on N 3rd St and proposed sidewalks on N C St and N D St. Expands the sidewalk network around the proposed track club on N 4th St.
5	N O St	N 50th St	Waldron Rd	North	1,300	0.25 Connects to existing sidewalks on N O St and N 50th St. Expands the sidewalk network for Sunnymede Elem., Kimmons Jr. High, and the Boys & Girls Club.
6	Brooken Hill Dr	Jenny Lind Rd	Hwy 253	North	4,400	0.83 Connects to existing sidewalks on Jenny Lind Rd and Brooken Hill Dr. Expands the sidewalk network for Cook Elem.
7	Wirsing Ave	N 50th St	N 54th St	South	1,300	0.25 Connects to existing sidewalk on N 50th St and proposed sidewalk on N 54th St. Expands the Sutton Elem. sidewalk network.
8	Birnie Ave/N 51st St	Wirsing Ave	N 54th St	North	1,100	0.21 Connects to proposed sidewalks on Wirsing Ave and N 54th St. Expands the Sutton Elem. Sidewalk network.
9	N 54th St	Kelley Hwy	Johnson St	West	1,200	0.23 Connects to existing sidewalks on Kelley Hwy, Johnson St, and N 54th St. Expands the Sutton Elem. sidewalk network.
10	N 47th Terr	Kelley Hwy	Windsor Dr	West	1,000	0.19 Connects to existing sidewalks on Kelley Hwy and Windsor Dr and to proposed sidewalk on Yorkshire Dr. Expands Sutton Elem. and Ramsey Jr. High sidewalk networks. Provides connections to Dollar General and Library.
11	Yorkshire Dr	Albert Pike Ave	N 47th Terr	North	1,600	0.30 Connects existing sidewalk on Albert Pike Ave to proposed sidewalk on N 47th Terr. Expands Sutton Elem. and Kimmons Jr. High sidewalk networks. Provides connections to Dollar General and Library.
SUBTOTALS					16,300	3.09
ORDER OF CONSTRUCTION	REPAIRS					
	STREET	FROM	TO	SIDE OF STREET	LENGTH (FT)	LENGTH (MI)
12	Grand Ave	N 10th St	I-540	Both	2,500	0.47
13	Greenwood Ave	N S St	S S St	Both	1,000	0.19
14	Old Greenwood Rd	Rogers Ave	Phoenix Ave	Both	1,000	0.19
SUBTOTALS					4,500	0.85
TOTALS					20,800	3.94



2026 SIDEWALK PROGRAM
(MAP 1 OF 3)
FORT SMITH, ARKANSAS



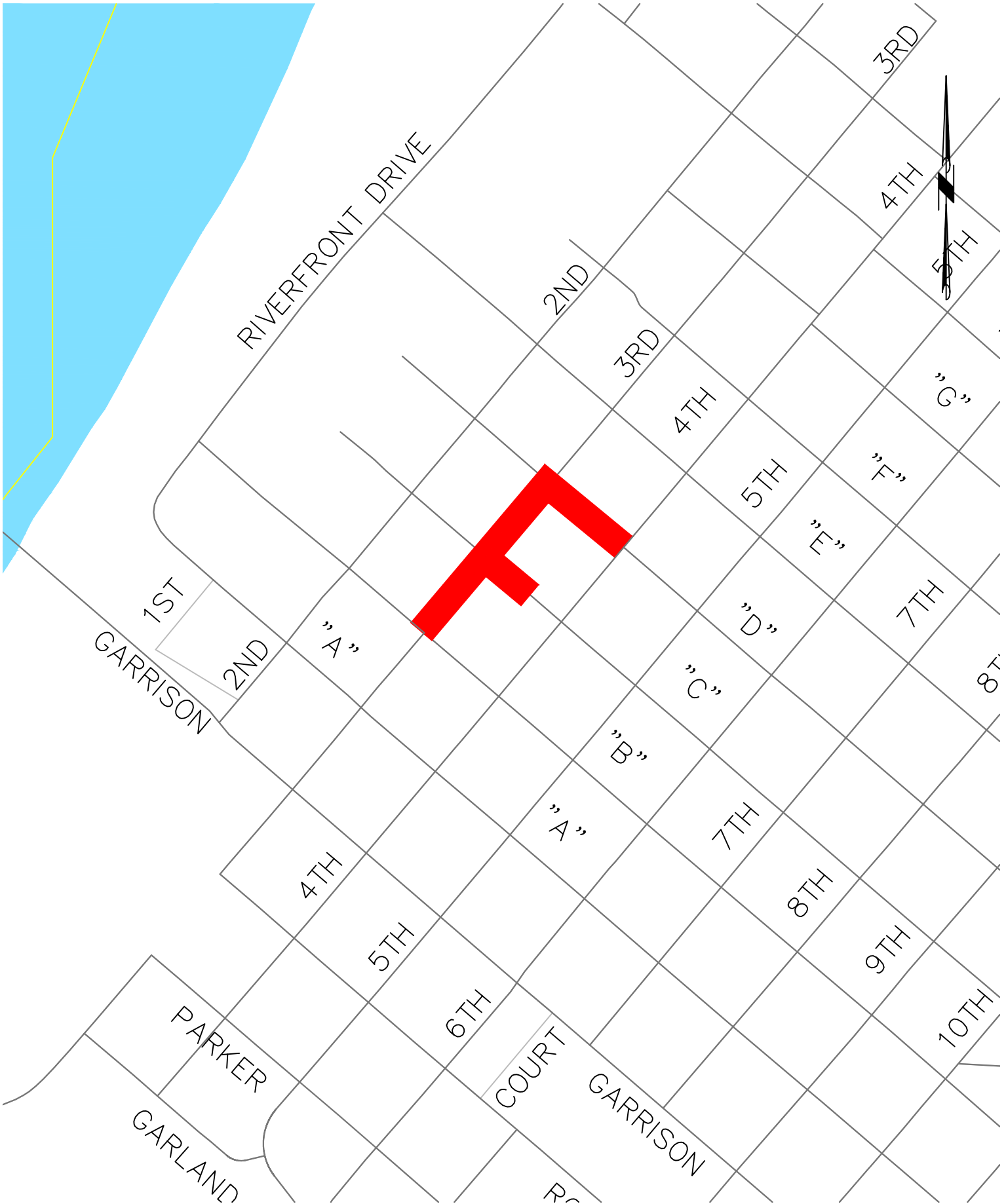
New Sidewalk: [REDACTED]

Date: AUG 2025

Scale: NONE

Drawn By: MAM

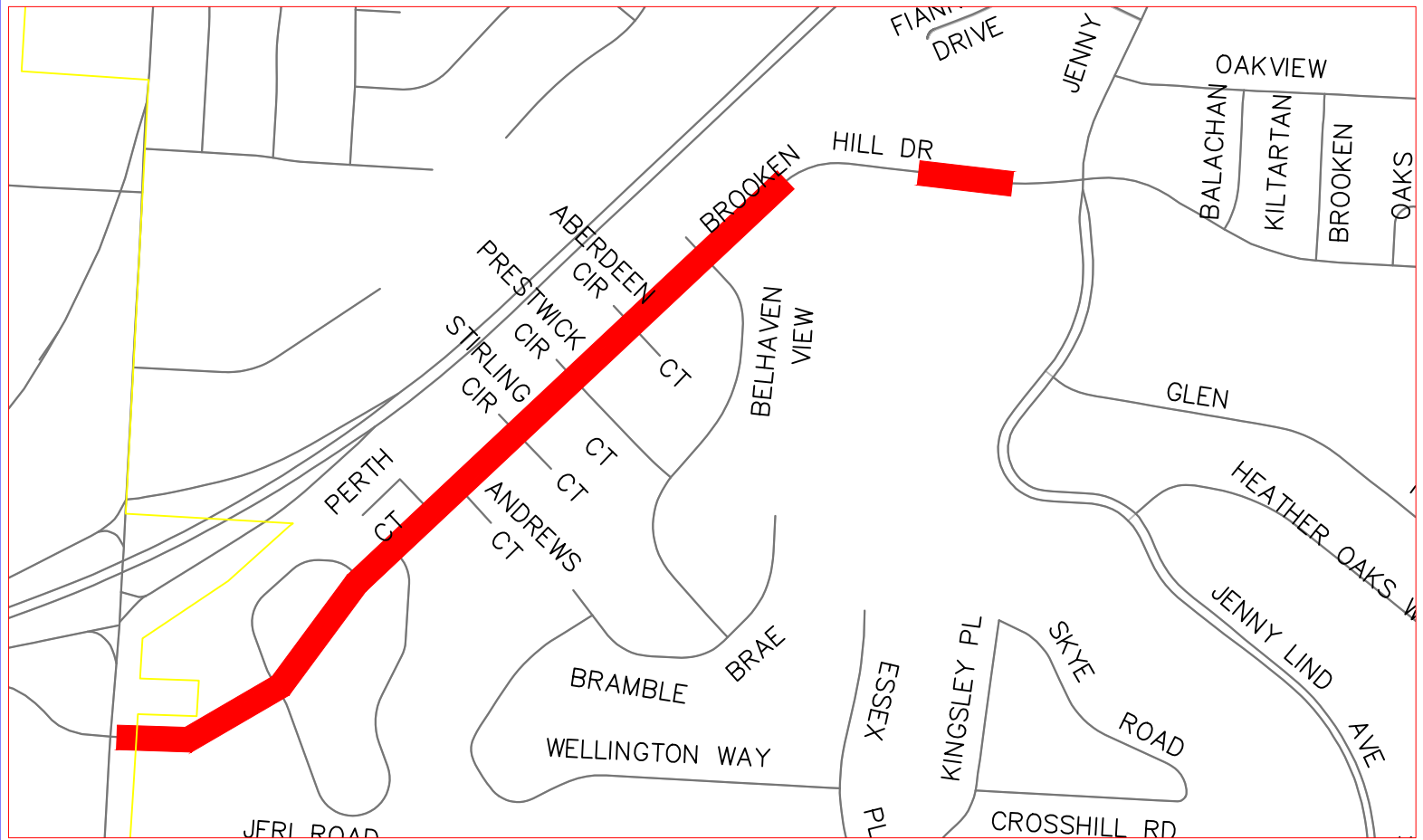
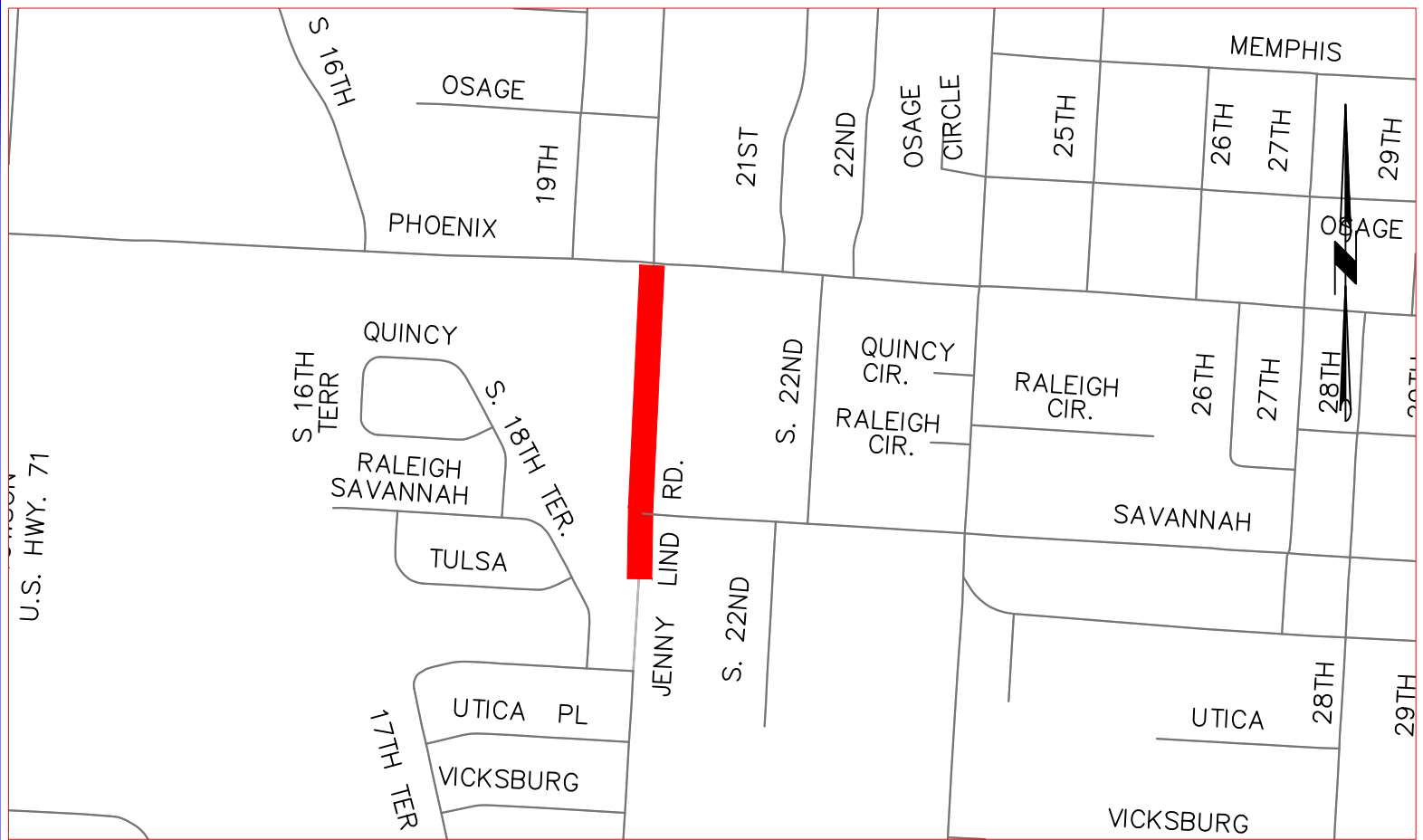
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2026 SIDEWALK PROGRAM
(MAP 2 OF 3)
FORT SMITH, ARKANSAS



New Sidewalk:	
Date:	AUG 2025
Scale:	NONE
Drawn By:	MAM



2026 SIDEWALK PROGRAM
(MAP 3 OF 3)
FORT SMITH, ARKANSAS



New Sidewalk: [REDACTED]

Date: AUG 2025

Scale: NONE

Drawn By: MAM



MEMORANDUM



TO: Jeff Dingman, Acting City Administrator
CC: Maggie Rice, Deputy City Administrator
FROM: Sara Deuster, Director of Parks and Recreation
DATE: October 9, 2025
SUBJECT: Parks FY26-FY30 Capital Improvement Plan

SUMMARY

Attached for your review is the FY26-FY30 Five-Year Capital Improvement Plan for the Parks and Recreation Department. These projects are funded by the 1/8% Sales and Use Tax dedicated for parks capital projects. This tax was voted on and approved by citizens in 2012 for a period of ten (10) years. Citizens voted to extend this tax an additional eight (8) years, through September 30, 2030.

The Parks Commission reviewed and discussed the FY26-FY30 CIP during both their September 10, 2025 and October 8, 2025 meetings. The Commission voted unanimously to recommend the attached CIP to the Board of Directors for consideration.

Please contact me should you have any questions.

ATTACHMENTS

1. [Parks FY26-FY30 CIP.pdf](#)



Fiscal Year 2026 - Fiscal Year 2030 Parks & Recreation Capital Improvement Plan

	Est. 2025	2026	2027	2028	2029	2030
BEGINNING BALANCE	5,110,982	210,069	3,615	471	7,327	4,183
Current Year Revenues						
1/8% Sales and Use Tax	3,645,402	3,681,856	3,681,856	3,681,856	3,681,856	3,681,856
Grants/Contributions	384,705	3,476,690	-	-	-	-
Total - Current Year Revenues	4,030,107	7,158,546	3,681,856	3,681,856	3,681,856	3,681,856
Total Funds Available	9,141,089	7,368,615	3,685,471	3,682,327	3,689,183	3,686,039
Projects						
Carol Ann Cross Park Improvements	875,927	-	-	-	350,000	-
Martin Luther King, Jr. Park Improvements	480,459	-	-	-	-	150,000
Maybranch Greenway	996,190	5,100,000	1,750,000	1,000,000	-	-
John Bell, Jr. Park	225,000	-	-	500,000	500,000	-
Tilles Park Improvements	1,367,895	-	-	250,000	-	-
Tilles Park Parking Lot Resurfacing	-	250,000	-	-	-	-
Trails & Greenways	-	-	-	-	1,700,000	1,980,000
ACHE Trail Contribution	150,000	-	-	-	-	-
Creekmore Park Pool Upgrades	2,774,500	100,000	750,000	750,000	-	-
Creekmore Park Train Improvements	51,170	-	-	-	-	-
Outdoor Restroom Improvements						
Tilles Park	47,500	-	-	-	-	-
Spradling Park	-	50,000	-	-	-	-
Kelley Park Ballfields	-	-	-	500,000	-	-
2nd Street Parking Lot (Farmer's Market)	-	-	250,000	-	-	-
Outdoor Park Pavilion/ Shade	-	-	-	-	180,000	500,000
Riverfront Skate and Bike Park	-	75,000	-	-	-	-
Carol Ann Cross Park	-	-	500,000	-	-	-
Harley A. Wilson Park	-	-	250,000	-	-	-
Fort Smith Park	-	-	-	365,000	-	-
Creekmore Park Drainage, Sidewalks, and Parking	675,113	-	-	-	-	-
Kelley Park Ballfields Lighting Upgrades	345,050	-	-	-	-	-
Neighborhood Park Improvements						400,000
Woodlawn Park	304,997	-	-	-	-	-
Spradling Park	-	375,000	-	-	-	-
Riley Farm Park	50,000	410,000	-	-	-	-
Hillcrest Park	297,219	-	-	-	-	-
Imani/Stagecoach Park Phase II	-	-	-	-	250,000	-
Outdoor Exercise & Fitness Center	-	-	-	-	250,000	-
Chaffee Crossing Pickleball Courts Resurfacing	-	-	180,000	180,000	-	-
Cisterna Park Improvements	215,000	-	-	-	-	-
Community Center Upgrades	-	-	-	125,000	450,000	650,000
Tennis Court Resurfacing	70,000	1,000,000	-	-	-	-
Development of Former ACME Property	-	-	-	-	-	-
Total Projects	8,926,020	7,360,000	3,680,000	3,670,000	3,680,000	3,680,000
Other Project Expenses (Note 1)	5,000	5,000	5,000	5,000	5,000	5,000
TOTAL EXPENDITURES	8,931,020	7,365,000	3,685,000	3,675,000	3,685,000	3,685,000
Ending Balance	210,069	3,615	471	7,327	4,183	1,039

Grants/Contributions							
LWCF Grant (Maybranch Greenway Phase I) (Note 2)	-	712,500	-	-	-	-	-
National Parks Service (Maybranch Greenway Phase IB)	-	371,591	-	-	-	-	-
ADPHT (Maybranch Greenway Phase IB)	-	1,267,599	-	-	-	-	-
ArDOT TAP Grant (Maybranch Greenway Phase IB)	-	1,000,000	-	-	-	-	-
Friends of Recreational Trails (Maybranch Greenway Phase I)	125,000	125,000	-	-	-	-	-
Carol Ann Cross Park Cell Tower Revenue (playground)	190,000	-	-	-	-	-	-
Park Partners (Carol Ann Cross Park Boardwalk)	69,705	-	-	-	-	-	-
TOTAL GRANTS/CONTRIBUTIONS	384,705	3,476,690	-	-	-	-	-

Project Title: Carol Ann Cross Park Improvements

Project Number: 6200230003

Category:

- ☐ New Development ☒ Improvement to Existing
☒ Public-Private Partnership

Type:

- ☒ New Construction ☒ Trails and Greenways
☒ Infrastructure Improvement ☒ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☒ Private Contribution
☐ Grant ☒ Other:

If Other: \$190K from Carol Ann Cross Park Cell Tower Fees

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Complete

Location:

Carol Ann Cross Park (1601 South 74th Street)

Scope of Work:

Phase I improvements (FY22-FY23) included the repaving of the parking areas and roadway, demolition and replacement of two restrooms, replacement of the pedestrian bridge, and construction of an additional fishing pier on the west side of the lake. The total cost for this phase was \$1,268,941.97.

An approximate 0.45-mile concrete walking path and 0.15-mile boardwalk with an overlook area of the Arkansas River in the northeast corner of Carol Ann Cross Park was completed in late 2024. The completion of this project creates a 1.2 mile walking path within Carol Ann Cross Park.

Phase II improvements (FY24-FY25) addressed the dilapidated play equipment. The existing play equipment was over three decades old, and replacement pieces compatible with the structures were difficult to find. This resulted in the removal of play components due to safety hazards. The new inclusive playground offers designated play areas for ages 2-5 and ages 5-12, focusing on providing unique play amenities that emphasize climbing, balancing, problem solving, sensory experiences, fine motor skills, and collaborative play. The inclusive playground opened for use in May.

FY29: Several areas of the concrete walking path around the lake continue to deteriorate. Due to the heavy usage of this amenity, it is recommended to widen certain areas of the walking path and replace the deteriorating sections.

Future Fort Smith Goals:

NCR-1.5 PFS-5.2 PFS-3.2.3 FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ 42,409	\$ -	\$ -	\$ -	\$ 35,000	\$ -	\$ 77,409
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 833,518	\$ -	\$ -	\$ -	\$ 315,000	\$ -	\$ 1,148,518
							\$ -
							\$ -
Total	\$ 875,927	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ 1,225,927

Project Title: **Martin Luther King, Jr. Park Improvements**

Project Number: 6200230013

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☒ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Complete

Location:

Martin Luther King, Jr. Park (1815 North Greenwood Avenue)

Scope of Work:

An inclusive playground, designed for ages 5-12, was completed in FY22. This playground features a variety of amenities designed for individuals of all abilities, including poured in place rubber surfacing in lieu of the wood fiber mulch. The total cost for this project came in at \$546,063.23.

The demolition and replacement of the dilapidated restroom by the inclusive playground and splash pad was completed in FY23. To create a safer environment for families, a quad design was selected with two single-user stalls on both the east and west sides. This positioning allows parents/guardians to watch their child enter/exit the restroom from either side of the restroom. Previously, if a child was playing on the playground or splash pad, they would have to go on the opposite side of the building to use the restroom. Drill stem fencing was also installed along the perimeter of the northwest section of the park to prevent citizens from driving into the park and parking on the grass. Staff have received several positive comments regarding the installation of fencing.

The Board of Directors approved the installation of a new splash pad at their February 20, 2024 Regular Meeting. The design of this splash pad is unique in that it offers an accommodation none of our other splash pads do. The backside of the Nautilus 2 (water slide) has a cove with a light, steady rain fall. This feature offers a calming space for children who may become overstimulated by the sounds and movements of natural play. Two (2) softer spray features were selected to complement the cove to create a calming area in the southwest section of the splash pad. This design further advances our department's commitment to creating an inclusive parks system for individuals of all ages and abilities. The splash pad opened Memorial Day Weekend.

FY30: Renovation of the former skate park area and/or parking improvements.

Future Fort Smith Goals:

NCR-1.5 PFS-5.2 PFS-3.2.3 FLU-1.4

Map/Photo:



View from the West



Pumphouse



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 480,459	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 630,459
							\$ -
							\$ -
Total	\$ 480,459	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 630,459

Project Title: **Maybranch Greenway**

Project Number: 6200230008

Category:

- ☒ New Development ☐ Improvement to Existing
☒ Public-Private Partnership

Type:

- ☒ New Construction ☒ Trails and Greenways
☐ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☒ Private Contribution
☒ Grant ☒ Other:

If Other: \$3.5M from National Parks Service, ADPHT, and ArDOT

Status:

- ☐ Not Started ☒ Preliminary Design
☐ Final Design ☒ Partial Completion

Location:

Riverfront Drive > Martin Luther King, Jr. Park > Creekmore Park > Former ACME Property

Scope of Work:

Once complete, this will be an approximately 4-mile, 10-foot-wide, concrete greenway that will connect Riverfront Drive to the Kelley Park Ballfields. Phase IA begins at North 7th Street and continues along P Street for approximately 0.7 miles through Martin Luther King, Jr. Park. Phase IA was completed in July. Phase IB (FY25-FY26) will begin at Riverfront Drive and tie into Phase IA at North 7th Street. The City was awarded a \$712,500 LWCF grant for Phase I. Due to continued delays and increased costs resulting from such, the National Parks Service and State plan to contribute an additional \$1.6M in funding to complete all of Phase I. Additionally, the City was awarded \$1M in grant funds for Phase IB through ArDOT's Transportation Alternatives Program (TAP). Park Partners has also committed to providing \$250,000 towards the completion of Phase I.

Phase IB (FY26-FY27) will continue from Martin Luther King, Jr. Park and tie into Creekmore Park. Phase II/III (FY27-FY28) will pave the existing crusher dust trail that extends behind Girls, Inc., The Gregory Kistler Center, and Flocks Field, terminating at South "O" Street. This phase will ultimately connect to the former ACME Brick property.

Future Fort Smith Goals:

FLU-3.4.2 ED-6.1 HN-1.6 NCR-1.4 CCD-1.1 TI-1 PFS-5 PFS-4.3.1

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ 221,577	\$ 510,000	\$ 175,000	\$ 100,000	\$ -	\$ -	\$ 1,006,577
Land Acquisition	\$ -	\$ 102,000	\$ 35,000	\$ -	\$ -	\$ -	\$ 137,000
Construction Cost	\$ 774,613	\$ 4,488,000	\$ 1,540,000	\$ 900,000	\$ -	\$ -	\$ 7,702,613
							\$ -
							\$ -
Total	\$ 996,190	\$ 5,100,000	\$ 1,750,000	\$ 1,000,000	\$ -	\$ -	\$ 8,846,190

Project Title: John Bell, Jr. Park

Project Number: 6200230011

Category:

- ☒ New Development ☐ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☒ Trails and Greenways
☐ Infrastructure Improvement ☒ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☒ Final Design ☒ Under Construction

Location:

John Bell, Jr. Park (1900 Riverfront Drive)

Scope of Work:

This is a multi-year development of a new, 51-acre park located at 1900 Riverfront Drive. The park was formally named John Bell, Jr. Park in 2022. Development of this park began in 2015 with the creation of a master plan. Since then, the following amenities have been completed: two adult-size soccer fields, paved parking and lighting, walking paths around the currently developed areas, Fort Smith's first inclusive playground, restroom facility, and large pavilion.

Phase III (FY28-FY29) will consist of improvements to the existing soccer fields and construction of sports fields and/or other recreation amenities determined by citizen surveys. Multiple entities, both soccer and rugby, have expressed interest in leasing the two soccer fields for league and tournament play. One of these entities has further expressed an interest in contributing private dollars to improvements. In accordance with our procedures, a Request for Proposals will be advertised to solicit responses from entities to enter into a lease for the two fields. This is the same process we use for the Kelley Park Ballfields and Creekmore Park Tennis Center.

Future Fort Smith Goals:

FLU-1.5 FLU-2.1 FLU-2.2 NCR-1.4 TI-5.2.1 NCR-1.5 PFS-5.2

Map/Photo:



Soccer Fields



Inclusive Playground



Maintenance Facility



Pavilion

Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 225,000	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ 1,225,000
							\$ -
							\$ -
Total	\$ 225,000	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ 1,225,000

Project Title: **Tilles Park Improvements**

Project Number: 6200230014

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☒ Trails and Greenways
☒ Infrastructure Improvement ☒ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Substantially Complete

Location:

Tilles Park (3700 Grand Avenue)

Scope of Work:

Phase I (FY23-FY24) consisted of the construction of an asphalt walking trail, drainage improvements, replacement of benches along the walking path, conversion of two of the tennis courts to basketball courts, and improvements to the disc golf tees. The former crusher dust walking trail was converted to an asphalt surface to help mitigate stormwater runoff, ensure ADA compliance, and reduce maintenance. ADA accessible ramps were also installed at each of the four access points to the trail from the parking lots. This contract also included pouring new directional disc golf tees to allow new users to locate the baskets easier and have adequate space to "tee off". The total cost of the contract came in at \$662,038.47.

Phase II is for the construction of an inclusive playground. The park previously had 10+ individual play pods, making it difficult for families to play together. The completed project is one, composite play area that features designated areas for ages 2-5, ages 5-12, and a multi-swing bay. The design and location of the play area utilizes the existing tree canopy to provide shade for users. This project was designed to encompass a variety of developmental benefits, including sensory play; motor, cognitive, and social skills; and uniquely designed to encourage collaborative play across individuals of all abilities. The playground will open for use in September.

FY28: Resurfacing/rehabilitation of the southern two (2) tennis courts. Whether these courts are rehabilitated as tennis courts and/or to serve another purpose will be directed by citizen input.

Future Fort Smith Goals:

PFS-3.2 PFS-5.2 NCR-1.1 NCR-1.3

Map/Photo:



Remaining two tennis courts.

Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 1,367,895	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ 1,617,895
							\$ -
							\$ -
Total	\$ 1,367,895	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ 1,617,895

Project Title: **Tilles Park Parking Lot Resurfacing**

Project Number: 6200230014

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Substantially Complete

Location:

Tilles Park (3700 Grand Avenue)

Scope of Work:

The parking lot on the north side of the park (Grand Avenue) continues to deteriorate. This parking area has multiple potholes and significant alligator cracking. If the damage was isolated to a certain area, patching would be the more cost-effective option. However, this issue extends across multiple sections of the parking lot. The recent improvements to Tilles Park have significantly increased the traffic at this park. This trend is expected to continue with the completion of the inclusive playground in September. Furthermore, the strip of sidewalk that extends from the parking lot to the restrooms has multiple areas that are in need of replacement. One section near the southwest of the parking lot suffered damage due to tree roots. It is recommended to reroute this section of the sidewalk to preserve the tree canopy, if possible.

Future Fort Smith Goals:

PFS-3.2 PFS-5.2 NCR-1.1 NCR-1.3

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
							\$ -
							\$ -
Total	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000

Project Title: Trails & Greenways

Project Number: N/A

Category:

- ☒ New Development ☐ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☒ Trails and Greenways
☐ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Multiple Locations

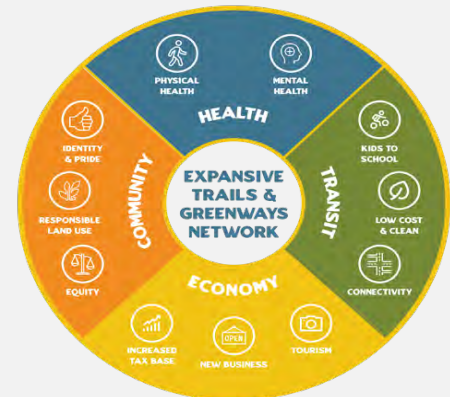
Scope of Work:

This funding allocation is set aside for projects identified in the Trails and Greenways Master Plan. Potential projects include adding to the extensive network of trails throughout the Chaffee Crossing area, making connections to parks, sharrows, bike lanes, etc. Given this allocation is not until later years, the exact projects are not identified. Parks Staff will engage in community outreach efforts to gather input from citizens during 2028.

Future Fort Smith Goals:

HN-1.6 NCR-1.4 TI-1 TI-3 PFS-5

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,980,000	\$ 3,680,000
							\$ -
							\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,980,000	\$ 3,680,000

Project Title: Arkansas College of Health Education Trail Contribution

Project Number: N/A

Category:

- ☒ New Development ☐ Improvement to Existing
☒ Public-Private Partnership

Type:

- ☒ New Construction ☒ Trails and Greenways
☐ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Complete

Location:

Chaffee Crossing

Scope of Work:

This was the City's contribution towards a collaborative trail project with the Arkansas Colleges of Health Education. This soft surface trail was completed in August 2025. The trail begins at Roberts Boulevard and continues east, eventually connecting to ACHE's Wellness Garden and Celebration Park. The length of the trail is approximately 2,200 LF (0.4 miles).

Future Fort Smith Goals:

HN-1.6 NCR-1.4 TI-1 TI-3 PFS-5 PFS-4.3.1

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
							\$ -
							\$ -
Total	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000

Project Title: Creekmore Park Pool Upgrades

Project Number: 6200230001

Category:

- ☒ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Substantially Complete

Location:

Creekmore Park Pool (3303 South M Street)

Scope of Work:

Ordinance No. 29-23 allocated \$4 million in excess sales tax revenue associated with the 2012 and 2014 sales tax bonds for this project. This phase of the project was included in Program 62050101 (Aquatics). Approximately \$600,000 in architectural, engineering, and geological testing is being funded through this program. The remaining \$3.4 million of this allocation was used to fund construction.

FY25-FY26: This allocation is for the demolition of the dilapidated bathhouse and construction of a new bathhouse that is adequate to accommodate both recreational use and serve as a host site for swim meets. Beshears Construction served as the Construction Manager for this project. The Guaranteed Maximum Price (GMP) for this project is \$5,997,639.78 (Resolution No. R-48-24). Also included in this allocation is the redesign and expansion of the parking lot at the pool to better accommodate park patrons. This project was completed simultaneously with the repaving of the parking lot near the Creekmore Community Center. Once the pool closes for the year, the process to replace the fiberglass grates with plastic grates will begin.

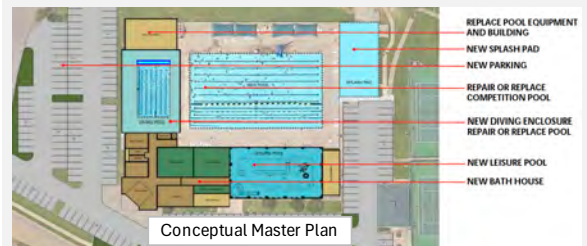
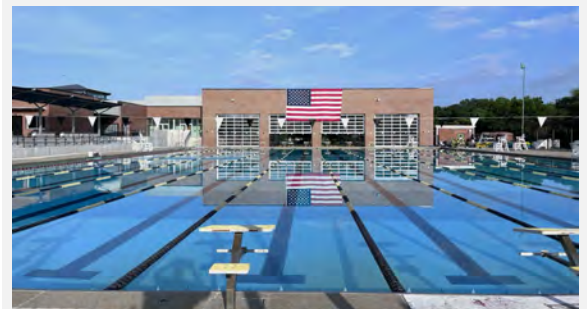
FY27-FY28: This allocation is to replace the mechanical system that services the diving well, main pool, and wading pool. This equipment has not been updated since 1990.

Future Improvements: Per the master plan, future improvements for consideration include installing a Myrtha RenovAction for the competition pool and diving well. This will essentially build a new pool within the existing pool rather than completely replace both pools and/or continue to install liners. Constructing an indoor leisure pool is also identified in the master plan.

Future Fort Smith Goals:

FLU-1.4 PFS-3.2.3

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 2,774,500	\$ 100,000	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ 4,374,500
							\$ -
							\$ -
Total	\$ 2,774,500	\$ 100,000	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ 4,374,500

Project Title: Creekmore Park Train Improvements

Project Number: 6200230016

Category:

- ☒ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Under Construction

Location:

Creekmore Park (3301 South M Street)

Scope of Work:

Several components contributing to the operation of the Creekmore Express were in need of repairs to continue operations. Several improvements to this amenity have been completed and/or are currently in progress. These improvements include the following:

- Replacement of the railroad ties along the track, including repairs to the switches to prevent the train from slipping off the rails (Complete).
- Reconfiguration of the train tracks from the train shed to allow the train to run in both directions (Substantially Complete).
- Addition of a tunnel on the north side of the train tracks to double as train car storage while the train is not operation. A trestle bridge was also installed as part of drainage improvements where the tracks cross the main drainage ditch (Complete).
- Replacement of the dilapidated train shed and train car storage. This will include the proper equipment and configuration for maintenance staff to perform maintenance on-site rather than have to transport the train via backhoe and trailer to the Maintenance Shop (In Progress).

Future Fort Smith Goals:

FLU-1.4 CCD-2 NCR-1.5

Map/Photo:



Demolition is complete. The new pre-fabricated train building will be complete in September.

Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 51,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,170
							\$ -
							\$ -
Total	\$ 51,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,170

Project Title: **Outdoor Restroom Improvements**

Project Number: 6200230006

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☒ Under Construction

Location:

Multiple Locations

Scope of Work:

Improvements to the outdoor restrooms across our parks system continue to be completed. To date, the outdoors restrooms at Martin Luther King, Jr. Park (FY23 - near the inclusive playground), Carol Ann Cross Park (FY23), and Woodlawn Park (FY24) have been replaced.

FY25: Tilles Park - These restrooms are structurally sound and do not need to be removed and replaced. New plastic partitions (similar to those on the CXT restrooms) and doors will be installed later this year. Coordination will also take place with the IT Department to determine if automatic locks (like those at John Bell, Jr. Park) can be installed.

FY26: Spradling Park - The building itself is structurally sound and renovations similar to those for Tilles Park will be completed.

FY27: Farmer's Market Parking Lot - This has been a continued request by citizens, even more so as the Farmer's Markets and Downtown events continue to grow. To mitigate unwarranted behavior and individuals using restrooms as shelter, it is recommended to install a Portland Loo restroom rather than a traditional building. Several large cities have had success in installing these in high traffic areas, as they can be customized to "fit in" with their surroundings. To complement the solar canopies at the Farmers Market, the Portland Loo offers a solar option. The Portland Loo can be connected to traditional sewer or septic.

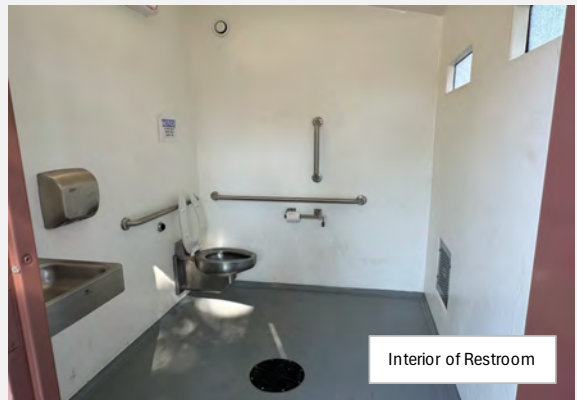
Future Fort Smith Goals:

PFS-4.3.1 PFS-5

Map/Photo:



Woodlawn Park Restroom



Interior of Restroom



Portland Loo

Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 47,500	\$ 50,000	\$ 250,000	\$ 500,000	\$ -	\$ -	\$ 847,500
							\$ -
							\$ -
Total	\$ 47,500	\$ 50,000	\$ 250,000	\$ 500,000	\$ -	\$ -	\$ 847,500

Project Title: **Outdoor Park Pavilions/Shade**

Project Number: N/A

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Complete

Location:

Multiple Locations

Scope of Work:

Most of our parks have outdoor pavilions, both large and small. The wooden pavilions with shingle roofs are deteriorating and need to be replaced with more durable steel beams and metal roofs. Some have the newer powder coated metal picnic tables while others have the dated concrete picnic tables. The allocation for these improvements will be used to replace outdated/deteriorating wood pavilions, including picnic tables and seating, and add shade throughout our parks.

FY26: The Riverfront Bike and Skate Park currently does not offer any shade. The biking/skating community and recreational users have requested shade at this location for the past few years. A cost-effective, modern shade structure(s) will be incorporated to this site.

FY27: Both Carol Ann Cross Park and Harley A. Wilson Park have one large, wooden pavilion. These longstanding structures have increasingly started to show their age. Maintenance Staff continue to make spot repairs to deteriorated wood, holes, and shingles. These structures need to be replaced with steel pavilions, which will last at least 20 years. Carol Ann Cross Park has a smaller wood pavilion that will also be replaced.

FY28: The wood pavilions at Fort Smith Park have been in need of replacement since before the 2019 flood event.

Future Fort Smith Goals:

FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ 75,000	\$ 750,000	\$ 365,000	\$ -	\$ -	\$ 1,190,000
							\$ -
							\$ -
Total	\$ -	\$ 75,000	\$ 750,000	\$ 365,000	\$ -	\$ -	\$ 1,190,000

Project Title: **Creekmore Park Parking Lot, Sidewalks, and Drainage**

Project Number: 6200230018

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☒ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Complete

Location:

Creekmore Park (3301 South M Street)

Scope of Work:

The parking lots adjacent to the tennis center and in front of the pool were resurfaced in 2019. A new 8ft wide concrete walking path was built around the park during 2022. This project also included the installation of chases beneath the walking trail to accommodate the significant number of extensions cords for our annual holiday light displays.

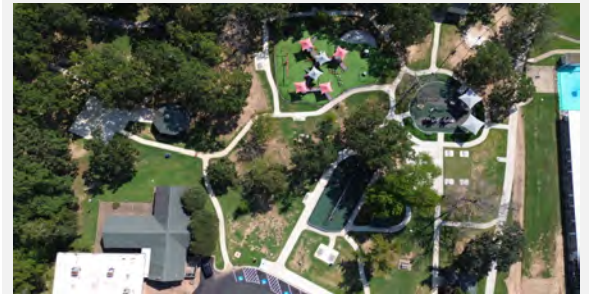
FY24: This project consisted of the removal and replacement of the remaining sidewalks interior to Creekmore Park. Several portions of these sidewalks had experienced cracking and shifting that continued to deteriorate. In total, approximately 0.4 miles of walking path central to the train depot, picnic patio, and play amenities was completed under this project. Additionally, a 30" storm drainage pipe was replaced and concrete inlets with beehive grates installed to mitigate the pooling of stormwater in heavily utilized areas of the park.

FY25: Phase II addressed the parking areas to the south and west of the pool, south of the fitness area located within the park, and the main parking area for the park and community center. Certain areas of the existing parking areas were reconfigured to better accommodate the flow of traffic around the pool area during sporting events (ex. tennis and swimming), community gatherings, and park events. In addition to increased parking spaces (18 total), this project created an unloading/loading zone at the entrance to the pool to better accommodate large groups who come in vans and buses who visit the park throughout the year.

Future Fort Smith Goals:

PFS-5.2 PFS-3.2.3 PFS-2.3 NCR-1.5 FLU-1.2 FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 655,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 655,113
							\$ -
							\$ -
Total	\$ 675,113	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,113

Project Title: Kelley Park Ballfields Improvements

Project Number: N/A

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☒ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Complete

Location:

Kelley Park Ballfields (1823 South 31st Street)

Scope of Work:

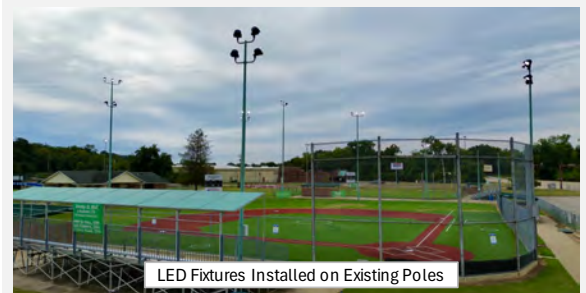
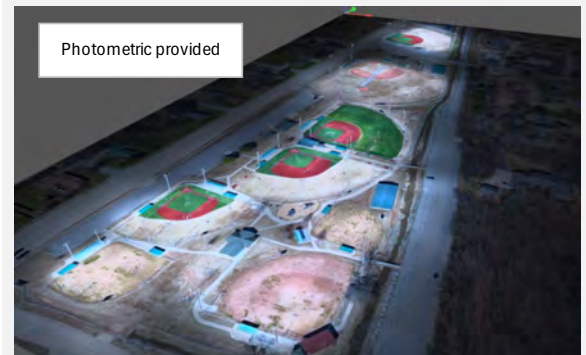
Initial improvements to this facility consisted of the installation of artificial turf on four (4) fields: Skokos, Higgins, Kuykendall, and Flocks. Installation of the artificial turf included installation of a drainage base, sand and rubber infill, and field markings. The total development cost of this project was \$654,516.88. The private sector contributed \$275,000 towards the project.

FY25: The lighting system at Kelley Ballfields was over 30 years old and no longer satisfied the needs of its users. It was determined retrofitting/upgrading to LED fixtures was essential to improve functionality, reduce maintenance needs, prevent lighting disruptions, and meet future demands. This lighting retrofit included the installation of 156 high-efficiency 500W LED sports lights with remote drivers, backed by a 20-year parts warranty.

Future Fort Smith Goals:

PFS-4.3.1 PFS-5

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 345,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 345,050
							\$ -
							\$ -
Total	\$ 345,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 345,050

Project Title: **Neighborhood Park Improvements**

Project Number: 6200230017

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☒ Trails and Greenways
☒ Infrastructure Improvement ☒ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☐ Final Design ☒ Under Construction

Location:

Multiple Locations

Scope of Work:

This allocation is set aside for existing parks in need of updates. The focus of these updates will be on ADA compliance, addressing dilapidated infrastructure, and other site improvements. Following an inventory and evaluation of existing neighborhood parks, individual parks will be identified, and a general plan established for each in future CIPs. The current prioritized improvements include:

FY25: Woodlawn Park – Improvements to the existing basketball court and drainage improvements and replacement of the standalone play amenities that have exhausted their useful life. Estimated Completion: Late Fall 2025

FY25: Hillcrest Park – These improvements are the result of multiple neighborhood meetings during which citizens identified their priorities and assisted with the selection of each amenity. Estimated Completion: Early Fall 2025

FY25-FY26: Riley Farm Park – Removal and replacement of existing wooden pedestrian bridges (~320 LF) along the walking path. Reconfiguration of the existing walking path and alternative bridge materials are currently under design. This project has been pushed back due to low sales tax revenues and the prioritization of other projects. This project should not be pushed back any further.

FY 26: Spradling Park - The first priority for improvements at this park are to the soft surface walking trail, which will mirror those performed at Tilles Park. However, the plan is for the trail to remain crusher dust. Any funding available after this will be used to make lesser priority, but still needed, improvements.

Future Fort Smith Goals:

NCR-1.1 PFS-3.2.2 PFS-5

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ 19,566	\$ 39,250	\$ -	\$ -	\$ -	\$ -	\$ 58,816
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 632,650	\$ 745,750	\$ -	\$ -	\$ 250,000	\$ 400,000	\$ 2,028,400
							\$ -
							\$ -
Total	\$ 652,216	\$ 785,000	\$ -	\$ -	\$ 250,000	\$ 400,000	\$ 2,087,216

Project Title: **Neighborhood Park Improvements**

Project Number: N/A

Category:

- ☒ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☐ Trails and Greenways
☐ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Location(s) to be determined by citizen input.

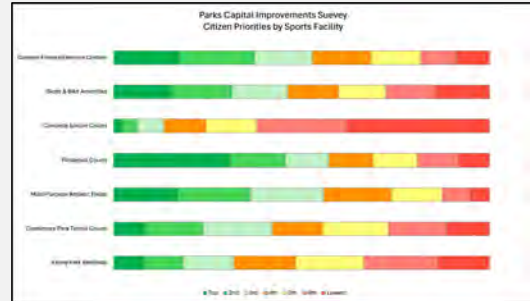
Scope of Work:

Citizens were asked to complete a capital improvement survey in 2024 to help guide the Parks Department in identifying the priorities of citizens. One of the questions asked citizens to prioritize various sports amenities. The results from this question are provided to the right. Outdoor fitness/exercise courts were ranked as one of the highest priorities by citizens. Since this allocation is not until FY29, the specific locations have not been identified. Instead, Parks Staff plan to prepare and distribute a survey asking citizens to prioritize what parks they would like these amenities installed.

Future Fort Smith Goals:

PFS-5.2 PFS-3.2.3 PFS-2.3 NCR-1.5

Map/Photo:



Example of centralized fitness center.



Example of fitness equipment along walking path.

Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000
							\$ -
							\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000

Project Title: Cisterna Park Pumphouse

Project Number: N/A

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☐ Preliminary Design
☒ Design Modification ☐ Under Construction

Location:

Multiple Locations

Scope of Work:

As part of the budget reductions approved by the Board at their May 9, 2025 Regular Meeting, the replacement of the Cisterna Park pumphouse was transferred to the Parks 1/8% SUT program.

The original intent for this project consisted of the demolition and replacement of the pumphouse and mechanical system for the Cisterna Park fountain. The existing pumphouse is underground and subject to frequent flooding during rain events. This has become a growing hazard for maintenance staff, as they must service the equipment for the fountain and electric for other areas of the park that is controlled inside the pumphouse. This project was advertised for bid with bids being opened on August 5th. The bids came in well-above estimates. The engineer on the project met with bidders to discuss what components of the design led to these high bids. Following these discussions, the engineer met with Parks Staff to identify design modifications that will lower the cost and still satisfy our needs. These design modifications are currently in progress. We anticipate bidding this project in September.

Future Fort Smith Goals:

FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ 10,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,750
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ 204,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204,250
							\$ -
							\$ -
Total	\$ 215,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215,000

Project Title: Chaffee Crossing Pickleball Courts Resurfacing

Project Number: N/A

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☒ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

7220 Mahogany Avenue - Barling, Arkansas

Scope of Work:

Through a collaboration with the Fort Chaffee Redevelopment Authority (FCRA) and the City, two former tennis courts were resurfaced to function as eight (8) pickleball courts. This project was completed expeditiously to meet a strong demand for pickleball courts from community members. This project was completed to serve a purpose, not become a tournament-quality facility. The courts continue to experience cracking, which Parks Maintenance Staff repair as funds and timing allow.

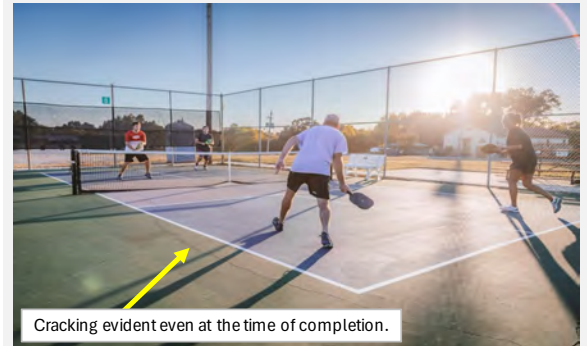
Recognizing the continued/growing popularity of pickleball, the City intended to construct new pickleball courts at an alternative location and/or invest a substantial amount of funds into replacing the existing courts at Chaffee Crossing. During the evaluation process, Sebastian County was able to secure funding to build a tournament-quality eight-court pickleball complex at Ben Geren Regional Park. To avoid service overlap, the City chose to pause on making any substantial improvements to the courts at Chaffee Crossing to gauge whether the need for a complete reconstruction was necessary.

The Chaffee Crossing Pickleball Courts are currently siloed, making them less attractive for tournaments versus the complex at Ben Geren. It is Parks Staff recommendation to forego building a tournament-quality pickleball complex at this time. Instead, it is recommended to perform a standard overlay to accommodate recreational play.

Future Fort Smith Goals:

PFS-5 NCR-1.3 FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ 180,000	\$ 180,000	\$ -	\$ -	\$ 360,000
							\$ -
							\$ -
Total	\$ -	\$ -	\$ 180,000	\$ 180,000	\$ -	\$ -	\$ 360,000

Project Title: **Community Center Improvements**

Project Number: N/A

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Multiple Locations

Scope of Work:

Creekmore Community Center was constructed in 1984. While improvements have been made to the facility, i.e., addition of the Administrative Office, there have been no significant improvements made to the community center itself. Over the past few years, this has become the most heavily utilized rental facility in our parks system for traditional citizen bookings. Priority improvements include upgrading the kitchen area and lowering the ceiling to become more energy efficient.

The River Park Events Building is heavily utilized by entities for large events, such as concerts, festivals, and the Mayor's 4th of July. While improvements are currently being made through the Riverfront/Downtown Operating Budget, there are capital items that will need to be addressed in the next few years, such as the Amphitheater steps.

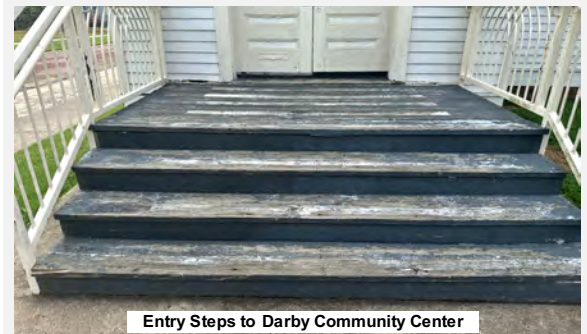
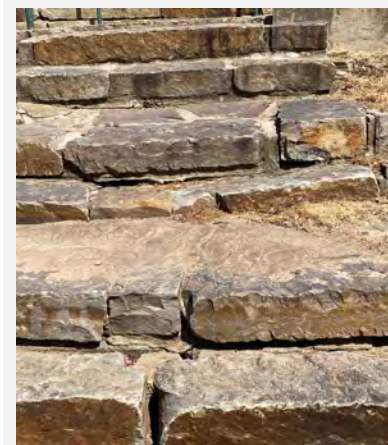
Replacement of the entrance to the Darby Community Center is needed. Since this facility is in the Historic District, the applicable design guidelines will need to be followed to preserve this facility's appearance.

Given the CIP allocation for this project is not until FY28-FY29, the specific improvements have not been identified or prioritized at this time.

Future Fort Smith Goals:

FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ 125,000	\$ 450,000	\$ 650,000	\$ 1,225,000
							\$ -
							\$ -
Total	\$ -	\$ -	\$ -	\$ 125,000	\$ 450,000	\$ 650,000	\$ 1,225,000

Project Title: **Tennis Court Resurfacing**

Project Number: N/A

Category:

- ☐ New Development ☒ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☐ New Construction ☐ Trails and Greenways
☒ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☒ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☐ Not Started ☒ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

FY26: Creekmore Park (3301 South M Street)

Scope of Work:

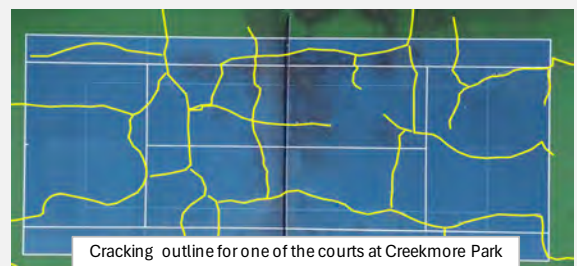
Phase I (FY16) consisted of the complete resurfacing of the bottom four (4) courts at Creekmore Park. The courts at Tilles Park were also improved during this phase by filling in the large cracks throughout the surface, surface painting, and new striping. The Western Arkansas Tennis Association (WATA) helped advance these improvements by applying for and being awarded \$15,000 in grant funds for this project.

Phase II (FY25-FY26): This project will consist of the resurfacing of the top four (4) courts, reconstruction of the bottom (4) courts to a concrete base rather than retain an asphalt base, replacement of the fencing and windscreens, addition of spectator seating on the east side of the courts, and conversion of the antiquated lights to LED fixtures. The Board approved for the City to submit an application through the Arkansas Community Assistance Grant Program (CAGP). Grant funds were requested in the amount of \$893,600 with a local match of \$223,400. Awards are expected to be announced this fall. Should grant funds not be awarded, it is still critical these improvements still occur.

Future Fort Smith Goals:

PFS-5 NCR-1.3 FLU-1.4

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ 70,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ 950,000
							\$ -
							\$ -
Total	\$ 70,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,070,000

Project Title: **Development of Former ACME Property**

Project Number: N/A

Category:

- ☒ New Development ☐ Improvement to Existing
☐ Public-Private Partnership

Type:

- ☒ New Construction ☐ Trails and Greenways
☐ Infrastructure Improvement ☐ Playground Amenity

Funding:

- ☐ 1/8% Sales and Use Tax ☐ Private Contribution
☐ Grant ☐ Other:

If Other:

Status:

- ☒ Not Started ☐ Preliminary Design
☐ Final Design ☐ Under Construction

Location:

Scope of Work:

The City purchased approximately 111 acres of land previously owned by the ACME Brick Company. This property is centrally located, setting on both side of Old Greenwood Road. While the leading priority for this property is for flood mitigation, the majority of the property is well-suited for park amenities, such as mountain biking trails, green infrastructure, and both active and passive recreation. Following a nationwide advertisement for Request for Qualifications for park master planning, the City selected RDG Planning & Design based out of Des Moines, Iowa. The Board of Directors approved a master planning agreement with RDG in February 2025.

Recognizing the potential development of this property to include park amenities is forthcoming, a placeholder line is included in the CIP.

Future Fort Smith Goals:

CCD-1 HN-1.6 NCR-1 NCR-2 TI-1 TI-3 PFS-2.1 PFS-4.2 PFS-5

Map/Photo:



Cost Summary

Category	Est. 2025	2026	2027	2028	2029	2030	Total
Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
							\$ -
							\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



MEMORANDUM

TO: Jeff Dingman, Acting City Administrator
FROM: Duane McDonald, Director of Solid Waste Services
DATE: October 22, 2025
SUBJECT: 10-Year Solid Waste Capital Improvement Plan (CIP) for 2026-2035

SUMMARY

Attached to this memo is the Department's proposed Capital Improvement Plan based on the plan developed from the 2018 rate study. Included in the plan for 2026 are purchases for five trash trucks, a large bulldozer, an excavator, a skid-steer loader, a 4wd pickup truck, commercial trash/recycling containers and compactor boxes, as detailed in the attached CIP spreadsheet and division memos.

Also included are replacements for our collections routing system and scale system, which are both failing to meet our needs. For the amount these systems cost in initial capital and ongoing licensing and support, they need to be great tools for our team and our customers, and we are actively researching replacements for both. The Rubicon routing system contract was allowed to expire earlier this year rather than extend an unsatisfactory expense, and we are operating manually until we select and purchase a better replacement.

We are always looking for opportunities to conserve our fund. In our review, we determined that a lube truck and knuckle boom grapple truck (Dial-A-Truck) scheduled in the Plan for purchase in 2026 were not required at this time, and rescheduled those purchases for a future date.

Details and photos are attached. All approved items will be purchased in accordance with City purchasing policy, usually through public agency cooperative purchasing programs such as Sourcewell or H-GAC, or competitive bid.

Thank you for your review and consideration of the Department's requests. We look forward to answering any questions you may have.

ATTACHMENTS

1. [2026 Requested CIP Solid Waste.pdf](#)
2. [10-28-25 Item ID 2077 Solid Waste Services \(CIP - Memos & Quotes\).pdf](#)

SOLID WASTE SERVICES CIP PLAN - EQUIPMENT SINKING FUND

Equipment Description	Program	Program Code	Current Units	Required Daily Units	Spare Units (Ideal)	Useful Life	Unit Cost 2025	Units by Replacement Year													Estimated Cost										10yr Program Total	Annual Cost based on Useful Life Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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MEMORANDUM

October 23, 2025

To: Duane McDonald – Director of Solid Waste

From: Mitchell Parker - Residential Division Manager

Subject: Capital Improvement Plan 2026

Our 2026 budget for our Residential Collections Division (program 6302) includes a replacement of one (1) automated side loader vehicle and two (2) Rear loader vehicles.

The rear loader vehicles that we are requesting to replace is a 2005 Crain Carrier asset 50 with 204,242 miles, a 2015 Crain Carrier asset 101 with 106,000.

The Side Loader vehicle that we are requesting to replace is a 2013 Mack automated side loader asset 56 currently has 116,032 miles. The packer bodies on these three (3) vehicles are getting worn and suffer with metal fatigue to all plates, sweeps and panels, and require hydraulic cylinder repairs and/or replacements.

The requested rear loader and side loader vehicles will be utilized to support the existing semi-automated and automated refuse collection programs. Our maintenance challenge is to keep the residential collections fleet in good working order by paying special attention to brakes, tires, axle alignment, air and fluid filtration, cooling system, batteries, transmission linkages, and all chassis and body fasteners. Brakes and tires needs particular attention because of the stop-and-go nature of refuse collection, which exacerbates wear on those components.

Please contact me should you have any questions or would like additional information regarding this request.

Quote

Arkansas Municipal Equipment

P.O. Box 157
 Poyen, Arkansas 72128
 501 601 5588 ** info@ametrucks.com **

To: City of Fort Smith

Quote #: CNGFSRL925

Date: 09/25/2025

AR Dealer # M 8116

Sorucewell Contract # 112014-NWY

Qty	Description	Each	Total
1.00	2026 Raider LET2	\$ 215,850.00	\$ 215,850.00
1.00	20YD New Way Cobra Magnum	\$ 135,000.00	\$ 135,000.00
1.00	CNG Upgrade to Cobra Magnum Body	\$ 53,845.00	\$ 53,845.00
		\$ -	\$ -
		\$ -	\$ -
	Hot Shift PTO		\$ -
	Remote Grease Zerk		\$ -
	Full Body Welds		\$ -
	10in Safety Vision Camera System		\$ -
	Plumbed for Cart Tipper		\$ -
	Guards to Protect Roof Hoses/Pipes		\$ -
	Quick Connect Pressure Gage		\$ -
			\$ -
	2 Year Cylinder Warranty		\$ -
	1 Year Body Warranty		\$ -
	1 Year Hydraulic Warranty		\$ -
			\$ -
			\$ -
	Quote is good for 45 from date of quote		\$ -
		Subtotal	\$ 404,695.00
		Sales tax	
		Freight	
		Total	\$ 404,695.00



Arkansas Municipal Equipment would like to extend the following equipment bid/quote to the city/county of Fort Smith, Arkansas.

This **bid/quote** is valid through **10/09/2025**.

Equipment to be purchased:

2026 ACX64 \$270,852.00

Specs: Attached

Extended Warranties:

27YD New Way Roto Pac - \$199,000.00

Specs: Attached

Extended Warranties:

CNG UPGRADE TO ASL BODY - \$53,845.00

Subtotal Amount: \$523,697.00

Add Ons:

- Kickbar	\$000.00
- Tipper	\$000.00
- Reeving Cylinder	\$000.00
- Misc.	\$000.00

Grand Total: **\$523,697.00**

All amounts listed above are firm through the following date: **10/09/2025**. Price is dependent upon tariffs added to bodies & chassis, as well as warranties & add-ons purchased.

Daniel Ellison

Daniel Ellison

President – Arkansas Municipal Equipment

Date: _____

Customer Signature: _____

Date: _____





Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

To: Duane McDonald, Director of Sanitation

From: Dustin Bradshaw, Commercial/Industrial Manager

Subject: 2026 Budget – Request for Commercial Front Loader for Program 6303

Since 2018 we have instituted a vehicle replacement schedule in our Commercial Collections Division (program 6303) at the recommendation of the rate study. For 2026, we are requesting to replace one of these trucks, asset 272. Asset 272 is a 2019-year model with 155,565 miles and a lifetime repair cost of \$182,644. With the purchase of this vehicle, we'll be able to place asset 272 on our spare or backup list and can use it whenever we have a main line truck that's inoperable.

If asset 272 is left on the main line, it will require repairs including: walking beam bushing replacement, slides-pins-bushing replacement for packer system, major electrical components, steering issues, front suspension issues, PTO problems, worn out packer bodies, and weak hydraulics.

The total cost for this vehicle is estimated at \$467,962. The purchase will be made through Sourcewell, which is a cooperative purchasing program.

Please contact me should you have any questions or would like additional information regarding this request.

**BATTLE
MOTORS****PRICING SUMMARY****CITY OF FT. SMITH, HEIL 28YD FL PROPOSAL**

DESCRIPTION	PRICE
BASE MSRP	\$276,404
OPTIONS	\$74,143
CUSTOM REQUESTED OPTIONS	\$0
DEALER MSRP	\$350,547
NON-DISCOUNT OPTIONS HEIL 28YD FL	\$237,360
NET PRICE	\$458,482
DESTINATION CHARGE (SAN LUIS (LABRIE MEXICO))	\$6,880
IMPORT TARIFFS	\$2,600
WARRANTIES & OPTIONS	
WARRANTY, ALLISION, 3 YR EDGE II PARTNER STANDARD	\$0
WARRANTY, CHASSIS, STANDARD, 1 YEAR, COVERAGE	\$0
WARRANTY, STANDARD	\$0
WARRANTY, CUMMINS STANDARD, 2 YEAR	\$0
WARRANTY, CUMMINS STANDARD, 2 YEAR	\$0
NO OPTION-WARRANTY, MAJOR COMPONENTS	\$0
SUBTOTAL	\$0
TOTAL SELLING PRICE (PER UNIT, SOURCEWELL 2025, CUSTOMER)	\$467,962





Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

To: Duane McDonald, Director of Sanitation
From: Torrey Lougin, Landfill Manager
Subject: 2026 Budget – Request for Replacement Dozer for Program 6305

We instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study, beginning in 2018. In 2026, we are requesting to replace asset 4161, which is a 2022 John Deere 950K bulldozer with 4,379 hours.

The tracks and rollers on asset 4161 have been repaired/replaced multiple times due to issues with breaking. The machine does not turn very well under stress which limits its ability to perform the primary function needed, which is moving large amounts of trash daily.

The primary role of the requested bulldozer would be to push large quantities of trash for compaction and spread the final layer of cover soil over the waste to meet environmental regulations. The dozer would also be utilized to create access roads, assist with drainage after adverse weather, and to help maintain slopes among other things.

The total cost for this machine is estimated at \$1,070,273.

If we're able to complete this purchase, we can auction or otherwise sell asset 4161 as it's in poor condition and is not a reliable piece of heavy equipment on the working face.

Please contact me should you have any questions or would like additional information regarding this request.



Aug 18, 2025

CITY OF FORT SMITH
SANITATION DEPARTMENT
5900 COMMERCE RD
FORT SMITH, Arkansas 72916-8370

Dear Terry Rankin,

We are pleased to quote the following for your purchase consideration.

One (1) New Caterpillar Model: D8-BR Track Type Tractors with all standard equipment in addition to the additional specifications listed below:

STOCK NUMBER:	SERIAL NUMBER:	YEAR:	SMU:
---------------	----------------	-------	------

NET BALANCE DUE

\$1,070,273.59

WARRANTY

Standard Warranty:	12 Month/Unlimited Hours Full Machine
Extended Warranty:	D8-12 MO/8760 HR PREMIER, D8-60 MO/5000 HR PREMIER
CSA	24 MO / 1000 HR CVA

Thank you for your interest in Riggs CAT and Caterpillar products for your business needs. If there are any questions, please do not hesitate to contact me.

Sincerely,

Madison Chambliss
Machine Sales Representative Riggs CAT
chamblissm@riggscat.com
+1 (501) 553-8543

Accepted by _____ on _____

Signature





Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

To: Duane McDonald, Director of Sanitation

From: Torrey Lougin, Landfill Manager

Subject: 2026 Budget – Request for Replacement Excavator for Program 6305

Since 2018 we have instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of a rate study conducted at the time. For 2026, we are requesting to replace asset 4054, which is a 2020-year model John Deere 350G LC excavator with 7,158 hours.

The excavator is an integral part of landfill operations as it is mainly utilized to dig and load material that is used for daily cover on the working face. It is also used in maintenance projects such as cleaning culverts or digging out the pond to ensure the City remains in compliance with State and Federal regulations.

The total cost for this machine is estimated at \$691,471.

If we're able to complete this purchase, we can auction or otherwise sell asset 4054.

Please contact me should you have any questions or would like additional information regarding this request.



Sep 26, 2025

CITY OF FORT SMITH
SANITATION DEPARTMENT
5900 COMMERCE RD
FORT SMITH, Arkansas 72916-8370

Dear Terry Rankin,

We are pleased to quote the following for your purchase consideration.

One (1) New Caterpillar Model: 350-AK Excavators with all standard equipment in addition to the additional specifications listed below:

STOCK NUMBER: SERIAL NUMBER: YEAR: SMU:

NET BALANCE DUE	\$691,471.62
AFTER TAX BALANCE	\$691,471.62

ADDITIONAL CONSIDERATIONS

- Quoted pricing and finance terms are based on current available market pricing and are subject to change.
- Machine pricing is not guaranteed until Purchase Order is signed and accepted. Purchase Order will be available within 120 days of the scheduled machine ship date from manufacturer.
- Financing terms, including interest rates, residuals, and other associated items will not be guaranteed until finance documents are generated at time of machine delivery to customer.
- By signing this quote, Riggs will initiate the machine ordering process for the equipment quoted.
- The parties agree that the pricing set forth is subject to adjustment in the event of any changes in applicable tariffs, duties, or other governmental charges, with such adjustments reflecting the direct impact of these changes on the cost of goods or services.

WARRANTY

Standard Warranty:	12 Month/Unlimited Hours Full Machine
Extended Warranty:	350-12 MO/8760 HR PREMIER, 350-60 MO/4000 HR PREMIER
CSA	Riggs Advantage 36 MO / 3000 HR Full-Service w/Travel, Vision Link

Thank you for your interest in Riggs CAT and Caterpillar products for your business needs. If there are any questions, please do not hesitate to contact me.

Sincerely,

Madison Chambliss
Machine Sales Representative Riggs CAT
chamblissm@riggscat.com
+1 (501) 553-8543





Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

To: Duane McDonald, Director of Solid Waste Services

From: Torrey Lougin, Landfill Manager

Subject: 2026 Budget – Request for Replacement Crew Cab Truck in Program 6305

We instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study, beginning in 2018. For 2026, we are requesting to replace one of those trucks, a 2006 GMC (asset #971) with 103,629 miles that has multiple mechanical issues and has become inoperable.

The total cost for the replacement truck is estimated at \$43,531.

If we're able to complete this purchase, we can auction or otherwise sell asset 971 as it's in poor condition and no longer reliable.

Please contact me should you have any questions or would like additional information regarding this request.



[Fleet] 2026 Chevrolet Silverado 1500 (CK10743) 4WD Crew Cab 157" Custom (Complete)

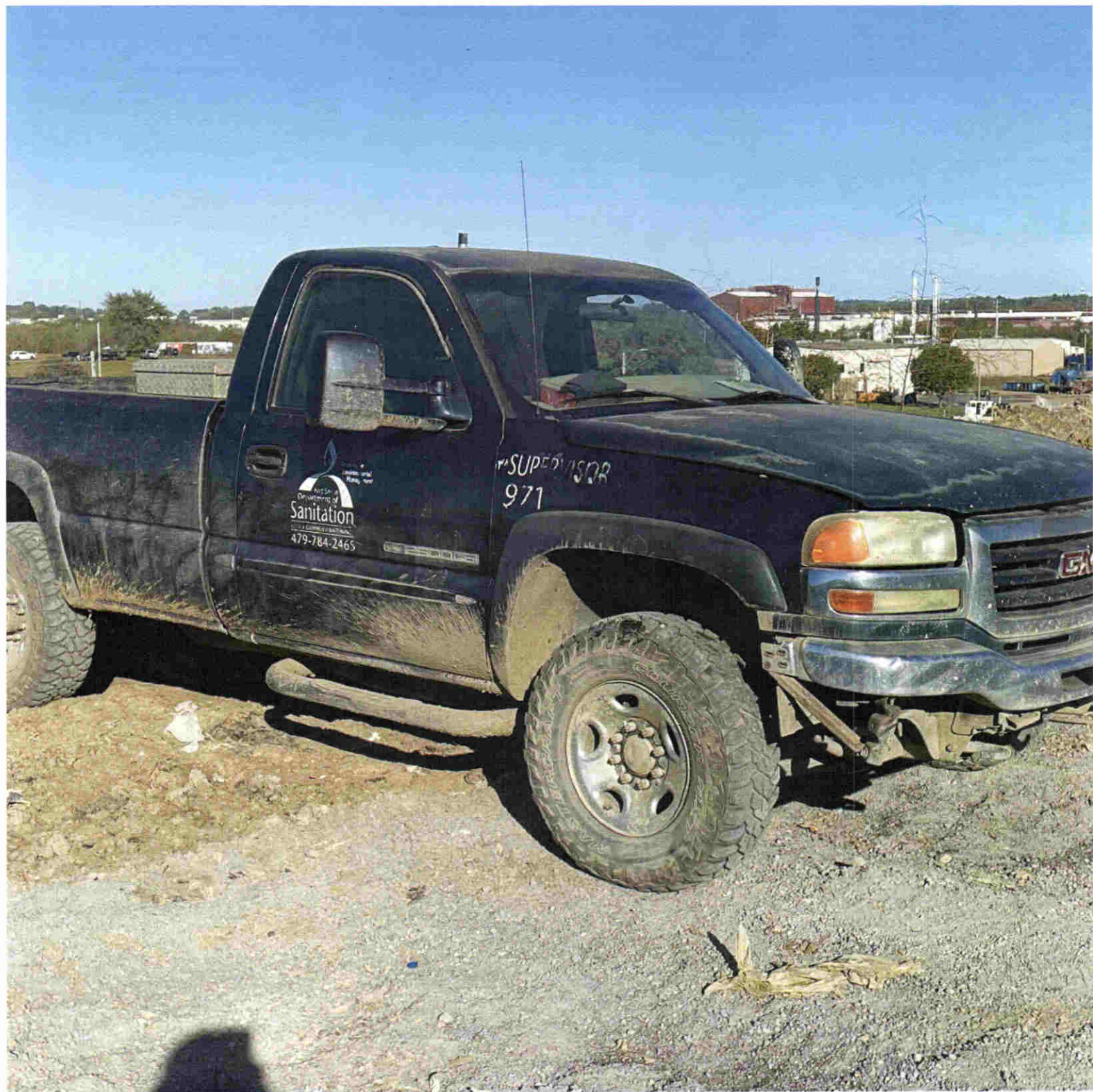
Quote Worksheet

	MSRP
Base Price	\$48,400.00
Dest Charge	\$2,595.00
Total Options	(\$955.00)
Subtotal	\$50,040.00
Subtotal Pre-Tax Adjustments	\$0.00
Less Customer Discount	(\$6,509.00)
Subtotal Discount	(\$6,509.00)
Trade-In	\$0.00
Subtotal Trade-In	\$0.00
Taxable Price	\$43,531.00
Sales Tax	\$0.00
Subtotal Taxes	\$0.00
Subtotal Post-Tax Adjustments	\$0.00
Total Sales Price	\$43,531.00

Dealer Signature / Date

Customer Signature / Date

This document contains information considered Confidential between GM and its Clients uniquely. The information provided is not intended for public disclosure. Prices, specifications, and availability are subject to change without notice, and do not include certain fees, taxes and charges that may be required by law or vary by manufacturer or region. Performance figures are guidelines only, and actual performance may vary. Photos may not represent actual vehicles or exact configurations. Content based on report preparer's input is subject to the accuracy of the input provided.
Data Version: 26731, Data Updated: Oct 14, 2025 6:51:00 PM PDT.





Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

To: Duane McDonald, Director of Sanitation
From: Torrey Lougin, Landfill Manager
Subject: 2026 Budget – Request for Skid Loader for Program 6305

Since 2018 we have instituted a vehicle replacement schedule in our Landfill Operations Division (program 6305) at the recommendation of the rate study. For 2026, we are requesting to replace asset 4049, which is a 2019-year model CAT 262D3 with 3,107 hours. This skid loader is imperative to the successful operation of our convenience center drop off area.

The primary role of the requested skid loader would be to assist customers by lifting heavy waste from the ground into the designated roll off containers. It would also be utilized to ensure the drop off points remain free from debris and the surface is safe and smooth.

If we're able to complete this purchase, asset 4049 would be moved over to Fleet & Grounds Division (program 6304) and be utilized in a much gentler role.

The total cost for this machine is estimated to be \$93,335.

Please contact me should you have any questions or would like additional information regarding this request.



Aug 25, 2025

CITY OF FORT SMITH
SANITATION DEPARTMENT
5900 COMMERCE RD
FORT SMITH, Arkansas 72916-8370

Dear Terry Rankin,

We are pleased to quote the following for your purchase consideration.

One (1) New Caterpillar Model: 265 A Compact Construction Equipment with all standard equipment in addition to the additional specifications listed below:

STOCK NUMBER: 2599265 **SERIAL NUMBER:** **YEAR:** **SMU:**

SELL PRICE	\$93,335.92
EXT WARRANTY	Included
CSA	Included
NET BALANCE DUE	\$93,335.92
AFTER TAX BALANCE	\$93,335.92

WARRANTY

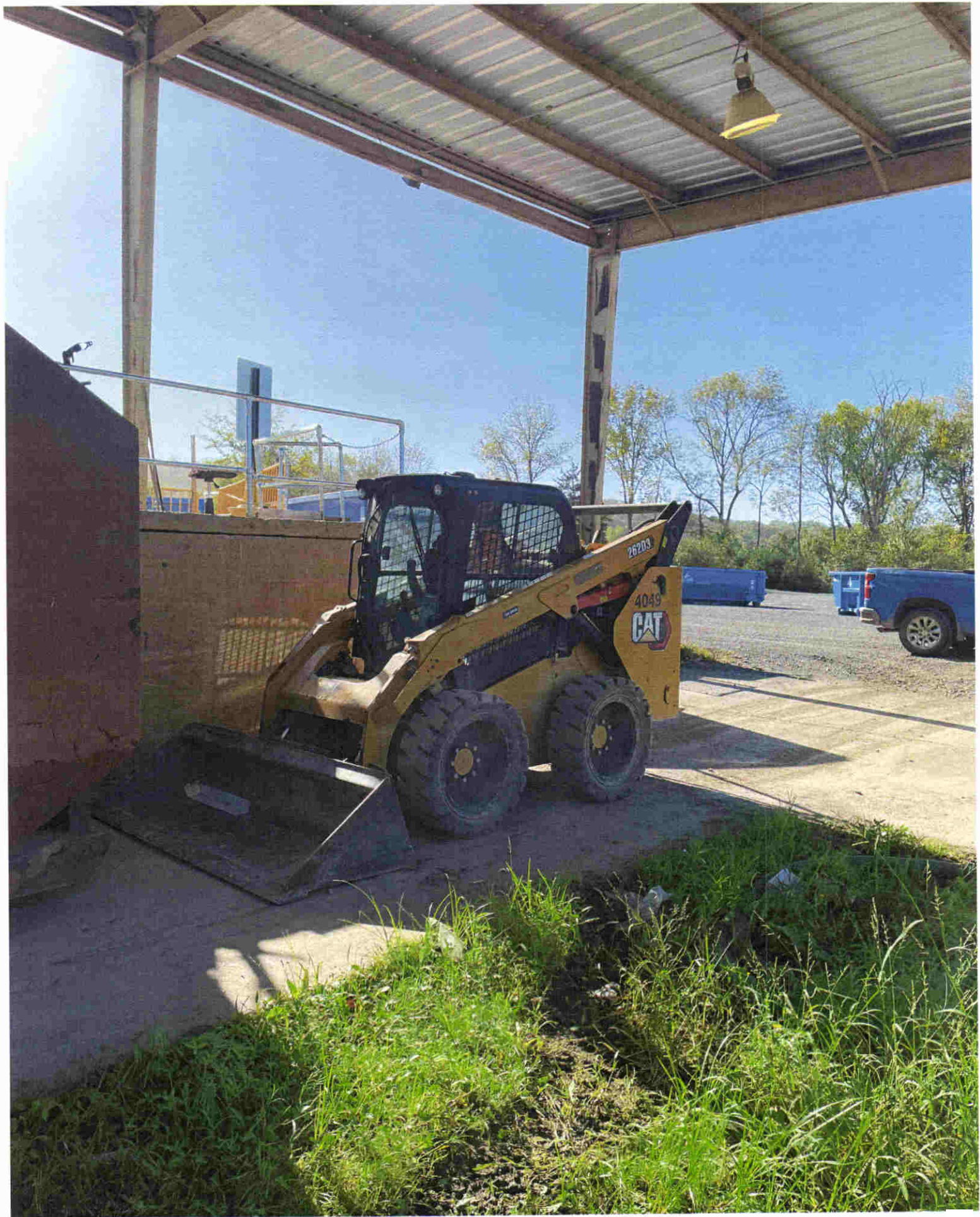
Standard Warranty:	24 Months / 2000 Hours Premier
Extended Warranty:	265-60 MO/4000 HR PREMIER
CSA	24 MO/1000 HR PARTS ONLY CVA

Thank you for your interest in Riggs CAT and Caterpillar products for your business needs. If there are any questions, please do not hesitate to contact me.

Sincerely,
Madison Chambliss
Machine Sales Representative Riggs CAT
chamblissm@riggscat.com
+1 (501) 553-8543

Accepted by _____ on _____

Signature





Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

To: Duane McDonald, Director of Sanitation
From: Dustin Bradshaw, Commercial/Industrial Manager
Subject: 2026 Budget – Request for Roll off Truck for Program 6307

Since 2018 we have instituted a vehicle replacement schedule in our Industrial Collections Division (program 6307) at the recommendation of the rate study. For 2026, we are requesting to replace one of these trucks, asset 085. Asset 085 is a 2013-year model with 271,997 miles and a lifetime repair cost of \$186,770. With the purchase of this vehicle, we'll be able to place asset 085 on our spare or backup list and can use it whenever we have a main line truck that's inoperable.

If asset 085 is left on the main line, it will require repairs including: walking beam bushing replacement, steering issues, front suspension issues, PTO problems, and weak hydraulics.

The total cost for this vehicle is estimated at \$272,301. The purchase will be made through Sourcewell, which is a cooperative purchasing program.

Please contact me should you have any questions or would like additional information regarding this request.

Prepared For
Terry Rankin
CITY OF FORT SMITH
5900 Commerce Rd
Fort Smith, AR 72916
UNITED STATES
Phone 479 788 4144

Prepared by
Jacob Brake
DOGGETT FREIGHTLINER OF ARKANSAS
129 ACCESS RD
VAN BUREN, AR 72947
Phone 479 721 1542

QUOTATION

114SD PLUS CONVENTIONAL CHASSIS

SET BACK AXLE - TRUCK

CUM ISX12N 400 HP @ 1800 RPM, 2100 GOV RPM, 1450 LB-FT
@ 1200 RPM

ALLISON 4500 RDS AUTOMATIC TRANSMISSION WITH PTO
PROVISION

MERITOR RT-46-160 46,000# R-SERIES TANDEM REAR AXLE

HENDRICKSON RT463 @46,000# REAR SUSPENSION

DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE
FRONT AXLE

20,000# TAPERLEAF FRONT SUSPENSION

114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB

7075MM (279 INCH) WHEELBASE

NO FIFTH WHEEL

7/16X3-9/16X11-1/8 INCH STEEL FRAME
(11.11MMX282.6MM/0.437X11.13 INCH) 120KSI

1450MM (57 INCH) REAR FRAME OVERHANG

1/4 INCH (6.35MM) C-CHANNEL INNER FRAME
REINFORCEMENT

			PER UNIT		TOTAL
VEHICLE PRICE	TOTAL # OF UNITS (1)	\$	201,690	\$	201,690
EXTENDED WARRANTY		\$	0	\$	0
DEALER INSTALLED OPTIONS		\$	70,611	\$	70,611
CUSTOMER PRICE BEFORE TAX		\$	272,301	\$	272,301
TAXES AND FEES					
FEDERAL EXCISE TAX (FET)		\$	(358)	\$	(358)
TAXES AND FEES		\$	0	\$	0
OTHER CHARGES		\$	0	\$	0
TRADE-IN					
TRADE-IN ALLOWANCE		\$	0	\$	0
BALANCE DUE	(LOCAL CURRENCY)	\$	271,943	\$	271,943

COMMENTS:

Projected delivery on ___ / ___ / ___ provided the order is received before ___ / ___ / ___.

APPROVAL:

Please indicate your acceptance of this quotation by signing below:

Customer: X _____ Date: ___ / ___ / ___.







Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

INTEROFFICE MEMORANDUM

To: Duane McDonald, Director of Solid Waste Services

From: Dustin Bradshaw, Commercial/Industrial Collections Manager

Subject: 2026 Budget – 6303 Capital Outlay Request

Our 2026 budget includes the request to purchase commercial trash and recycling containers. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal.

Please contact me should you have any questions or would like additional information regarding this request.



Department of Sanitation
5900 Commerce Road
P.O. Box 1908
Fort Smith, AR 72902

INTEROFFICE MEMORANDUM

To: Duane McDonald, Director of Solid Waste Services

From: Dustin Bradshaw, Commercial/Industrial Collections Manager

Subject: 2026 Budget – 6307 Capital Outlay Request

Our 2026 budget includes the request to purchase compactors, compactor boxes, and open-top industrial containers. Industrial containers are utilized in demanding atmospheres such as construction sites and are often loaded with debris by machinery. Many of our containers are well beyond their average life expectancy. Many have lost their enamel finish and rust resistant primer. We have new customers that require new equipment that is designed to provide long lasting dependable service for high volume refuse disposal.

Compactors and compactor boxes are purchased upon demand through service agreements. Funds for these purchases are recovered through leases and usage fees.

Please contact me should you have any questions or would like additional information regarding this request.

MEMO



TO: Duane McDonald, Solid Waste Services Director
FROM: Serina Tustin, Solid Waste Services Administrative Manager
DATE: October 17, 2025
SUBJECT: Proposed 2025 CIP for new Truck Routing Software Program

On August 1, 2025, the Routeware Routing software contract expired. After careful evaluation, the management team of the Solid Waste Services Department chose not to renew the contract due to ongoing issues with customer service and the equipment's inability to function reliably.

Since that time, our Dispatch Team and Drivers have reverted to using Excel spreadsheets and handwritten notes to manage truck dispatching. This method is inefficient, time consuming, and does not provide ways for us to provide documentation of customer service – for example, providing photographic proof to a customer as to why trash receptacles were not serviced as Dispatch and Routing Software includes the ability for the driver to take photos for documentation purposes of issues which can be then emailed to the customer when needed. A new software programs would also provide for the ability to proficiently set a scheduled route to the most optimal GPS route, so that the drivers operational efficiency is at its peak based on that days scheduled collections. Additionally, providing reporting and data availability that we currently do not have available.

To address these operational challenges, the Solid Waste Services Department is seeking to purchase a new Truck Dispatch and Routing Software program.

Attached is an example proposal outlining the type of program we intend to purchase. The management team has not yet selected a specific vendor, as demonstrations from several companies are still underway. However, the estimated cost for the software, initial installation, and required equipment is approximately \$200,000.00.

This estimate includes costs for tablets and accessories for the Drivers (as some vendors provide them and others do not) and an allowance for inflation, since the planned purchase is not expected until 2026, when prices are anticipated to rise.

Therefore, the total funding request is for \$200,000.00.

Fort Smith, AR - WIS Pricing Agreement



Waste Innovations Systems, Inc.
1506 Heathway Circle Austin, TX, 78754 US

WIS Modules	No Required	Service charge / month	Notes	Total
Residential - Billing		0.15	per cust, base price of 150	0
Commercial - Billing		0.55	per cust, base price of 150	0
Scalehouse - and scale provider costs	1	250	per site	250
Roll Off Management Operations	18	50	per truck, base price of 150	1050
				<u>1300</u>
Connect Products				
Website Roll Off Ordering	0	25	per truck, base price of 100	0
External API connections		250	per API month	0
Internal API requests		250	per API month	0
Databases access for advance reports		550	per month	0
Mapping/Address Usage	usage	pass through cost		0

WIS Applications				
Box - Cart Delivery APP	2	55	per APP used per month	110
Navigation APP Residential and Commercial Only	36	95	per truck per month	3420
Roll Off Manager APP Box Truck	18	55	per APP used per month	990
Camera Service Verification ASL FEL REL	36	120	per truck per month	4320
Camera Recycling Contamination	0	40	per truck per month	0
				*120pm if not using service verification

Total Recurring Monthly Fee 10140

One-Time Costs	Units	Rate	Notes	Total
Software Implementation & Setup	1	1000		1000
DX4 In Cab Computer	36	675		24300
Installation Cost per visit	1	1000		1000
Camera Service Verification ASL and FEL	25	250		6250
Camera Service Verification Roadloader	11	500		5500
Camera Service Verification Computer/DVR	36	1675		60300

Total One Time Costs 96350

First Payment Due At Signing 106,490

Terms:

Prices quoted are valid for 90 days and are in USD

Payment terms, end of month from the date of the invoice. Greater than end of month incurs a 8.5% charge of total recurring charges

Monthly Purchase order number requesting 150 per request

US Bureau of Labour Statistics CPI + 1% increases can be applied annually on the 1st of January.

Price changes works as follows

First payment due at signature date

- New Products charged from when they are used/setup

- Increases or decreases in customer volume based charges are adjusted yearly and take effect from the 1st of January. Increases or decreases that exceed 1,000 domestic customers or 200 commercial will take effect from the next billed month

- Extra App/Trucks/APIs are charged from the next billed month from when they are active. Removed when deactivated

Customer Information

Billing Name: City of Fort Smith, AR

WIS Waste Innovation Systems

Billing Address:

Accounts Payable email:

Implementation Point of Contact Name:

Email:

Phone:

Signee Name:

Signee Name: Scott Fisher

Signature:

Date:

Signature:

Date:

MEMO



TO: Duane McDonald, Solid Waste Services Director

FROM: Serina Tustin, Solid Waste Services Administrative Manager

DATE: October 17, 2025

SUBJECT: Proposed 2025 CIP for a new Scale House Software Program

At the Scale House, we currently utilize a software system to process scale tickets, payments, and invoicing. Over the past several years, we have experienced an increasing number of issues with both the software and associated hardware. Despite paying a substantial annual support fee, we have not received adequate on-site support.

Because the software company is based on the upper East Coast, any on-site assistance requires additional costs for travel and labor, which are not included in the annual support fee. While the City's IT Department has been instrumental in helping troubleshoot many of these issues, their ability to resolve them is limited. The City's IT Department and Finance Department both have recommended that we consider transitioning to a different software program.

Attached is an example proposal outlining the type of program we intend to purchase. We have not yet selected a specific vendor, as demonstrations from several companies are still underway. As we are specifically looking for a program that will comply with the City's Finance Department's need when it comes to credit card processing and will also offer an online Bill Payment option for our landfill account customers.

The estimated cost for the software, installation, and necessary equipment is estimated to be approximately \$200,000.00. This estimate includes costs for the replacement of aged equipment (external kiosk printers, internal receipt printers, and internal and external intercoms, monitors, and speaker communication systems) as some vendors provide some of these items and others do not. Also included is an allowance for potential, since the planned purchase is not expected until 2026 and prices are anticipated.

The total request therefore amounts to \$200,000.00.



wasteworks

Software for Smart Waste Management. That **WORKS**.

To: **City of Fort Smith, AR**
Serina Tustin <stustin@fortsmithar.gov>

Date	Proposal#
10/17/2025	CI45947

From: Chris Gore

WasteWORKS Software New Customer

Qty	Description	Unit Price	Ext Price
Software Pricing			
1	WasteWORKS-SQL Site License (Office and Landfill) Includes the WasteWORKS Software Package, which comes complete with ticketing, billing and reporting. WasteWORKS license covers one server and up to 19 workstations and sync module. WasteWORKS Support and Maintenance: \$1875/quarter	\$ 15,950.00	\$15,950.00
0	WasteWORKS-SQL - Additional Users	\$500.00	\$0.00
1	WasteWORKS Mobile License (customer to provide tablet, printer) WasteWORKS Mobile Support and Maintenance: \$200/quarter/device	\$1,950.00	\$1,950.00
1	WasteWORKS Auto Email License (for automatic emailing of tickets, reports, bills)** Price above is \$4000 for Module and \$1200 for setup time. WasteWORKS Auto Email Support and Maintenance: \$300/quarter (covers one user install)	\$5,200.00	\$5,200.00
1	WasteWORKS Driver License Scan Site License(customer to buy/install scanner) WasteWORKS Driver License Scan Software Support: \$100/quarter/site	\$1,000.00	\$1,000.00
Total Support and Maintenance for WasteWORKS and addl. modules: \$2475/quarter			
6	Remote Installation & Training Day	\$1,200.00	\$7,200.00
20	Remote Hourly Data/Export/Report Work (Export from WeighStation and Import to Tyler)	\$200.00	\$4,000.00
Subtotal for Software with Installation and Training:			\$35,300.00
Hardware Pricing			
0	TSP 700ii (serial)	\$703.54	\$0.00
0	Digi Portserver TS 2 (allows multiple scales and other perhiphs to be connected to network)	\$689.00	\$0.00
0	Signature Capture Device (per scale PC)	\$159.75	\$0.00
Subtotal for Hardware:			\$0.00
Total cost for Software and Hardware:			\$35,300.00



wasteworks

Software for Smart Waste Management. That **WORKS**.

To: **City of Fort Smith, AR**
Serina Tustin <stustin@FortSmithAR.gov>

Date	Proposal#
10/16/2025	C145946K

From: Chris Gore

WasteWORKS Express Kiosk

Qty	Description	Unit Price	Ext Price
Licensing & Software Support			
1	WasteWORKS Express with RFID License	\$6,950.00	\$6,950.00
2	WasteWORKS Express Additional License	\$4,950.00	\$9,900.00
WasteWORKS Express with RFID Software Support is \$300/quarter/license			
Subtotal:			\$16,850.00
Express Kiosk Hardware			
1	Transcore RFID Reader Kit with cable and junction box	\$7,850.00	\$7,850.00
100	RFID Tags (eGo Sticker Tags)	\$25.50	\$2,550.00
0	RFID Tags (Bar Tags)	\$24.75	\$0.00
0	(RFID Installation to be contracted directly with Gerhart (contracted separately))		\$0.00
3	Keypad with backlit display	\$731.95	\$2,195.85
3	Sun Shield for Keypad	\$325.87	\$977.61
0	Proximity Card Reader	\$609.87	\$0.00
0	Proximity Cards	\$7.05	\$0.00
3	Digi PortServer TS 4 port server device (one for each box)(printers/scales)	\$849.00	\$2,547.00
2	Digi PortServer TS 2 port server device (connect scales to network)	\$689.00	\$1,378.00
3	IP Intercom System- Base Station, Controller and Door Mounted Remote	\$1,852.50	\$5,557.50
3	WasteWORKS PLC Controller for Red/Green Kiosk lights and gate	\$1,219.50	\$3,658.50
3	Relay for Gate	\$105.00	\$315.00
3	Stainless Steel 24x24x12 enclosure	\$2,076.96	\$6,230.88
3	Electric Heater/Fan for Enclosure 200W (with Thermo/Hygrostat)	\$460.00	\$1,380.00
0	Custom white powder coated steel 24x24x12 enclosure	\$1,776.96	\$0.00
0	Electric Fan with Filter for Enclosure	\$450.00	\$0.00
0	Galvanized Flanges for mounting (box and floor flange) (if needed)	\$79.50	\$0.00
3	Swing-Away Hood: 4 sided	\$935.00	\$2,805.00
6	Swing-Away Hood Post (3 for Express kiosks, 3 for RFID antennas)	\$850.00	\$5,100.00
3	Build Express kiosk and install components	\$4,350.00	\$13,050.00
0	Media Converter (Fiber to Ethernet) - ST Connector (terminated by customer)	\$265.70	\$0.00
3	Cables and connectors-lot (includes switch,wiring,terminals,breakers)	\$1,760.50	\$5,281.50
3	Kiosk ticket printer	\$787.50	\$2,362.50
3	Printer Shroud	\$155.00	\$465.00
1	Inside Serial Printer (Star TS700)	\$703.54	\$703.54
1	Shipping (hardware to shop from vendors- and to job site)	\$3,500.00	\$3,500.00
Subtotal:			\$67,907.88

Carolina Software, Inc.
PO Box 3097 - Wilmington, NC - 28406
www.wasteworks.com
(910) 799-6767

Page 1 of 3



wasteworks

Software for Smart Waste Management. That **WORKS**.

WasteWORKS Vision (optional)

2	WasteWORKS Vision Image Capture Software License (per lane)	\$1,000.00	\$2,000.00
3	WasteWORKS Vision Camera (outdoor, vari-focal, bullet camera)	\$529.00	\$1,587.00
WasteWORKS Vision Software Support is \$100/quarter/lane			
Subtotal:			\$3,587.00

Installation and Training

3	Remote Assistance (flat rate)	\$1,200.00	\$3,600.00
0	Hourly Work (Data Conversion/Reports) As needed	\$200.00	\$0.00
0	On-site installation & training	\$2,400.00	\$0.00
0	Meals and lodging per diem	\$200.00	\$0.00
0	Mileage	\$0.545	\$0.00
Subtotal:			\$3,600.00

Total for software, hardware, and installation assistance: **\$91,944.88**

Notes:

- * Prices are in USD.
- * Software is not custom.
- * Prices do not include sales tax, if any.
- * **PRICES ARE VALID FOR 30 DAYS.**
- * We will provide training for all applicable software functions.
- * Carolina Software will provide replacements for any 'dead on arrival' hardware.
- * Kiosk is assembly of component hardware; All hardware warranties are provided by the manufacturer.
- * WasteWORKS Express requires local network access to a computer that operates the Express software session.

Kiosk Mounting and Wiring

We will provide drawings and specs for kiosk mounting.

Carolina Software recommends having a replacement keypad and printer on hand.

Customer (or other contractor (scale company/electrician)) to provide for mounting/wiring of kiosks, including mounting and wiring of external horn speaker.

Customer to provide protective bollards to protect kiosk.

Customer or contractor is responsible for selecting appropriate mounting location.

Site study should be conducted for precise placement based on average vehicle height of main automation population.

The following is standard connectivity for WasteWORKS Express:

The customer should provide electrical to box and network connectivity to the desired mounting area

- Electrical (each lane): 20 Amp/120V Service to power connection. See inside of door for connection diagram.
- Switch/Media converter provided with WasteWORKS Express enclosure. Customer to provide terminations.

Lane Control and Vision Notes

Customer or other responsible for installing and mounting gates(if any) and power/wiring for gate equipment.

Customer or other responsible for running gate wires and making connections to kiosk.

WasteWORKS Vision is intended as a WasteWORKS enhancement. Carolina Software does not warrant that every transaction will be accompanied with one or more stored Vision pictures and does not warrant that the photo captured provides detailed images of every driver or license plate.



MEMORANDUM

TO: Jeff Dingman, Acting City Administrator
CC: Maggie Rice, Deputy City Administrator
FROM: Ken Savage, Transit Director
DATE: October 16, 2025
SUBJECT: Transit Asset Management Plan 2025 Revision

SUMMARY

Enclosed is the revised Transit Asset Management Plan (TAM) for 2025. The Federal Transit Administration requires the adoption of TAM plan targets each year as a condition of grant funding. The plan includes an investment and maintenance strategy relating to revenue vehicle assets, transit facilities and non-revenue vehicles and equipment greater than \$50,000.

The plan also provides an outline of how the department will assess, monitor and report the physical condition of assets used in the operations of public transportation. Measurements such as age, condition and mileage are used to score the overall evaluation of each asset to ensure it remains in a state of good repair.

TAM plans address investments over a five (5) year period. The department's buses travel approximately 450,000 total revenue miles per year. The plan's cumulative approach provides staff with a more defined method of determining asset replacements or repairs. The executive summary outlines approximately \$9.5 million dollars in asset investments over the next five (5) years with a local impact of roughly \$1.6 million dollars after grant reimbursements are applied. Also enclosed, is a summary of active grants totaling in excess of 8.7 million in federal funds that are available to-date. The transit department receives an annual apportionment of approximately \$2.5 million per year to address operations and capital needs.

The current overall condition of the department's vehicles, equipment and facilities meets or exceeds the minimum standards established by the Federal Transit Administration. While the transit department is pleased to be in compliance according to federal standards, it is important to continue investing in infrastructure so as not to fall below normal operational standards.

Please contact me for questions or additional information relating to this matter.

ATTACHMENTS

1. [Grant_Statuses_10-13-25-_TAM_Plan 1.pdf](#)
2. [2025 TAM Plan.pdf](#)

FTA GRANT STATUS
10/13/2025

AVAILABLE GRANTS:	Section	Available Funds
(2025 Apportionment)	5307	\$2,531,688
AR-2025-020-01 (2024 Apportionment)	5307	1,175,535
AR-2023-013	5307	1,152,906
AR-2022-003 (Phase II South 28th Street)	5307	1,356,111
<i>Waiting on Mickle-Griffin - Const Cost & Schedule (J. Holmes)</i>		
AR 2021-001	5307	276,617
AR-2019-014 (Phase I South 28th Steet)	5307	726,684
AR-2019-011 (Phase I South 28th Street)	5339	935,507
AR-2025-009 (FY22-FY24) 5339	5339	<u>603,972</u>
TOTAL FEDERAL FUNDS AVAILABLE		8,759,020



FORT SMITH TRANSIT

2025 TRANSIT ASSET MANAGEMENT PLAN

Approval Page

(Insert Resolution)

Acknowledgements

TAM Plan Development:

- *Jeff Dingman, Acting City Administrator*
- *Maggie Rice, Deputy City Administrator*
- *Fort Smith Transit staff for their assistance during the asset inventory and data acquisition stages and overall plan development*
- *Latina Sisco, ArDOT Public Transportation Administrator*
- *Danny Chidester, ArDOT Transportation Specialist*
- *Ken Savage, Transit Director*
- *Jeff Turrentine, Maintenance Supervisor*

City of Fort Smith Board of Directors:

- *George McGill, Mayor/At-Large*
- *Jarred Rego, Vice Mayor/Ward 1*
- *André Good, Ward 2*
- *Lee Kemp, Ward 3*
- *George Catsavis, Ward 4*
- *Christina Catsavis, Position 5 At-Large*
- *Kevin Settle, Position 6 At-Large*
- *Neal Martin, Position 7 At-Large*

Prepared by:

Ken Savage
Transit Director

Revision History

Date	Activity	Signature Authorizing Changes	Comments
9/3/19	Revision # 1		Revised by Transit Department Staff
9/15/2020	Revision # 2		Revised by Transit Department Staff
10/5/2021	Revision # 3		Revised by Transit Department Staff
11/15/2022	Revision # 4		Revised by Transit Department Staff
11/7/2023	Revision # 5		Revised by Transit Department Staff
12/3/2024	Revision # 6		Revised by Transit Department Staff

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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. FST's current plan has a horizon period of five (5) 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 (FST) has developed this TAMP to aid in: (1) assessment of the current condition of capital assets; (2) determining what condition and performance its assets should be (if they are not currently in a SGR); (3) identifying unacceptable risks, including safety risks, in continuing to use an asset that is not in a SGR; 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, FST has developed and implemented a TAMP containing the following elements, which are detailed in the following sections of the TAMP:

Section 1. TAM Overview

Section 2. Asset Inventory: An inventory of the number and type of capital assets to include: rolling stock, facilities, and equipment.

Section 3. Asset Condition Assessment: A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.

Section 4. Decision Support Tools: 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.

Section 5. 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:** Includes all owned and operated revenue service vehicles used in the provision of public transportation. FST currently utilizes sixteen (16) revenue vehicles in its public transportation program. These vehicles are necessary to serve ten (10) daily routes, accommodate change outs due to maintenance activities, and facilitate cleaning and inspections. The department operates seven (7) large low floor Gillig buses, funded primarily through the Cares Act, in late 2022 and early 2023. The department also maintains a renovated trolley to serve as a back-up bus and public transportation during special events and training vehicle. Cutaway vans are used for demand response service and back-up vehicles for fixed routes. The department received delivery of two (2) high top conversion vans in April of 2025 to serve as replacement vehicles for revenue operations. Staff ordered two (2) additional like-kind vans in 2025 as replacements, as well as one (1) like-kind van to serve as a new addition to the fleet. One (1) large low floor bus was ordered in September 2025 to serve as a replacement and is slated for delivery in 2026.
- **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. FST currently utilizes a forklift and seven (7) support vehicles, which are necessary for shift change, training, installation and servicing of passenger amenities and maintenance of the fleet, equipment and facilities. Other uses include outreach activities and deliveries of tickets and passes to local organizations. Staff recognized the need to upgrade support vehicles as a condition of the TAM Plan in order to meet the replacement criteria established by FTA. Half-ton, four-wheel drive pickups have become the norm for replacements as they work well for the department's support needs. Keeping a similar vehicle type is more economical from a maintenance standpoint.
- **Facilities:** Facilities are any structure used in providing public transportation where FST owns and has a direct capital responsibility. Facilities utilized by FST include: maintenance buildings, administrative buildings, and passenger stations that have an acquisition cost greater than \$50,000. FST owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, bus awning, transfer station, CNG fueling station, transfer station awning and emergency generator. An access road to the transit facility complex is under design and staff is currently working to achieve the appropriate funding authorizations from FTA. The access road will enhance safety for transit staff, pedestrians, vehicles and equipment.

- **SGR Summary:** FST has implemented several performance measures as part of this TAMP to ensure that a State of Good Repair (SGR) is obtained and maintained, in order to continue to provide safe and efficient transportation services. Below are the performance measures and table illustrating the planned investment and level of SGR achieved for each category.

1. Revenue Vehicles

- Age – Staff adjusted the Useful Life Benchmark (ULB) age category for the trolley to twenty (20) years following the engine replacement and interior renovation, therefore has useful life remaining. Currently, there are no revenue vehicles within a particular asset class have exceeded their age ULB, however six (6) vehicles are approximately 80% of their age ULB.
- Mileage – currently, no revenue vehicles have exceeded their mileage ULB, however five (5) vehicles are at approximately 80% of their mileage ULB.
- Cumulative Condition Score – currently, no revenue vehicles within a particular asset class have scored below 2.0 on the TERM Scale

2. Equipment

- Age - Non-Revenue Vehicles - There is one (1) vehicle in the Truck/SUV category and one (1) vehicle in the Automobile category, that have exceeded their ULB on age. Efforts are underway to renew the support fleet over time as seen in the investment strategy.
- Mileage - Non-Revenue Vehicles - currently, none of the department's non-revenue vehicles exceeded their ULB on mileage.
- Cumulative Condition Score - Non-Revenue Vehicles – currently, none of the department's non-revenue vehicles scored below 2.0 on the TERM Scale for cumulative condition.

3. Facilities

- Condition Score – currently, no facilities have scored below 2.0 on the TERM Scale

Executive Summary: Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %
FY2025	\$1,070,000	\$42,700	\$2,960,000	100%
FY2026	\$750,000	\$180,000	\$0	100%
FY2027	\$913,000	\$58,000	\$1,900,000	100%
FY2028	\$827,000	\$0	\$0	100%
FY2029	\$869,000	\$0	\$0	100%
Total:	\$4,429,000	\$280,700	\$4,860,000	100% \$9,569,700

FST is currently in a SGR. A combination of funding revenues from all sources will insure FST remains in a SGR through the investments outlined in this plan. FST receives an allocation of approximately \$2.4 million per year in Section 5307 funds, \$250,000 per year in Section 5339 funds as well as other program specific or unspent grant funding.

Section I: TAM Overview

I.1 TAM Origins

FST is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. 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 SGR.

FST 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 FST will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. FST's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets. FST will 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. These efforts will achieve and sustain a desired SGR over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2025 to 12/31/2029). This TAMP shall be amended annually or when there is a significant change to staff, assets, and/or operations occurring at FST. The TAMP was last revised in 2024.

The requirement for TAM originated on July 6, 2012 upon signing the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal transportation bill into law. The law provided over \$105 Billion at that time with approximately \$140 Billion in the current surface transportation programs through the Bipartisan Infrastructure Law. On September 30, 2015, FTA published the TAM Notice of Proposed Rulemaking, which ultimately, led to agencies being required to submit TAMP by October 1, 2018. FST met the requirement for the original submission deadline. Staff continues to update future related asset changes and planned acquisitions.

1.2 TAMP Elements

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

Section 1. TAM Overview

Section 2. Asset Inventory: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.

Section 3. Asset Condition Assessment: A condition assessment of those inventoried assets for which the Agency has direct ownership and capital responsibility.

Section 4. Decision Support Tools: 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.

Section 5. Investment Prioritization: The Agency's project-based prioritization of investments, developed in accordance with §625.33.

1.3 Agency Overview and Service Area

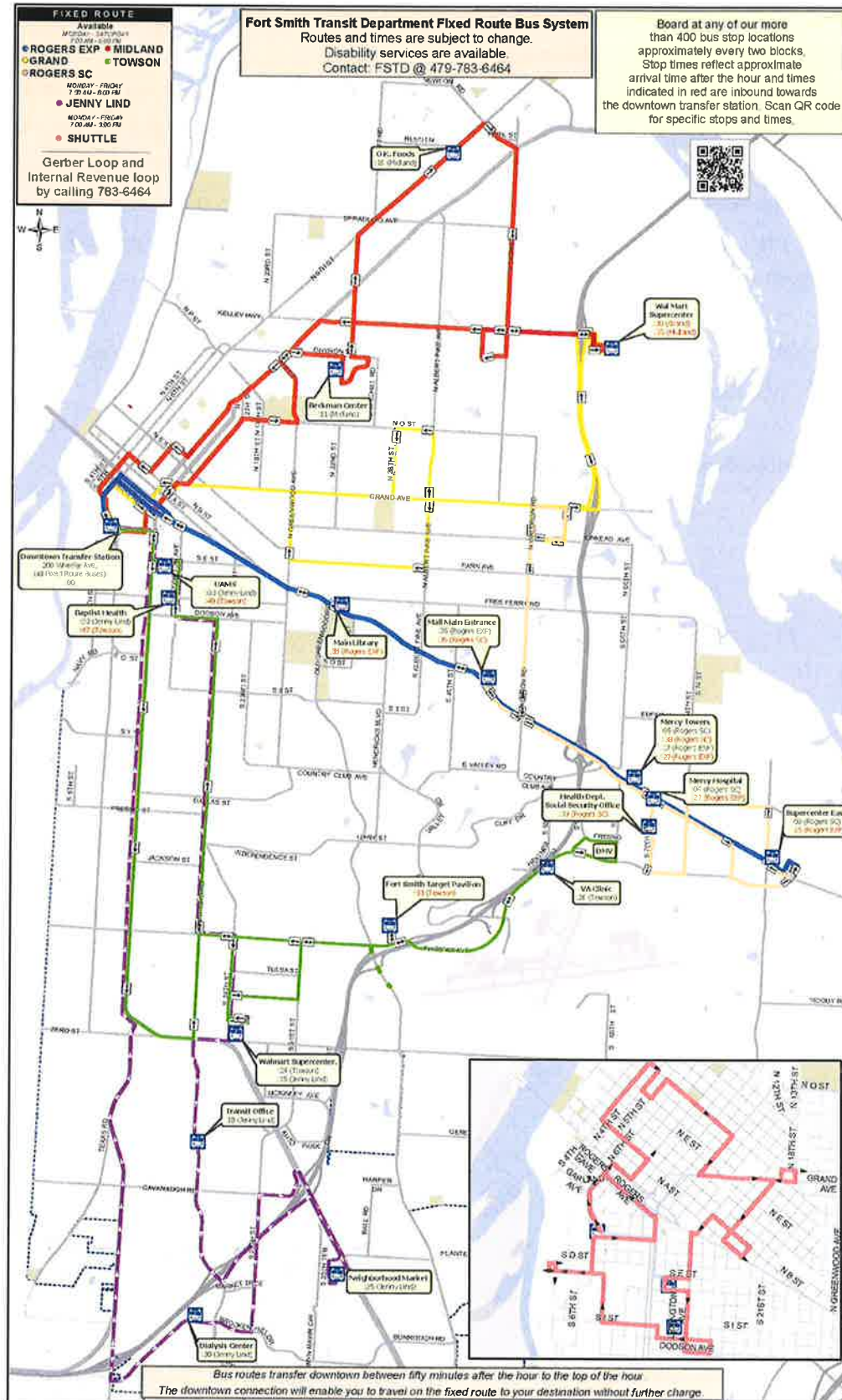
FST provides transportation open to the general public within the city limits of Fort Smith. FST performs fixed route and origin to destination transportation services as well as a limited charter service by advance request. The fixed route service consists of a downtown circulator bus and a network 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 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 <https://www.fortsmithar.gov> See Figure 1.1 page 10 where it shows the 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). Demand Response and Paratransit 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 (fixed route hours) for a one-way trip is \$2.50 for paratransit and demand response. Information on the paratransit and demand response system is available at <https://www.fortsmithar.gov>

Table 1.1 Fort Smith Transit Ridership (Un-linked to include transfers)

Year	Fixed Route Ridership U/L	Demand Response Ridership	Total Ridership
2023	223,715	18,461	242,176
2024	235,239	19,821	255,060

Figure 1.1 Fort Smith Transit System Map



I.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.

FST 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 FST 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

Throughout the months of June - September 2025, transit staff performed on-site inspections, inventory and condition assessments on all TAM related assets described in the previous subsection. TranSystems provided the initial assessment in 2018. 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 FST 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. FST currently utilizes a forklift acquired in 2024 and seven (7) support vehicles for shift change, training, installation and servicing of passenger amenities and maintenance of the fleet, equipment and facilities.
- **Facilities:** Facilities are any structure used in providing public transportation where FST owns and has a direct capital responsibility. Facilities utilized, owned and operated, by FST include: maintenance buildings, administrative buildings, and passenger stations that have an acquisition cost greater than \$50,000.

2.2.1 Asset Inventory Information

Table 2.1: Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value
Revenue Vehicles	16			
Large Bus	7	2.6	105,229	\$425,507
CU / VN - Cutaway & Van	8	4.6	155,974	\$37,658
RT - Rubber-Tired Vintage Trolley	1	18.1	177,880	\$95,941
Equipment	8			
Non-Revenue/Service Vehicles A/O	1	10.6	47,260	\$19,178
Non-Revenue/Service Trucks/SUV	5	2.2	14,237	\$36,805
Non-Revenue/Service Trucks/ Boom Truck	1	23.8	132,257	20,323
Forklift (not calculated in overall value) *	1	1	30 hours	\$66,906
Facilities*	7			
Administration	1	37	N/A	\$1,649,621
Maintenance	1	37	N/A	\$729,556
Transfer Station	1	15	N/A	\$1,211,541
Bus Awning	1	15	N/A	\$569,849
CNG Station	1	4	N/A	\$1,519,837
Transfer Station Awning	1	3	N/A	\$456,540
Emergency Generator	1	3	N/A	\$301,350

*Values are based on purchase price and/or cost of construction.

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

Year	Date in Service	Months in Service as of: 7/30/2025	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage 7/30/2025	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use
2025	4/23/2025	3	VN	Mobility Transit Van	1FDVU4X8XRKB31009	75	11,560	22	G	WC	DR-Revenue
2025	4/23/2025	3	VN	Mobility Transit Van	1FDVU4X81RKB31206	74	14,555	22	G	WC	DR-Revenue
2023	3/27/2023	28	BU	Gillig G31B102H4	15GGB3110P3198498	73	58,639	35	CNG	WC	FR-Revenue
2022	11/28/2022	32	BU	Gillig G31B102H4	15GGB3118N3197595	72	124,793	35	CNG	WC	FR-Revenue
2022	11/28/2022	32	BU	Gillig G31B102H4	15GGB3116N3197594	71	126,047	35	CNG	WC	FR-Revenue
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD3111N3197593	70	109,163	40	CNG	WC	FR-Revenue
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD311XN3197592	69	100,082	40	CNG	WC	FR-Revenue
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD3118N3197591	68	113,042	40	CNG	WC	FR-Revenue
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD3116N3197590	67	104,838	40	CNG	WC	FR-Revenue
2019	9/23/2019	67	CU	Starcraft/Allstar	1FDFE4FS2KDC46826	66	160,843	21	H- G/CNG	WC	DR-Revenue
2019	12/13/2019	67	CU	Starcraft/Allstar	1FDFE4FS0KDC46825	65	212,505	21	H- G/CNG	WC	DR-Revenue
2019	10/12/2019	69	CU	Starcraft/Allstar	1FDFE4FS9KDC46824	64	197,570	21	H- G/CNG	WC	DR-Revenue
2019	9/23/2019	70	CU	Starcraft/Allstar	1FDFE4FS7KDC46823	63	218,176	26	H- G/CNG	WC	FR-Revenue
2018	9/19/2018	82	CU	Starcraft/Allstar	1FDFE4FS3JDC28138	62	224,400	26	H- G/CNG	WC	FR-Revenue
2018	9/11/2018	82	CU	Starcraft/Allstar	1FDFE4FS1JDC31314	61	208,180	26	H- G/CNG	WC	FR-Revenue
2007	5/1/2007	218	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	177,880	30	D	WC	FR-Revenue

 Vehicles inactive or disposed after last TAMP adoption.

2.2.3 Equipment Inventory – Non-Revenue Vehicles

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

Year	Date in Service	Months in Service as of: 7/30/2025	Asset Class	Make / Model	VIN / Serial Number	Agency Vehicle Number / Asset Tag	Mileage 7/30/2025	Fuel Type	Vehicle Use
2024	9/10/2024	12	CE	Forklift Doosan	FGB0T-4420-01686	1146	30 hours	LP	Maintenance
2025	5/22/2025	2	TR	Dodge/Ram	1C6SRFGP9SN695791	681	733	G	Admin
2024	7/3/2024	12	TR	Dodge/Ram	1C6RR7XT9RS149537	655	5,372	G	Transfer
2023	12/23/2023	19	TR	Dodge/Ram	1C6RR7XT9PS598035	530	8,142	G	Leads
2222	6/12/2022	37	TR	Dodge/Ram	1C6RR7XT3NS163251	871	25,422	G	Leads/Transfer
2020	5/8/2020	62	TR	Dodge/Ram	1C6RR7XT7LS131531	620	31,517	G	Maintenance
2015	12/1/2014	127	AO	Ford/Fusion S Hybrid	3FA6P0UU2FR199263	444	47,260	H-G/E	Staff/Transfer
2001	10/1/2001*	274	TR	Dodge/Service Truck*	3B6MF36681M563801	164	132,257	D	Maintenance

* Vehicles were transferred from other departments within the City of Fort Smith.



Vehicles inactive or disposed after last TAMP adoption.

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 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

Facility Description	Asset Classification	Location	Year Built	Lot Size (Acres)	Building Size (Sq. Ft.)	Primary Mode Served	Owner	Capital Responsibility
Administrative Office	Administrative Facility	6821 Jenny Lind Road Fort Smith, AR 72908	1988	19+	9,600	Fixed Route and Paratransit	Fort Smith Transit	100%
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%
Bus Awning	Maintenance Facility	6821 Jenny Lind Road Fort Smith, AR 72908	2010	N/A	15,000	Fixed Route and Paratransit	Fort Smith Transit	100%
Transfer Station	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2010	N/A	1,200	Fixed Route	Fort Smith Transit	100%
CNG Fuel Station	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2021	N/A	1,600	Fixed Route and Paratransit	Fort Smith Transit	100%
Transfer Station Awning	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2022	N/A	5,000	Fixed Route	Fort Smith Transit	100%
Emergency Generator	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2022	N/A	200	Fixed Route and Paratransit	Fort Smith Transit	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 FST TAM Plan is to keep 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

FST staff completed the assessments for the current plan. The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which FST owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAMP for rolling stock assets for which FST does not own the rolling stock asset, the rolling stock asset is owned by a third party, and/or where FST does not have a direct capital responsibility for the rolling stock asset.

However, for the purposes of NTD reporting (Inventory and Condition Submittal), all FST 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, FST 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

Year	Date in Service	Months in Service 7/30/2025	Asset Class	Make/Model	VIN	Agency Vehicle Number	Mileage 7/30/2025	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2025	4/3/2025	3	VN	Mobility Transit Van	1FDVU4X8XRKB31009	75	11,560	22	G	WC	DR-Revenue	5
2025	4/23/2025	3	VN	Mobility Transit Van	1FDVU4X81RKB31206	74	14,555	22	G	WC	DR-Revenue	5
2023	3/27/2023	28	BU	Gillig G31B102H4	15GGB3110P3198498	73	58,639	35	CNG	WC	FR-Revenue	4.3
2022	11/28/2022	32	BU	Gillig G31B102H4	15GGB3118N3197595	72	124,793	35	CNG	WC	FR-Revenue	4.3
2022	11/28/2022	32	BU	Gillig G31B102H4	15GGB3116N3197594	71	126,047	35	CNG	WC	FR-Revenue	4.3
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD3111N3197593	70	109,163	40	CNG	WC	FR-Revenue	4.3
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD311XN3197592	69	100,082	40	CNG	WC	FR-Revenue	4.3
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD3118N3197591	68	113,042	40	CNG	WC	FR-Revenue	4.3
2022	11/28/2022	32	BU	Gillig G31D102H4	15GGD3116N3197590	67	104,838	40	CNG	WC	FR-Revenue	4.3
2019	9/23/2019	70	CU	Starcraft/Allstar	1FDFE4FS2KDC46826	66	160,843	21	H- G/CNG	WC	DR-Revenue	3.0
2019	12/13/2019	67	CU	Starcraft/Allstar	1FDFE4FS0KDC46825	65	212,505	21	H- G/CNG	WC	DR-Revenue	2.7
2019	10/12/2019	69	CU	Starcraft/Allstar	1FDFE4FS9KDC46823	64	197,570	21	H- G/CNG	WC	DR-Revenue	2.7
2019	9/23/2019	70	CU	Starcraft/Allstar	1FDFE4FS7KDC46823	63	218,176	26	H- G/CNG	WC	FR-Revenue	2.1
2018	9/19/2018	82	CU	Starcraft/Allstar	1FDFE4FS3JDC28138	62	224,400	26	H- G/CNG	WC	FR-Revenue	1.9
2018	9/11/2018	82	CU	Starcraft/Allstar	1FDFE4FS1JDC31314	61	208,180	26	H- G/CNG	WC	FR-Revenue	2.0
2007	5/1/2007	218	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	177,880	30	D	WC	FR-Revenue	3.0



Vehicles inactive or disposed after last TAMP adoption.

Figure 3.1: Sample Revenue Vehicle Inventory and Condition Form Front



Revenue Vehicle Inventory & Condition Assessment Form

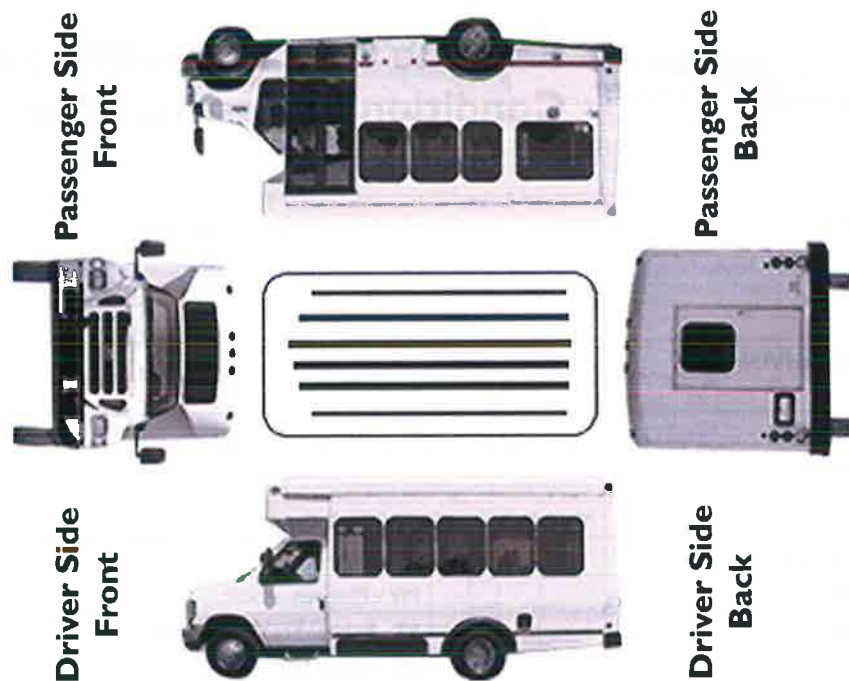
Agency Name: _____
Inventory Date: _____
Make: _____
Model: _____
Year: _____
ID/Serial Number/VIN: _____
Mileage: _____
Date in Service: _____
Vehicle Location: _____

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

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



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

3.3.2 Equipment Condition Assessment

The TAMP Equipment condition assessment consists of assigning a TERM physical condition rating to 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 FST owns and has a direct capital responsibility.

A condition assessment ranking is not conducted in the TAMP for equipment assets for which FST 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 FST does not have a direct capital responsibility.

Table 3.3 Equipment Condition Assessment

Item #	Classification	Item	Service Start Year	Age Months	Quantity	Status	Replacement Cost*	Condition Rating
1146	Maintenance	Forklift	10/1/2024	12	1	In-Service	\$67,000	5
681	Transfer Vehicle	Dodge/Ram	5/22/2025	2	1	In-Service	\$43,000	5
655	Transfer Vehicle	Dodge/Ram	7/3/2024	12	1	In-Service	\$41,000	5
530	Leads Vehicle	Dodge/Ram	12/23/2023	19	1	In-Service	\$43,000	4.9
871	Lead/Transfer Vehicle	Dodge/Ram	6/12/2022	37	1	In-Service	\$35,000	4.8
620	Maintenance Vehicle	Dodge/Ram	5/8/2020	62	1	In-Service	\$35,000	4.5
444	Staff/Transfer Vehicle	Ford/Fusion S Hybrid	12/1/2014	127	1	In-Service	\$28,000	3.6
164	Maintenance Vehicle	Dodge/Service Truck	10/1/2001	274	1	In-Service	\$60,000	2.2

 Vehicles inactive or disposed after last TAMP adoption.

It should be noted Asset #164 is a specialized truck containing a boom lift that is used infrequently and this same support vehicle received extensive repairs and refurbishment maintaining its conditional value for use.

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 FST owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which FST 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 FST 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 FST 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, CNG fueling station, bus awning, transfer station facility, transfer station awning and generator.

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

The Facilities Condition Assessment can be found in Table 3.4.

Table 3.4 Facilities Condition Assessment

Facility Description	Asset Classification	Location	Year Built	Lot Size (Acres)	Building Size (Sq. Ft.)	Primary Mode Served	Owner	Capital Responsibility	Condition Rating
Administrative Office	Administrative Facility	6821 Jenny Lind Road Fort Smith, AR 72908	1988	19+	9,600	Fixed Route and Paratransit	Fort Smith Transit	100%	4.0
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%	4.1
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%	4.4
Transfer Station	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2010	N/A	1,200	Fixed Route	Fort Smith Transit	100%	3.5
CNG Fuel Station	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2021	N/A	1,600	Fixed Route and Paratransit	Fort Smith Transit	100%	4.5
Transfer Station Awning	Passenger Facility	200 Wheeler Avenue Fort Smith AR 72901	2022	N/A	5,000	Fixed Route	Fort Smith Transit	100%	5.0
Emergency Generator	Maintenance Facility	6827 Jenny Lind Road Fort Smith, AR 72908	2022	N/A	200	Fixed Route and Paratransit	Fort Smith Transit	100%	5.0

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

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

The remaining section includes 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

To determine the revenue vehicle condition, FST is using a three factor score to determine the total vehicle condition based on the:

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, fifteen (15) vehicles (100%) have a condition rating of 2.0 or higher. One (1) vehicle scored just below 2.0.

The target for a condition evaluation is 80% with a condition rating of 2.0 or higher. The SGR meets the target for the condition category.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the 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	Months in Service	# of Vehicles	# of Vehicles Exceeding ULB	% Exceeding ULB
Large Bus	14 Years	168	7	0	0%
Mobility Van	5 Years	60	2	0	0%
Cutaway	10 Years	120	6	0	0%
Trolley	20 Years	240	1	0	0%
Totals:			16	0	0%

The target for an age evaluation is 90% of the cut-away and large bus asset class with remaining useful life. The target for an age evaluation is 80% with useful life remaining for the trolley. The trolley ULB age was adjusted to twenty (20) years. There are no revenue vehicles exceeding the ULB pertaining to the age of the vehicles. The SGR meets the target for age category.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that FST has for the lifecycle of the asset class.

Table 3.7 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# of Vehicles Exceeding ULB	% Exceeding ULB
Large Bus	500,000 miles	7	0	0%
Cutaway	250,000 miles	6	0	0%
Mobility Van	150,000 miles	2	0	0%
Trolley	350,000 miles	1	0	0%
Totals:		16	0	0%

The mileage scores are determined by reference to the ULB based on percentages used by the asset. As seen in Table 3.7, there are no revenue vehicles exceeding the ULB pertaining to the mileage of the vehicles. FST meets the benchmark mileage target of 80% of the asset class with remaining useful life.

- **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). As seen in Table 3.9, there are no revenue vehicles with a cumulative score below a 2.0.

3.4.2 Revenue Vehicle State of Good Repair Summary

The 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	# of Vehicles	# of Vehicles Exceeding ULB	% Exceeding SGR
Large Bus	2.0	7	0	0%
Cutaway and Van	2.0	6	0	0%
Mobility Van	2.0	2	0	0%
Rubber-Tired Vintage Trolley	2.0	1	0	0%
Totals:		16	0	0%

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

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 7/30/25	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage 7/30/25	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
VN	Mobility Transit Van	75	5	2025	4/3/2025	3	5	5.0%	5.00	11,560	150,000	7.7%	138,440	5.00	5.0
VN	Mobility Transit Van	74	5	2025	4/23/2025	3	5	5.0%	5.00	14,555	150,000	9.7%	135,445	5.00	5.0
BU	Gillig G31B102H4	73	4.3	2023	3/27/2023	28	14	16.7%	5.00	58,639	500,000	11.7%	441,361	5.00	4.8
BU	Gillig G31B102H4	72	4.3	2022	11/28/2022	32	14	19.0%	5.00	124,793	500,000	25.0%	375,207	5.00	4.8
BU	Gillig G31B102H4	71	4.3	2022	11/28/2022	32	14	19.0%	5.00	126,047	500,000	25.2%	373,953	4.00	4.4
BU	Gillig G31D102H4	70	4.3	2022	11/28/2022	32	14	19.0%	5.00	109,163	500,000	21.8%	390,837	5.00	4.8
BU	Gillig G31D102H4	69	4.3	2022	11/28/2022	32	14	19.0%	5.00	100,082	500,000	20.0%	399,918	5.00	4.8
BU	Gillig G31D102H4	68	4.3	2022	11/28/2022	32	14	19.0%	5.00	113,042	500,000	22.6%	386,958	5.00	4.8
BU	Gillig G31D102H4	67	4.3	2022	11/28/2022	32	14	19.0%	5.00	104,838	500,000	21.0%	395,162	5.00	4.8
CU	Starcraft/Allstar	66	3.0	2019	9/23/2019	70	7	83.3%	2.00	160,843	250,000	64.3%	89,157	3.00	2.7
CU	Starcraft/Allstar	65	2.7	2019	12/13/2019	67	7	79.8%	2.00	212,505	250,000	85.0%	37,495	2.00	2.2
CU	Starcraft/Allstar	64	2.7	2019	10/12/2019	69	7	82.5%	2.00	197,570	250,000	79.0%	52,430	2.00	2.2
CU	Starcraft/Allstar	63	2.1	2019	9/23/2019	70	7	83.3%	2.00	218,176	250,000	87.3%	31,824	2.00	2.0
CU	Starcraft/Allstar	62	1.9	2018	9/19/2018	82	7	97.6%	2.00	224,400	250,000	89.8%	25,600	2.00	2.0
CU	Starcraft/Allstar	61	2.0	2018	9/11/2018	82	7	97.6%	2.00	208,180	250,000	83.3%	41,820	2.00	2.0
RT	Freightliner/Trolley	6	3.0	2007	5/1/2007	218	20	90.8%	2.00	177,880	425,000	41.9%	247,120	4.00	3.0

 Vehicles inactive or disposed after last TAMP adoption.

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 FST 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 are scored in the same manner as the revenue vehicles. The target is 20% for 2024. FST currently has an active fleet of seven (7) staff/maintenance vehicles and one (1) forklift.

To determine the non-revenue vehicle condition, FST is using a three factor score:

- **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 3.3 Equipment Condition Assessment, seven (7) support vehicles and one (1) forklift, have a condition rating of 2 or higher.

The benchmark for a condition evaluation is 20% meaning 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 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 - Non Revenue

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Automobile	8 Years	1	0	0%
Truck / SUV	14 Years	5	0	0%
Boom Truck	23 Years	1	0	0%
Forklift	15 Years	1	0	0%
Totals:		8	0	0%

As seen in Table 3.10, none of the seven (7) vehicles or one (1) forklift have exceeded their useful life in the non-revenue age category. It should be noted the City of Fort Smith has made considerable investments over the past few years in acquiring new support vehicles to be more in line with FTA's published condition ratings.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use for FST.

Table 3.11 TAM Useful Life Benchmarks for Mileage of Asset Class – Non Revenue

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Automobile	150,000 miles	1	0	0%
Truck / SUV	200,000 miles	6	0	0%
MT / Forklift	10,000 Hours	1	0	0%
Totals:		8	0	0%

According to table 3.11, all seven (7) vehicles have remaining mileage ULB. Also one (1) forklift has remaining hours on its ULB.

- **Cumulative**

The condition, age, and mileage scores based on the five-point TERM Scale are averaged to determine a cumulative score for each asset. The target for the cumulative score in 2025 is 20% meaning 80% of the asset class with a score two (2) or higher. The fleet currently meets this benchmark. See Table 3.12. The investment prioritization schedule includes replacements to improve the overall SGR strategy.

Table 3.12 Non-Revenue Vehicle Cumulative Condition, Age, and Mileage Scores (Active Support Fleet)

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 7/30/25	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
MT	Forklift	1146	5	2024	10/1/24	12	15	6.7	5.00	30 Hours	10,000 Hours	.3%	9,970 Hours	5.00	5.0
TR	Dodge/Ram	681	5	2025	5/22/2025	2	14	1.2%	5.00	733	200,000	.4%	199,794	5.00	5.0
TR	Dodge/Ram	655	5	2024	7/3/2024	12	14	7.1%	5.00	5,372	200,000	2.7%	194,628	5.00	5.0
TR	Dodge/Ram	530	4.9	2023	12/23/2023	19	14	11.3%	5.00	8,142	200,000	4.1%	191,858	5.00	4.9
TR	Dodge/Ram	871	4.8	2022	6/12/2022	37	14	22.0%	5.00	25,422	200,000	12.7%	174,578	5.00	4.9
TR	Dodge/Ram	620	4.5	2020	10/1/1998	62	14	36.9%	4.00	31,517	200,000	15.8%	168,483	5.00	4.5
AO	Ford/Fusion S Hybrid	444	3.6	2015	12/1/2014	127	8	132.3%	1.00	47,260	150,000	31.5%	102,740	4.00	2.9
TR	Dodge/Service Truck	164	2.2	2001	10/1/2001	274	23	99.3%	2.00	132,257	200,000	66.1%	67,743	3.00	2.4

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 FST owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which FST does not own the asset, the facility asset is owned by a third party, and/or where FST 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 FST owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. At the time of this report, FST owns, operates, and has a direct capital responsibility for its administration office, maintenance garage, bus awning, transfer station, CNG fueling station, passenger awning and generator.

Each condition assessment inspection will take place in June/August of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Maintenance Supervisor of FST with results and data reported to the Accountable Executive.

The target for the facility evaluation for 2025 is 90% of the asset class with a condition score over 2.0. The facilities currently meets this benchmark. Of the seven (7) 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

Facility Description	Asset Classification	Condition Rating
Administrative Office	Administrative Facility	4.1
Maintenance Garage	Maintenance Facility	4.1
Bus Awning	Maintenance Facility	4.3
Transfer Station	Passenger Facility	3.5
CNG Fueling Station	Maintenance Facility	4.5
Transfer Station Awning	Passenger Facility	5.0
Emergency Generator	Maintenance Facility	5.0

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. FST 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	Development of or update to 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 and Maintenance Plan
- Fleet Management and Maintenance Manual
- 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, FST 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 FST encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. FST'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 FST 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)

Each year the transit department budgets for replacement vehicles during the budget preparation cycle in July with anticipation of delivery by December the following year. Forecasting has historically been done to ensure the buses meet their useful life at the time of delivery. Staff currently uses the TAMP cumulative values less than a rating of 3.0 as a guide for replacement considering the excessive amount of time between ordering and delivery. As of 2019 the transit department applies for Section 5339 capital funds to use for rolling stock replacement and/or facility improvements. ArDOT conveyed the grant funding application process to urban transit systems in late 2018. The Fort Smith Board of Directors considers rolling stock purchases and/or facility improvements during the annual budget approval process.

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. Staff will service all CNG and diesel bus PM's 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 including destination signs and the automatic vehicle annunciator systems. Both systems are repaired as needs occur as communicated through the operational data sheet.
8. Prior to revenue vehicles leaving transit grounds, drivers must perform pre-trip inspections as outlined in the department's PTASP and employee manual. Drivers are to note any defects via driver's tablet/trip sheet functions and sign off on pre-trip inspections.
9. At the end of revenue service, drivers shall perform post-trip inspections, as outlined in the department PTASP and employee manual, to ensure buses are safe and ready for the next service day. Drivers are to note any defects via driver's tablet/trip sheet functions and sign off on post-trip inspections. Any defects that would prevent a vehicle from operating the next service day, maintenance and dispatch must be notified via email.
10. Service mechanics shall preserve the condition of the buses as per schedule, as well as maintain all fluid levels.
11. Maintenance personnel shall wash the outside of each bus and mop the interior floors as per schedule.
12. 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.
13. 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 needed.

4.1.3 Disposal Strategy

Vehicles will be disposed of according to their replacement priority in this TAMP. The TAMP allows FST 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, mileage, or has a cumulative condition score below 3.0, 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 a five (5) year period (2025-2029).

5.1 Investment Prioritization Process

FST 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 (5) years.

Table 5.1 Replacement Cost Amounts by Asset Class

Asset Class	FTA Age ULB	Mileage ULB	Replacement Cost
Mobility Van	5 Years	150,000	\$115,000
Cutaway	10 Years	250,000	\$82,000
Rubber-Tired Vintage Trolley CNG	20 Years	200,000	\$800,000
Large Bus CNG	14 Years	500,000	\$800,000

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

5.1.2 Capital Budget

FST is committed to using the funds received in the most efficient manner to maintain and improve the safe operation of its system. FST receives operating and capital funds from Sections 5307 of approximately \$2.4 million annually and 5339 of approximately \$250,000 annually. Other sources such as local funds and donations serve as match to leverage project funds.

5.1.3 Revenue Vehicle Replacement Prioritization

Table 5.2 details the replacement of FST assets by year in order to achieve a minimum SGR. The current revenue vehicle fleet SGR is 100%.

Table 5.2 Revenue Vehicle Replacement Prioritization

	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage 7/31/2025	Cumulative Condition Rating	Purchase Price	2025 Investment Delivery	2026 Investment Delivery	2027 Investment Delivery	2028 Investment Delivery	2029 Investment Delivery	Vehicle Number & Total Investment
2025	VN	Mobility Transit Van	TBD	TBD	TBD	5	\$115,000	\$115,000	\$0	\$0	\$0	\$0	Vehicle 17
2024	VN	Mobility Transit Van	1FDVU4X8XRKB31009	75	11,560	5	\$115,000	\$0	\$0	\$0	\$0	\$0	Vehicle 16
2024	VN	Mobility Transit Van	1FDVU4X8XRKB31206	74	14,555	4.8	\$115,000	\$0	\$0	\$0	\$0	\$0	Vehicle 15
2023	BU	Gillig G31B102H4	15GGB3110P3198498	73	58,639	4.8	\$528,700	\$0	\$0	\$0	\$0	\$0	Vehicle 14
2022	BU	Gillig G31D102H4	15GGB3118N3197595	72	124,793	4.8	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 13
2022	BU	Gillig G31D102H4	15GGB3116N3197594	71	126,047	4.8	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 12
2022	BU	Gillig G31D102H4	15GGD3111N3197593	70	109,163	4.8	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 11
2022	BU	Gillig G31D102H4	15GGD311XN3197592	69	100,082	4.8	\$535,000	\$0	\$0	\$0	\$0	\$0	Vehicle 10
2022	BU	Gillig G31D102H4	15GGD3118N3197591	68	113,042	4.8	\$82,000	\$0	\$0	\$0	\$0	\$0	Vehicle 9
2022	BU	Gillig G31D102H4	15GGD3116N3197590	67	104,838	4.8	\$82,000	\$0	\$0	\$0	\$0	\$0	Vehicle 8
2019	CU	Starcraft/Allstar	1FDFE4FS2KDC46826	66	160,843	2.7	\$82,000	\$0	\$0	\$125,000	\$0	\$0	Vehicle 7
2019	CU	Starcraft/Allstar	1FDFE4FS0KDC46825	65	212,505	2.6	\$82,000	\$115,000	\$0	\$0	\$0	\$0	Vehicle 6
2018	CU	Starcraft/Allstar	1FDFE4FS9KDC46824	64	197,570	2.6	\$82,000	\$115,000	\$0	\$0	\$0	\$0	Vehicle 5
2019	CU	Starcraft/Allstar	1FDFE4FS7KDC46823	63	218,176	2.4	\$82,000	\$0	\$750,000	\$0	\$0	\$0	Vehicle 4
2018	CU	Starcraft/Allstar	1FDFE4FS3JDC28138	62	224,400	2.3	\$82,000	\$725,000	\$0	\$0	\$0	\$0	Vehicle 3
2018	CU	Starcraft/Allstar	1FDFE4FS1JDC31314	61	208,180	2.3	\$82,000	\$0	\$0	\$788,000	\$0	\$0	Vehicle 2
2007	RT	Freightliner/Trolley	4UZAACBV17CY15789	6	177,880	2.7	\$165,000	\$0	\$0	\$0	\$827,000	\$0	Vehicle 1
2029	BU	Gillig	TBD	TBD	TBD	TBD	\$869,000	\$0	\$0	\$0	\$0	\$869,000	TBD
							Total Project	\$1,070,000	\$750,000	\$913,000	\$827,000	\$869,000	\$4,429,000
							Local	\$160,500	\$112,500	\$136,950	\$124,050	\$130,350	\$664,350
							FTA	\$909,500	\$637,500	\$776,050	\$702,950	\$738,650	\$3,764,650

 Vehicles inactive or disposed after last TAMP adoption.

Table 5.3 Revenue Vehicle Replacement Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2025	\$1,070,000	\$1,070,000	100%
FY2026	\$750,000	\$750,000	100%
FY2027	\$913,000	\$913,000	100%
FY2028	\$827,000	\$827,000	100%
FY2029	\$869,000	\$869,000	100%

5.1.4 Equipment Replacement Prioritization, Non – Revenue Vehicles

Table 5.4 shows the replacement of FST equipment assets by year in order to achieve a minimum SGR.

Table 5.4 Equipment Replacement Prioritization, Non – Revenue Vehicles

Year	Asset Class	Make /Model	Serial ID/VIN	Agency Vehicle Number	Mileage 7/30/2025	Cumulative Condition Rating	Purchase Cost	2025 Investment	2026 Investment	2027 Investment	2028 Investment	2029 Investment	Total Investment
2024	CE	Forklift	FGBOT-4420-01686	1,146	30 Hrs.	5	\$67,000	\$0	\$0	\$0	\$0	\$0	
2025	TR	Dodge/Ram	1C6SRFGP9SN695791	681	733	5	\$42,700	\$42,700	\$0	\$0	\$0	\$0	Vehicle 7
2024	TR	Dodge/Ram	1C6RR7XT9RS149537	655	5,372	5	\$41,000	\$0	\$0	\$0	\$0	\$0	Vehicle 6
2023	TR	Dodge/Ram	1C6RR7XT9PS598035	530	8,142	4.8	\$43,000	\$0	\$0	\$0	\$0	\$0	Vehicle 5
2022	TR	Dodge/Ram	1C6RR7XT3NS163251	871	25,422	4.7	\$35,000	\$0	\$0	\$0	\$0	\$0	Vehicle 4
2020	TR	Dodge/Ram	1C6RR7XT7LS131531	620	31,517	4.4	\$35,000	\$0	\$0	\$0	\$0	\$0	Vehicle 3
2015	AO	Ford/Fusion S Hybrid	3FA6P0UU2FR199263	444	47,260	3.5	\$28,000	\$0	\$0	\$58,000	\$0	\$0	Vehicle 2
2001	TR	Dodge/Service Truck	3B6MF36681M563801	164	132,257	2.4	\$60,000	\$0	\$180,000	\$0	\$0	\$0	Vehicle 1
							Total Project	\$42,700	\$180,000	\$58,000	\$0	\$0	\$280,700
							Local	\$8,540	\$36,000	\$11,600	\$0	\$0	\$56,140
							FTA	\$34,160	\$144,000	\$46,400	\$0	\$0	\$224,560

Table 5.5 Equipment Replacement Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2025	\$42,700	\$42,700	100%
FY2026	\$180,000	\$180,000	100%
FY2027	\$58,000	\$58,000	100%
FY2028	\$0	\$0	100%
FY2029	\$0	\$0	100%
Total:	\$280,700	\$280,700	100%

5.1.5 Facility Replacement Prioritization

Table 5.6 details the improvements/replacements of FST facility assets by year in order to achieve a minimum SGR. The current facility SGR is 100%. The access road and CNG slow fill expansion are the major investments planned over the five (5) year period, however the plan involves expansion and improvements not likely to affect the SGR.

Table 5.6 Facility Investment Prioritization

Facility Description	Asset Classification	Year Built	Condition Rating	2025 Investment	2026 Investment	2027 Investment	2028 Investment	2029 Investment	Total Investment
Maintenance Garage	Maintenance Facility	1988	4.1	\$0	\$0	\$0	\$0	\$0	\$0
Administrative Office	Administrative Facility	1988	4.1	\$0	\$0	\$0	\$0	\$0	\$0
Transfer Station	Passenger Facility	2010	3.5	\$0	\$0	\$200,000	\$0	\$0	\$0
Bus Awning	Maintenance Facility	2010	4.3	\$0	\$0	\$0	\$0	\$0	\$0
CNG Station	Maintenance Facility	2021	4.5	\$750,000	\$0	\$0	\$0	\$0	\$0
Transfer Station Awning	Passenger Facility	2022	5.0	\$0	\$0	\$0	\$0	\$0	\$0
Emergency Generator	Maintenance Facility	2022	5.0	\$0	\$0	\$0	\$0	\$0	\$0
Access Road	Administrative Facility	2023 est.	N/A	\$2,210,000	\$0	\$1,700,000	\$0	\$0	\$0
Total Project				\$2,960,000	\$0	\$1,900,000	\$0	\$0	\$4,860,000
Local				\$517,000	\$0	\$380,000	\$0	\$0	\$897,000
FTA				\$2,443,000	\$0	\$1,520,000	\$0	\$0	\$3,963,000

Table 5.7 Facility Investment Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2025	\$2,960,000	\$2,960,000	100%
FY2026	\$0	\$0	100%
FY2027	\$1,900,000	\$1,900,000	100%
FY2028	\$0	\$0	100%
FY2029	\$0	\$0	100%
Total:	\$4,860,000	\$4,860,000	100%

5.1.6 Asset Replacement Prioritization Summary

FST plans to make an investment of \$9,569,700 over the next five (5) year period in order to obtain and maintain a SGR. Table 5.8 summarizes the overall investment made by asset category that keeps Fort Smith Transit in SGR. Table 5.9 provides greater detail by showing the investment made by asset class for each year.

Table 5.8 Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %
FY2025	\$1,070,000	\$42,700	\$2,960,000	100%
FY2026	\$750,000	\$180,000	\$0	100%
FY2027	\$913,000	\$58,000	\$1,900,000	100%
FY2028	\$827,000	\$0	\$0	100%
FY2029	\$869,000	\$0	\$0	100%
Total:	\$4,429,000	\$280,700	\$4,860,000	100% \$9,569,700

Table 5.9 Asset Replacement Summary Costs by Asset Class

Funding Expenditures	\$4,072,700	\$930,000	\$2,871,000	\$827,000	\$869,000
Asset Category	FY2025	FY2026	FY2027	FY2028	FY2029
Revenue Vehicles	\$1,070,000	\$750,000	\$913,000	\$827,000	\$869,000
<i>CU - Cutaway Bus / Mobility Van</i>	\$345,000	\$750,000	\$125,000	\$0	\$0
<i>Large Transit Bus</i>	\$725,000	\$0	\$788,000	\$0	\$869,000
<i>RT - Rubber-tire Vintage Trolley</i>	\$0	\$0	\$0	\$827,000	\$0
Equipment	\$42,700	\$180,000	\$58,000	\$0	\$0
<i>Non-Revenue/Service Automobile</i>	\$42,700	\$0	\$0	\$0	\$0
<i>Trucks and other Rubber Tire Vehicles</i>	\$0	\$180,000	\$58,000	\$0	\$0
Facilities	\$2,960,000	\$0	\$1,900,000	\$0	\$0
<i>Administration</i>	\$2,210,000	\$0	\$1,700,000	\$0	\$0
<i>Maintenance</i>	\$750,000	\$0	\$0	\$0	\$0
<i>Passenger Facilities</i>	\$0	\$0	\$200,000	\$0	\$0
Total	\$4,072,700	\$930,000	\$2,871,000	\$827,000	\$869,000

Section 6: Annual Performance Targets

This section lists the process, data sources, and methodology used in the development of the FTA requirement for FST to set annual SGR performance targets. As stated in Section 3.2 of this plan, a 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 FST 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)?

FST 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 (3) months before the effective date of October 1st FST shall review/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 October meeting of FST 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, FST also used the FTA performance measure criteria, and the financial resources from all sources FST reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. 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		FY2025	FY2026	FY2027	FY2028	FY2029
Revenue Vehicles						
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	MV- Mobility Van	10%	10%	10%	10%	10%
	CU - Cutaway Bus Large Bus	10%	10%	10%	10%	10%
	RT - Rubber-tire Vintage Trolley	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	MV – Mobility Van	20%	20%	20%	20%	20%
	CU - Cutaway Bus Large Bus	20%	20%	20%	20%	20%
	RT - Rubber-tire Vintage Trolley	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	MV – Mobility Van	20%	20%	20%	20%	20%
	CU - Cutaway Bus Large Bus	20%	20%	20%	20%	20%
	RT - Rubber-tire Vintage Trolley	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	Non-Revenue/Service Vehicle	20%	20%	20%	20%	20%
Facilities						
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	10%	10%	10%	10%	10%
	Maintenance	10%	10%	10%	10%	10%
	Passenger Facilities	10%	10%	10%	10%	10%

Section 7: National Transit Database (NTD) Reporting

FST will report annually to the FTA's NTD 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 FST'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.

FST 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 Grants Manager has been designated by the Accountable Executive to complete the NTD reporting.

As part of the NTD reporting process, FST 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 FST 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 (5) years, from October 1, 2024 to September 30, 2028. 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

(Insert your individual condition ratings/inventory forms if needed)



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 6 Asset # 199

Inventory Date: May 2007 Date Inspected 7/30/25

Make: Freightliner

Model: MB 19 FD

Year: 2007

ID/Serial Number/VIN: 4UZAACBV17CY15789

Mileage: 177,880

Date in Service: May 2007

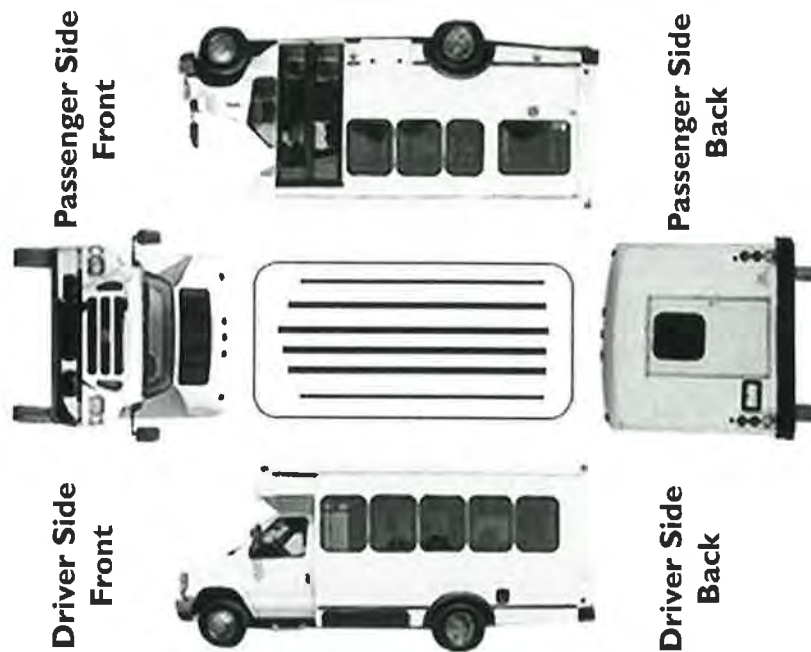
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 3.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

Scratches



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit # 61 Asset # 668

Inventory Date: June 2018 Date Inspected 7/30/25

Make: Ford

Model: Starcraft Allstar

Year: 2018

ID/Serial Number/VIN: 1FDFE4FS1JDC31314

Mileage: 208,180

Date in Service: June 2018

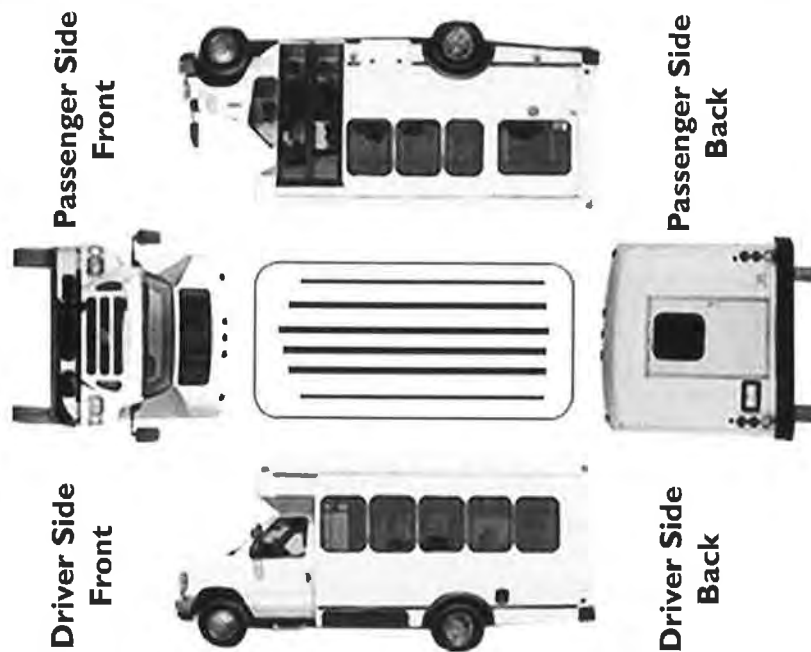
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 62 Asset # 666

Inventory Date: June 2018 **Date Inspected** 7/30/25

Make: Ford

Model: Starcraft Allstar

Year: 2018

ID/Serial Number/VIN: 1FDFE4F53JDC28138

Mileage: 224,400

Date in Service: June 2018

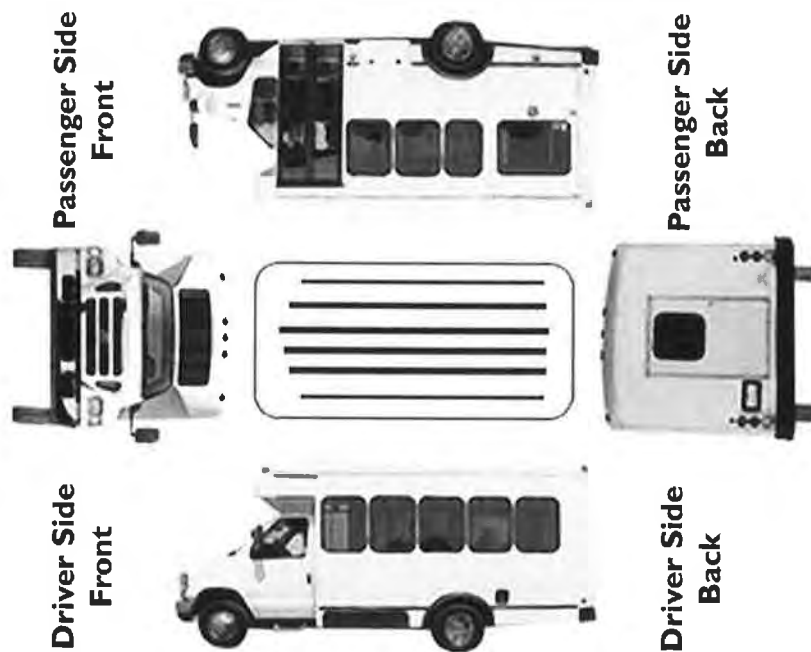
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 1.9

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 63 Asset # 997

Inventory Date: August 2019 **Date Inspected** 7/30/25

Make: Ford

Model: Starcraft Allstar

Year: 2019

ID/Serial Number/VIN: 1FDFE4FS7KDC46823

Mileage: 218,176

Date in Service: September 2019

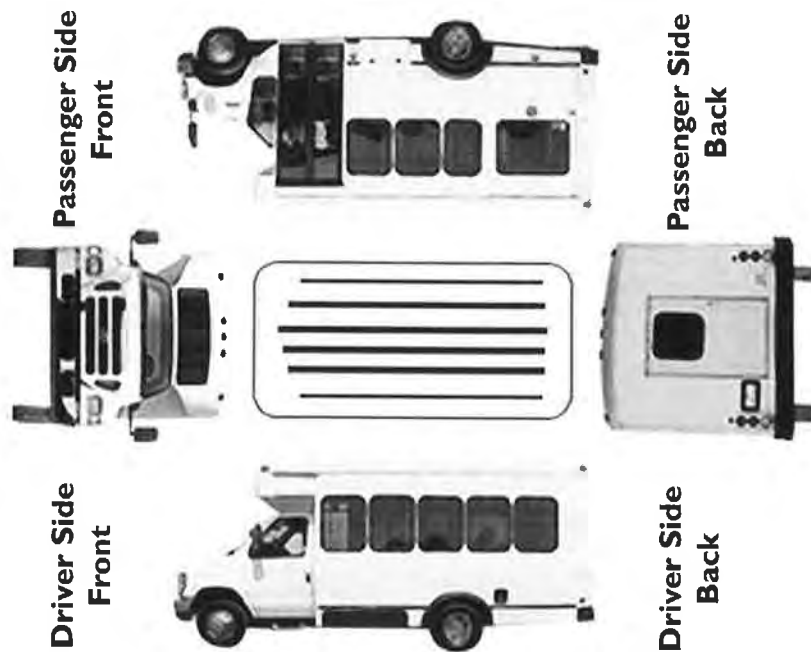
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 2.1

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 64 Asset # 993

Inventory Date: August 2019 Date Inspected 7/30/25

Make: Ford

Model: Starcraft Allstar

Year: 2019

ID/Serial Number/VIN: 1FDFE4FS9KDC46824

Mileage: 197,570

Date in Service: October 2019

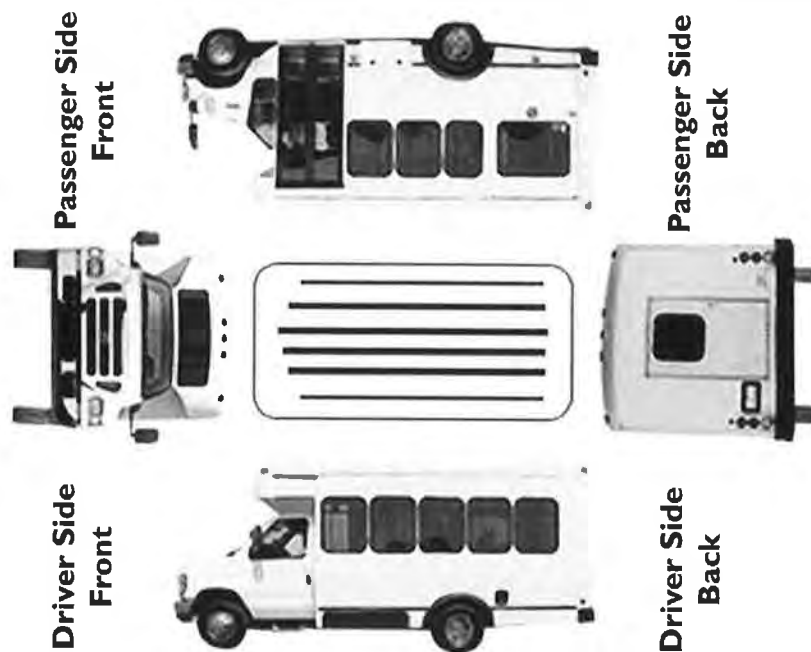
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 2.7

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 65 Asset # 992

Inventory Date: August 2019 Date Inspected 7/18/25

Make: Ford

Model: Starcraft Allstar

Year: 2019

ID/Serial Number/VIN: 1FDFE4FS0KDC46825

Mileage: 212,505

Date in Service: December 2019

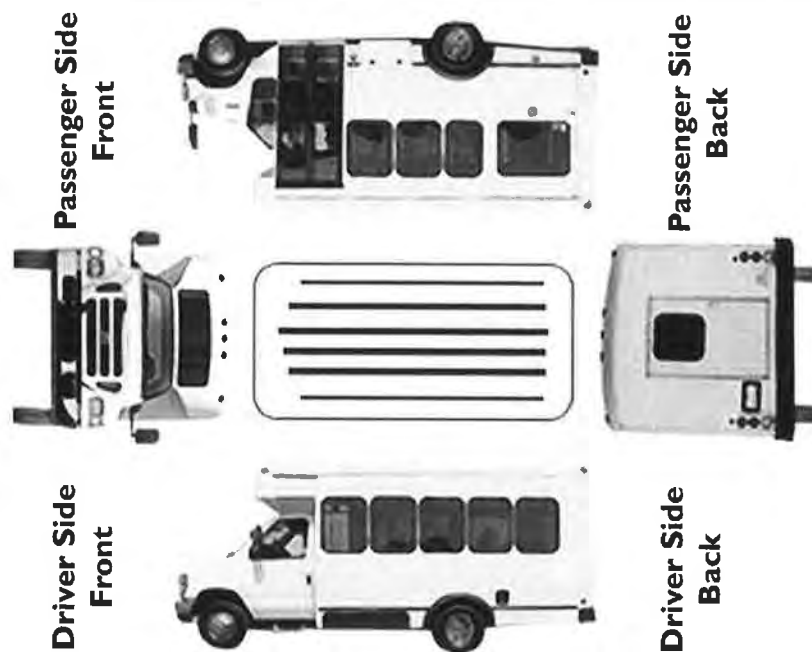
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 2.7

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 66 Asset # 991

Inventory Date: August 2019 Date Inspected 7/30/25

Make: Ford

Model: Starcraft Allstar

Year: 2019

ID/Serial Number/VIN: 1FDFE4FS2KDC46826

Mileage: 160,843

Date in Service: September 2019

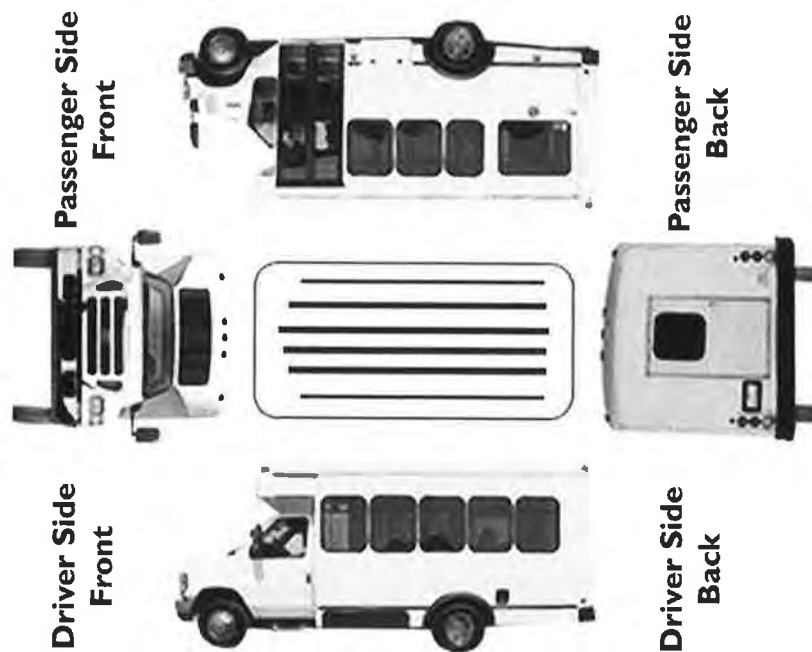
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 3.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 67 Asset # 969

Inventory Date: Date Inspected 7/30/25

Make: Gillig

Model: G31D102H4

Year: 2022

ID/Serial Number/VIN: 15GGD3116N3197590

Mileage: 104,838

Date in Service: November 28/2022

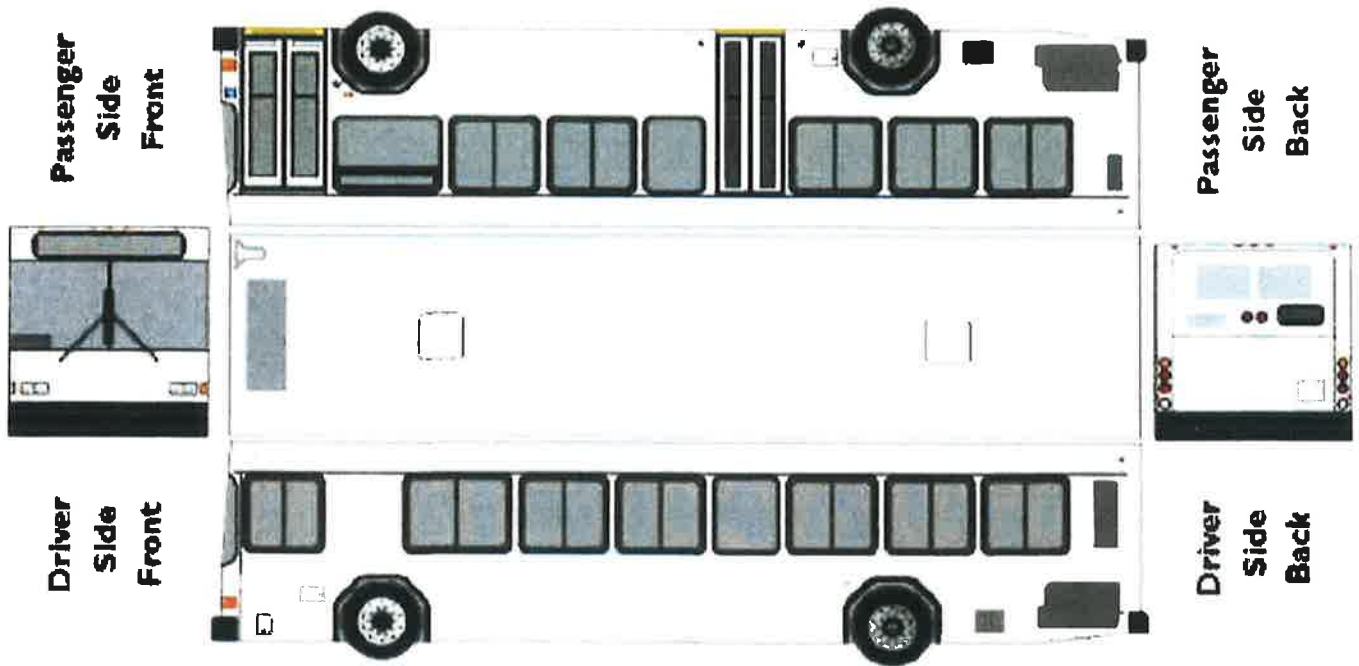
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 68 Asset # 112

Inventory Date: Date Inspected 7/30/25

Make: Gillig

Model: G31D102H4

Year: 2022

ID/Serial Number/VIN: 15GGD3118N3197591

Mileage: 113,042

Date in Service: November 28/2022

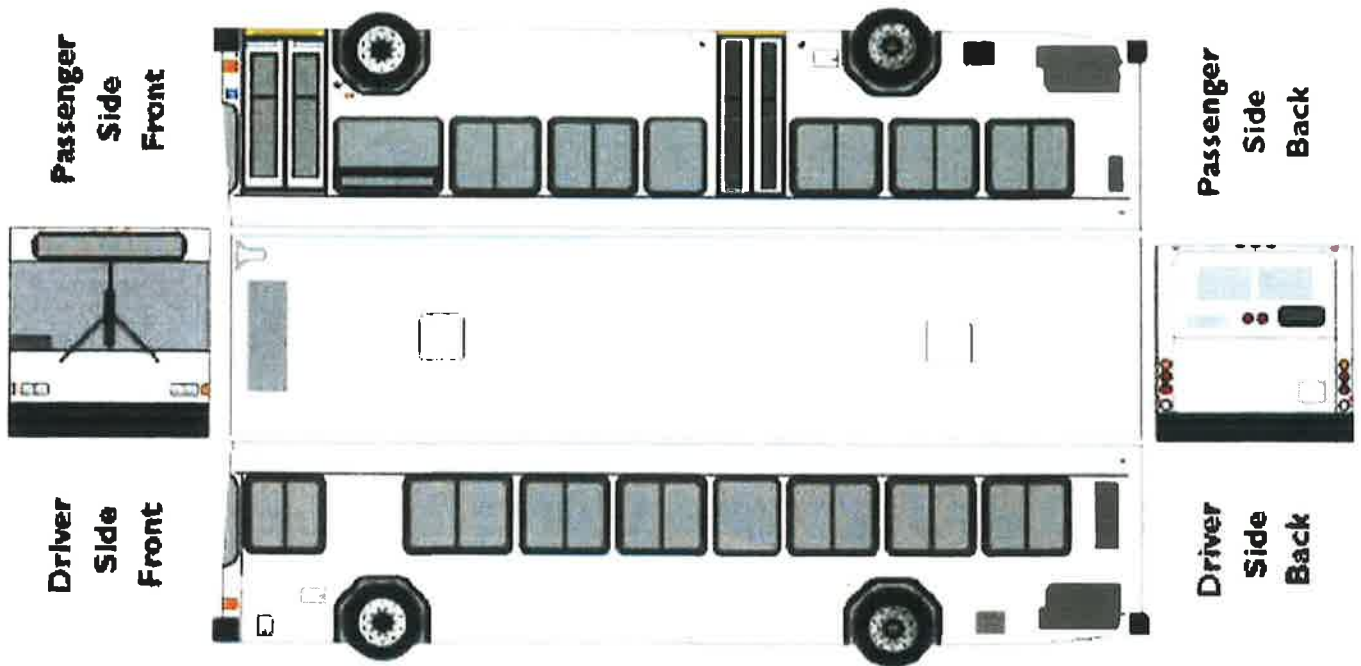
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 69 Asset # 208

Inventory Date: Date Inspected 7/30/25

Make: Gillig

Model: G31D102H4

Year: 2022

ID/Serial Number/VIN: 15GGD311XN3197592

Mileage: 100,082

Date in Service: November 28/2022

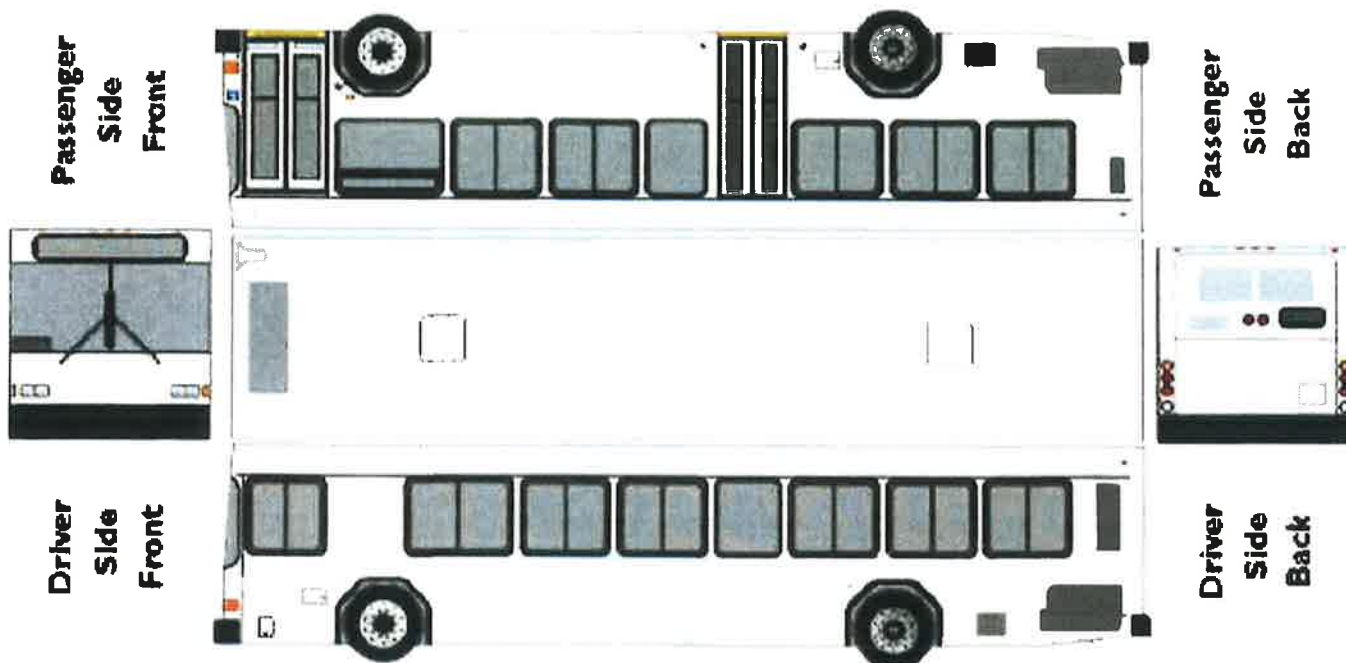
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 70 Asset # 113

Inventory Date: Date Inspected 7/18/25

Make: Gillig

Model: G31B102H4

Year: 2022

ID/Serial Number/VIN: 15GGD3111N3197593

Mileage: 109,163

Date in Service: November 28/2022

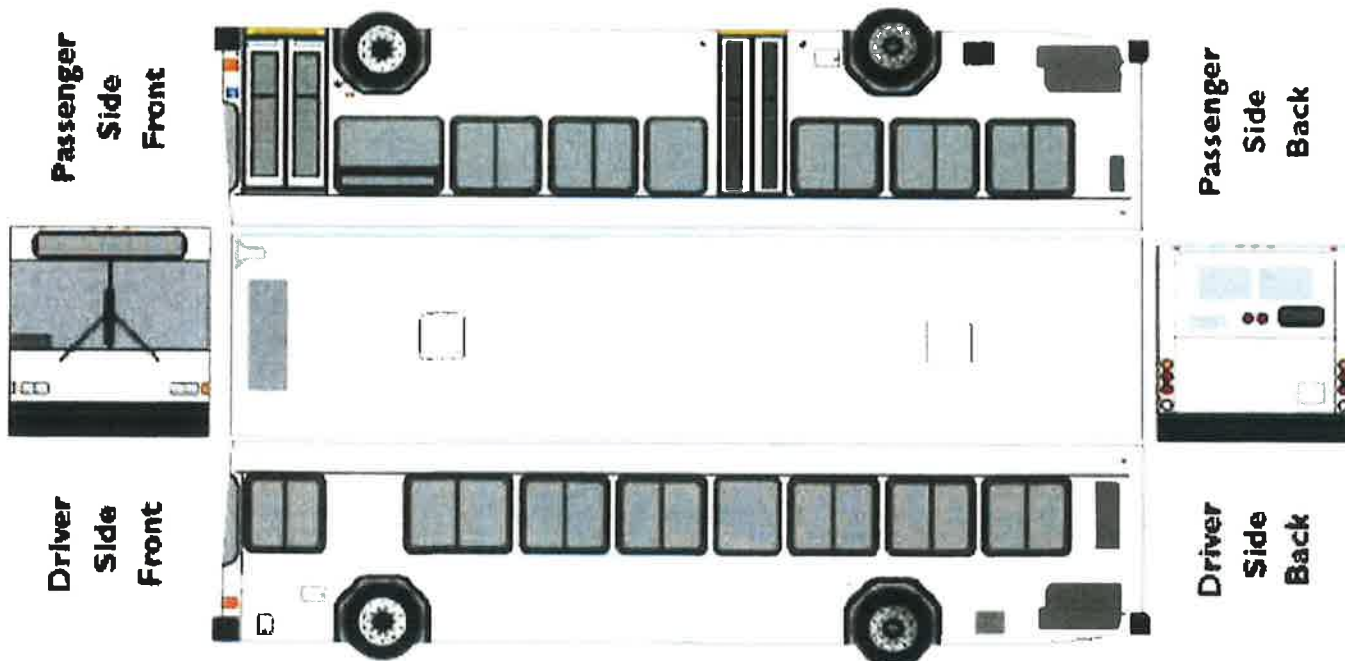
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 71 Asset # 139

Inventory Date: Date Inspected 7/30/25

Make: Gillig

Model: G31B102H4

Year: 2022

ID/Serial Number/VIN: 15GGB3116N3197594

Mileage: 126,047

Date in Service: November 28/2022

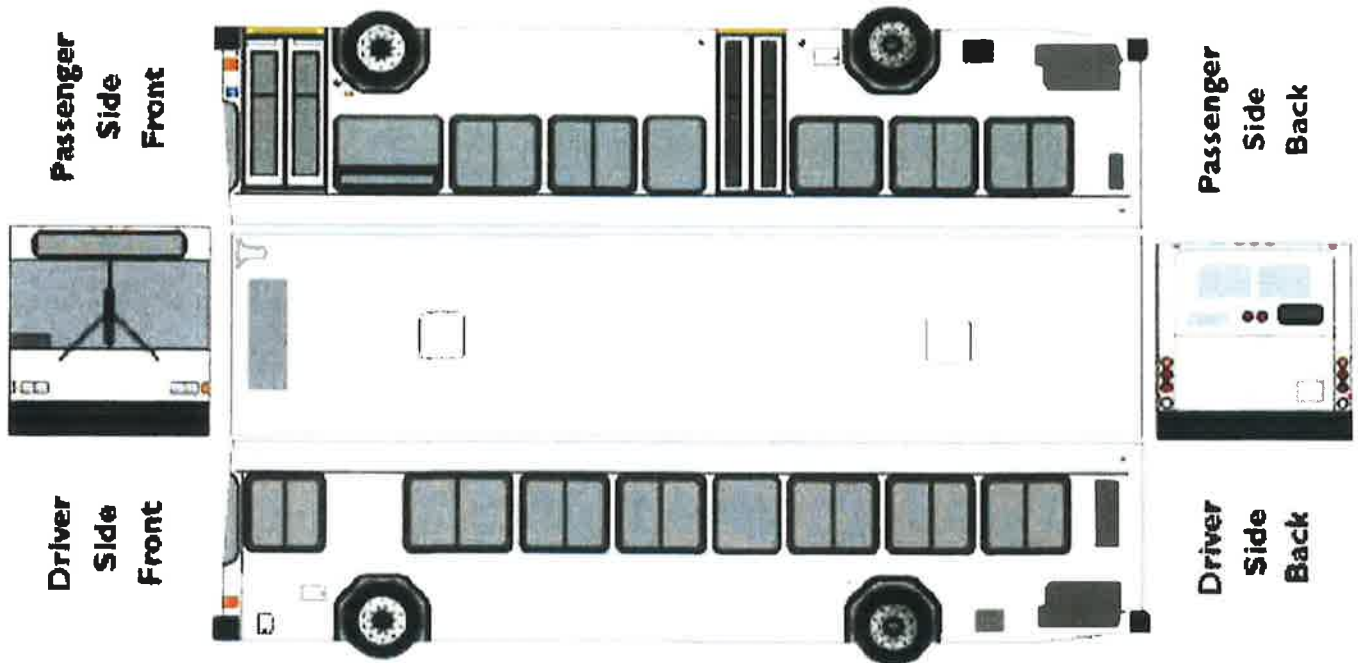
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 72 Asset # 168

Inventory Date: Date Inspected 7/13/25

Make: Gillig

Model: G31B102H4

Year: 2022

ID/Serial Number/VIN: 15GGB3118N3197595

Mileage: 124,793

Date in Service: November 28/2022

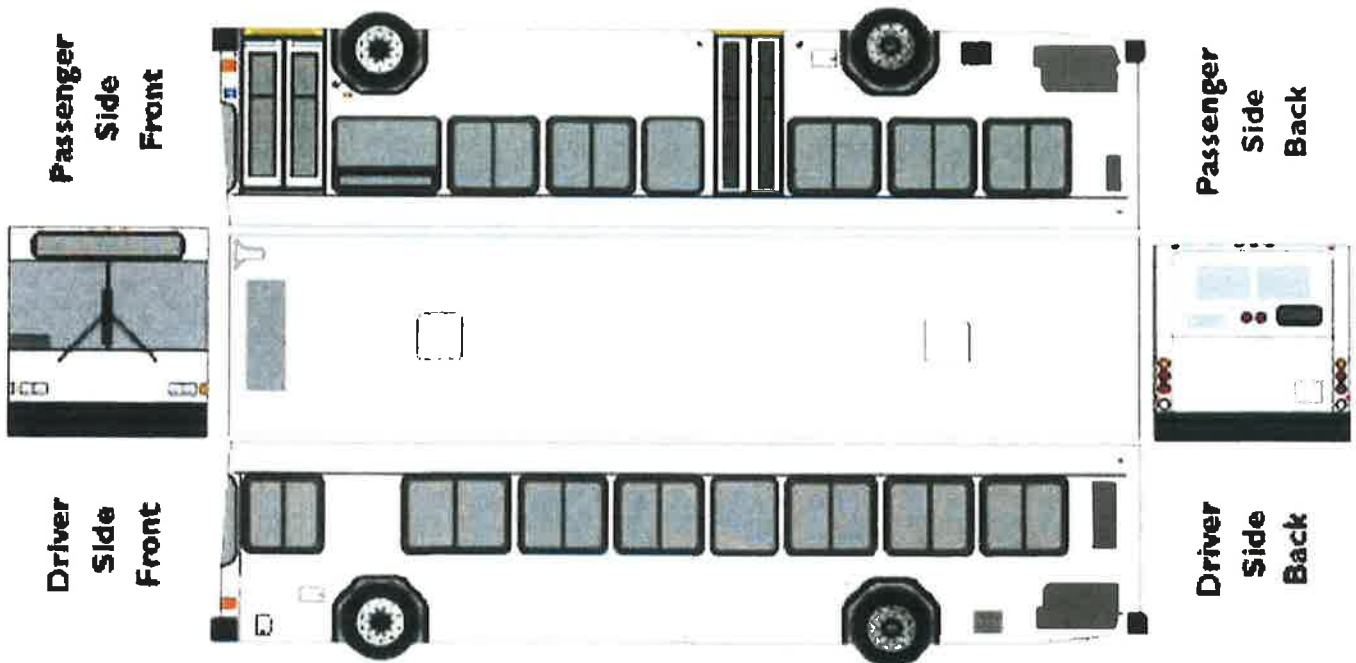
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 73 Asset # 254

Inventory Date: Date Inspected 7/30/25

Make: Gillig

Model: G31B102H4

Year: 2023

ID/Serial Number/VIN: 15GGB3110P3198498

Mileage: 58,639

Date in Service: March 2015

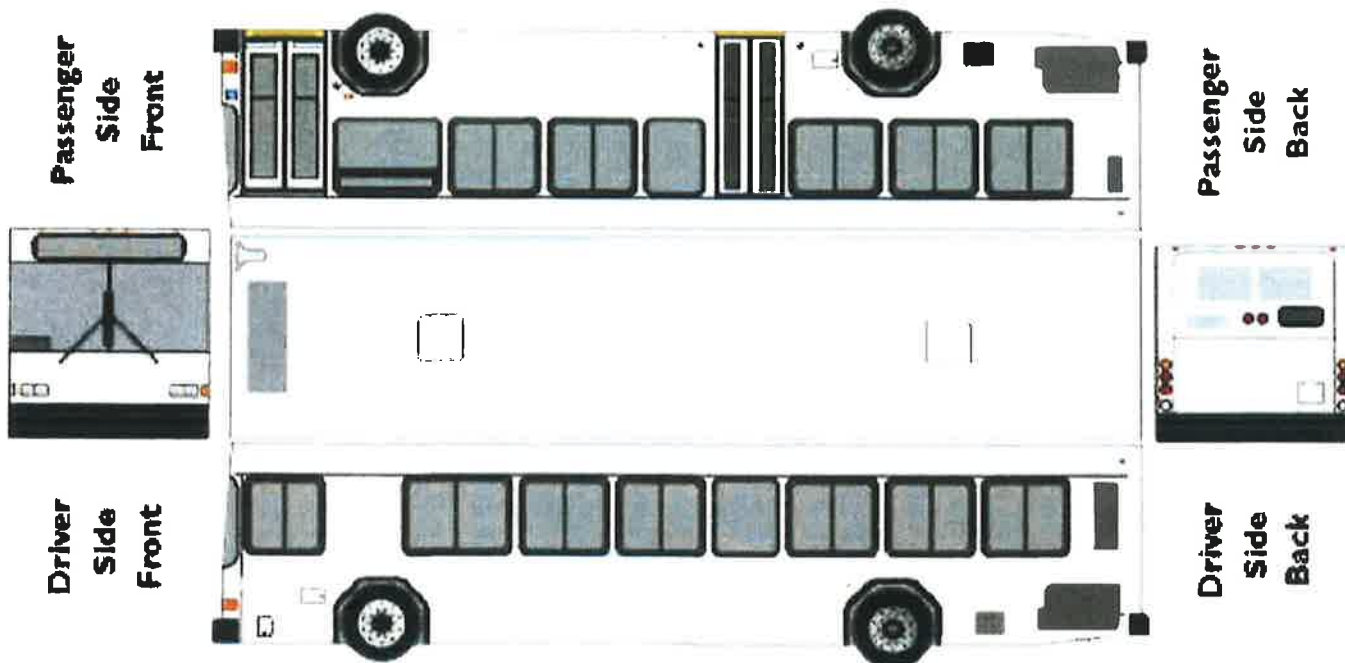
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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

☒ Yes

☐ No

☐ N/A

Fire extinguisher and fire suppression (if applicable)

☒ Yes

☐ No

☐ N/A

On board safety items (reflectors, triangles, etc)

☒ Yes

☐ No

☐ N/A

Lights (check headlights, taillights, and turn signals)

☒ Yes

☐ No

☐ N/A

Windshield wipers

☒ Yes

☐ No

☐ N/A

Horn

☒ Yes

☐ No

☐ N/A

Driver's seat belt

☒ Yes

☐ No

☐ N/A

Passenger seat belts

☐ Yes

☐ No

☒ N/A

Wheelchair lift/ramp in working order (if applicable)

☒ Yes

☐ No

☐ N/A

Cleanliness

☒ Yes

☐ No

☐ N/A

Scratches or dents (if yes highlight on diagram below)

☐ Yes

☒ No

☐ N/A



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 74 Asset # 170

Inventory Date: Date Inspected 7/30/25

Make: Ford High Roof Conversion Van

Model: Mobility Transit Van

Year: 2024

ID/Serial Number/VIN: 1FDVU4X81RKB31206

Mileage: 14,555

Date in Service: March 2015

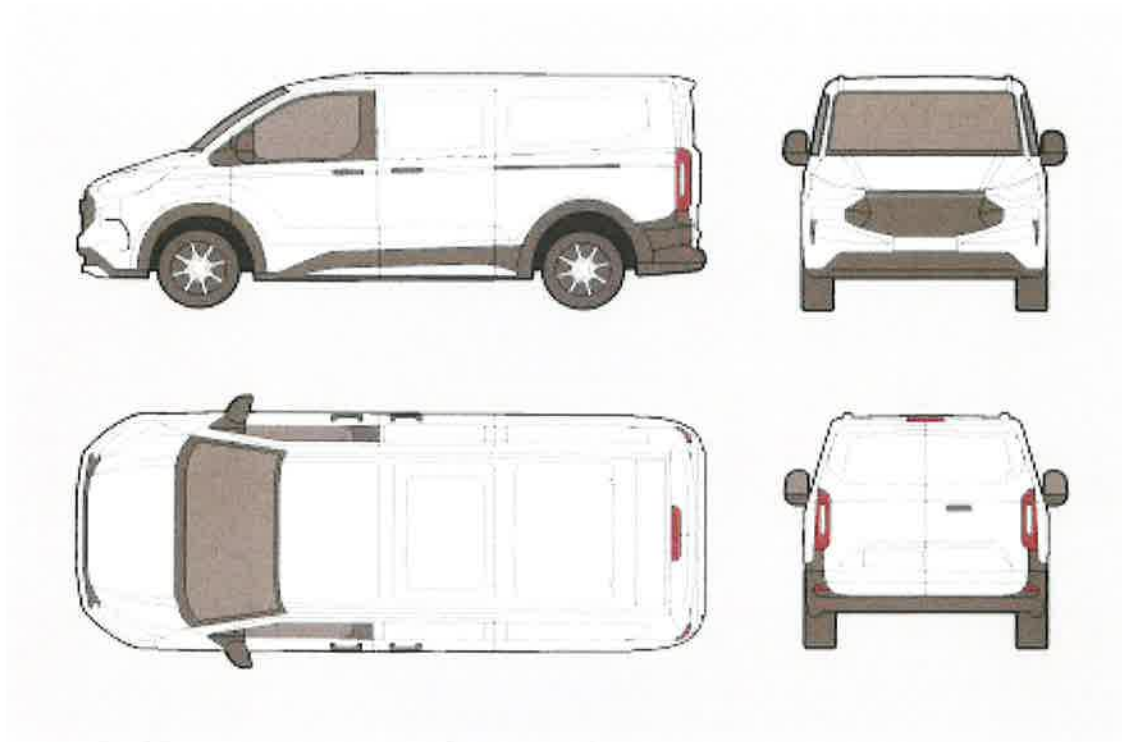
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 5.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit Unit 75 Asset # 222

Inventory Date: Date Inspected 7/30/25

Make: Ford High Roof Conversion Van

Model: Mobility Transit Van

Year: 2024

ID/Serial Number/VIN: 1FDVU4X8XRKB31009

Mileage: 11,560

Date in Service: March 2015

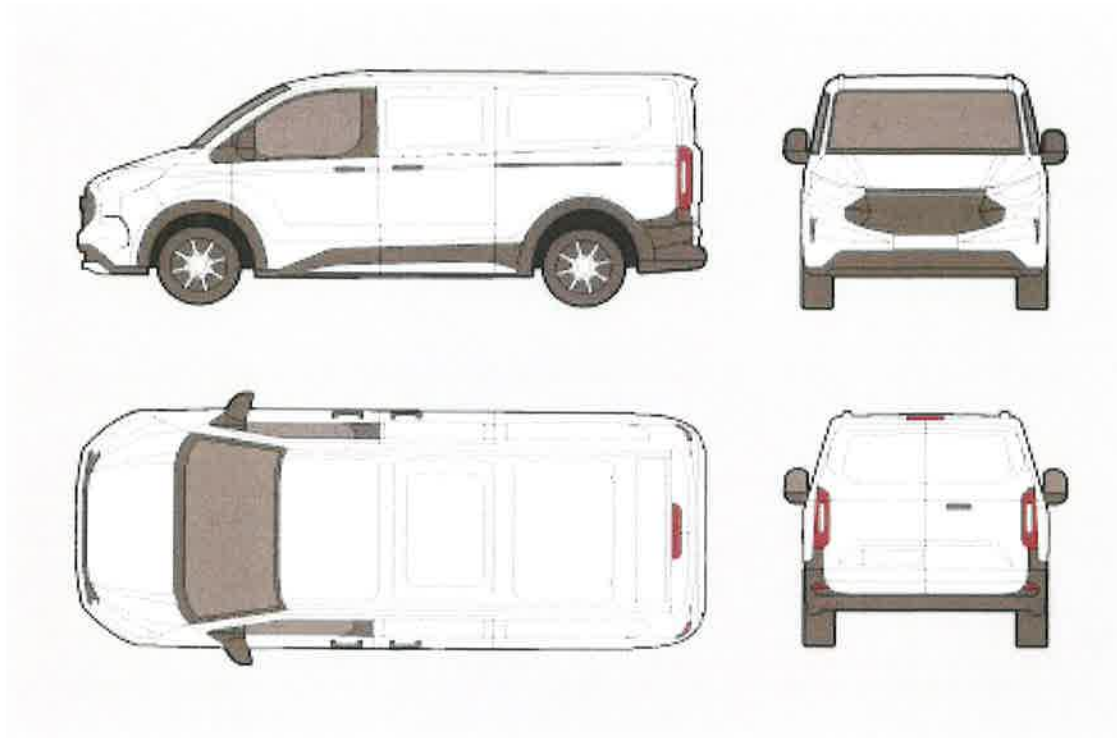
Vehicle Location: 6821 Jenny Lind Road, Fort Smith, AR 72908

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

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: 5.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

Appendix B: Facility Inspection Forms
(Insert your individual condition ratings/inventory forms if needed)



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
Facility Address: 6821 Jenny Lind Road
Facility Name: Administration Office Facility
Year Built or Replaced: 1988
Primary Mode Served: Fixed Route / Demand Response / Passenger
Square Feet: 9,600
Percent Capital Responsibility: 100%
Section of Larger Facility? ☐ Yes ☒ No

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

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	4	2.9
	Roof, gutters, eaves, skylights, pillars, and walls	2	
	Exterior windows, doors, and all finishes (paint and masonry)	3.9	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4	3.9
	Interior stairs and landings	4	
	Finishes: materials used on walls, floors, and ceilings	3.7	
Conveyance	Elevators and escalators	4	4
	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	5	4.5
	Heating/cooling generation and distribution systems	5	
	Testing, balancing, controls, and instrumentation	4	
	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	3.9
	Lighting and branch wiring (interior and exterior)	3.5	
	Communications and security	4	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	4	
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	5	4.8
	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): 32

Final Term Rating (CPLS/10): 4.0



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
Facility Address: 6827 Jenny Lind Road
Facility Name: Maintenance Garage (Renovated in 2010 and CNG Retro in 2019)
Year Built or Replaced: 1988
Primary Mode Served: Fixed Route / 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	☐
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	☐
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	☐
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	☐
Administrative Facility	Offices for management/supporting activities for transit operations	☐
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	☒
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	☒

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	4	3.66
	Roof, gutters, eaves, skylights, pillars, and walls	2.8	
	Exterior windows, doors, and all finishes (paint and masonry)	3.8	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4	4.03
	Interior stairs and landings	4	
	Finishes: materials used on walls, floors, and ceilings	4.1	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4.2	4.2
	Water supply	4.4	
	Sanitary waste	4	
	Rain water drainage	4.1	
HVAC	Energy supply	4.5	4.47
	Heating/cooling generation and distribution systems	4.6	
	Testing, balancing, controls, and instrumentation	4.5	
	Chimneys and vents	4.3	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4	3.86
	Lighting and branch wiring (interior and exterior)	3.8	
	Communications and security	3.8	
	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	4.6	4.45
	Site development, such as: fences, walls, and miscellaneous structures	N/A	
	Landscaping and irrigation	N/A	
	Site utilities	4.3	

Cumulative Primary Level Score (CPLS): 28.7

Final Term Rating (CPLS/10): 4.09



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
Facility Address: 6821 Jenny Lind Road
Facility Name: Bus Awning
Year Built or Replaced: 2010
Primary Mode Served: Fixed Route / 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	☐
	Light rail, cable car and streetcar passenger facilities that have platforms and serve track in a separate right of way	☐
	Motorbus, rapid bus, commuter bus, and trolley bus passenger facilities in a separate right of way that have an enclosed structure for passengers	☐
	Transportation, transit or transfer centers, park and ride facilities, and transit malls if they have an enclosed structure for passengers	☐
Administrative Facility	Offices for management/supporting activities for transit operations	☐
Maintenance	General Purpose – Garage of building for routine maintenance/repairs	☒
	Heavy Maintenance – Garage or building for engine/other major unit rebuilds	☐

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	4.75
	Roof, gutters, eaves, skylights, pillars, and walls	5.0	
	Exterior windows, doors, and all finishes (paint and masonry)	None	
	Balconies, fire escapes, gutters, and downspouts	None	
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	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	3.9	4.15
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	4.4	
HVAC	Energy supply	4.4	4.4
	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	4
	Standpipes	N/A	
	Hydrants and other fire protection specialties	4	
Electrical	Electrical service and distribution	4.5	4.4
	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	3.9	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	N/A	4.4
	Site development, such as: fences, walls, and miscellaneous structures	4.4	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 35.1

Final Term Rating (CPLS/10): 4.39



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
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: 1200
Percent Capital Responsibility: 100%
Section of Larger Facility? ☐ Yes ☒ No

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

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	4	4
	Roof, gutters, eaves, skylights, pillars, and walls	5	
	Exterior windows, doors, and all finishes (paint and masonry)	4	
	Balconies, fire escapes, gutters, and downspouts	3	
Interiors	Partitions: walls, interior doors, fittings, and signage	3.75	3.38
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	3	
Conveyance	Elevators and escalators	N/A	3
	Fixed apparatuses for the movement of goods or people	3	
Plumbing	Fixtures	3	3.5
	Water supply	4	
	Sanitary waste	3	
	Rain water drainage	4	
HVAC	Energy supply	4	3.81
	Heating/cooling generation and distribution systems	4	
	Testing, balancing, controls, and instrumentation	4.25	
	Chimneys and vents	3	
Fire Protection	Sprinklers	3	3.5
	Standpipes	N/A	
	Hydrants and other fire protection specialties	4	
Electrical	Electrical service and distribution	4	3.25
	Lighting and branch wiring (interior and exterior)	3	
	Communications and security	3	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	3	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	3.5	3.5
Site	Pedestrian areas and associated signage, marking, and equipment	4	3.31
	Site development, such as: fences, walls, and miscellaneous structures	4	
	Landscaping and irrigation	2.25	
	Site utilities	3	

Cumulative Primary Level Score (CPLS): 35.25

Final Term Rating (CPLS/10): 3.5



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
Facility Address: 6827 Jenny Lind Road
Facility Name: CNG Fueling Station
Year Built or Replaced: 2021
Primary Mode Served: Fixed Route / Demand Response
Square Feet: 1,600
Percent Capital Responsibility: 100%
Section of Larger Facility? ☐ Yes ☒ No

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

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	5	5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	5	5
	Roof, gutters, eaves, skylights, pillars, and walls	N/A	
	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	
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	N/A	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	N/A	
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	N/A	
HVAC	Energy supply	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	
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	5	4
	Lighting and branch wiring (interior and exterior)	5	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	4	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	5	4
	Site development, such as: fences, walls, and miscellaneous structures	5	
	Landscaping and irrigation	N/A	
	Site utilities	4	

Cumulative Primary Level Score (CPLS): 18.00

Final Term Rating (CPLS/10): 4.5



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
Facility Address: 6821 Jenny Lind Road
Facility Name: Passenger Awning (Transfer Station)
Year Built or Replaced: 2022
Primary Mode Served: Fixed Route
Square Feet: 5,500
Percent Capital Responsibility: 100%
Section of Larger Facility? ☐ Yes ☒ No

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

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	5.0	5.0
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	5.0	4.85
	Roof, gutters, eaves, skylights, pillars, and walls	4.7	
	Exterior windows, doors, and all finishes (paint and masonry)	None	
	Balconies, fire escapes, gutters, and downspouts	None	
Interiors	Partitions: walls, interior doors, fittings, and signage	5.0	5.0
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	5.0	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	5.0	5.0
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	5.0	
HVAC	Energy supply	5.0	5.0
	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	5.0
	Standpipes	N/A	
	Hydrants and other fire protection specialties	5.0	
Electrical	Electrical service and distribution	5.0	5.0
	Lighting and branch wiring (interior and exterior)	5.0	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	5.0	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	N/A	5.0
	Site development, such as: fences, walls, and miscellaneous structures	5.0	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 39.88

Final Term Rating (CPLS/10): 4.98



Facility Inventory & Condition Assessment Form

Agency Name: Fort Smith Transit
Inventory Date: 7/30/25 (Inspected)
Facility Address: 6827 Jenny Lind Road
Facility Name: Emergency Generator
Year Built or Replaced: 2022
Primary Mode Served: Fixed Route / Demand Response
Square Feet: 200
Percent Capital Responsibility: 100%
Section of Larger Facility? ☐ Yes ☒ No

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

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	5	5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	5	5
	Roof, gutters, eaves, skylights, pillars, and walls	N/A	
	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	
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	N/A	
Conveyance	Elevators and escalators	N/A	
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	N/A	
	Water supply	N/A	
	Sanitary waste	N/A	
	Rain water drainage	N/A	
HVAC	Energy supply	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	
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	5	5
	Lighting and branch wiring (interior and exterior)	N/A	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	5	
Fare Collection	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement	N/A	
Site	Pedestrian areas and associated signage, marking, and equipment	4.75	4.92
	Site development, such as: fences, walls, and miscellaneous structures	5	
	Landscaping and irrigation	N/A	
	Site utilities	5	

Cumulative Primary Level Score (CPLS): 19.92

Final Term Rating (CPLS/10): 4.98

Appendix C: Site Visit Photos



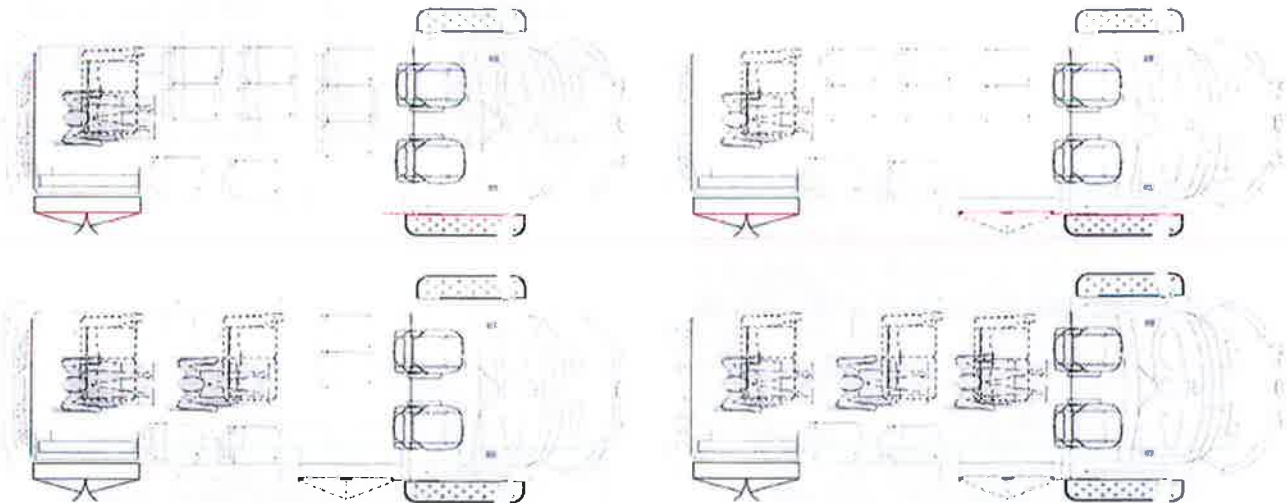
MobilityTRANS



- Available City Spector and Transit Powertrain
- 100 or 150-hp capacity APU, wheelchair lifts. Wide variety of features
- Ford, Chevrolet or GM Transit models
- Multiple seating and wheelchair configurations available

MULTIPLE CONFIGURATIONS

MobilityTRANS offers a variety of seating configurations to customize the Ford Transit to meet your transportation needs.



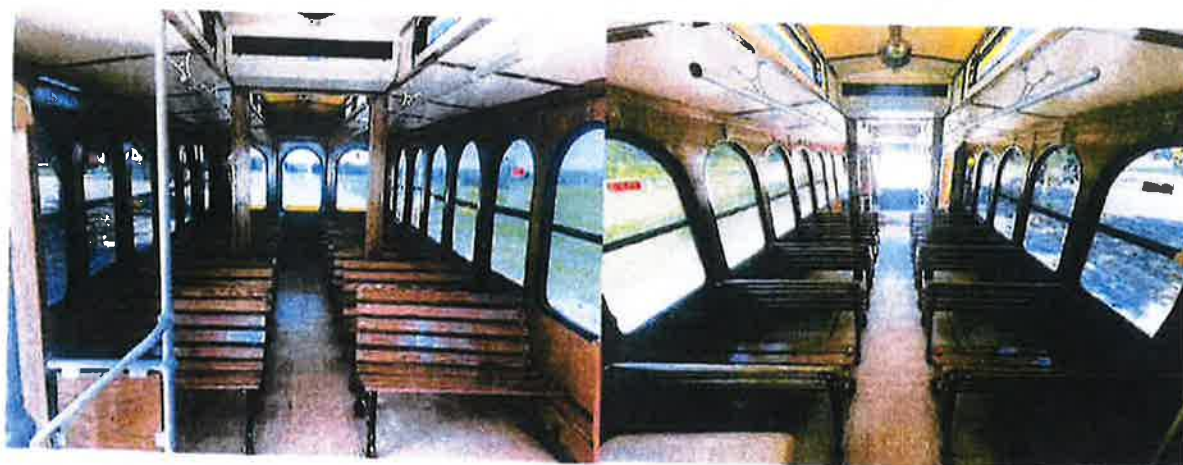
About MobilityTRANS

Founded in 1987, MobilityTRANS is a privately owned company providing a one-stop shop for all your nonprofit passenger transportation needs. MobilityTRANS is a manufacturer of small buses, ADA Para Transits, van conversions, shuttles, and private transportation vans. All vehicles are pre-owned and exceed NHTSA, FMVSS, NHTSA, ADA, and other applicable standards. We have the largest facility in the U.S. dedicated solely to building vans for commercial passenger transport.















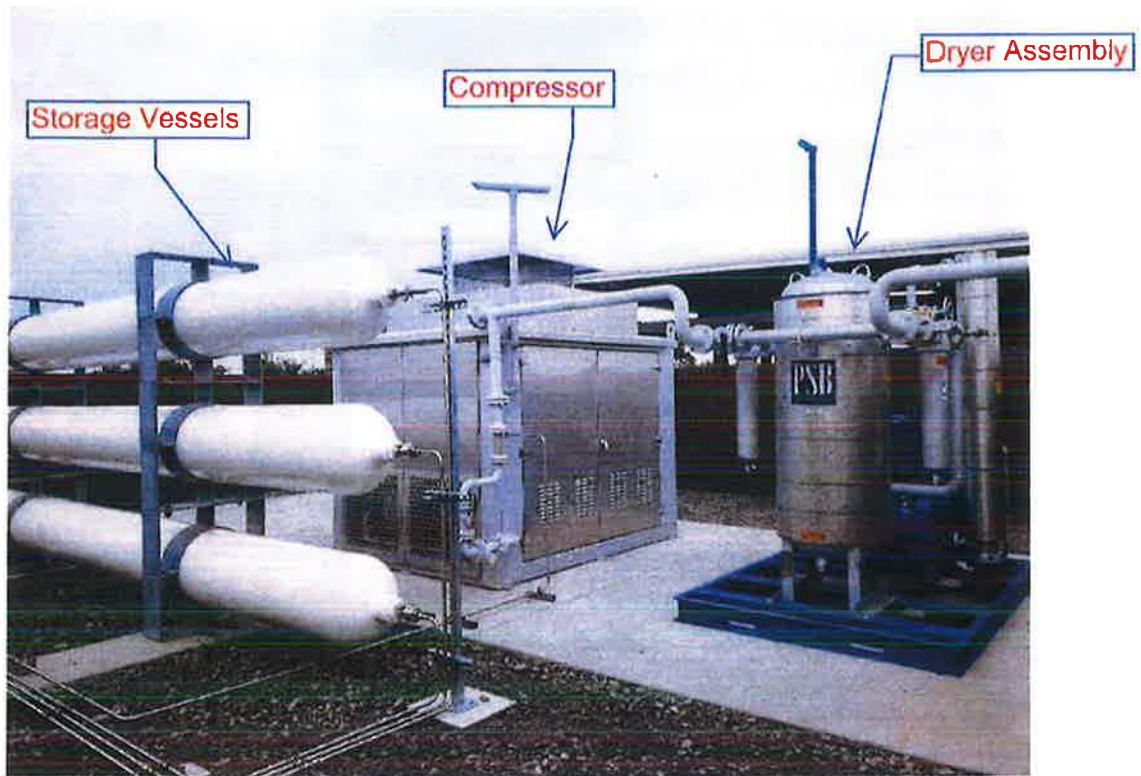


Fort Smith Transit CNG Fueling Station





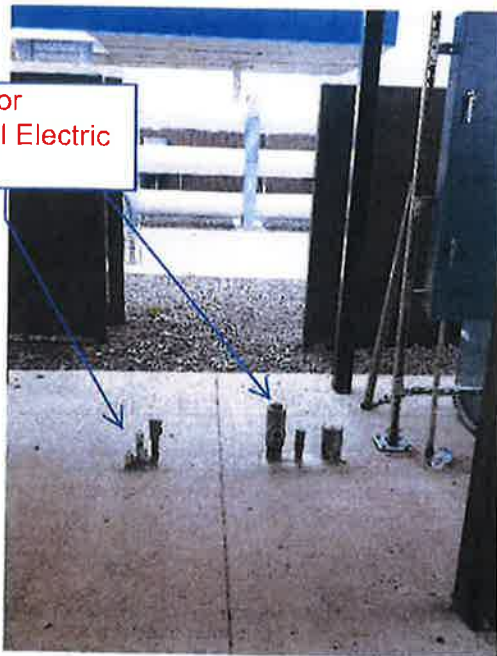
CNG Infrastructure



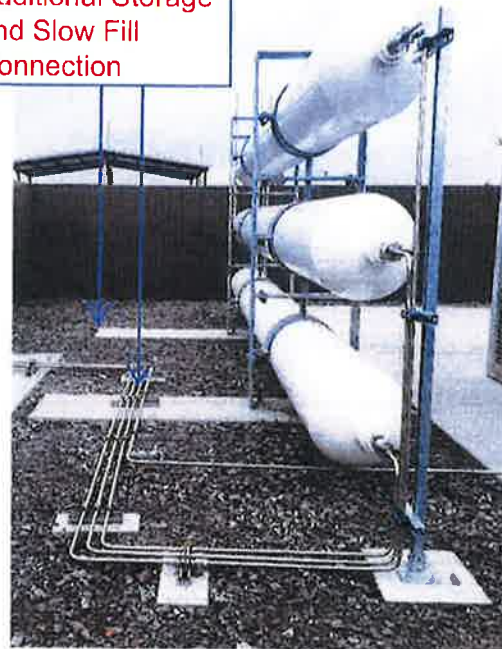
CNG Future Expansion Infrastructure



Conduit for Additional Electric Panel



Storage Vessel Pad and Tubing for Additional Storage and Slow Fill Connection



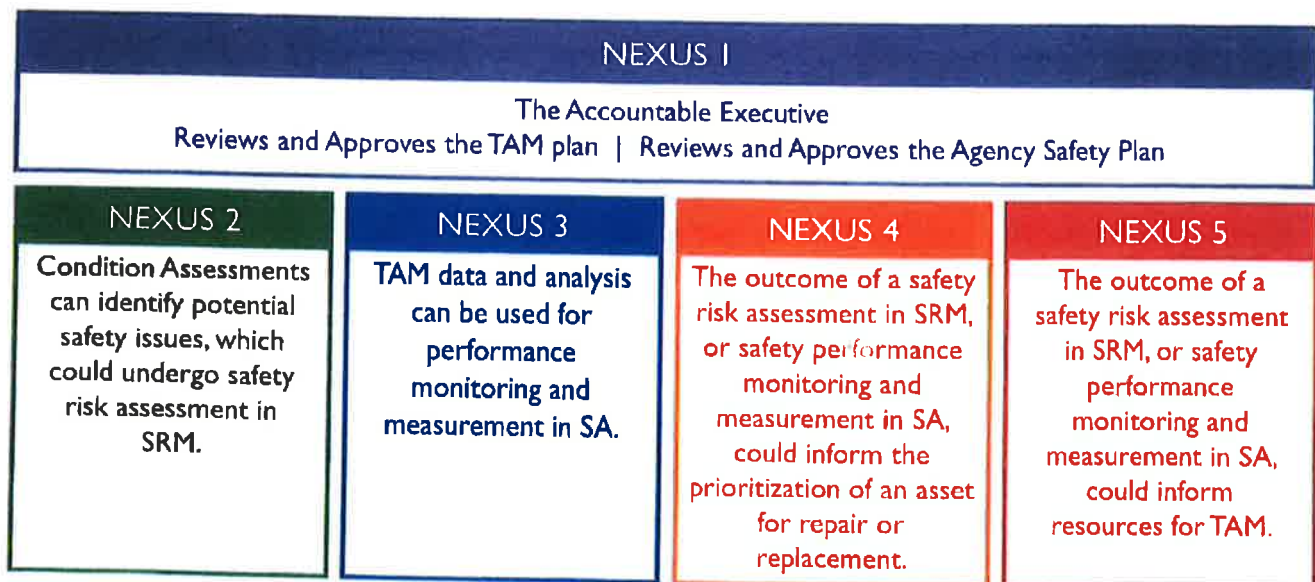
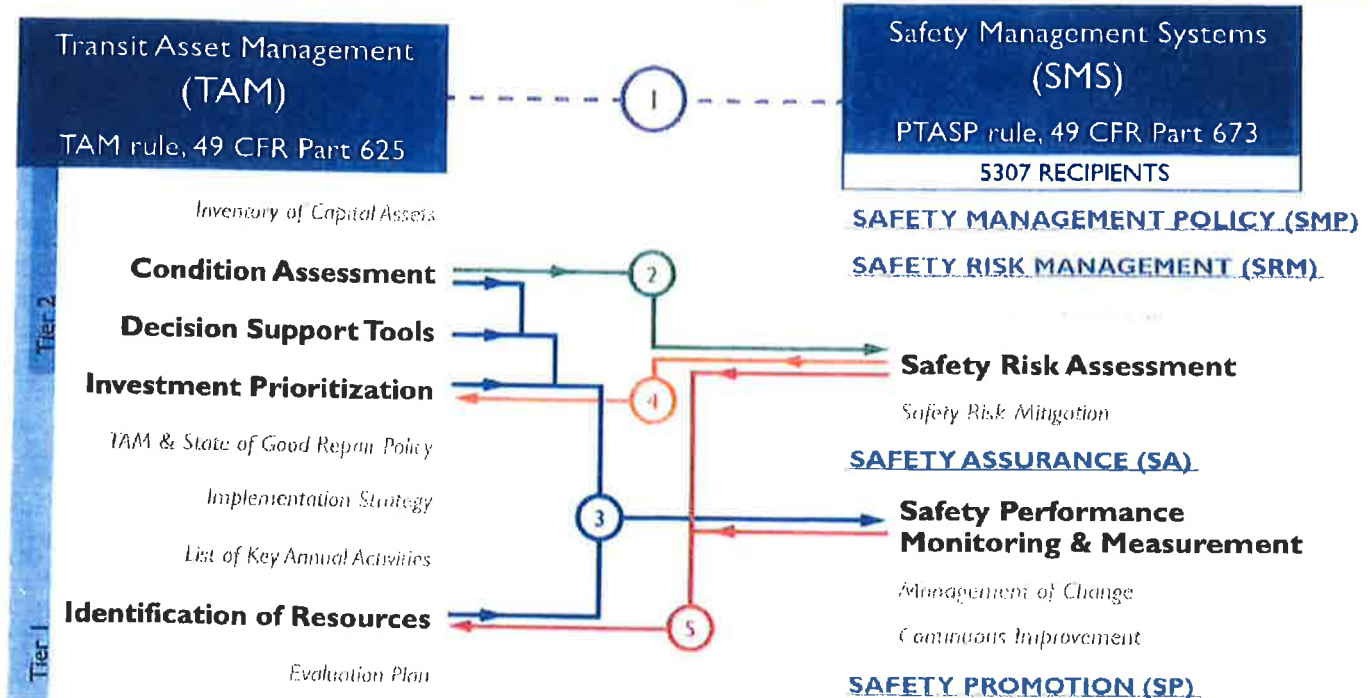
CNG Safety Stop Switches



Nexus of Transit Asset Management & Safety Management Systems



U.S. Department of Transportation
Federal Transit Administration



While there are no formal requirements linking TAM and SMS, there are many opportunities to share information and analysis between the two processes, thus improving actions and decision making agency wide.