

APPENDIX A

COMMUNITY OUTREACH PLAN, 2040 MTP PUBLIC OPINION SURVEY (ENGLISH
AND SPANISH) AND PUBLIC COMMENTS

2040 MTP COMMUNITY OUTREACH PLAN - JULY 2014 THROUGH MARCH 2016

DATE	FORUMS/EVENTS/ACTIVITIES	LOCATION
JUL 2014	Staff – Begin to organize and develop materials for outreach activities.	NWARPC (on bus route)
AUG 2014	TAC and RPC/Policy Cmte – formal notification of MTP development process.	NWARPC (on bus route)
SEP 2014	<ul style="list-style-type: none">Initial COP introduced to TAC.Establish a Facebook page and an online email for ease in submitting public comments.Post the Transportation Survey, in English and Spanish, online.Post the Wiki map online.	
SEP 18, 2014	Kick Off Public Forum, noon to 6:00 pm.	NWARPC (on bus route)
NOV 2014	Further refinement of outreach materials.	
DEC 2014	Begin meeting with 25 local jurisdictions toward adoption of individual trail plans as part of the Regional Bike and Pedestrian Master Plan, which is included in the MTP.	Elm Springs, Fayetteville, Lowell, Elkins, Tontitown
JAN-2015	<ul style="list-style-type: none">Continue meeting with local jurisdictions toward adoption of individual trail plans.Hold two Public Forums – NWA Open Space Plan, to be included in the MTP	Siloam Springs, Gentry, Greenland
FEB 2015	<ul style="list-style-type: none">Continue meeting with local jurisdictions toward adoption of individual trail plans.Distribute surveys and comment cards to city halls, community centers, libraries, and the University.	Greenland, Goshen, Centerton
FEB 19, 2015	Update TAC on MTP development and COP.	NWARPC (on bus routes)
MAR 2015	<ul style="list-style-type: none">Continue meeting with local jurisdictions toward adoption of individual trail plans.NWA Open Space Stakeholders meetings.	Gravette, Centerton
MAR 18, 2015	<ul style="list-style-type: none">Meet with local and state environmental agencies.Meet with the NWA MS4 Compliance Group – to discuss stormwater runoff management as it pertains to open space and the MTP.	NWARPC (on the bus route)
MAR 19, 2015	Update TAC on MTP and COP.	
APR 2015	<ul style="list-style-type: none">Engage the press – look for opportunities to publish articles, or do interviews, about the MTP, Bike-Ped Plan and Open Space Plan.Make arrangements for outreach efforts through meetings with community organizations, local and state agencies, and individual stakeholders.Make arrangements for public forums to be held in May.	
APR 16, 2015	Present the Congestion Management Process Report to the TAC. The CMP will be included in the MTP. Use the information from the Report in public forums.	NWARPC (on the bus route)
MAY 2015	<ul style="list-style-type: none">Hold two public forums in NWA.Continue to plan and attend outreach forums and activities connected to other plans and studies NWARPC is involved in to gather public input.Continue to engage the press.Monitor Facebook, Wiki map, and survey for public sentiment; continue through the duration of the public comment period.	
MAY 21, 2015	<ul style="list-style-type: none">Update TAC on MTP development and COP.	NWARPC (on bus route)
JUN 2015	<ul style="list-style-type: none">Continue all previous activities pertaining to engaging the public.Hold a public forum in McDonald County.Hold public forums in conjunction with Open Space Plan.Evaluate public forums, and incorporate information into MTP goals and recommendations.Assemble subcommittees, such as the Vision and Goals Committee and the Management and Operations Committee.	
JUL & AUG 2016	Continue outreach activities and evaluations.	
JUL 16, 2015	Update TAC on MTP development and COP.	Siloam Springs Community Building
AUG 20, 2015	Update TAC on MTP development and COP.	NWARPC (on bus route)
SEP 2015	Continue to collect public comment, but September 30 will be the cut-off in terms of using the online and paper surveys and the Wiki map in order to begin to compile and analyze public input.	
SEP 17, 2015	Update TAC on COP; Vision and Goals Committee – update the MTP vision and goals with public input gathered over the past year.	NWARPC (on bus route)
OCT, NOV & DEC 2015	<ul style="list-style-type: none">Continue to compile and analyze public input.Incorporate public input into MTP goals and recommendations.Vision and Goals Committee develops vision and goals for MTP; present to TAC for approval.Continue to update TAC on MTP development.Staff composes Draft MTP; TAC and RPC/Policy Committee review begins on December 30, 2015.	
JAN 2016	Incorporate any public comments into the official Draft MTP.	
JAN 21, 2016	Final Public Forum – noon until 6:00 pm; 30-day public comment period to close on February 21, 2016.	NWARPC (on bus route)
FEB 2016	Public comment period closed; incorporate public comments into final Draft MTP.	
MAR 23, 2016	RPC/Policy Committee approval of MTP.	NWARPC (on bus route)

2040 Metropolitan Transportation Plan Public Opinion Survey

The **Northwest Arkansas Regional Planning Commission (NWARPC)**, the transportation planning organization in Northwest Arkansas is currently updating its Metropolitan Transportation Plan. The draft plan, under development, will guide transportation improvements through the year 2040.

Your opinion is very important. Since transportation affects everyone in the region, feedback from citizens is needed. Please take a moment to answer the following questions and share your suggestions about transportation. Please circle each answer and return this survey no later than July 31, 2015. You can also complete the survey online at <http://nwarpc.org>. Thank you.

A. On a scale of 1 to 5, with 1 being unacceptable and 5 being excellent, please rank the following:

My commute time to work (length of time)	1	2	3	4	5
Reliability of commute (same length of time every day)	1	2	3	4	5
Other trips, such as shopping (length of time)	1	2	3	4	5
Traffic congestion on Northwest Arkansas roadways	1	2	3	4	5
Availability of transit in Northwest Arkansas	1	2	3	4	5
The safety of Northwest Arkansas roadways	1	2	3	4	5
Availability of sidewalks	1	2	3	4	5
Availability of multi-use trails	1	2	3	4	5
Availability of on-road bicycle facilities	1	2	3	4	5
Safety of on-road bicycle facilities	1	2	3	4	5
Traffic signals and signage	1	2	3	4	5
Northwest Arkansas efforts to improve transportation	1	2	3	4	5

B. On a scale of 1 to 5, with 1 being not important and 5 being very important, please rank the following transportation improvements:

Adding lanes to I-49	1	2	3	4	5
Adding interchanges to I-49	1	2	3	4	5
Improving I-49 interchanges	1	2	3	4	5
Adding overpasses to I-49	1	2	3	4	5
Building new roads	1	2	3	4	5
Improving road safety	1	2	3	4	5
Expanding the bus system	1	2	3	4	5
Adding lanes to other roadways	1	2	3	4	5
Completing a 4 and 5 lane regional grid network	1	2	3	4	5
Providing transportation for people with disabilities	1	2	3	4	5
Building sidewalks	1	2	3	4	5
Building trails	1	2	3	4	5
Providing bicycle lanes	1	2	3	4	5
Providing bicycle facilities	1	2	3	4	5
Developing rideshare/carpool programs	1	2	3	4	5
Planning/developing a commuter rail system	1	2	3	4	5
Using technology to improve congestion (Changeable highway message signs, signal coordination, etc.)	1	2	3	4	5

C. On a scale of 1 to 5, with 1 being unacceptable and 5 being acceptable, please rank the following strategies to improve transportation in Northwest Arkansas:

Increase gas tax	1	2	3	4	5
Increase sales tax	1	2	3	4	5
Build toll roads	1	2	3	4	5
Improve public transportation	1	2	3	4	5
Maintain the Status quo (no change to current conditions)	1	2	3	4	5

D. In your opinion, which are the 3 transportation priorities in Northwest Arkansas?

1. _____
2. _____
3. _____

E. Please share any additional comments you may have.

Please tell us about yourself:

Where do you live?

- ☐ Benton County
- ☐ Washington County
- ☐ McDonald County
- ☐ Other

How old are you?

- ☐ 10-20
- ☐ 21-45
- ☐ 46-55
- ☐ 56-65
- ☐ Over 65

Zip code where you live? _____

Zip code where you work? _____

Approximately how many miles do you live from I-49?

- ☐ Under 5
- ☐ 5-10
- ☐ 11-20
- ☐ 21-30

Do you use a bicycle or walk to commute to work or for other types of trips?

- ☐ Yes
- ☐ No

If your answer is Yes, how often?

- ☐ Daily
- ☐ 2-3 times a week
- ☐ Once a week
- ☐ Several times a month
- ☐ Other

Do you use public transportation to commute to work or for other types of trips?

- ☐ Yes
- ☐ No

If your answer is Yes, how often?

- ☐ Daily
- ☐ 2-3 times a week
- ☐ Once a week
- ☐ Several times a month
- ☐ Other

Do you have regular access to a motor vehicle for work and other types of trips?

- ☐ Yes
- ☐ No

Thank you for taking the time to complete this survey. Your opinion is very important to us. Please fold and return this survey to the address listed below or fax it to (479) 751-7150.

For additional copies of the survey or to complete it online, go to nwarpc.org or call (479) 751-7125.

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Northwest Arkansas Regional Planning Commission

1311 Clayton St.

Springdale, AR 72762

Plan de Transporte Metropolitano 2040 NWA (MTP)

Encuesta de Opinión Pública

La Comisión Regional de Planeación del Noroeste de Arkansas, y la Organización de Planeación de Transporte del Noroeste de Arkansas están actualizando su plan de transporte a largo plazo. El bosquejo del plan bajo desarrollo creará una visión para las mejoras del transporte de ahora hasta el año 2040.

Su opinión es muy importante. Puesto que el transporte afecta a todos en la región, los comentarios de los ciudadanos es necesario. Por favor tome un momento para contestar las siguientes preguntas y compartir sus sugerencias sobre el transporte. Si cada respuesta círculo y devolver esta encuesta a más tardar el 31 de julio 2015. Usted también puede completar la encuesta en línea en www.nwarpc.org. Gracias.

En una escala del 1 al 5, 1 representa pobre y 5 excelente, por favor clasifique lo siguiente:

Mi viaje diario para ir al trabajo (tiempo de duración)	1	2	3	4	5
Vialidad del viaje (el mismo tiempo de duración cada día)	1	2	3	4	5
Otros viajes, tales como ir de compras (tiempo de duración)	1	2	3	4	5
Congestión del tráfico en las carreteras del Noroeste de Arkansas	1	2	3	4	5
Disponibilidad de tránsito en el Noroeste de Arkansas	1	2	3	4	5
La seguridad en las calles del Noroeste de Arkansas	1	2	3	4	5
La disponibilidad de aceras	1	2	3	4	5
La disponibilidad de senderos de uso múltiple	1	2	3	4	5
La disponibilidad de carriles en la calle para bicicletas	1	2	3	4	5
La seguridad de los carriles en la calle para bicicletas	1	2	3	4	5
Señales y rótulos de tráfico	1	2	3	4	5
Los esfuerzos del Noroeste de Arkansas para mejorar el transporte	1	2	3	4	5

B. En una escala del 1 al 5, siendo 1 no muy importante y el 5 muy importante, por favor clasifique las siguientes mejoras al transporte:

Añadir carriles a la autopista I-49	1	2	3	4	5
Añadir cruces en la autopista I-49	1	2	3	4	5
Mejoras a los cruces en la autopista I-49	1	2	3	4	5
Añadir pasos elevados a la autopista I-49	1	2	3	4	5
Construcción de nuevas calles	1	2	3	4	5
Mejoras a la seguridad en las calles	1	2	3	4	5
Ampliar el sistema de autobús	1	2	3	4	5
Añadir carriles a otras calles	1	2	3	4	5
Completar de 4 a 5 carriles a la cadena regional	1	2	3	4	5
Construcción de curva alrededor de la región	1	2	3	4	5
Proveer transporte para personas discapacitadas	1	2	3	4	5
Proveer aceras	1	2	3	4	5
Proveer carriles en la calle para bicicletas	1	2	3	4	5
Proveer carriles fuera de la calle para bicicletas	1	2	3	4	5
Proveer instalaciones para bicicletas (ej. armarios/percheros)	1	2	3	4	5
Desarrollar programas de uso compartido/carpool	1	2	3	4	5
Planificar/desarrollar programa de ferrocarril para pasajeros	1	2	3	4	5
Usar la tecnología para mejorar la congestión del tránsito	1	2	3	4	5
(Letrero electrónico de mensajes en la autopista, señales, coordinación, etc.)					

C. En una escala del 1 al 5, siendo 1 inaceptable y el 5 aceptable, por favor clasifique las siguientes estrategias para mejorar el transporte en el Noroeste de Arkansas:

Status quo (no cambiar el progreso actual)	1	2	3	4	5
Aumentar el impuesto de la gasolina	1	2	3	4	5
Aumentar el impuesto en las ventas	1	2	3	4	5
Construir peajes en las carreteras	1	2	3	4	5
Aumentar el transporte público	1	2	3	4	5

D. Por favor enumere tres de sus prioridades más importantes para mejorar el transporte en el Noroeste de Arkansas:

1. _____
2. _____
3. _____

E. Por favor comparta cualquier comentario adicional que usted pueda tener:

Por favor díganos algo sobre usted:

¿Dónde vive?
____ Condado de Benton
____ Condado de Washington
____ Condado de McDonald
Condado de _____

¿Cuántos años tienes?
____ 10-20 años
____ 21-45 años
____ 46-55 años
____ 56-65 años
____ Más de 65 años

¿Cuál es el código postal de donde vive?

Aproximadamente, ¿a cuántas millas usted vive de la I-540?
____ Menos de 5 millas
____ 5-10 millas
____ 11-20 millas
____ 21-30 millas

¿Cuál es el código postal de donde usted trabaja? _____

¿Utiliza una bicicleta para ir al trabajo o para otros tipos de viajes?
____ Sí ____ No

¿Utiliza usted el transporte público para ir al trabajo o para otros tipos de viajes?
____ Si ____ No

Si su respuesta es Sí, ¿con qué frecuencia?
____ Diario
____ 2-3 veces a la semana
____ Una vez a la semana
____ Varias veces a la semana
____ Varias veces al mes
____ Otro

Si su respuesta es Sí, ¿con qué frecuencia?
____ Diario
____ 2-3 veces a la semana
____ Una vez a la semana
____ Varias veces al mes
____ Otro

¿Tiene acceso regular a un vehículo de motor para el trabajo y otros tipos de viajes? ____ Si ____ No

Gracias por tomar un poco de su tiempo para completar esta encuesta.
Su opinión es muy importante para nosotros.
Por favor doble y devuelva esta encuesta a la dirección que se muestra abajo o envíela por fax al 479-751-7150.
Para obtener copias adicionales de esta encuesta, vaya al <http://nwarpc.org> o llame al 479-751-7125.

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Comments from the 2040 MTP Public Opinion Survey September 2014- September 2015

1	<p>How big of a population do we need to put in rail? Problem with sidewalks - stopping and starting and changing sides of the road. Need to have that fixed and get coordinated. And then there are no crosswalks. Also maintain the sidewalks - doesn't do any good if they are all grown over. Paint the crosswalks. ADA ramps - they crumble and are not always negotiable. Tile and brick is pretty, but not good for wheelchairs and strollers and bikes - the smoother the better. Clean bike lanes and make them smooth. Signs are needed for the nearest bike repair for flat tires. Make sure the Bella Vista bypass is controlled access. What about an overlay district so signs would be controlled. Put right turn lanes at intersections - all over NWA these are needed. The trail system is great - would like to see it get to the smaller cities, especially Pea Ridge. I-49 is such a challenge every day. Roundabouts are a wonderful thing - the safety factor is so much better and keeping the traffic moving is better.</p>
2	<p>Hwy 112 from SW 41st south to Cave Springs is a very dangerous highway. The road is not wide enough for trucks pulling trailers to stay within the lines. The two curves by SW Gator have had several accidents including car vs. truck side swiping each other to two separate accidents where cars have gone thru fences and into backyards.... Plus the Windmill rd. turn off is on a curve and has a blind spot. Also feel that left turns off of 112 on to Elk, or right turns on to Hwy 112 should be allowed, as here too, several accidents have happened. The right hand turn lane off of New Hope on to I-49 east bound should not happen as people making the left turn front the number two lane have to stop just as the start if someone is turn right on to 49. They just need to use the other entrance off of Champions. Also the off ramp off of I-49 south bound at New Hope, the turn lanes from the off ramp on to New Hope need to be painted and applied. Someone needs to sit and watch the number of cars that do not stay in lanes as there are no lanes and almost cause accidents.</p>
3	<p>I know the surveys you accepted last are the open space plan, but on the surveys about transportation needs/2040 transportation plan, I put lights along I-49 but I didn't or I forgot to put on also lights along the Highway 412 Springdale bypass. Please consider.</p>
4	<p>Please look at improving the 112 Highway from I-49 north to Greathouse Springs Road (Johnson Mill). In particular, remove the sharp western turn and elevation changes near Chris Hollow Road. It is very dangerous. I have a new driver (16 Yr old) traveling Chris Hollow and 112 daily. Review the merging traffic at I-49 and 112 Hwy across 4-lanes at the exit. So many accidents.</p>
5	<p>Subject: Transit System Issues in NWA - I recently went to an open meeting with Federal Transportation Officials on 6-24-14 and I would like to expand on the comments that I offered at that meeting. NWA is a rapidly growing metro area that has just reached the 500,000</p>

	<p>population milestone. The region currently has two transit services that receive Federal monies. They are Razorback Transit and Ozark Regional Transit. Razorback Transit is essentially a very well run bus system developed primarily to transport students that attend the University of Arkansas. Over the past several years, to their credit, they have expanded this system to cover most of the city of Fayetteville. This system offers free rides to anyone who uses the service and the University manages the system. Ozark Regional Transit is a much smaller service that is slowly expanding its service area in the NWA region. There is a charge for all who use the service. There is a citizen board that manages the system. Both transit services provide on demand services as required by the Federal program that provides funding to both services. I secured the records detailing the funding for a 12-year period beginning in 2001 from the records held by the NWA Regional Planning Commission. The numbers, which include Federal and Local support, are as follows. These do not include funding for fiscal year 2006 or 2014. Razorback Transit Maintenance: \$15,749,940; Capital \$3,608,250. Ozark Regional Transit: Maintenance \$16,732,500; Capital \$4,831,600. I currently have no way of knowing if the University uses any other sources for support for their system. I am aware that the University has a student fee per semester hour, which may be used for a funding source. I worked for the City of Fayetteville from 2001-2005. It was during that time that we moved ORT from being operated by the Community Resource Group (CRG) a private non-project to its current status as a publicly operated entity under an appointed board. I served on the first board. It was also during that period that others and I begin conversations with University representatives on the need to form a single Regional Mass Transit System to serve the region. On leaving the city, I have contacted the last two Presidents of the University asking that they participate in a publicly funded study to determine the feasibility of forming a single region wide system. Simply put, there has been no apparent interest in this seemingly reasonable planning approach. Several years ago, the NWARPC was willing to fund such a study, but the University was unwilling to participate and saw to it that the idea did not gain traction. My continued request is simple and direct:</p> <ol style="list-style-type: none"> 1. Continued receipt of Federal monies should be discontinued unless and until a consultant is employed to evaluate the feasibility of forming a single regional mass transit system operated by an independent board. That board could well be the Regional Mobility Authority that has recently been created in the region. 2. I would further suggest that the next round of appropriations contain an amount of money sufficient to do such a study. <p>Thank you for the opportunity to offer my comments on this important issue.</p>
6	<p>West Fork of White River - preserve a park along the river from West Fork to Goshen. Town Branch Area - add boat ramps and kayak rentals. Connect all this area with trails.</p>
7	<p>Would love an occasional bus to Crystal Bridges and buses to places near the Razorback Greenway where you could take your bikes on the bus and ride back. These could be buses you reserved a spot on so you knew how many to accommodate. Need buses and bike trails/lanes to go out to Hwy 265 and Hwy 45. I recently rode two ORT buss and neither had working A/C and it was hot. People riding mentioned having high blood pressure and being</p>

	able to handle the heat. Buses running on the hour are too inconvenient to attract most people. Need every half hour when you can.
8	I ride ORT and live at Oak Glen Mobile Home Park. Need a bus sign there at the stop. The bus driver may not stop without a sign. Waving my arms is not good. Would like to see the bus run on Saturdays and later hours. Would like new buses and new mechanics.
9	Corner of Hwy 265 and Hwy 16 during 3 to 6 pm, and 7 to 8:30 am. Intersection of Hwy 71 and Joyce Blvd still very congested. Traffic lanes off Fulbright turning left to Joyce - congestion and road improperly marked for merging. New congestion at multi-lights at Whole Foods site.
10	NWA is on a good path and I want to see the region become even better and with that come improvements to the roadways and finding new ways to improve public transportation.
11	Accommodations for bike riders are very poor in Northwest Arkansas. We need dedicated bike lanes and good pavement on collectors throughout the region.
12	West Fork, Arkansas is not pedestrian friendly on the 170 and 71. We need sidewalks on both sides of those scenic highways.
13	I would love some type of train from Fayetteville to Rogers/Bentonville (and beyond, but I'll take what I can get), but then there either needs to be enough parking available at the stops for plenty of people to drive in and use it, or enough busses to collect people and bring them to the stations. My favorite thing about visiting other cities is walkability, and we don't even have that done well at the Pinnacle Hills Promenade.
14	Maintenance of existing roads, lot of potholes pose a driving hazard
15	I lived in San Jose Calif for 31 years and saw the effects of sprawl. We in NW Arkansas are on a threshold of being able to do this right. San Jose was very short-sighted when the BART system was created and did not get on board. I understand they are still trying to figure out how to extend the line farther South. What a missed opportunity. As we grow in NW Arkansas we cannot continue adding concrete. I saw it time and again in Calif. as another lane was added, it made no difference. When the light rail went in ridership was light, but it caught on and they were soon adding cars. The light rail is also bike-friendly. Nearly all our congestion is commuter traffic to and from Bentonville and Fayetteville. We need a mass transit system before the land becomes too expensive to acquire. Let us be the example and perhaps one day we can also ride in comfort to Little Rock or Hot Springs.
16	There is no public transportation in place that causes everybody to drive by themselves to go to work. With increasing population in NWA it is very important to invest on public transportation. It will be helpful if there is any bus/ rail service available to go from one place

	to another.
17	I live in Fayetteville and work in Bentonville. I get to see I-49 at its worst, and regularly take HWY 112 as an alternate route. As I-49 congestion increases, more people will start to use state highways as an alternative which will quickly increase the need for repairs. There are several alternatives, however. I'm a big fan of a light rail system connecting the larger NWA cities, as it would decrease freeway congestion and improve our impact on the environment. I would much prefer to commute by rail than by car, and I believe that through this survey it will become evident that many others feel the same. Until construction on the light rail is completed, I am also in favor of carpooling incentives for those who do use I-49. Fewer drivers on the road means fewer accidents and a lighter environmental impact. This would improve commute durations and conditions for those who work within their city of residence and those who work in other NWA cities alike.
18	Make commuter rail system.
19	The more lanes you add to roads, the more people choose to drive because they think there will be less congestion. It makes things worse.
20	Do whatever you have to do to alleviate Bella Vista traffic.
21	There are parts of Rogers that don't have sidewalks or completed sidewalks. Along Hudson some portion of the road has a sidewalk and then it just stops and down the way there may be more sidewalk but it doesn't connect or tell anyone an alternative route. I love having trails but I have to use main roads that don't have sidewalks and I have to ride on the road to get to the trails.
22	Provide connections across the cities and public transportation throughout NWA. Provide park and ride connections for residents outside of the city limits. Create a safe bike system on the roads and make taking a vehicle less of a priority. Create a commuter rail system along I-49 instead of increasing traffic lanes.
23	"Reduce" curb and cutter in cities for drainage and better clean-up. Cities should be paid by state and ten cities could maintain rights-of-way of state highways for better control.
24	Light rail would be a great addition to link Fayetteville and Bentonville. While costly, it would eliminate congestion and improve transportation across NWA. Also, Bentonville needs to have major infrastructure renovation. Right now, Walton Blvd cannot handle the heavy load of traffic. Creating new roads that eliminate this congestion would help; but I believe this area needs to begin heavily investing in public transportation (busses/rail).
25	Why in God's name is there not a more comprehensive bus system in NWA? Does the Northwest Arkansas Metropolitan Transportation Plan think that the bus system from the UofA would be enough when it runs 10 out of the 12 months a year? The Ozark Transit System

	routes are too limited. And there is a rail that runs through NWA that can be used for real transportation.
26	After going to Europe for a month we need a system focused on people not cars. Cars are expensive, energy inefficient, and make travel time significantly higher when rush hour comes. Light Rail from Fayetteville to Bentonville would be the cheapest and best plan to move all those commuters. Or at least a bus route. If that was done then we could keep a considerable amount of traffic off the roads. Less car accidents and less waste. I currently commute from Springdale to Rogers and my hour of commuting every work day eats into my cash a lot. Gas, oil changes, insurance and tires are just a few of the plethora of expenses. Why can't I just walk 15 minutes, get on a bus or rail line, commute (read a book, watch something on phone), get off bus, walk 15 minutes to work? Even if it cost \$40 a month to use I would still be coming out a head in expenses and I would get a lot more light exercise in. Please consider this.
27	A turning lane is needed for the I-49 onramp to help reduce east bound traffic queue on Hwy 102 at I-49 interchange 86. It only takes 1 or 2 cars stopped at the light in the right-hand eastbound lane to prevent a lot of cars behind them from entering the southbound I-49 onramp. This leads to a large backup of traffic especially in the afternoon/rush hour when commuters are leaving work and heading south. For an example, there is already a similar turning lane for the eastbound traffic entering the southbound onramp at interchange 85.
28	From my perspective, road expansion is being done in critical areas. But the problem is that expansion or traffic signal improvements are being done years after they have become pain points and plainly needed. The lack of public transit, outside of the UofA and surrounding area in Fayetteville is so limited or non-visible that it might as well not exist. To the best of my knowledge, I am completely unable to take public transportation from my work to home and vice-versa. Let alone using public transportation to ride from Bentonville to Fayetteville.
29	I have been living in Bentonville for the last 10 yrs and both me and my spouse have been working and commuting to work daily. The amount of road work improvements in Bentonville have been slow (crawling pace). Even the potholes on Hwy 72 from Walton Blvd. (Central Ave) downtown to East of Bentonville have not been filled and I feel the pain each and every day. I am very disappointed in the work of the Bentonville DOT. Thanks
30	Time the red lights to allow an even flow.... I get that the City and state can't play nice but COME ON!!! A Monorail just makes for a good idea.
31	The lack of planning for future growth, being proactive rather than eventually reactive, makes the infrastructure in this area a laughing stock. A photo hangs in Feltner Bros restaurant on College Ave. in Fayetteville showing the intersection of College and Township looking south on College Ave. The photo is dated 1979 and it looks exactly as it does today. There is ZERO plan for growth with our roadways. I-49 should've been widened years ago. Now it'll be three wide

	and in five years it'll need to be four or five wide. Why not just go ahead and make it four or five wide and plan for that growth?! Do we not have city planners and engineers that are supposed to do exactly this? Wedington Avenue West of 49 is atrociously bad, yet nothing is being done. Trying to turn onto 49 from Wedington to go north is stupidly impossible. No other city I've ever been to is this bad. It's sad.
32	Personally, I feel the gridlock nearly every morning driving I-49. It's terrible. But it's not the waiting in traffic that I notice; so much as it's the cars that only have one person in them. If the NWA region could develop a network of carpool programs, with parking areas near bus stops, I believe this would help dramatically with the traffic on the roads. I'm sure most of these people work and live near each other, possibly even in the same neighborhood. It would mostly rely on communication between these individuals, but essentially a notification board with drivers and passengers could be developed, and actually endorsed by the local governments. Building towards our future, this area needs to develop a light rail project ASAP! The Fayetteville-Rogers-Bentonville metroplex would definitely benefit from a tram system, but the growth patterns for this area are increasing at an incredible rate. If the transportation departments do not keep up, I fear there will only be more gridlock on our highways.
33	Work with the university and have non-students pay for their bus services so that they can add lines. Then expand the ORT and get a light rail going for NWA.
34	Bentonville is especially bad in regards to traffic. There are just too many people for a road system that was made to handle small town traffic. There needs to be drastic changes to allow the continued growth the area has been seeing in the recent years.
35	We must expand our public transit system. Our current system is abysmal and cannot accommodate our exponential growth. Further, there are MANY areas of all 4 major cities which lack adequate sidewalks to connect regions of the city.
36	Please educate drivers (through billboards, PSAs, police focus weeks, etc.) about the dangers and bad effects of tailgating. Congestion on I-49 would be greatly eased if more drivers left a gap, rather than form long, stalled lines of bumper-to-bumper traffic. Traffic accidents would also be reduced. More than the preachy anti-texting and -drunk driving PSAs, I'd really like to see everyday reminders about courteous driving, signaling well before a merge or turn, planning your route in advance to avoid confusion, how to pass trucks safely, driving lane vs. passing lane, zipper merging, etc. All that said, everyone I've spoken to has agreed that light rail would have a transformative effect on this area, allowing lower-income workers to expand their job search. It would also reduce traffic on roadways and ease parking issues.
37	I would absolutely love to have some kind of train or light-rail public transportation. Right now there is NOTHING available in this area. ORT is insufficient, as they only work in NWA and in the smaller towns you have to call them (up to week ahead of time!) and work on their

	<p>schedule. I guess that works for things like a doctor's appointment for an older person who doesn't drive, but for the majority of us making up the majority of traffic this isn't doing anything. To get to work or school, to go buy groceries, to get people to the metro area from the smaller towns - something else is needed. As are connections with larger cities, like Tulsa or Kansas City, for events or personal and business travel. I used to drive 5 days a week from Gentry to Rogers or Bentonville, to get to classes at NWACC and then later to my job. This was a real nightmare! We have just got to do something about the traffic in this area, and we need to have done it 20 years ago.</p>
38	<p>We traveled to Amsterdam and that city uses various forms of mass transit and bicycles for the residents to get around the city. It appears to work well. My wife and I own bicycles and we would use them more if we felt safer on the streets. A few streets have bicycle lanes, but most do not and that makes it more dangerous to get out go around town on bicycles. Also, there should be more places around the area for people to safely secure their bicycles when they want to stop and shop, eat, or get a drink. If we make it easy for people to use bicycles, more people will opt to do so. I don't know if there are existing railroad tracks between Little Rock and NWA, but it appears to me a passenger train that provided transportation to and from the games for razorback fans during the football and basketball season might be worth looking into. My wife and I have used trains in Europe and Canada to travel from city to city. They were quite nice and a great way to travel between cities. The best way to generate revenue for maintenance of existing roads and building new infrastructure is an additional gasoline tax. People who use the roads and bridges should be the ones who pay for it. Adding 10 to 25 cents per year onto the price of gasoline every two years would have two affects. It would generate more revenue to maintain what we have and it would most likely help keep gasoline prices down. Gasoline prices vary anyway whether it is due to taxes or oil company profits. Higher gasoline prices cause people to cut back on driving, thereby reducing the demand, which in turn lowers the price of gasoline. Demand then goes back up and the prices rise again. Trying to maintain our infrastructure from general revenue funds would be a huge mistake. Basically, it would mean roads and bridges would end up being the lowest priority for spending. Whereas a tax on gasoline specifically designated for road and bridge maintenance and new infrastructure would mean a huge increase in jobs, safer transportation paths, and maintenance could be counted on as a top priority. People who claim that raising taxes on gasoline would lower consumption thereby hurting funding in the long run and raising prices on all goods apparently do not understand that prices go up whenever oil companies see higher demand and they decide to increase their profits. It would not take long before that 10 to 25 cent added tax would not be noticed by the consumer. But bad roads or failing bridges are noticed every day and are deadly in many cases. Thank you for this opportunity to share my thoughts on this subject.</p>
39	<p>Road diets are no good. They make a road inadequate for the traffic, cause traffic congestion, increase number of accidents and make some people tempted to make a dangerous stunt, if</p>

	they are a type of people that disregard safety.
40	If you or the Northwest Arkansas Regional Mobility Authority have a vote on funding for road projects, have a campaign and educate everyone in Northwest Arkansas why it is important to vote for the tax. Tell people what it will mean if the tax doesn't pass and the fact they could be spending more money than the tax because in congested traffic you use more gas and the vehicle being on longer means various components wear out sooner and the engine will blow sooner.
41	Bring back the NWA Regional Mobility Authority. Make safety improvements to high accident areas such as lighting the roadway, signs, re-painting striping or improving striping, redesigning the road, etc.
42	Siloam Springs, my community, is small enough that biking should be a feasible daily transportation option within town. But due to lack of lanes, it is unsafe currently.
43	If possible, would like to bike or take public transit to work or other types of trips.
44	Would also love to see cheaper flights at XNA.
45	Would use XNA airport were prices more reasonable.
46	The US needs desperately to reduce our dependence on all fossil fuels. Public transportation solutions are essential, as are trails and bike lanes.
47	Top priority is additional funding for transportation facilities. Western Beltway from Bella Vista bypass to Hwy 412 bypass.
48	I do greatly appreciate the completion and quality of the trail system.
49	I appreciate trail system. With it, small motorized vehicles might be possible for seniors and disabled. A system like this would be more flexible, user friendly and interesting for aging population. We in Fayetteville are city of compassion - one more step in that direction!
50	There are more people who want public transit throughout the area, including bus routes that run 7 days a week and much longer hours and have more pick up/drop off spots - lots more seniors would ride if it was more convenient! Need stable, consistent funding source for transit. Proactive planning!
51	Many people in our region are retired, growing older, wanting to continue to enjoy the wonderful resources of our region, but reluctant to drive "in the fast lane". Other, too young to drive, need to have a chance to go to, for example, Crystal Bridges, without parents as chauffeurs They all need public transit, as do many commuting students (NWACC, NWTI, UA)..
52	Vehicles that use the interstates through Arkansas should pay for the maintenance of those

	roads. Gas tax and selected too booths to capture pass-through traffic.
53	Roadways: Not banked, few shoulders for pull-off, some abrupt drops off pavement edge.
54	There are other options to improve transportation without raising taxes. The majority of traffic problems in NWA are from VERY poor planning. Throwing money at it will not fix the problem. We do a LOT more with what we have.
55	Sidewalks in communities are culturally important. Bike trails have a positive impact.
56	Encourage cities to adopt "roundabouts" to keep traffic flowing. Tell cities like Springdale to quit installing stoplights 3-way intersections.
57	Love, love, love newly opened Razorback Greenway! Fantastic!
58	Need to focus on developing bike/ped facilities with a high level of comfort (i.e. cycle tracks, buffered bicycle lanes, bikeways and sidewalks with adequate green space between the road and sidewalk).
59	Santa Barbara, CA is pretty hilly - when I lived there, big buses for freeways, flat areas, longer distances - little buses for loops into hilly residential and other area. The city was very well covered and pretty easy to get everywhere without driving. That's what I'd like here.
60	Rupple Road/Howard Nickel through Estates at Salem Hills would destroy the neighborhood. This would be the only neighborhood that faces onto a 4-5 lane artery. Consider Deane Solomon instead. High speeds on Rupple/Howard Nickel would also be dangerous at the curve and in the school zones.
61	Roadways are narrow and too few to accommodate present - much less future growth. Bottlenecks/road rage throughout NWA. Whole USA needs rail transportation. Diamond Lanes - 2 or more.
63	Let's not develop 6 lanes of traffic, but instead build some kind of rail system. How great it would be to hop on the train in S Fayetteville and go see a Naturals game, XNA, or on to Crystal Bridges. As gas gets more expensive, scarcer, the public transportation will keep our area vibrant.
64	Concerns for continued population growth without money to keep up with transportation needs.
65	As a retiree (one of thousands in our region) and a student at the U of A, I see daily the need to plan for the many who need public transit now and will depend on it in the futures - to shop, to enjoy our great resources, to see doctors, to see exhibits at Crystal Bridges or concerts at WAC. Please include XNA in expansion plans for and all forms of public transit.
66	Howard Nickle Road through the Estates at Salem Hills (Northwest Fayetteville) should NOT be

	made a 4 lane road when Ruppel is connected to Howard Nickle. It will destroy the neighborhood and will be dangerous. Cars are already traveling at 45 MPH on a 2 lane road.
67	Develop exits and entrances to I-49 to facilitate traffic flow.
68	To ORT and Razorback Transit: Longer hours, weekend service; more frequency, more stops
69	Adding roundabouts/traffic circles. Adding more trails for walking. We'd like to rent kayaks and canoes on the lake.
70	Change the state law on district AHTD allocation of funding to track licenses.
71	Construction off I-49 is terrible.
72	71B from south Fayetteville to north Springdale needs sidewalks and better traffic flow. Hwy 412 in Springdale needs better traffic flow. Wedington overpass and Elm Springs overpass need expansion and better traffic flow. Left turns at both interchanges are backing up traffic.
73	Make the gas tax a percentage. Tax vehicle mileage at registration.
74	Stop wasting taxpayers money and time (risking life and accidents) by being way too slow on construction of improvements on I-49. Very embarrassing to spend money (our hard earned tax money) on putting cabling dividers on I-49 in recent years then tearing them out to I-49. What a waste.
75	Don't forget western Benton County!
76	Would like to see some more multi-use trails to include horses
77	Fixed guide-ways drive certainty and real estate development, increase property values, reduce strains on municipal budgets, and improve quality of life, allowing NWA to be a magnet for global talent.
78	Promote Greenway usage for workers - it's our "other" highway Central Walton traffic congestion Corporate culture to drive instead of share rides.
79	Travel West to East is poor road conditions East to West.
80	Safe bike routes.
81	I appreciate the work being done by the Commission.
82	Merging traffic is an accident waiting to happen. Around 8:00 and 5:00 seem to be where the most volume of traffic occurs. Businesses might alter their work hours.
83	Bypass for I-49 Bypass 412 Siloam Springs and Springdale 4 lane 58 Ark to Mo

84	I am a resident of Lowell, so my concerns are local. I would love to see sidewalks and pedestrian crossings at and near major intersections.
85	Time and energy spent of bikes is great, but has to be low priority until the terrible traffic problems from State line to Fayetteville are improved.
86	Looking fwd to completion of Razorback Greenway.
87	The work on I-49 is increasing close calls because of the way is being done. A lot more thought should have been put in this.
88	Population density and use of commute by working class can save millions by allowing companies different access points.
89	Pass legislation to allow the creation of a Regional Transportation District.
90	It seems that bulk of Hwy funds are being spent in central or north central - between Ft. Smith and Little Rock - much is needed in NW AR.
91	I think that a priority should be to look at the county roads and be paving the heavily used roads.
92	Hwy 340 needs a middle lane for emergency use by fire and police traffic.
93	The three priorities are very important to me. There are numerous studies that support the argument that adding lanes to highways only helps the problem of congestion for 4-5 years. When lanes are added, people feel more inclined to drive, thereby clogging the roads again. Investment in other forms of transport is far past due. These would give citizens options. Right now, nearly everyone must drive
94	My 25 year old daughter has epilepsy and although a college graduate, is not currently working. Siloam Springs NEEDS public transportation so she can get a job and have reliable transportation to and from work. HELP! PLEASE!
95	We must provide public transportation for low income families, the disabled and our aging population. This needs to be a top priority.
96	There needs to be yield signs on on ramps to I 49 also merge lanes to I 49 need to be longer.
97	Bella vista by pass I-49 improvements Mass transit.
98	Reduce commercial signage along I49 for safety reasons.
99	It appears the state will start a project like the Bypass to Missouri then stops working on that project and goes elsewhere to begin another project that they may or may not finish before going someplace else. Finish the work one project before going someplace else unless you

	are able to work on both projects at the same time. It looks like the state only hires one company to build or work on existing roads, and that company gets pulled off one project to another so it appears that nothing is getting done. I moved back to Arkansas 20 years ago after retiring from the military. They decided on the route around Bella Vista, after several years they finally started working on the project then just stopped and it's just setting there not finished. That seems very unacceptable to me.
100	This area could be safer if the State police would be on the roads more.
101	The State Highway Commission and whoever else needs to improve their planning. Case in-point.. Highway 49 and 412 intersection.
102	Driver Education is important, so that vehicle and bicycles can operate together. Education - so texting is stopped, and tailgating is stopped - safe driving is an issue. If people would obey the speed limit, all would arrive in a timely and safe manner. Education - to look out for motorcycles.
103	I don't have any information to really base this off of besides anecdotal, but if the local large businesses were to offer on-site day care, I think it would greatly reduce rush hour traffic volume, not to mention fender benders.
104	Tolled express lanes would be totally acceptable, as would an alternate toll road heading north/south like I-49 - (example being the Hardy Toll Road in Houston being an alternate to I-45 north of the city).
105	Though it is off the corridor, XNA should certainly be included in any transit plan (bus, commuter rail). This would help thousands of residents and more thousands of visitors (business visitors and tourists). Short public transit shuttles from central rail stations to much-visited sites should also be included: to Crystal Bridges, for ex. I am recently retired. In Fayetteville, where I live, I always bike on my shopping trips and other errands. I also use my bike for shopping and errands in Springdale, and use my car only when the trip is further away. My wife walks to the nearest Razorback Transit stop (at Central Methodist Church) to ride to the U of A. So our driving mileage is very low: occasional trips to Crystal Bridges, to visit family in Bentonville or Rogers, etc.; and for grocery trips when the load is larger than a bike can handle. We hope the region will plan to serve all the many older residents who should not drive if/when they are disabled.
106	Finish Bella Vista Bypass to state line even if Mo doesn't have money to do their part so that when they have money the Arkansas section is finished and not waiting to find money for our part.
107	There is a huge need for sidewalks in older neighborhoods that are becoming incorporated into newer developments. The newer sections have sidewalks but you can't get to them if you live in the older section. Sidewalks in the marrying of these types of development are sketchy at

	best.
108	Why is there no major east-west roadway in Fayetteville between Joyce Blvd and Highway 16?
109	Too many needs on east side of town.
110	When we lived east of I-49 near the Skull Creek Trail, I biked to work on the trail with just a few places where I had to ride on the street. Now I live on Salem, north of Wedington, on the west side of I-49. I am not likely to start biking to work any time soon because the traffic on Wedington is terrifying. I would bike to work if there were a safe multiuse trail that pedestrians and bikers could use to cross over or under I-49. A multi-use trail should have been built along Wedington years ago. I would prefer that my tax dollars go to support better sidewalks and crosswalks, multiuse trails, and public transportation as a strategy to reduce traffic congestion--NOT making four-lane roads with a turn lane running down the middle the whole way. If there were reliable public transportation in NWA, I would use it and so would my husband, who commutes to Bentonville daily.
111	It is unthinkable that there is a push to put a 4-5 lane road on the west side of Fayetteville using Howard Nickle/Rupple Road. Doing so would cut an unnecessary, wide swath through existing neighborhoods including right through the middle of the Estates at Salem Hills. No other neighborhood in Fayetteville has such a road. Salem Road would be a much more acceptable route if absolutely necessary.
112	The region needs to work together to solve the issues. Congestion, light signaling, where money needs to be put for road improvements or maintenance. A better job needs to be done for maintenance so roads don't cost more to fix because they weren't maintained effectively. We have passed taxes to give more funding to transportation but I am not seeing this in the counties????
113	NWA has a great opportunity to avoid development like the outlying metropolitan Dallas or Atlanta areas. Transportation alternatives should be taken seriously now, and ways to make our communities easier and safer for walking and biking become critical as the area population grows and our communities become denser. Simple projects like building sidewalks or safe road crossings where none existed before lessen the reliance on cars and lead to better urban growth where cars and parking are not needed for every trip outside of the house. Finally, NWA needs to become serious about public transportation and what our needs will be in 20 to 30 years. I am not at all opposed to car traffic, but we cannot continue to develop in NWA with only car transportation in mind as we will only be creating greater and greater transportation problems to solve in the future, and also will only be making less livable and enjoyable communities as a result. Thank you for taking public comment on this important issue.
114	State Highway 72 west of Bentonville also needs attention.
115	There is a need for enhanced public transportation and support of the bus system in NWA.

	<p>Making wait times shorter than an hour for regular routes and making it possible to take the bus between all 4 of the main cities but also Lowell heading north from Fayetteville/Springdale to Bentonville/Rogers on more flexible commuter routes as well as for shopping and appointments throughout the day. Not everyone who commutes north or south works an 8 to 5 schedule. Having increased commuter options would lower the traffic on I49 and raise the safety levels. Because of ORT/Razorback Transit, cooperation it is much easier to travel around Fayetteville without a car than other cities but there are still unserved areas even in Fayetteville. There are absolutely unserved areas in Springdale (west of 40th street for example) as well as Bentonville and Rogers. Lowering the use of cars by offering a practical, usable bus system will lower congestion, pollution and safety concerns. Enhancements to I49 are good, but they can be rolled out as afforded with increased public transport.</p>
116	Widening Hwy 112 would be #4 on my list.
117	It's going to be interesting to how the new firehouse on Don Tyson, will fair during the peak traffic hours.
118	<p>Growth is happening so plan and build accordingly. Rainbow Curve in Bentonville is another prime example. The expanded road is already outdated because so many people live out that way and it is congested all the time. And the 2 - 3 lane between Wagon Wheel road was a great idea but ending it back to 3 to 2 both ways was just plain...ridiculous. It gets congested and people are trying to pass in the far left lane when the lane is ending very soon. I love this area and would love to live here for many years but if the infrastructure that we have or will have in the short-term not meet future goals, our tax dollars are wasted and more will be needed to fix what was already built - I'd rather move. I may be one of thousands living here in the area but I'd rather live happy and love the area more if traveling to get where I need to be - be less stressful.</p>
119	We need to keep spending the money on roads. We need to stop wasting money on busses etc because not many people use them and they don't go where you need them.
120	I believe that we need a wider and more efficient public transportation system, including a light rail and more buses. Sidewalks should also be a priority as many neighborhoods are without. I live off Garland, which currently is a great road for commuting by foot, bike, bus, or car. Unfortunately, the road I live on is too dangerous to commute on with anything but a car and this discourages me from biking or walking.
121	The only way for NWA to really grow economically is to have some means of reliable public transportation throughout Washington and Benton Counties.
122	It frustrated me so much when the 3 lane opened because my commute going home from work got twice as long because no one knew how to zipper back into 2 lanes. It's pointless having a 3 Lane for just a mile. It also doesn't make sense why the 3 lane expansions aren't

	next to each other. If people knew how to zipper in it wouldn't cause an issue. However, because of the driving skills/styles of people in NWA it was a horrible choice and makes no sense. This is why I think the priority should be finishing the I-49 expansion and then the technology. If your traffic technology is done right it helps with flow so much. I've lived in California and, while the traffic isn't always the best, it almost always is flowing instead of at a standstill. Their traffic lights work well and make sense unlike the NWA ones. If your technology is right and working together, it helps immensely in the traffic flow. Especially because of who much the area has been growing, I feel it's very important to put the money in these areas first.
123	An interstate-level alternative to I49 around the perimeter of NWA (412 bypass/loop) would relieve congestion off of I49, bring communities closer together, spurn new development, provide easier access to XNA, and make commutes much easier.
124	If you sync the stop lights to where if you go exactly the speed limit you will make the next light. The way you have to stop at every single light on Walton is ridiculous.
125	I would love a bus stop in Fayetteville on College between Maple and Sycamore. It's hard to access that grid with anything besides a car due to lack of consistent sidewalks, safe bike lanes/trails and bus stops.
126	Bicycling road safety in NWA is horrible. As a person who commutes by bike every day, drivers are uneducated about bicycle road rights and it often results in me taking a lot of abuse.
127	It is well known that you cannot solve traffic by building more roads. Try HOV lanes north to Walmart and south for evening traffic. Light rail from south to Walmart.
128	Desperately need to veer away from more traffic and pollution and enhance car pool incentives and bike commuting for health and pollution control...the majority of the city commute is less than ten miles... it would be better to not have one person per car on that short of a bike or scooter ride
129	I think NWA has done a great job facilitating bicycle use and more recreation opportunities with the new trails. Many neighborhoods, especially poor neighborhood where people are more likely to walk to run errands, would benefit from sidewalks. I-49 is only horrible at rush hour but is otherwise fine. I don't think any new plans should be made for it until the current I-49 road projects are finished. I am strongly opposed to any form of rail system. Buses are fantastic because they're cheap and their routes are adaptable as cities change. Rail is expensive and cannot adapt to changes over time; it's a terrible waste of money. Perhaps some rush hour congestion could be lifted by offering fee-based commuter buses to major employment areas like the Walmart home office.
130	Hate the new turn signals, better planning. There are a lot of businesses I can only visit if I'm already going that direction. Many times have to drive further just to go somewhere else

	because I can't get thru traffic.
131	Love the trail system!! A+
132	Would really like to see more bicycle lanes and maintenance of bicycle lanes. Bicycle lanes often have debris; rocks, roadkill, etc. Really enjoy the Fayetteville Trail system and Razorback Greenway and would like to see more trails added to provide more access to other areas. More sidewalks are also needed. Still too many places that are not accessible on foot because of lacking sidewalks.
133	LOVE the new trails in Springdale and there are more people on them every day as trail culture develops the way it has in Bentonville and Fayetteville. Strengthen and improve health in communities by adding sidewalks. The roads are not safe for bikers or pedestrians! We need to educate drivers about bicycle etiquette and give people more options for transportation. I would take a light rail every day rather than driving for my commute if it were available.
134	We have to make the commute along I49 safer. There are far too routinely fatal wrecks along this route. This problem won't simply be resolved through adding more lanes or roads but through creating viable alternatives to automobile commuting.
135	NWA is making a huge mistake by not taking the need for public transit development seriously. You have a narrow window where you can acquire rights of way for light rail before land values go so high that you won't be able to afford it. You can do this if you're committed but you have to get away from your cars-and-trucks-only mentality that you are locked into. You cannot fix traffic congestion, you can manage it. And the best way to manage it is to be honest with the public and tell them that the best way to avoid traffic congestion in the future is to get people onto transit, walking and cycling. But then you have to BUILD it and you have to FUND it. NWA has a poor track record of doing either. You MUST come up with a sales tax-based funding stream! Ozark Transit has no weekend or night service and the service they do have is infrequent and takes way too long to get anywhere. It is not alternative transportation. It is a poor people's bus system that is barely minimal service that few people can use because it is not designed to serve most working people. The fact that Fayetteville operates 2 separate bus systems shows how out of touch and inefficient the (mis-)use of scarce transit money is. Some parts of town have 6-day or 7-day service (Razorback Transit) that is free and the other parts of town that have ORT service where they have to pay to ride, 5-day service, if any, and shorter hours, shows how unserious NWA is about public transit. Bentonville has only one route and massive traffic jams every weekday. Is anyone paying attention? Hello, Walmart? Rogers has only two routes? I would expect this from Springdale but Springdale has the second-best (but still terrible) system. If you want to do real economic development then stop spending money on building sprawl-inducing highways and start investing in your core urban areas and in the people who live there. Build transit.
136	Long experience across the country has shown that adding lanes and adding highways only

	increases the number of vehicles and number of trips, and congestion only multiplies. We need to seek alternatives: make it possible to travel from West Fork to Bella Vista to all important destinations along the corridor (and to XNA) on a commuter rail system, and create local bus systems to coordinate with a central rail corridor. We have many students and many older people who need such systems.
137	The congestion on 102 is deplorable - the addition of more businesses w/out fixing the congestion is going to make it worse.
138	As someone who lives in Bentonville and works in Fayetteville, I REALLY appreciate the upgrades to I-49, and am very aware of the importance of planning ahead to allow for future growth without creating gridlock. I also am keenly aware of how lucky I am to be travelling in the opposite direction of the majority of the traffic. It doesn't affect me directly, but as a motorist I am also intimately aware of the traffic congestion created by the huge surge in northbound I-49 traffic in the mornings and southbound I-49 traffic in the evening. I'm amazed that more employers (hello Wal-Mart, vendors, etc.!) don't employ more flexible (staggered start and stop times) working hours to spread the travel surge out over a greater span of time. Since I generally plan to arrive in Fayetteville at 7:00 a.m. and depart for Bentonville at 5:00 p.m., I usually have a good vantage point for the massive traffic backups in the lanes travelling in the opposite direction. Those folks must be extremely frustrated, and would be the ones who would benefit most from expanded flex time jobs.
139	Generally speaking, road rights-of-way are inadequate to afford construction of a roadway shoulder to accommodate distressed vehicles and to provide a safety area before the front slope of the ditch is encountered. This would improve traffic safety and driver comfort, especially at times of inclement and severe weather conditions and likely mitigate vehicular/passenger damage/injuries by having a "safe" zone along the edges of the pavement before the ditch is encountered.
140	When road widening or a new road being built, it would really be a good practice of including an utility easement when purchasing/acquiring the land for the road. State of Oklahoma does this with most if not all there state road projects. Just looking at it from a tax payer stance and I can guarantee it would be cheaper to include a 20 ft. U.E. within the Right of Way, than it would be for each individual utility company to get an easement from each individual property owner along the road side. Everyone is going to pay out for an easement and the state is going to reimburse the utility company. That individual property owner basically got paid for ROW acquisition from the state, electric easement, phone easement, cable easement, water easement, and gas easement. The state will pay back the cost for the easement to the utility company. Costing the state more money to do a road widening. I know there is always different ways to do things, but for utility easements and road projects; for the most part the tax payer and the utility company (with man hours working on getting the easement) gets the wrong end of the stick you could say when dealing with road projects in Arkansas.

141	We must demonstrate the value of the regional trail system by encouraging, enhancing and highlighting the economic development and quality of life opportunities that Razorback Greenway will provide over the next 5 years. We have an opportunity to demonstrate the value of transportation option, walkability, active lifestyles, green space, and quality of life, and we must be intentional about seeking opportunity to demonstrate this value in terms of economic development, community health, equity and inclusion, quality of life, and attraction/retention of creative and young professionals. Thank you for the opportunity to contribute!
142	The choices we make today are affecting who we become tomorrow. Compare communities with active cycling communities (practical, real transportation--NOT just recreation) and look at the quality of life. Who do we want to be?
143	Free parking necessary at commuter rail stops. Portland, OR is a good example.
144	Instead of continuing to cover the earth with asphalt, research what causes traffic congestion and create ways to relieve it. For example, I can leave home 5 to 10 minutes after the rush to work and school times and have little traffic to contend with at all--staggering these major destinations' starting times could utilize roads twice or more times than they are used now without the frustration of being stuck in traffic. Of course, you also have to stop the "growth is good" mentality that increases traffic in the first place and seek out quality instead of quantity -- a hard concept for business to accept, but one that does lead to communities people want to live and work in instead of escape from.
145	It seems we are unable to keep infrastructure up to date. Bigger, larger roads and highways become inadequate overnight. Commute times have temporary change to the construction. It's time to figure out how to get as many cars off the road as possible. Public and alternative transportation have got to be a top priority,
146	I don't think that widening I-49 or most other existing highways is a sustainable alternative. I understand that changing the local car culture is an enormous challenge, but I think that we must do something other than build wider interstate highways. We have probably missed the best opportunity to build light rail/commuter rail, but it's not going to get less expensive and would be an important step toward acknowledging that NWA is a region, not a string of discrete cities. People live in Bentonville and work in Fayetteville (or vice versa, or substitute other cities for these two in NWA) and they would benefit greatly from public transportation, as would the environment. Public transportation would also serve shoppers, people going to cultural events, people using medical facilities, etc., etc.
147	The growth in the area is not being matched by increased transportation facilities, we get the construction, but it always seems to be too late to provide relief as by the time it is completed, it is already inadequate. More timely response to known growth is required to prevent our quality of life from being degraded by lost time sitting in traffic.

148	I cannot leave my home during the fall football games what with increased traffic around there, blocked off streets, nutty drivers. Add the BB&B, and that is about 7 fall weekends that are just impossible. I must say that the streets are at least semi passable (no longer have cars parked on both sides, back in the 80s the fire chief told me that his truck would just run over the cars to get to my house in case it burned down during a game), but the number of games and the number of people, plus the BB&B are making this location very horrid--especially since city allows folks to park cars from game-goers all over lawns, adding to traffic. so there! Also, in 25+ years, city has never plowed my street, and I am tired of hacking ice with a pick axe after snow melts/freezes several times.
149	Major companies, employers, should encourage carpooling and promote public transit. Have flexible working schedules, and provide lots for public transportation for their employees.
150	The lack of consistent enforcement of speed, stop light and stop sign compliance has created a racetrack mentality more in NWA than anywhere I have lived. Worst is I-49 between Fayetteville and Missouri state line. However, city traffic in Fayetteville is a close second. There is almost NO attempt to regulate speeds in Fayetteville. Just observe driving speeds and light/stop sign compliance in Johnson vs Fayetteville where the towns border each other. Driver behavior is significantly different due to significantly greater enforcement in Johnson. I change my behavior, and so do you, I bet!
151	Road conditions in Fayetteville are at its worst in the 25 years I've lived here.
152	They key to less congested traffic in Northwest Arkansas is to help the public become aware of the alternative options such as cycling and carpooling and offer incentives for said alternatives. Northwest Arkansas is a quickly growing metropolitan area, so it must be treated as such. The various improvements on the trail systems are nothing short of phenomenal, yet I don't believe that John Q. Public yet understands the benefits of them. Incentive is the key. Gas tax is a negative incentive, whereas companies supporting a green commute to work support a positive attitude. Carpooling is important as well. This is essential to keeping the roads safer, less traffic as well as helping the environment. I hope that generations to come can enjoy a clean NWA skyline as I have had the privilege of.
153	Fayetteville's trail system is wonderful. We need to figure out how to link it to many, many more neighborhoods, especially toward east Fayetteville
154	We live in South Fayetteville. We really need a crosswalk from South St. across College for access to square.
155	The streets are far more congested than they have ever been due to population growth here. Thank you for trying to ask people what their ideas and opinions are about the needed changes and updates.
156	In addition to the multi-use trails, there need to be major improvements in the areas of

	pedestrian & bicycle safety. We have these great trails that go to the Walmart & mall area, for example, but once you get off the trail, those last few hundred yards are treacherous. I believe more people would venture to do their shopping, etc. if roads and parking lots felt safer.
157	How wonderful would it be to go to a football game in Fayetteville, music at the AMP, Crystal Bridges for the day, Shopping in Rogers, catch a flight out of XNA and not have to fight traffic driving. It's a dream I have on my daily commute to work-- I walk to work.
158	To motivate individuals and companies to promote carpooling, shuttle or light rails give a tax deduction to those individuals companies that participate or an insurance deduction for being off the road. Add a tax to the trucking industry since they tear up the roads and cause more maintenance for the highways. Create a light rail from Bentonville to Fayetteville via the existing rail system.
159	If we spent more time and money on rail, trail, and bus transportation, there would be fewer road maintenance needs and less need for more lanes, etc. Those industries that bring people to NWA to work should invest in helping them get to work through public transit.
160	When you say transit, do you mean public transit, or just the general ability to move around? "Availability of transit" doesn't make much sense. This survey is too broad. "Availability of sidewalks in NWA" is completely subjective. I live centrally in a city, but NWA has lots of rural roads, where sidewalks aren't--and shouldn't--be. No idea what "regional grid network" is. Increasing the gas tax is a good short-term fix, but electric and other alternative vehicles are coming soon.
161	It is essential to recognize that the current roads only model is unsustainable, no matter how many people feel otherwise. City after city is coming to the same conclusion. Bill Ford of Ford Motor Company acknowledges it as well. Cars only was a great model in 1950, and cars will remain an integral part of transportation for years to come, but they are fading in importance and places that fail to recognize it will slowly destroy their quality of life and chase away the talented people who will help build new economies. DOE and NHSA data have proven that the total number of miles driven has been falling since the 2007-2008 financial crisis. It is a secular, rather than cyclical trend change. I am the perfect example. I recognize that I can't afford to drive as I once did. I can't afford to own multiple cars. I must seek better ways to move around in a more crowded world and I am. Bicycle and pedestrian infrastructure, combined with zoning and development standards that encourage its use, lead to community vibrancy. NW Arkansas is in a unique position to build a very special future. I encourage regional leaders to have the vision and courage to recognize that the world has changed and is continuing to change away from oil and cars. Thank you for your consideration.
162	Any improvements to on street bike facilities should be a priority. I support the trail system, but it is not the most convenient or direct route to most places. On street bike facilities seem to make the connections better.

163	It would be nice to be able to take a bus to the grocery store rather than drive. At this point there is no way for me to do this. Public Transportation would help our town rely less on personal vehicles.
164	In the past seven years there has been a dramatic shift in the way NWA operates. With the quality of life improvements made in Bentonville it is now viewed as the place to be. People no longer view Fayetteville as the place to live and Bentonville as the place to work. This alone is going to reduce Vehicle Miles Traveled as people purchase or rent homes closer to their place of business. Smart land use planning in both counties along with intelligent transportation investments can save Arkansans millions of dollars on infrastructure investments while also solving the congestion problems that exist or thwarting future issues. AHTD does not have the long term financial resources to build or maintain the existing road infrastructure as evidenced by their own studies. We have to be fiscally responsible when making these decisions and ensure that any new roads are self-funded either through a gas tax or toll roads. The rise in alternate transportation demand is also tremendous. We're working on a large commercial office building in Rogers right now and the demand from future tenants for bike infrastructure (showers, bike lockers, etc) has caused the owner and architect to completely re-work their strategy for part of the space. Millennials want to be able to live close to work and bike. Please be strategic when thinking about the users of this infrastructure and how generational differences will impact the necessary investments. It's already happening.
165	I think what people need to understand is that failing to plan is planning to fail and that is exactly what has happened in NWA over the years. The communities did not work together when they had a chance to plan things out and didn't want to take the time or spend money to make necessary improvements to keep up with our areas growth. We are now at the point that people are completely polarized (at least in Fayetteville), between the old guard and new guard. I see improvements that should be made in all areas (bicycles, vehicles, public transportation, etc.), but there is no single solution. Another point of note, is that local politicians need to be realistic when examining options/solutions - i.e. a light rail system would probably not be feasible due to a lack of use by customers who are able to pay (it's just too easy to get into your own car and drive 5-15 minutes). Although our congestion problems can be annoying, they are nowhere near those of a large metropolitan area such as Los Angeles, Dallas/Ft. Worth, Houston, New York, etc. Elected officials need to remember that just because a vehicle has a squeaky wheel, doesn't mean the whole thing needs to be replaced (pun intended in this context).
166	If the bike lanes on the roads are clean they are much more usable.
167	Bikes should not be on sidewalks. Bikes should have the same respect as cars on roads. To that end, protected bike lanes and massive increase in signage. Light rail could help a lot with congestion on I-49. Maybe. More lanes do not produce less traffic congestion. Stop throwing good money after bad ideas.

168	I walk from home to work so my commute time and challenge is nil.
169	I live in a neighborhood with very spotty sidewalk coverage and walkability. I would like there to be a greater emphasis on sidewalk improvement compared to the emphasis on roadways.
170	Need lower speed limits on roads with bike lanes. Build protected bike lanes. Connect trail system to more residential and commercial areas.
171	I fully support the development of a commuter rail system and would support an increased tax rate to help fund such a development. Transitional opportunities using the Arkansas Missouri rail system could be a productive way to raise public awareness and gather data on potential ridership rates. I read an article that the City of Rogers hosted a train ride to and from a football game in Fayetteville. I would strongly support additional events and opportunities like this. Perhaps a commuter train could be offered on Fridays as a small way to experiment with commuter rail opportunities. AMP events in Rogers might also be an interesting as well. I took a commuter ferry in San Francisco once that offered food and drinks to riders. It was seen as a post-work networking opportunity and seemed quite popular. I have a short daily commute in Fayetteville but I make regular trips to Rogers and Bentonville for work. I wasn't able to capture this in the survey above. I make about one trip a week.
172	Have you considered adding an express/HOV lane to I-49?
173	There are many intersections in NWA that need improvement, but there are a few that should be at the top of the list: Monroe & US 71B in Lowell 14th & Walton in Bentonville 8th & Hudson in Rogers (very confusing intersection for people not used to it). Many streets and roads lack sidewalks/pedestrian paths and street lights. This greatly worsens safety for pedestrians, bicyclists, and motorists. Also I-49's safety would be greatly improved with even partial lighting, such as the where the ramps merge/diverge.
174	Locally, I bike on my errands. My work takes me throughout the region, and so I must drive. I set my own appointments with clients and so can often (not always) avoid rush hour on I-49 and other congested routes. Still, I must contend with growing congestion. I am over 70 years old and so am ready to join the many people of our region who avoid driving themselves whenever possible. Yet I want to enjoy the great institutions of our region: Crystal Bridges, Shiloh Museum, Arvest Ballpark, and many others. Many my age and older would use public transit if it were regional and readily available. My wife and I walk to local events and would walk as much as, say, 20-30 minutes to a local transit stop. We would particularly wish to have transit (not taxis, but bus or rail) to XNA, where we must trade rides with a friend and drive 45 minutes each way, and wait if flights are delayed. Similarly, many young people of our area would love to explore it without depending on their parents to drive them everywhere. When I was old enough to go downtown alone in my town, I took the city bus to the public library. My parents knew I was safe and didn't have to drive me every time. High school students in, say, Fayetteville or Springdale (or Rogers or Bentonville) ought to be able to attend programs

	after school at Crystal Bridges without depending on parent drivers. There is a real need for urban transportation options. I hope you will concentrate on finding a way to build a system and run it; I know that will require a source of funds not presently provided for.
175	Citizen commented that the Eastern North Corridor Study showed a cross hatch of a future corridor. He was concerned that the project was shown as a line through his property. Wanted the cross hatch shown on the map. Discussed showing the corridor in the plan and not a specific route.

COMMENTS RECEIVED VIA EMAIL

- Rode greenway yesterday-it was fantastic except for the fact that it isn't well marked, and I missed the trail 3 different times-ended up lost once-please put some directional signs or arrows up-also, saw that interactive map would be available, but couldn't find that either.
- Hwy 112 from SW 41st south to Cave Springs is a very dangerous highway. The road is not wide enough for trucks pulling trailers to stay within the lines. The two curves by SW Gator have had several accidents including car vs. truck side swiping each other to two separate accidents where cars have gone thru fences and into backyards.... Plus the Wind mill rd. turn off is on a curve and has a blind spot. Also feel that left turns off of 112 on to Elk, or right turns on to Hwy 112 should not be allowed, as here too, several accidents have happened.
The right hand turn lane off of New Hope on to I 49 east bound should not happen as people making the left turn front he number two lane have to stop just as the start if someone is turn right on to 49. They just need to use the other entrance off of Champions.
Also the off ramp off of I49 south bound at New Hope, the turn lanes from the off ramp on to New Hope need to be painted and applied. Someone needs to sit and watch the number of cars they do not stay in lanes as there are no lanes and almost cause accidents.
- I am avidly against making W Howard Nickell Rd a four lane road. It is unwise to put a four lane road in between houses that will face the four lane road. The potential danger to children playing in the yard and pace at which cars will be driving is unsafe.
- I live on Letitia Street in Greenland across from the community center. I am concerned that putting a trail in the middle of my neighborhood will bring in unwanted foot traffic and crime. Please consider an alternate route. I think a trail system is great, but it does not need to come through the middle of an otherwise quiet neighborhood. Thank you.
- Thanks for your time in West Fork. Could you send me a map of Greenland's proposed trails so I can see where we, in West Fork, can try to hookup, or are hooking up to them?
- I came to your office yesterday to look at the latest plans for public transportation and alternative transportation in our region. You gave me the Executive Guide to the transportation study to the Transportation Alternatives Analysis. I've now read it and will add these comments to the ones I made on your form at your office. I am thrilled to see a commuter rail system recommended as the best choice for our corridor. Particularly in the past couple of years, it has become obvious that we live in a more unified region, where everybody wants to go everywhere. With Crystal Bridges, the Arvest ballpark, the Walton Arts Center, and other institutions underpinning the ever more unified economies of our region, we need public transit. We have an unusual, perhaps unique, circumstance with our existing rail line, since the A&M management wants to provide a route for commuter rail. Unlike a bus fast-lane system, a rail system would pass through the centers of our cities, making it a

walkable destination or departure point and contributing economic development potential. Not only that: it would encourage dense city development and discourage sprawl, thus protecting what is left of our beautiful countryside. The cost of such a system may seem daunting, but I want to urge commissioners and staff to explore the rails as our choice. We have been daring and brave in other goals, and this one is another opportunity to show that we are thinking ahead and are deserving of support for rail transit. We have more and older people who would prefer not to drive our highways, and many young people who want to explore our institutions without always depending on their parents to drive them. How exciting it would be for a high school group to take the train to Crystal Bridges for an after-school class or program! And how wonderful it would be for all of us as we grow older to avoid driving at night to things we want to participate in. Thanks. I hope you pursue this really worthy goal.

- I know there will be an Ozark Regional Transit meeting/hearing at the Bentonville Public Library today at 3:30. I am 80 and care for my husband who is 90 24/7, so I may not be able to attend.
- I have one complaint and one suggestion that perhaps you can pass on. The complaint is that I must email you because Ozark Regional Transit only offers me an address; no way can I contact them by email--a gross oversight.
- The suggestion I would offer if I were able to attend their meeting today is that BUS SHELTERS be established as has always been the case in other cities where I have lived. If the city or government is too broke to do this I am sure that people wishing to offer such a shelter "in memory of" would step forward to fill this need. In California (way back in the Fifties, the bus benches and shelters were paid for by ads that appeared therein. In Iowa benches in public parks had names of deceased loved ones and the pertinent dates. Surely such arrangements could be made here. A bench goes for \$500. A roofed shelter probably costs \$10,000. This would be clear plastic with stone seating and windbreak walls on 3 sides. Tell Ozark they will get a lot more ridership on all their routes if this consideration is met. Bus schedules were posted in the shelters in Ames, Iowa. That was handy too. Iowa City, Iowa has had regular bus service free or cheap since the 1980s. Ames, Iowa copied their plan. Most cities moving forward think first about their public transportation. I am the only driver now. If I die first my husband could still ride public transportation and not have to go to a nursing home just yet. I also wonder if the bus bike carrier would accommodate my walker. It does not fold easily as I need the seated kind to sit down and rest when I'm out walking around. The buses in Ames had elevators to lift people in wheelchairs and a secure tie near the front to keep such passengers safe.
- I will not be able to attend because of a planning commission meeting scheduled for the same time. I fully support your effort, especially your planning efforts to realize a rail transit system. In support of that effort, I would like to see the NWARPC lead in developing a model Transit Oriented Development district (TOD) along the rail corridor and propose land use regulations and incentives that will help create the urban development patterns and densities in the TOD district that will support the development of the rail transit system we know will be necessary to support future population growth. I plan to get on line and review the long range plan in detail. Then I may have more comment.
- "The system will enhance and sustain a high level of economic vitality, community livability and quality of life by providing movement of goods, choice, mobility, convenience, energy efficiency and encouraging the development of land use patterns that promote transportation efficiency and safety."

This will introduce the concept of managing land development patterns to improve the efficiency and safety of transportation that is covered in more detail under Principle III.3

Comments regarding the "PRELIMINARY DRAFT STP LIST" spreadsheet:

Designate on the spreadsheet how each project relates to the "High Growth Areas".

It could be helpful to allow member communities to benefit from the visibility gained from adding their major transportation infrastructure projects that are unfunded or funded through various sources (including the Transportation Bond Funds, the Capital Improvements Funds, etc.) outside the STP funding process. This type of transportation infrastructure projects could be added to the STP spreadsheet under a separate category heading. This regional visibility might result in a potential future reclassification of a local project into the STP funding process.

It could be helpful to allow member communities to identify needed “Stop Light installation” projects at intersection’s involving state highways and member community streets. As a member of the Fayetteville Planning Commission, we see several zoning and subdivision cases each year that involve local streets intersecting with existing state highways that might benefit from the Installation of a stop light. Using the spreadsheet to document and track needed state signalization action would be helpful. This could also help support the Congestion Management Process (CMP).

Comments regarding the STP Projects Location map

It could be helpful to cross reference the projects listed on the STP spreadsheet with the specific road segments showed on the project location map.

Consider showing the “High Growth Areas” on the map, as background information. This would help illustrate the relationship between the “High Growth Areas” and the list of STP projects.

On January 19, 2016 a citizen commented that the Eastern North Corridor Study showed a cross hatch of a future corridor. He was concerned that the project was shown as a line through his property. Wanted the cross hatch shown on the map. Discussed showing the corridor in the plan and not a specific route.

NWA FREIGHT INDUSTRY

Several NWA freight industry representatives were invited to NWARPC for an informal dialog as to what the industry considered important issues in the present as well as the future.

- Right hand turns are a problem: With tight turn radii, high curbs, and obstacles such as poles, balconies, buildings.
- Allowing twin 33’ trailers: The new double trailers will total more than 66’ long, with a fixed axel. This type of trailer has a lot of difficulty turning corners.
- Interchanges: How the highway interchanges are designed can make a big difference in the safety of the interchange for trucks.
- Safety improvements by the industry:
 - Making a lot of roads off limits.
 - Use of collision avoidance radar – for this technology to operate it needs well painted lines and nice curbs – it doesn’t work on rural roads.
 - Rural roads – have the problem that the pavement is not in good shape, the lanes are narrow and the shoulders are too soft – this is what causes roll-overs in trucks.
- Transfer of lanes on the highway: Really need more time to switch lanes.
- Weight: 3 states have approved a weight increase to 91,000 pounds, with another axel.
 - This is abusive to the road – it is putting even more weight on the road.
 - All this weight is pushing on the asphalt – this makes those big grooves/dips at corners and stops.
- Speed:
 - Most trucks are governed from 60 to 65 mph.
 - Suggest a national speed limit at 60 mph and all trucks stay in the right lane.
- The industry wants to know why in urban NWA the cities don’t synchronize the signal lights.

- Time and fuel are the big things: Stop and go traffic increases costs.
- Hours of service – hours a driver can drive.
 - 34 hour restart rule puts all the trucks will hit the road at the same time – this isn't good, and a staggered start time is better (as it would be for all vehicles).
 - Would like to be on the road between 7:00 pm and 5:00 am.
 - Using the 34 hour rule will put all the trucks on the road during the peak "drive time", covering both am and pm rush hours.
- ITS: Industry wants much more of this.
- Predict every shipping location will grow: All industries are investing in faster production and better storage facilities – Computer optimization.

Recommendations:

- Stronger road beds.
- Wider lanes.
- Wider curb radius.
- Sweeping on/off ramps, canted the correct direction.
- More and better use of ITS.
- Identify where the trucks are going in the industrial corridors and make recommendations to those specific roads in NWA.

NWA RAILROAD INDUSTRY

NWARPC spoke with representatives of the A&M RR and asked the following questions:

How many freight trains use this corridor on a daily basis (24 hour period) and weekly basis?

- 1 train – goes to Ft Smith in the morning, hands off to Union Pacific or Kansas City Southern, and back to Springdale in the evening.
- 1 switcher train – goes from Springdale to Fayetteville.
- 1 train – goes from Springdale to Monett, MO and back.
- 1 train – goes from Springdale to Rogers and back.
- 1 train – serves the Springdale area.
- Passenger Excursion train in season – Wednesday through Sunday from Springdale to Van Buren and back. Excursion and freight can run at the same time with proper scheduling.
- MOST OF THE TRAIN ACTIVITY TAKES PLACE DURING DAYLIGHT HOURS

How many street crossings do you have in Benton and Washington County?

- Every crossing has a DOT assigned number, and AHTD has a list of these crossings.

What crossings do you feel need to be improved/closed/relocated?

- Currently being improved –
 - Dixieland and Hwy 94 – by the City of Rogers
 - Hwy 264 – by AHTD
 - Dickson Street – by the City of Fayetteville
- Crossings that should be closed –
 - Randall Wobbe crossing (Springdale) – this crossing requires an over pass for vehicular traffic. The trains switch here and can block traffic for long periods of time.
 - Meadow Street crossing (Springdale) – the street should be closed at this crossing.
 - 3 crossings in West Fork – these crossings are within 75' of each other; recommend that the Wheeler Street be closed, which is the furthest south crossing.
 - Hill Street crossing (Fayetteville) – recommend closing the street as this is a particularly dangerous crossing.

At what speeds do you operate the train in the urban areas?

- 20 mph

What is the average time a street is blocked by a train?

- 10 minutes if the train is at a standstill; unlimited if the train is moving through or switching.

Do you see your number of customers/volume/frequency increasing in the next 25 years?

- An increase in the above depends on if local communities encourage industries to locate along the main line, or in an area where a spur is available or can be constructed.
- It costs roughly \$2M/mile for new rail construction, without including ROW acquisition.

If commuter passenger service utilized this corridor in the future, what do you think would be the biggest challenges/obstacles to overcome?

- The cost is extremely high and the Federal regulations for operating a commuter service are different than operating freight.
- The ridership is not available to support commuter service; therefore, the service would be dependent upon subsidies.
- Commuter rail can operate at 49 mph if all the crossings were grade separated. This is substantially lower than travel by vehicle.

Other comments:

- Trains will be getting longer in the future and this has the potential to impact traffic in urban areas even more as long as crossings are not grade separated.

Recommendations:

- Would like to have a line that runs to XNA – ROW acquisition should begin immediately; however, due to the development that has already occurred in this area it will be very expensive.
- Would like to have a line that runs to Siloam Springs – This project is viable if ROW acquisition begins immediately.
- There will not be a double line – the main line will remain as a single line. Currently, ARMO is in the top 2% of short line operations.
- All crossings should be grade-separated.

NWA AVIATION INDUSTRY

- The NWA Regional Airport (Airport) updated its Master Plan in 2014 and the document is currently under review by the Federal Aviation Administration (FAA). (Barnard Dunkelberg Company)
 - Two deficiencies noted were 1) an access road and 2) additional parking in the form of a parking deck.
 - Financial section where projects were identified and assigned a cost in order of magnitude for the next 20 years.
 - Market Area (enplanements) is 60 miles.
 - Passenger Enplanements Forecast, 2012 – 2032:

	Jan 2013	Trend	Selected Enplanement
Year	FAA TAF	Projection(1)	Forecast(3)
2013	533,839	541,426(2)	541,426
2014	547,105	616,693	554,420
2015	574,642	653,089	581,352
2016	588,931	671,288	595,304
2017	603,597	689,486	609,591
2022	682,500	780,476	686,339

2027	771,822	871,467	772,749
2032	872,926	962,457	870,038

Source: Barnard Dunkelberg & Company

(1) Trend based on actual enplanements form 1999 to 2012

(2) Actual

(3) Selected Enplanement Forecast

TAF –Terminal Area Forecast: Jet size – the larger jets, MD80 and 737, are coming into the airport and will continue to use the airport. This produced an increase in growth of 10% in 2014 for the airport.

- **The Airport Access Road**

- In spring 2015 construction began on a freeway just south of Cave Springs that will be part of the Hwy 412 Northern Bypass from I-49 to AR 112. This freeway could connect the access road to I-49.
- A two lane road will be constructed first, for a cost of about \$30M. A four lane road is expected to cost \$38M to construct
- Currently, it is the Airport that will own and maintain the road. The road will be treated essentially as a very long driveway at 4+ miles to intersect with Highway 112/Hwy 412 Bypass.
- Discussions with the Highway Commission will have to take place before the AHTD would take over the maintenance on the road.
- Finding the funding to construct the road is on-going. The Airport has \$14M in Federal money for the project at this time.
- The access road qualifies for tolling as an instrument of funding.

- **Parking Structure**

- Several designs have been put forward in the past year. These include different locations of the deck, how many levels will be above/below ground, and tunnels or skywalks connecting to the main terminal. All designs have a different price tag attached.
- Airport officials said construction for the parking structure and expansion of the short-term surface parking will likely take place in 2017.

- **Future Property Acquisitions**

- East – Approximately 1,012 acres for a new 9,000'x150' runway (20+ years).
- West – Extend the existing runway for a total of 12,500'x150', with the potential for additional land acquisition.
- Industrial land use was not considered in the Master Plan because the Federal government could not participate in the purchasing of additional property for commerce.

- **Regulations**

- Height Hazard Zoning ordinance – This is the only type of off-airport restriction the Airport Authority is authorized to handle.
- Bentonville has adopted an overlay ordinance that restricts types of uses; places of public assembly (hospitals, nursing home, theaters, etc.).
- Airport officials have not approached Highfill recently about a city-initiated overlay ordinance.
- Airport officials also try to make sure there are no severe reflective surfaces in the approach and departure path.

- **Intermodal**

- The Airport did not show a transit connection in the Master Plan.
- Airport officials said that a more robust bus system is necessary to fully serve the airport facility. Perhaps in 10 years there might be enough people that would ride the bus to make a route to the airport feasible; the exact number of riders needed, or would even ride, is unknown at this time.

- **Long-term Revenue**
 - Possibilities might include an airport access fee and/or an increase the parking fee in all the lots.
 - There is a high level of “cut-through” traffic using Airport Boulevard to travel between Hwy 12 and Hwy 264, up to 1,000 vehicles per day. There is a possibility that this traffic could be “tolled”.
- **Recommendations (as made by airport personnel):**
 - Hwy 12 is shown as being improved in phases. Going south and around the airport as a 4 lane would be ideal. Additionally, the part of the Western Beltway study corridor could become the connection.
 - Hwy 112 is showing some airport connections. All alternatives are shown to the west of the highway. The Access Road might become part of a relocation of Hwy 112.
 - Access Road – Ask FAA about letting the earmark over-ride the Federal requirement that money generated by the airport has to be spent on airport property, thereby releasing the restriction on access to the road. An access management ordinance would then be placed on the road, in order to protect the through traffic, but also to encourage business growth along the road. An increase in the road tax could be used to aid in construction.

APPENDIX B

ENVIRONMENTAL JUSTICE ANALYSIS – NORTHWEST ARKANSAS RAZORBACK REGIONAL GREENWAY

Environmental Justice Analysis
Northwest Arkansas Razorback Regional Greenway
AHTD Job Number 012142
FAP Number STMA-TDG2(1)
June 2012

Environmental Justice Analysis

Within AHTD Job Number 040637, the Northwest Arkansas Razorback Regional Greenway passes through an area of Springdale where low income and minority population residents live. This analysis provides the recommendations, analysis, and decision-making for the trail location of the Razorback Greenway through this area, discusses the populations affected by the route and alignment, defines the impacts and benefits of the Greenway to these populations, and addresses other issues that have been resolved by the project sponsor and design team.

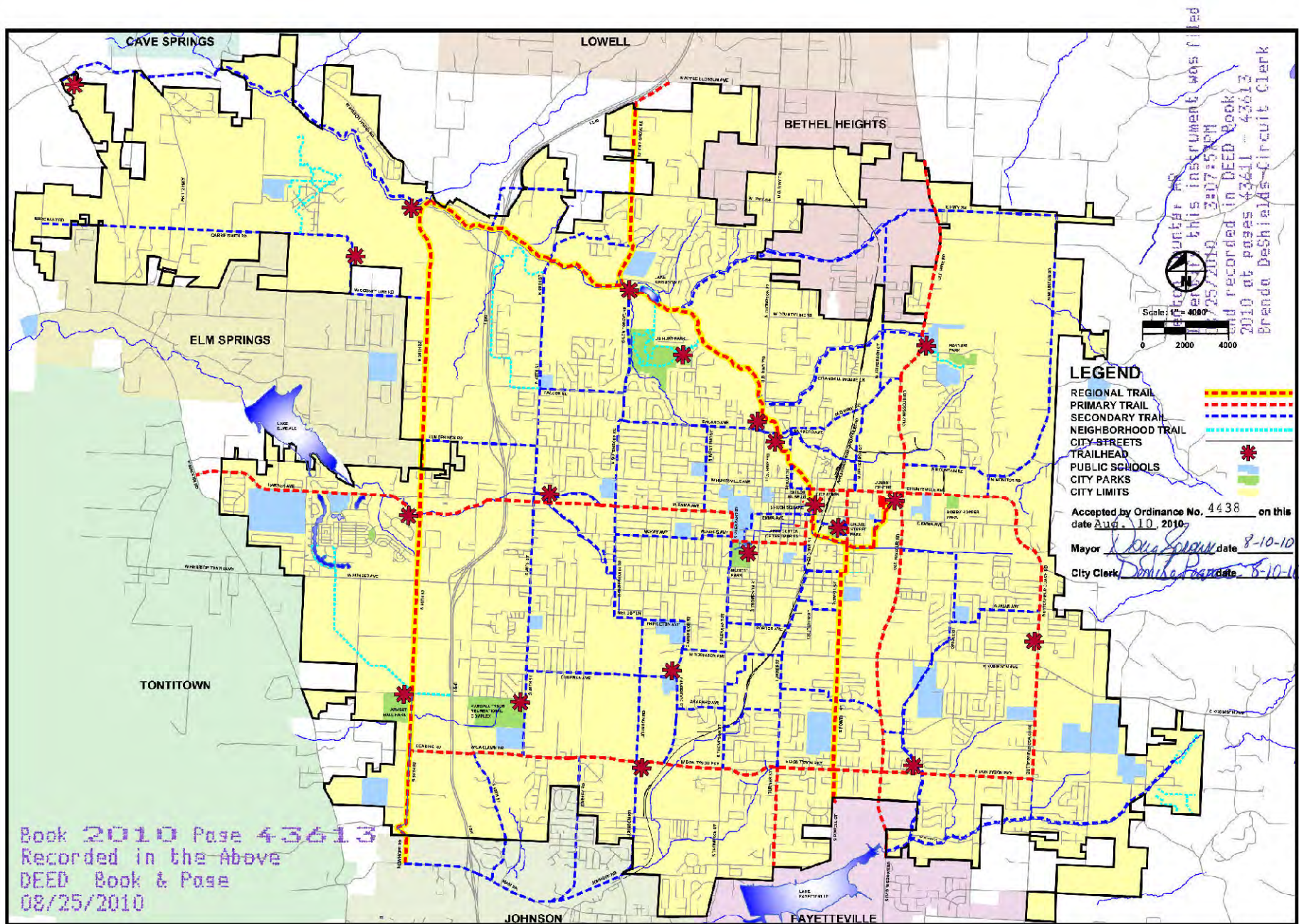
Greenway Trail Route and Alignment Analysis

For AHTD 040637, the goals of the trail routing includes linking existing segments of trail that are located south of Springdale at Lake Fayetteville to downtown Springdale and Shiloh Square, the regional trailhead. Figure 1 shows Springdale's Master Trail Plan. To accomplish this, the Northwest Arkansas Regional Planning Commission (NWARPC), City of Springdale and design consultant examined north-south corridors that provided the most feasible connections.

Within this area of Springdale, north-south bicycle and pedestrian travel is constrained by existing physical barriers. Figure 2 shows the location of the features discussed. Several blocks west of the Powell Street and Park Street corridor is an existing active railroad track that is an obstacle and constraint to the west of the area. Several blocks east of the Powell Street and Park Street corridor is the Springdale Municipal Airport, also is an obstacle and constraint. The Powell Street and Park Street Corridor offers optimal, efficient accommodation for north-south travel and has served as the preferred corridor for bicycle and pedestrian travel for many years, as evidenced by existing bike lanes and sidewalks. The Greenway offers an opportunity to upgrade and improve bicycle and pedestrian travel in the corridor. The preferred corridor provides improved pedestrian and bike facilities through an area where local residents heavily utilize the existing sidewalks and desire improved facilities both for neighborhood travel and to connect with the Springdale downtown area, Grove Street Park, and Lake Fayetteville Park. The recommended route passes directly by three neighborhood schools and a development of the Springdale Housing Authority that houses low to medium income residents.

Recommended of Greenway Trail Facility Development

To build a shared-use, off-road Greenway Trail within the Powell Street and Park Street corridor the design team recommends that the design take advantage of existing right-of-way and roadway conditions along Powell Street, specifically where Powell Street has been widened to a three-lane road, as shown in Figure 3. This three-lane roadway condition exists between the Don Tyson Parkway and Highway 412. The preferred Greenway alignment takes advantage of this widened roadway, recommending that a Two-Way Cycle Track utilize the eastern lane of



MASTER TRAIL PLAN CITY OF SPRINGDALE

CITY OF SPRINGDALE • 201 SPRING ST. • SPRINGDALE, AR • 72764

Date: 7-26-10

Scale: 1" = 4000'

Drawn By: DEC

REVISIONS:

Figure 1
Job 040637

Lake Fayetteville - Meadow Ave.
(Razorback Regional Greenway)
Washington County



Figure 2

Proposed Razorback Regional Greenway



Figure 3: Photo of Powell Street Corridor Showing Three-lane Road Condition

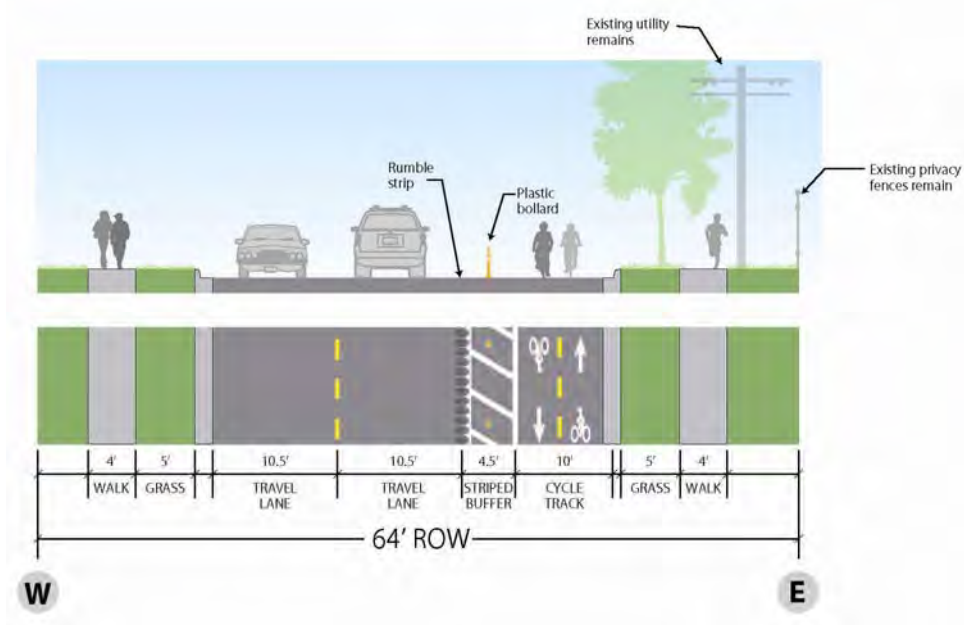


Figure 4: Typical Cross Section of Two-Way Cycle Track

Powell Street to minimize right of way acquisition. Figure 1 shows the location of the Two-Way Cycle Track. Figure 4 shows the typical cross-section of the Two-Way Cycle Track.

The 3-lane roadway only exists in this stretch of Powell Street. For other segments of the Powell Street corridor from Caudle to Lake Fayetteville, and specifically north of Highway 412, an alignment is recommended along the east side of Powell Street and involves the development of an off-street, roadside trail (in essence a widened sidewalk) that makes use of existing roadway right-of-way along with additional public and privately owned land. To accommodate the trail along these segments of Powell Street, the Greenway would be built in the front yards of private properties, and in the side yards of some institutional properties, such as the Springdale Housing Authority's Section 8 housing project at the intersection of Powell Street and Caudle Street. This means that some existing fences will have to be relocated to accommodate the Greenway. Some portions of existing sidewalks will be removed and incorporated into the new off-street shared use trail. Figures 5 & 6 show the area adjacent to the public housing.

Populations Affected by Trail Alignment

The route of this portion of the Greenway extends through an area of Springdale with higher concentrations of low income and minority populations, including Hispanic and Marshallese residents. Within the project study area, it is not possible to develop the Greenway without having some impact on low income or minority resident property.

The following figures illustrate the route of the Greenway in relation to:

- 1) Low-income residents (annual incomes less than \$19,000) (Figure 7);
- 2) Hispanic residents (Figure 8); and
- 3) Pacific Islander residents (Figure 9).

Citizen Input and Involvement

Three public input sessions have been conducted for the Razorback Regional Greenway project within the City of Springdale during the past nine months, offering opportunity for residents to discuss the proposals for the Greenway.

The first public input session occurred on August 1, 2011 and was held at Springdale City Hall, which is approximately one mile from the intersection of Powell Street and Caudle Street. The purpose of the meeting was to illustrate different route and alignments considered for the Greenway and to receive input on those routing options. Sixty-five (65) Springdale residents attended this meeting and provided input. Comments of residents recorded on maps indicate support for the development the Greenway along the Park Street and Powell Street corridor. Several residents from the Park Street and Powell Street corridor attended the meeting and are recorded on the meeting sign-in form. Residents stressed the need for improved bicycle and pedestrian connections to the three schools along the Powell Street corridor. One resident



Figure 5: Photo of Fence Along Public Housing



Figure 6: Photo Inside Fence Along Public Housing

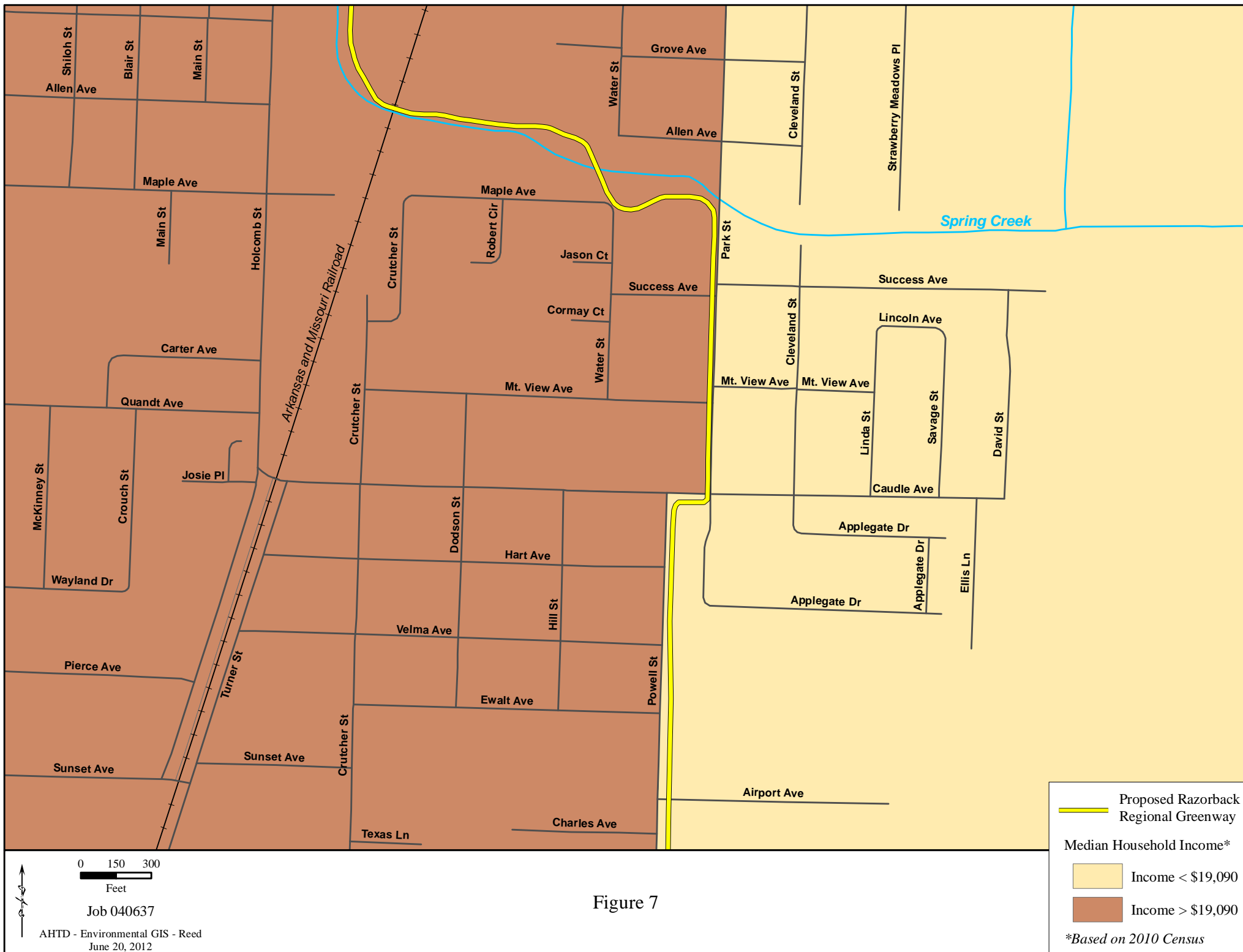


Figure 7

Job 040637

Proposed Razorback
Regional Greenway

Median Household Income*

Income < \$19,090

Income > \$19,090

*Based on 2010 Census



Figure 9

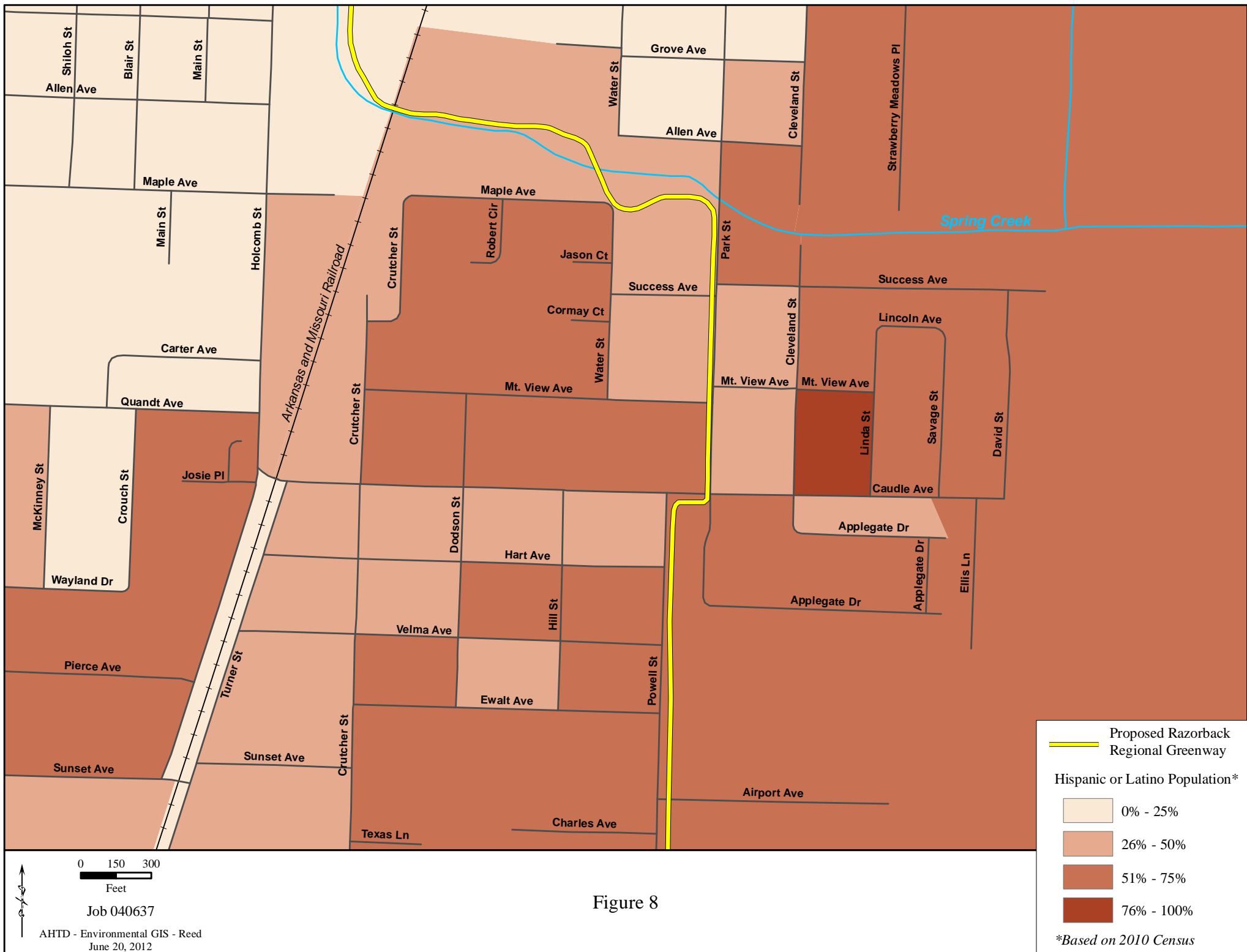


Figure 8

commented that Park Street should be a “complete street” corridor with improved conditions for bicycling and walking.

A second public input session occurred on October 20, 2011 and was held at the Jones Center near downtown Springdale, approximately one mile from the intersection of Powell Street and Caudle Street. The target audience for this input session was health care professionals and minority residents of the community. The focus of the discussion about the Razorback Greenway was on how the project would improve access for area residents, in particular those that cannot afford to pay a fee to access health and wellness facilities. Approximately 35 residents attended this meeting.

A third public input session took place on February 29, 2012 at the NWARPC office, which is approximately three miles from the intersection of Powell Street and Caudle Street. Seventy-five (75) residents from communities throughout Northwest Arkansas attended this meeting. The project design team and engineers were on hand for this meeting, along with right-of-way staff. Residents were encouraged to look through draft construction documents for the entire project, voice concerns, and write their comments on the forms and maps provided. Residents and business owners from the Park Street corridor attended this meeting and asked questions of the design team with respect to the development of the trail along Park Street. One specific suggestion of a resident was to keep the trail on the east side of Powell Street so that it would minimize congestion and improve safe travel for bicyclists and pedestrians.

Notifications about these meetings were provided in English and Spanish. Press releases about these meetings were provided in English and in Spanish and were run in local newspapers in both languages.

Impacts to Affected Populations

The Greenway will impact properties that have frontage or side yards along the Powell Street and Park Street corridor. A uniform design treatment is recommended that involves the construction of an off-road, shared use, sidepath along the east side of Powell Street from Lake Fayetteville to Caudle Street (except where Powell is widened to three lanes), and then along the west side of Park Street from Caudle Street to Spring Creek. The existing right-of-way for both streets is not wide enough to accommodate full-width trail development. Therefore it is necessary to acquire additional right-of-way from private property owners along both Powell Street and Park Street.

The design will minimize impacts wherever possible. For example, along the Park Street corridor, existing bike lanes will be removed and the western street curb moved further into the street so that the full-width of the trail is located primarily within the existing Park Street right-of-way.

In keeping with recommendations generated from the public input sessions, the design team recommends development of the Greenway along the east side of Powell Street. This results in less impact to existing private property. To build the Greenway on the west side of Powell Street would involve more substantial impacts to existing private minority owned residences. On the west side of Powell Street some of the existing homes have smaller front yard setbacks from the edge of the street. Building a trail on the west side of Powell would place the trail in close proximity to these homes.

Near the intersection of Powell Street and Caudle is an existing Section 8 multifamily housing community that is managed by the Springdale Housing Authority. In order to construct the planned 10-foot wide trail along the east side of Powell Street, it will be necessary to relocate the existing six-foot high metal wrought iron fence about 10 feet to the east. The fence would be moved from its present location into a grassy common area of the multi-family housing. One or two short sections of the privacy fencing that hide small back patios and clothes lines may need to be relocated (refer to Figure 6). According to the Housing Authority, these homes contain elderly, disabled, no small children, and are low income residents. They will not be displaced by the project.

Along the west side of Park Street and just north of Caudle Street there are three local businesses. These businesses currently have surface parking between the front of the businesses and Park Street. The trail will make use of portions of the parking located along this street. The City of Springdale is working with the landowners and businesses owners to mitigate impacts to existing parking so that no displacement of the businesses occurs as a result of the trail.

The City of Springdale will work with the business owners of Joe's Market & Etc., and the adjacent Amigo Market to move five of Joe's existing seven parking spaces to the Amigo Market parking lot to make room for the trail. Two customer parallel parking spaces will remain in front of Joe's. For La Estrella, the existing concrete parking lot is approximately 40 feet deep from the edge of street to the building. The existing four parking spaces and one handicap space can be moved towards the building and will not be in conflict with the route of the trail. (Refer to Figure 10)

Some conflict will remain between residents using the trail system and automobile traffic accessing Joe's Market and LaEstrella on Park Street.

Benefits to Affected Populations

There are several positive benefits that the Razorback Regional Greenway project will provide to low income and minority residents in this area of Springdale.

- 1) Improved access to a quality transportation facility, in the form of a continuous bicycle and pedestrian facility that extends from Lake Fayetteville to downtown Springdale.



Figure 10: Photo Illustration of New Parking at Joe's and LaEstrella

- 2) Improved and safer access to local schools for children walking and biking to local schools.
- 3) Improved and safer access to local neighborhood parks and shopping areas. The trail will utilize an underpass of the Arkansas and Missouri Railroad.
- 4) Improved conditions for travel and a comprehensive signage program that offers better wayfinding and travel information to area residents.
- 5) Satisfies a need for improved no-cost access to outdoor facilities, such as the Greenway, in order to support self directed no-cost health and wellness objectives.

Conclusion

The sidepath design solution proposed for the Powell Street and Park Street corridor is the same design treatment used consistently along the entire 16-mile, federally funded project, regardless of socio-demographic condition. The only exception to this sidepath design treatment is where the trail is entirely off-road, or where a three lane road segment will be converted to a two-way cycle track, thereby eliminating a vehicle lane.

The preferred alignment is the best route for the Greenway through this area of Springdale that satisfies the objectives of the project and meets the needs of the local residents. While the project extends through areas of Springdale that have higher concentrations of low income and minority populations, the design of the trail does not have any greater impact on low income and minority owned or leased property than it does on moderate to high income owned and leased property. The design recommendation for the Greenway trail along Powell Street and Park Street is uniform throughout this area of Springdale, as a 10 to 12 foot, off-road, shared use, sidepath. The only exception to this design recommendation is where Powell Street is widened to three lanes, and in that case the design team has recommended implementing a road diet and two-way cycle track solution. The route and design of the Razorback Regional Greenway within the Powell Street and Park Street Corridor does not disproportionately impact low income or minority residents.

Contact was made with the manager of the Springdale Public Housing. Coordination occurred between the NWAPRC and the Housing Authority, and they are aware of the plans for the trail. However, the majority of the public housing and local area residents seem to be unaware of the proposed project. A neighborhood meeting will be held in an effort to better inform the residents and business owners concerning the project.

List of Exhibits

- Figure 1: Map of Springdale's Master Trail Plan
- Figure 2: Map of AHTD 040637 illustrating route of Greenway
- Figure 3: Photo of Powell Street Corridor showing three-lane road condition
- Figure 4: Cross section of Two-Way Cycle Track
- Figure 5: Photo of Fence along Public Housing
- Figure 6: Photo Inside Fence along Public Housing

Figure 7: Map of Area Low Income Population

Figure 8: Map of Area Hispanic Population

Figure 9: Map of Area Pacific Islander Population

Figure 10: Photo illustration of new parking at Joe's and LaEstrella



Mayor Doug Sprouse

June 15, 2012

201 Spring Street
Springdale, Arkansas 72764
(479) 750.8114
(479) 750.8559 fax
www.SpringdaleAR.gov

Randal Looney
Environmental Specialist
Federal Highway Administration
Arkansas Division
700 W. Capitol, Room 3130
Little Rock, AR 72201

Dear Mr. Looney:

It is not anticipated that the Razorback Greenway will have a use under Section 4(f) on any publicly owned recreational resources.

Sincerely,

Doug Sprouse
Mayor

APPENDIX C

ACCESS MANAGEMENT STANDARDS MODEL ORDINANCE

**ACCESS MANAGEMENT STANDARDS
MODEL ORDINANCE
February 23, 2011**

- (A) **Intent.** These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of ***“Multi-model transportation systems”***.
- (B) **Applicability.** The standards set forth herein shall apply to land, which is proposed to be developed or redeveloped where the creation of public or private streets are required, or proposed, or in which new or existing access is created or modified.
- (C) **Street Design Principles.**
1. **Street Standards.** All street standards shall be designed and constructed according to the Master Street Plan and Minimum Street Standards as adopted by (insert governing jurisdiction here). All measurements shall be from the ROW as identified on the Master Street Plan.
 2. **Extensions.** All street extensions shall be constructed to Minimum Street Standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
 3. **Substandard Widths.** Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.
 4. **Street Names.** Names of streets shall be consistent with natural alignment and extensions of existing and new streets. Names shall not be duplicate or similar to existing street names. Developers shall coordinate the naming of all new streets through the (insert governing jurisdiction here) during the development review process.
 5. **Tangents.** A straight tangent at least one hundred (100) feet long shall separate reverse curves for Collector and Arterial streets.
 6. **Pedestrian.** Pedestrian-vehicular conflict points should be controlled through warranted signalized intersections and/ or proven traffic calming design principles.

7. **Signalization.** Traffic signals shall be placed only at those intersections that meet signal warrants as defined in MUTCD latest edition. However, the governing jurisdiction shall have the final authority over all signal location.

(D) Street Block Layout/Connectivity.

1. **Block Length.** Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) **Principal and Minor Arterial Streets.** Signalized intersections should be located at a minimum of one every 2,640 feet (half a mile) along principal and minor arterials and shall be based on traffic warrants.
 - (b) **Collectors.** Intersections should be located at a minimum of one every 1,320 feet (quarter of a mile) along collector streets.
 - (c) **Locals.** Intersections should occur at a minimum of one every 800 feet.
 - (d) **Residential.** Intersections should occur at a minimum of one every 660 feet.
 - (e) **Waivers/ Variances.** The approval authority may change block length standards when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure from the adopted standard.
2. **Topography.** Local streets should be designed to relate to the existing topography and minimize the area of disturbance.
3. **Dead-End Streets.** Dead-end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead-end streets should end in a cul-de-sac with a radius of 50' or an alternative design as authorized in the most recent edition of the Arkansas Fire Prevention Code.

- (E) **Access Management.** Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Local streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto two public streets shall place a higher priority on accessing the street with the lower functional classification, i.e., local and collector streets.

1. Driveways (public and private) (See appendix 1 for graphical representation)

(a) **Minimum distance from intersection or driveways.** For purposes of determining driveway or street access separation, the separation distance shall be measured from the ROW as shown on the Master Street Plan. Driveways shall be no closer than one hundred fifty (150) feet measured from the Master Street Plan ROW of intersecting collector or lower classification streets to the center line of the drive, and no closer than two hundred fifty (250) feet measured from the Master Street Plan ROW of an intersection involving a major or minor arterial to the center line of the drive.

(b) **Offset.** Either the centerline of opposing nonresidential driveways shall align, or shall be offset no less than one hundred (100) feet edge to edge. This condition shall not apply where a permanent median exists without break for these driveways.

(c) **Number of driveways permitted.** Principal and Minor Arterial Streets: Where a street with a lower functional classification exists that can be accessed, driveways shall access onto those streets. When allowed, driveways along arterial streets shall be shared between two or more lots. Where a driveway must access the arterial street, it shall be located a minimum of two hundred fifty (250) feet from an intersection or driveway edge to edge.

Collector Streets: Driveways shall be located a minimum of one hundred fifty (150) feet from an intersection or driveway. When allowed, driveways along collector streets shall be shared between two or more lots.

Number of Driveways Permitted	
Length of Street Frontage	Maximum Number of Driveways
0 - 500 ft.	1
501 - 1000 ft.	2
1001 - 1500 ft.	3
More than 1500 ft.	4

- (d) **Distance between Driveways.** Unless otherwise specified by ordinance, the maximum number of curb cuts for each property shall be determined by length of road frontage and the maximum posted speed limit of the road.

Distance between Driveways	
Travel Speed Permitted	Minimum Distance between Driveways
30 mph	100
35 mph	150
40 mph	200
45 mph	250
50 mph	300
55 mph	350

- (e) **Curb radius.** To ensure safe turn movements, turning radii for commercial drive curb cuts should be a least twenty five (25) feet for curb cuts along streets designated on the Master Street Plan. Exceptions may be granted through a waiver/ variance request to the (**governing jurisdiction**) for shorter radii in the downtown area and for larger radii needed where there may be a need to accommodate truck traffic.

- (f) **Residential and subdivision access.** No residential lot shall be permitted direct access to a collector, minor, or major arterial street. All residential subdivision development contiguous to a collector, minor, or major arterial street shall orient frontage to a local, residential or alley and back the project, without access to the said major streets. All subdivisions with thirty (30) or more lots shall have two access points or designed according to the current Arkansas Fire Prevention Code.

(g) **Waiver / variance** In order to protect the ingress and egress access rights to a street of an abutting property owner, a waiver/ variance request to the driveway minimums may be granted by the approving authority to allow a driveway at the safest functional location along the property street frontage. Joint shared driveways shall be required with an adjoining parcel. If a parcel on the corner of an arterial or collector street provides such short frontage along a major street that there is no safe ingress/egress functional location on that street, the **(governing jurisdiction)** may deny or limit the driveway to ingress or egress only.

(h) **Driveway Width.** Commercial, industrial, and multi-family driveway widths shall meet the following guidelines:

(1) **One-way in or out.** If the driveway is a one- way in or one-way out drive, then the driveway shall be a minimum width of twenty (20) feet and shall have appropriate signage designating the driveway as a one-way connection.

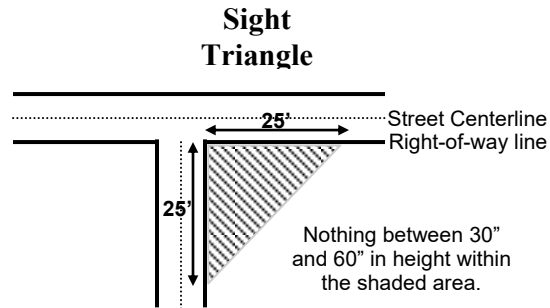
(2) **Two-way.** For two-way access, each lane shall have a width of twelve (12) feet and a maximum of three lanes shall be allowed. Whenever more than two lanes are proposed, the governing jurisdiction may require entrance and exit lanes to be divided by a raised median. All median designs shall be approved by the governing jurisdiction.

(3) **Minor or Major Arterials.** Driveways that enter a minor or major arterial at traffic signals must have at least two (2) outbound lanes (one for each turning direction) of at least 12 feet in width, and one in-bound lane with a 14-foot width.

(i) **Driveway Grades.** Driveway grades shall conform to the recommendations of the Center for Urban Transportation Research as shown in the table titled “Maximum Drive Grades.”

Maximum Drive Grades	
Roadway	Driveway Grade
Major Arterial	5 %
Minor Arterial	6 %
Collector	7 %
Local	10 %

- (j) **Sight Triangle.** Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed



view. Any plantings or structures in the site triangle must not exceed 30" in height as shown below. The site triangle distance may be increased for higher classification streets or as required by the governing jurisdiction.

- (k) **Throat Length.** The length of driveways or "Throat Length" shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. General standards appear in the table below titled "Generally Adequate Driveway Throat Lengths", but may vary according to the projected volume of the individual driveway. These measures generally are acceptable for the principle access to a property and are not intended for minor driveways. The figure titled "Driveway Throat Length," depicts an example of adequate throat length.

Driveway Throat Length

Generally Adequate Driveway Throat Lengths	
Development Type	Driveway Throat Length
Shopping Centers > 200,000 GLA* (Signalized) (800 spaces)	200'
Smaller Developments < 200,000 GLA* (Signalized)	75'-95'
Un-signalized Driveways	40'-60'

- (l) **Driveway Approach to Property Line.** The driveway approach shall extend to the property line and/or Master Street plan right-of-way from the paved street and shall be paved with concrete in accordance with the Standard Street Specifications.
- (m) **Driveways beyond the Property Line.** Except in agricultural and residential estate zoning districts, all driveways shall be paved from the property line and/or master street plan right-of-way with asphalt, concrete, brick or stone pavers, or other solid surface and shall extend twenty (20) feet (length) into the property unless no parking is provided between the property line and structure.
- (n) **Driveways beyond 20 Feet into the Property.** Driveways beyond 20 feet into the property may be paved or unpaved and shall be clearly defined by landscaping or edging.
- (o) **Unpaved Driveway Maintenance Requirements.** All unpaved driveways shall be maintained with adequate gravel, grasses, or other plants and/or landscaping materials to keep the area from becoming rutted, muddy and/or soil from being blown or washed away. (enforced through the storm water management ordinance or other ordinances)
- (p) **Driveway Grading and Drainage.** The driveway shall be graded in such a way to dispose of surface water into appropriate structures.

(F) Freeway Interchanges with Arterials

1. **Land Use.** The most appropriate use of interchange area land (interims of the regional economy) should be encouraged, consistent with maintaining an efficient and safe traffic facility.
2. **Lot Depth.** Land near interchanges should have sufficient depth to provide access to interior tracts, and developments with shallow frontages should be discouraged.
3. **Access Points.** Land use should be of a type that requires only a minimum number of access points and intersections

along the arterial in the vicinity of ramp entrances and terminals.

4. **Frontage.** The design of interchange traffic facilities should be coordinated with the simultaneous development of a comprehensive plan for the interchange area and that the practice of acquiring property access rights be expanded in critical cross-route problem areas.
5. **Frontage Roads.** Frontage roads along freeways should intersect arterials near interchanges at an appropriate distance away from the ramp terminal intersection (see table below). In addition, a continuous system of frontage roads can provide additional property access and reduce reliance on arterial road access.
6. **Individual Access Management Plans** – Individual jurisdictions' access management plans related to freeway interchanges shall be agreed upon by AHTD, the local jurisdiction, and the MPO.

Suggested access spacing near interchanges

2-Lane Cross Routes

Access Type	Area Type		
	Fully Developed Urban (45 mph)	Suburban (45 mph)	Rural (55 mph)
First Access	750	990	1,320
First Major Signalized Intersection	1,320	1,320	1,320

4-Lane Cross Routes

Access Type	Area Type		
	Fully Developed Urban (35 mph)	Suburban (45 mph)	Rural (55 mph)
First Access from Off-Ramp	750	990	1,320
First Median Opening	990	1,320	1,320
First Access Before On-Ramp	990	1,320	1,320
First Major Signalized Intersection	2,640	2,640	2,640

(G) Acceleration and Deceleration Lanes. Site plans for all commercial development and redevelopment, residential subdivisions, and multifamily dwellings on collector, and arterial streets will be analyzed by the City for critical traffic conditions for both the initial opening and full development of the site. Deceleration lanes are required for single and combined uses that generate right turn driveway volumes of thirty (30) or more vehicles in the peak hour, as determined using standard Institute of Transportation Engineers (ITE) trip generation rates for the subject land use(s).

Additional development, requiring a building permit that would generate right turn driveway volumes of thirty (30) or more vehicles in the peak hour shall require the installation of an approved deceleration lane. Four hundred (400) feet minimum spacing between drives measured centerline to centerline or from the ROW intersecting lines of public streets to the centerline of a curb cut, is required when deceleration lanes are required. Construction of driveways along acceleration lanes, deceleration lanes, and tapers are prohibited due to the potential for vehicular weaving conflicts.

(H) Joint and Cross Access Major traffic generators, adjacent commercial or office properties classified as major traffic generators (i.e., shopping plazas, office parks, etc.), shall provide joint and cross access for vehicles and pedestrian circulation between sites. A system of joint use driveways and cross access easements shall be established wherever feasible in commercial zoning districts along streets designated on the City Master Street Plan to allow circulation between sites.

1. A continuous service drive or cross access corridor extending the entire length of each property served to provide for driveway separation consistent with the curb-cut standards.
2. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
4. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.

(I) Non-Conforming Access Features. Permitted access connections in place as of the date of the adoption of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under the following conditions:

1. When new access connection permits are requested;
2. Alterations exceeding 50% of the existing gross floor area;
3. 25% increase in driveway trip generations; or
4. As roadway modifications occur.

(J) Discontinued Use. If the principal activity on a property with nonconforming access features is discontinued for a consecutive period of 180 days then that property must thereafter be brought into conformity with all applicable connection spacing and design requirements, unless otherwise exempted by the approving authority. For uses that are vacant or discontinued upon the effective date of this code, the 180-day period begins on the effective date of this code.

Access Management Definitions

Definitions not expressly prescribed herein are to be construed in accordance with the customary usage in municipal planning and engineering practices. Whenever used in this regulation, the word "may" is permissive, while the word "shall" is to be interpreted in its mandatory sense. For the purpose of interpreting this regulation, certain words used herein are defined as follows:

A

AASHTO: American Association of State Highway and Transportation Officials.

Access: A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.

Access Connection: Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

Access Management: The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

AHTD: Arkansas Highway and Transportation Department.

Alley: A minor public right-of-way used for utility installations and vehicular access to the back or the side of properties abutting a street.

B

Block: A parcel of land, intended to be used for urban purposes, which is entirely surrounded by public streets, highways, railroad rights-of-way, public walks, parks, drainage channels, or a combination thereof.

C

Cul-de-sac: A local street with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.

Commission: The word "Commission" or "Planning Commission" shall be the official City Planning Commission/ Planning Board of the **(governing jurisdiction)**.

Cross Access: A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

Curb Cut: A curb cut is a ramp leading smoothly down from a sidewalk to a street, rather than abruptly ending with a curb and dropping roughly 4–6 inches (10–15 cm).

D

Dead End Street: A Street having one end open to traffic and being permanently terminated at the opposite end.

Dedication: Land and improvements offered to the city and accepted by the city for public use, control and maintenance.

Development: Any change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials as defined by the governing jurisdiction.

Development plan: A drawing showing all proposed improvements to a piece of property including streets, parking lots, buildings, drives, signs, utilities, drainage, grading by size and location.

Driveway: A driveway is a break in access at street grade to serve as an access point to one or more structures, and is owned and maintained by an individual or group edge to edge.

E

Easement: A grant by the property owner of the use, for a specific purpose or purposes, of land by the public, a corporation, or certain persons.

Edge to Edge:

Engineer: A person duly authorized under the provisions of the Arkansas Engineering Registration Act to practice the profession of engineering in the State of Arkansas.

Expressway: An expressway is a divided highway for high-speed traffic with controlled access.

F

Frontage Road: A public or private drive, which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)

Functional Area of Intersection: Manual of Uniform Minimum Standard for Design, construction, and Maintenance - A manual produced by the Arkansas Department of Transportation which provides for uniform standards and criteria for transportation facilities for both state and local roads.

G

General Plan: The adopted comprehensive plan that provides long-range development policies for the area subject to urbanization in the foreseeable future and which includes, among other things, the future land use plan and master street plan.

Governing Jurisdiction:

J

Joint Access (or Shared Access): A driveway connecting two or more contiguous sites to the public street system.

L

Lot: A parcel of land, legally defined in a recorded deed or a recorded plat, fronting on a public dedicated right-of-way or other approved private drive. The lot shall not be divided by any public highway or alley, including any part thereof subject to any easement for any purpose other than a public highway or alley, but excluding any part thereof severed from another lot where the severance creates any nonconformity of use or structure. Said lot shall establish one building site and comply with all subdivision rules and regulations of the City.

Lot, Corner: A lot located at the intersection of and abutting on two or more streets.

Lot, Double Frontage:

M

Manual of Uniform Traffic Control Devices (MUTCD): A Federal document adopted by the Arkansas Department of Transportation that provides standards for traffic control devices.

Master Street Plan: The plan made and adopted by the Planning Commission and accepted by the City Council classifying certain streets within the planning area jurisdiction as arterial or collector streets.

Median: A *median* is a grass or raised divider in the center of a road that separates opposing traffic and discourages or prevents vehicles from crossing the divider.

P

Parcel: A division of land composed of one or more lots in contiguous ownership.

Parking space: An area of definite length and width, exclusive of drives, aisles or entrances, giving access thereto, and fully accessible for the storage or parking of permitted vehicles.

Pavement Width: The portion of a street available for vehicular traffic; where curbs are laid, it is the distance from back of curb to back of curb.

R

Reasonable Access: The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the thoroughfare, as consistent with the purpose and intent of this code and any applicable plans and policies of the (city/county).

Right-of-Way: The usage of the term "right-of-way" for land platting purposes shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water mains, sanitary sewers, storm drains, or any other use involving maintenance by a public agency or public utility company shall be dedicated to public use by the maker of the plat on which such right-of-way is established.

S

Service Road: A public or private street or road, auxiliary to and normally located parallel to a controlled access facility that maintains local road continuity and provides access to parcels adjacent to the controlled access facility.

Significant Change in Trip Generation: A change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property exceeding 10 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under local jurisdiction; or

exceeding 25 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.

Street: A public or private right-of-way, however designated, which provides vehicular access to adjacent areas.

Street, Arterial: Arterial streets serve to interconnect and support the freeway system. Arterial streets link major commercial, residential, industrial areas. Arterial streets are typically spaced 1 mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets in lieu of a well placed arterial street. The main function is to carry high volumes of traffic within the community and major activity centers within the region. Each arterial street is designated on the Master Street Plan for the City as either a super, major or minor arterial.

Street, Collector: Collector streets provide both access and circulation within residential, commercial, and industrial areas. Collector streets are located along neighborhood borders and collect traffic from residential and commercial areas and channel vehicles to minor and major arterials. Collector streets are designated on the Master Street Plan and/or General Plan for the City.

Street, Frontage: A minor street which is generally parallel to and adjacent to a major highway or railroad right-of-way and which provides access to abutting properties and protection from through traffic.

Street, Local: Local and residential streets have the sole function of providing access to adjacent land. Residential and local streets serve traffic within neighborhoods and should carry low volumes of traffic at slower speeds.

Street, Minor Residential: The term "minor residential" street shall mean a street which has a single entry/exit, serves no more than twenty-four (24) dwelling units and shall be the lowest in the functional classification of streets. The intended purpose of a minor residential street is to serve local non-through traffic in a residential setting.

Street Right-of-Way Width: The shortest distance between the lines which delineate the right-of-way of a street as it runs from abutting property line to abutting property line.

Stub-out (Stub-Street): A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

T

Temporary Access: Provision of direct access to the controlled access facility until that time when adjacent properties develop, in accordance with a joint access agreement or frontage road plan.

V

Vacation: Legal abandonment of a platted street right-of-way or easement.

Variance: Permission from the Board of adjustment to depart from the requirements of these regulations.

W

Waiver: Permission from the governing jurisdiction/ approval authority to depart from the requirements of these regulations.

Warranted Signalization:

Tract No. _____
Page 1

TYPICAL RIGHT OF WAY AND EASEMENT GRANT

That for and in consideration of One Dollar (\$1.00) and other good and valuable considerations to the undersigned **Name Here** Grantor(s), cash in hand paid, the receipt of which is hereby acknowledged, said Grantor does hereby grant, bargain, sell and convey unto the City of (city/ town name here), Arkansas, Grantee, their successors and assigns, a permanent easement to lay, construct, remove, enlarge, maintain, inspect and repair a City sewer line, with public right of ingress and egress to and from the same, on over, across and under the following described real estate to-wit:

PROPERTY DESCRIPTION:

RIGHT OF WAY OR EASEMENT DESCRIPTION:

Grantees shall have and are hereby granted the right of constructing, reconstructing, locating, relocating, inspecting, patrolling, expanding existing facilities as may be required in the future, and maintaining said sewer line. Grantees shall have and are hereby granted the further right at all time to remove from said lands all vegetation, undergrowth, trees, and parts thereof, or other obstructions, which in the opinion of the Grantees, restrict access, constitutes a hazard, or endangers the safety of said sewer easement, or their appurtenances and/or the public, and/or for the purpose of installing additional facilities.

The Grantor or his successors shall not cause to be constructed any buildings, structures or other improvement (other than fences, driveways, and paved parking areas) within the above described easement, and no trees shall be planted by Grantor or his successors on said easement. Grantor or his successors shall not be entitled to any compensation for fences, growing crops, structures which may be removed or disturbed within this easement by virtue of Grantees' exercise of the rights under this agreement.

Tract No. _____
Page 2

Grantees agree to repair any damage to Grantor's driveways, sidewalks, parking areas, lawn or pastures that result from the exercise of rights and privileges contained within the easement described herein. Said damage to driveways, sidewalks, parking areas, lawn or pastures shall be restored by Grantees as close as is reasonable to the original condition.

It is further understood that Grantee's easement shall be exclusive and the Grantor or his successors shall convey no parallel rights to any person, utility or corporation on, across or under said easement without the written permission of Grantees.

TO HAVE AND TO HOLD the above described easement unto said grantees, its successors and assigns, forever or until said right of way if finally abandoned.

Grantor also agrees to forever warrant and defend the above described easement unto said grantees against all legal claims.

IN WITNESS WHEREOF, the hand and seal or Grantor is hereunto set this _____ day of _____, _____.

Authorized Agent

Tract No. _____

Page 3

ACKNOWLEDGEMENT

STATE OF ARKANSAS }

COUNTY OF BENTON }

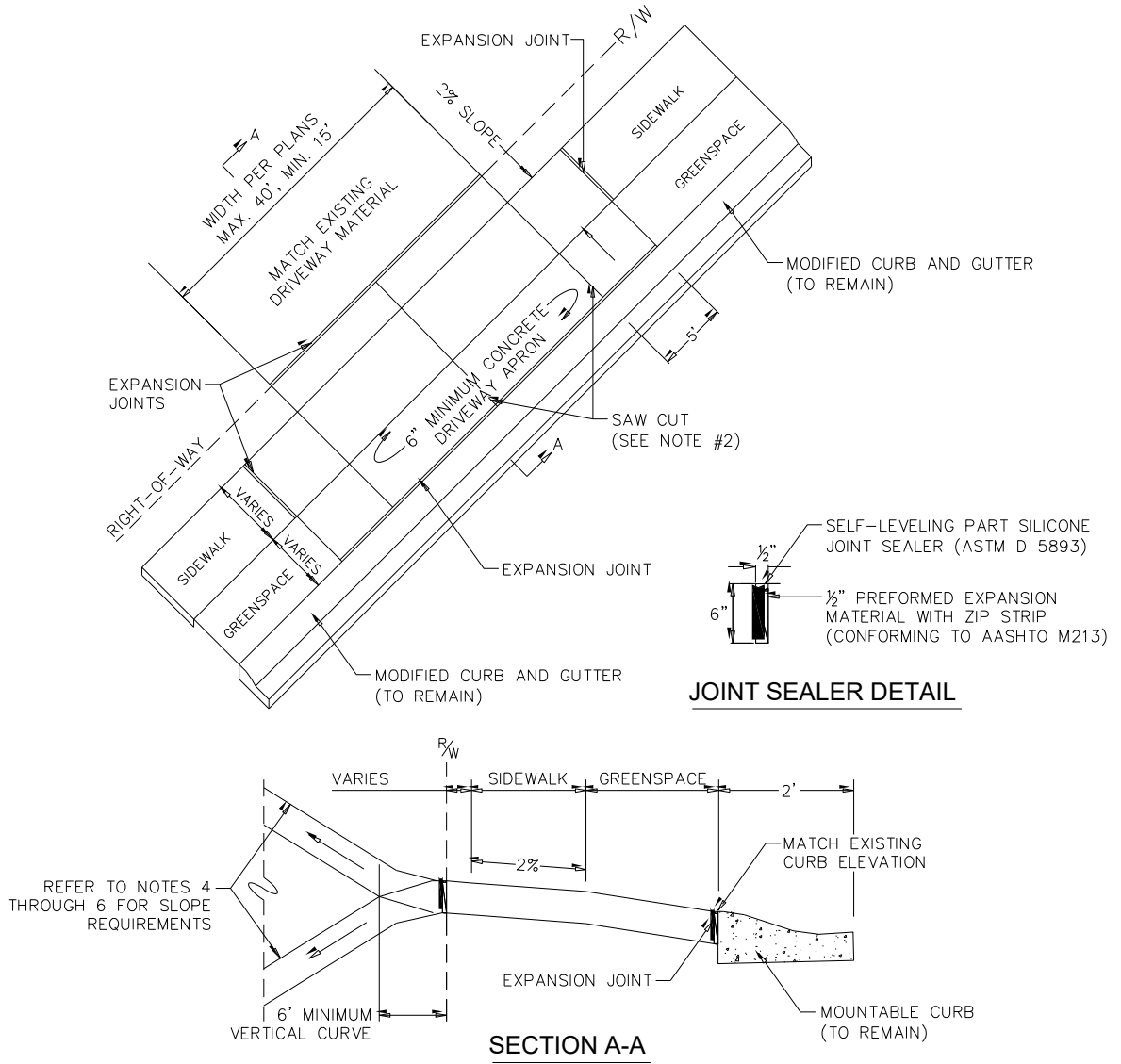
BE IT REMEMBERED, that on this date, before me, a Notary Public within and for said County and State, duly commissioned and acting, personally appeared **Representative**, authorized agent of **Name Here**, to me well known as the person or persons who executed the foregoing easement grant, and that had executed the same for consideration and purpose therein mentioned and set forth.

WITNESS my hand and seal on this _____ day of _____, _____.

Notary Public

My Commission Expires: _____

Appendix A



APPENDIX D

FFY 2016-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP TRANSPORTATION IMPROVEMENT PROGRAM

**FEDERAL
FISCAL YEARS
2016-2020**



Prepared by the Northwest Arkansas Regional Planning Commission in cooperation with the Arkansas State Highway and Transportation Department, Missouri Department of Transportation, Federal Highway Administration and Federal Transit Administration

MARCH 23, 2016

**NORTHWEST ARKANSAS REGIONAL
TRANSPORTATION STUDY (NARTS)**



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION DISCLAIMER

This notice is in accordance with the 2040 NWA Metropolitan Transportation Plan, the Moving Ahead for Progress in the 21st Century (MAP-21) Act and Fixing America's Surface Transportation (FAST) Act, in cooperation with local agencies, the Arkansas State Highway and Transportation Department, the Missouri Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. This report was funded in part through grant(s) from the Federal Highway Administration, the Federal Transit Administration, and/or the U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION

The Northwest Arkansas Regional Planning Commission (NWARPC) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: cscott-silkwood@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact Celia Scott-Silkwood. Si necesita informacion en otro idioma, comuniquese Celia Scott-Silkwood, cscott-silkwood@nwarpc.org.

NARTS MISSION

The mission of the Northwest Arkansas Regional Transportation Study (NARTS) is to “Develop and Maintain a Regional Transportation Plan for the Metropolitan Area”.

Transportation Management Area (TMA) status was recognized after 2010 Census Bureau data indicated the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area (UZA) had grown from 172,585 in 2000 to 295,083 in 2010. The 200,000 population mark is the threshold for an area to become a TMA. With the new UZA boundary extending into Missouri, the Metropolitan Planning Area (MPA) for transportation planning now extends into McDonald County, Missouri.

REGIONAL TRANSPORTATION GOAL

“Provide a comprehensive intermodal transportation system which most efficiently serves the human and economic needs of the metropolitan area and Northwest Arkansas region.”

THE TIP MUST INCLUDE:

- A list of projects and strategies including investments in pedestrian and bicycle transportation facilities, as well as roadways and transit.
- A financial plan.
- Descriptions of each project, including, but not limited to type of work, termini, length, etc.
- A “visual” component that helps the reader to better understand the nature of the project.
- This TIP complies with all the requirements of the Fixing America’s Surface Transportation (FAST) Act.

Northwest Arkansas Regional Transportation Study Area (NARTS) Jurisdictions:

CITIES:

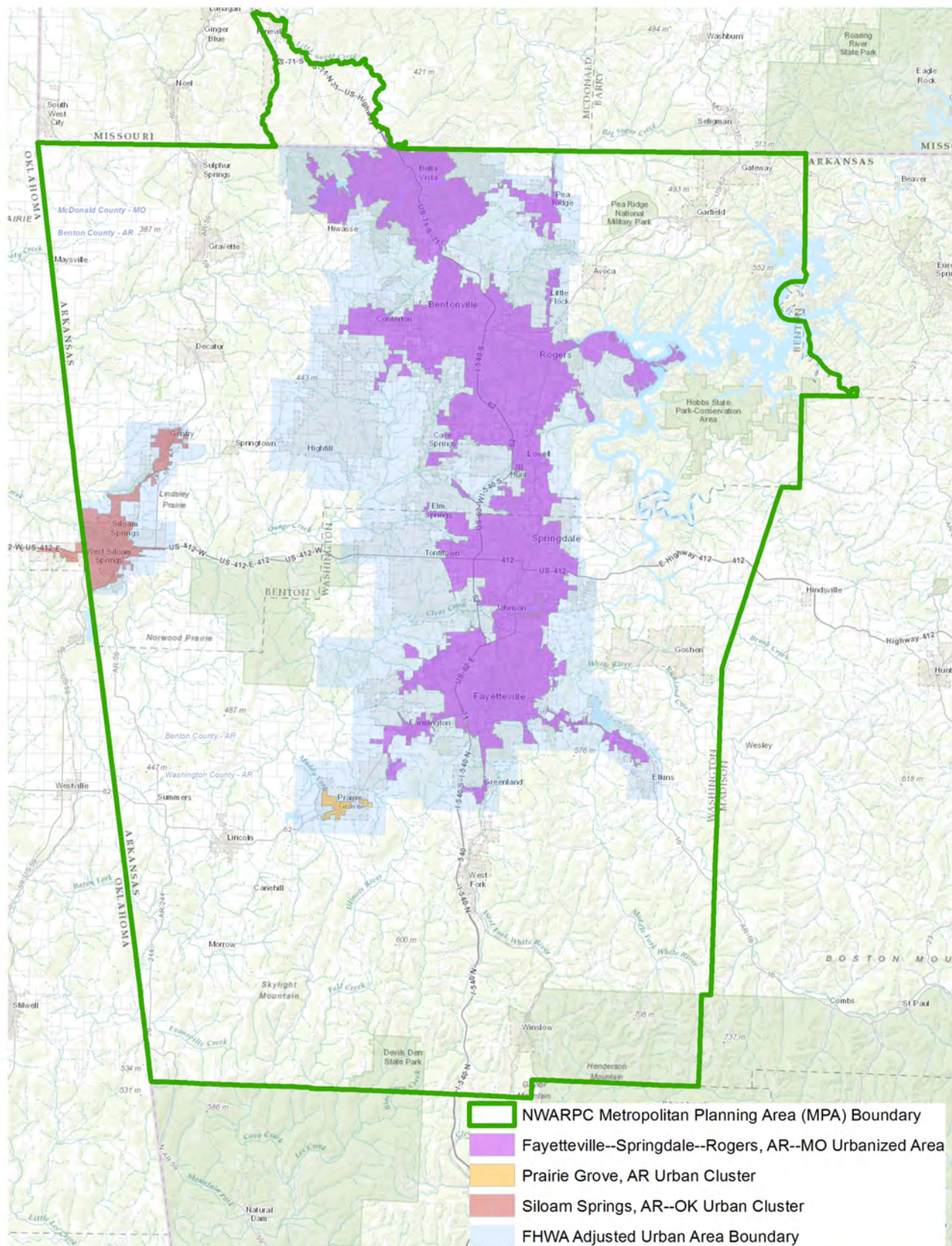
City of Avoca
City of Bella Vista
City of Bentonville
City of Bethel Heights
City of Cave Springs
City of Centerton
City of Decatur
City of Elkins
City of Elm Springs
City of Farmington
City of Fayetteville
City of Garfield
City of Gateway
City of Gentry
City of Goshen
City of Gravette
City of Greenland
City of Highfill
City of Jane, Missouri
City of Johnson
City of Lincoln
City of Little Flock
City of Lowell
City of Pea Ridge
City of Pineville, Missouri
City of Prairie Grove
City of Rogers
City of Siloam Springs
City of Springdale
City of Springtown
City of Sulphur Springs
City of Tontitown
City of West Fork
City of Winslow

COUNTIES:

Benton County, Arkansas
McDonald County, Missouri
Washington County, Arkansas

OTHER:

Arkansas State Highway and Transportation Department (AHTD)
Missouri Department of Transportation (MODOT)
Ozark Regional Transit Inc.
Razorback Transit
University of Arkansas



NARTS PLANNING AREA BOUNDARY

FFY 2016-2020

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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FTA PROGRAMS

49 U.S.C. Chapter 53, Section 5307 – Urbanized Area Formula Program Grants

49 U.S.C. Chapter 53, Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

49 U.S.C. Chapter 53, Section 5311 – Formula Grants for Rural Areas

49 U.S.C. Chapter 53, Section 5339 – Grants for Bus and Bus Facilities

FUNDING SOURCE ABBREVIATIONS AND ACRONYMS

154 Penalty	Federal funds reallocated for safety improvements as penalty due to the lack of a state open container law.
4-R	Resurfacing, Restoration, Rehabilitation and Reconstruction
AHTD	Arkansas State Highway and Transportation Department
Bond	Bond Proceeds
BR	Bridge
Bs. & Surf.	Base and Surfacing
CAP	Connecting Arkansas Program
CENG	Construction Engineering and Inspection
CMAQ AQ	Congestion Mitigation and Air Quality Funds – Air Quality Use
CMAQ FLEX	Congestion Mitigation and Air Quality Funds – Flexible Use
CR	County Road
CS	City Street
Earmark	Various Earmarked Funds in Previous Highway Acts
EFLHD	Eastern Federal Lands Highway Division of the Federal Highway Administration
Eng.	Engineering
FAST Act	Fixing America’s Surface Transportation Act: Funds the Federal Highway Program from Federal Fiscal Year 2016 - 2020
FFY	Federal Fiscal Year
FTA	Federal Transit Administration
Gap	Financing Funding mechanism by which a funding shortfall is financed based on anticipated future revenue

Gr. & Strs.	Grading and Structures
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IRP	Interstate Rehabilitation Program
MODOT	Missouri Department of Transportation
MPO	Metropolitan Planning Organization
NARTS	Northwest Arkansas Regional Transportation Study
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
P.E. or PE	Preliminary Engineering
Pvmt.	Pavement
Rail Hwy	Railway-Highway Crossing Program Funds
Rec Trails	Recreational Trail Funds
RR	Railroad
Safety	Various Statewide Safety Improvements
Sel. Secs.	Selected Sections
SHSP	Strategic Highway Safety Plan
State-Local	State or Local Funding Depending Upon Location
STBGP	Surface Transportation Block Grant Program
STBGP GT 200K	Surface Transportation Block Grant Program funds for areas greater than 200,000 population
STGBP (Br Off)	Surface Transportation Block Grant Program - Off Federal-aid System Bridge
STIP	Statewide Transportation Improvement Program
Str. & Apprs.	Structure and Approaches
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program

INTRODUCTION

The Northwest Arkansas Regional Planning Commission (NWARPC), as the designated Metropolitan Planning Organization (MPO), is responsible for the coordination of transportation planning activities in Benton and Washington County in Arkansas and a portion of McDonald County, Missouri. This geographic area, known as the Metropolitan Planning Area (MPA), includes all of the 2010 Census designated Fayetteville-Springdale-Rogers AR-MO Urbanized Area, all of Benton and Washington County-AR, and a portion of McDonald County-MO.

The FFY 2016 - 2020 Transportation Improvement Program (TIP) has been developed as a part of the continuing, cooperative, and comprehensive (3C) planning program as established under planning regulations of the U.S. Department of Transportation. The FFY 2016 - 2020 TIP includes all transportation improvements planned or programmed within the MPA that will utilize Federal funding for all or part of their implementation costs. The purpose of the TIP is to assist in coordinating the use of these funds for area-wide transportation improvements and to ensure that the projects that are the recipients of these Federal funds are in conformance with the 2040 NWA Metropolitan Transportation Plan (MTP) adopted on March 23, 2016.

The projects that are contained in the FFY 2016 - 2020 TIP have been selected by and coordinated with local units of governments within the MPA and with AHTD and MoDOT. They have been reviewed for consistency with the 2040 MTP, responsiveness to local and regional needs, and for the availability of Federal funds and non-Federal matching funds. This last review element, the availability of Federal funds and non-Federal matching funds, is a core component of the TIP.

The concept of fiscal constraint means that there is a reasonable expectation of Federal funding for the individual projects contained in the TIP. Reasonable expectation is defined as the guarantee or probability of Federal funding within the five (5) year time frame of the TIP.

Availability of TIP Projects and Data on the NWARPC website:

Upon approval and adoption of the FFY 2016-2020 TIP, the various improvement projects with associated project information will be placed on the NWARPC website at <http://nwarpc.org>. The projects will also be identified on an interactive map with the associated information presented in drop-down attribute boxes linked to the data on the map.

FFY 2016-2020 TIP ADOPTION

TIME PERIOD: This TIP identifies the projects planned and projected from Federal Fiscal Year 2016 through Federal Fiscal Year 2020 (October 1, 2016 to September 30, 2020). Spreadsheets for each fiscal year outline the work to be done and identify commitment of Federal, State or other funding sources.

PROJECT SELECTION PROCESS: The TIP is consistent with the 2040 Northwest Arkansas Metropolitan Transportation Plan (MTP) and was submitted to the Northwest Arkansas Regional Planning Commission Metropolitan Planning Organization (MPO) for approval. Full funding is anticipated to be available for each project within the time period contemplated for completion of the project.

In accordance with Section 134 of Title 23 U.S.C. Chapter 1, as amended, the MPO operates under the following Project Selection Procedures:

1. The approved Transportation Improvement Plan shall be utilized for programming projects within the NARTS Study Area.
2. Any project listed in the first year of the approved Transportation Improvement Program shall be considered the highest priority and may be implemented as soon as plans are completed and funds are appropriated.
3. If a project in the first year cannot be accomplished, then a project from the second year will be selected and those projects may be initiated as plans are completed and funds are appropriated.

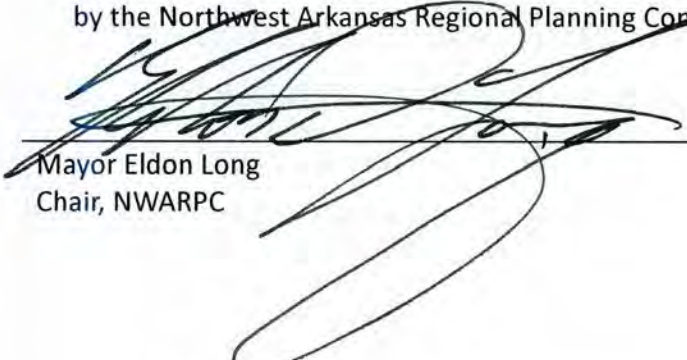
These procedures were developed cooperatively between the Arkansas State Highway and Transportation Department, the Missouri Department of Transportation and the MPO, and were approved with this document.

AIR QUALITY: The NARTS Metropolitan area is in conformity with the Clean Air Act, as amended.

NARTS FFY 2016-2020 TIP ADOPTION per the NWARPC Public Participation Plan

This Transportation Improvement Program for Federal Fiscal Years 2016-2020 was prepared as a part of the Northwest Arkansas Regional Transportation Study. Public notice concerning this Program was published February 11, 2016 in the La Prensa Libre and in the Legal Notices section of the Arkansas Democrat-Gazette. A Display Ad was published in the NWA Democrat-Gazette on February 14, 2016. A Public Forum was held February 18, 2016, after which a Public Comment period was held between February 19 and March 3, 2016. Additional public notice was published on March 10, 2016 in the La Prensa Libre and the Legal Notices section of the Arkansas Democrat-Gazette. The draft FFY 2016-2020 TIP was recommended for adoption by the Technical Advisory Committee on March 17, 2016. The NWARPC MPO reviewed and adopted the FFY 2016-2020 TIP on March 23, 2016.

I hereby certify the adoption of this NARTS FFY 2016-2020 Transportation Improvement Program by the Northwest Arkansas Regional Planning Commission on this 23rd day of March, 2016.


 Mayor Eldon Long
 Chair, NWARPC


 Date

MAJOR PROJECTS FROM THE FFY 2013-2016 TIP

23 CFR 450.324(1)(2) requires that the TIP “lists major projects from the previous TIP that were implemented and identifies any significant delays in the planned implementation of major projects”.

	Job / Item Number	County	Route	Length	Termini / Name	Status
1	90392	Benton	CS		28th Place Phase I	On-going
2	90393	Benton	CS		28th Place Phase II	On-going
3	040680	Springdale/Johnson	CS		56th Street Ext. (Don Tyson to Johnson Mill)	On-going
4	090377	Benton	CS		8th Street SW "I" - Moberly Lane (8th Street Widening)	On-going
5	90065	Benton	62	6.43	Avoca-North Garfield (S)	Complete
6	040570	Washington	170		Branch of Illinois River Str. & Apprs. (S)	Complete
7	12192	Benton			Cave Springs Area Karst Resource Conservation Study	On-going
8	90269	Benton	CS	0.50	Cherry St.-Mt. Olive St. (Kenwood St.) (Siloam Springs) (S)	Complete
9	090338	Benton	71B	1.00	Dixieland Rd.-8th St. (Rogers) (S)	On-going
10	090417	Benton	CS		Dixieland Road and Easy Street	On-going
11	12153	Benton & Wash	265	1.00	Eastern North-South Corridor (Phase I) (S)	Complete
12	012153B	Benton & Wash	265	3.80	Eastern North-South Corridor (Phase II) (S)	On-going
13	90385	Benton	CR		Fisher Ford Bridge	Complete
14	40535	Washington	CS		Fulbright Expwy./Hwy. 71B Flyover (Fayetteville) (S)	Complete
15	040673	Fayetteville	N/A		Gordon Long Park Trailhead - Razorback Regional Greenway	Under Construction
16	BB0412	Washington	49		Greathouse Springs Rd. Intchnng. Impvts. (S)	Complete
17	040207	Wash. & Crawford	220		Hwy 220 Devil's Den-West (S)	Under Construction
18	040642	Fayetteville	45		Hwy 45/Old Wire Traffic Signal and Interchange improvements	Under Construction
19	090440	Benton	62		Hwy 62/94	On-going
20	090448	Benton	94		Hwy 94 & Easy Street	Under Construction
21	CA0907	Benton	412		Hwy. 112-I-49	Under Construction
22	40605	Washington	49	1.35	Hwy. 16-Porter Rd. (Widening) (S)	Complete
23	40581	Washington	112	0.35	Hwy. 180-Leroy Pond Dr. (Hwy. 112) (Fayetteville) (S)	Complete
24	090408	Benton	264		Hwy. 264 Impvts.(Lowell) (S)	Under Construction
25	BB0902	Benton	49		Hwy. 264 Intchnng. Impvts. (S)	Under Construction
26	CA1101	Washington	49		Hwy. 412-Wagon Wheel Rd. (Widening)	Under Construction
27	090406	Siloam Springs	43		Hwy. 43 KCS Railroad Overpass (Siloam Springs) (S)	On-going
28	40521	Washington	062	4.83	Hwy. 62 Bypass (Bs. & Surf.) (Prairie Grove) (S)	Complete
29	90284	Benton	264	1.40	Hwy. 71B-Hwy. 265 (Springdale) (S)	Under Construction
30	CA0401	Washington	49		Hwy. 71B-Hwy. 412 (Widening)	Under Construction
31	90251	Benton	012	2.70	Hwy. 71B-Shell Rd. (Hwy. 12) (Bentonville) (S)	Under Construction
32	CA0904	Benton	71		Hwy. 71-Hwy. 72 South (Bella Vista Bypass)	Complete
33	BB0409	Craw & Wash	49		I-49 Pavement Rehabilitation (Sel. Secs.) (S)	Under Construction
34	40527	Washington	49		I-49/Don Tyson Pkwy. Intchnng. (Springdale) (F)	Complete
35	090385	Benton County	CR		Illinois River Fisher Ford Bridge Right-of-Way	Complete
36	8P2240	MO SW Dist.			Job Order Contracting Guardrail Repair -STP-AC	On-going
37	40272	Washington	CS	3.24	Johnson Road Reconst. (Springdale)	Complete
38	090415	Springdale	N/A		Lake Springdale Trailhead	Complete
39	40618	Washington	CS		Maple St. & Lafayette St. Bridge Rehab. (Fayetteville) (S)	Under Construction
40	NA	Benton	CS		Mercy Way/Lambeth Drive/Blowings Springs	On-going
41	040641	Washington	016		Middle Fork White River Str. & Apprs. (Fayetteville) (S)	Under Construction
42	090305	Benton	49	2.66	New Hope Rd.-Hwy. 62/102 Widening (Rogers) (F)	Complete
43	7Q3002	MO SW Dist.			Operations and Management Ozarks Traffic ITS -STP-AC	On-going
44	090347	Benton	N/A		Osage Creek Str. & Apprs.	Under Construction
45	NA	Benton and Wash.			Razorback Transit and ORT Transit	On-going
46	040657	Washington	CS		Rupple Road W. Starry Night View - W. Mount Comfort Rd. (N. R	On-going
47	040688	Washington	CS		Sain Street Front Street to Vantage	On-going
48	40658	Washington			Sanders Avenue Trailhead (Springdale)	Under Construction
49	090417	Lowell	CS		South Dixieland Road Extension	On-going
50	040 & 090	Benton & Wash			Transportation Alternatives Program Projects	On-going
51	040683	Washington	170		US 62 to Clyde Carnes Rd.	On-going
52	090425	Benton	71		US 71 Planning Study MO State Line to I-49	On-going
53	090421	Bentonville	US71B		US71B and 12th Street/Tiger Inters. Imprvts.	On-going
54	BB0901	Benton	49		Wagon Wheel Rd. Intchnng. Impvts. (S)	Complete
55	090331	Benton	49	2.56	Wagon Wheel Rd.-Hwy. 264 (Widening) (S)	Under Construction
56	090416	Bentonville	N/A		Walton Blvd Multi-use Trail	Complete
57	40569	Washington	016		West Fork River White River Str. & Appr. (Fayetteville) (S)	Complete
58	040024	Washington	074		White River Str. & Apprs. (Elkins) (S)	Under Construction

SPECIAL NOTICES

The public participation procedures outlined in the NWARCP Public Participation Plan (PPP) serve as the public participation process required for the development of transit projects as per FTA Circular 9030. Specifically, the public participation procedures outlined in the PPP will serve to satisfy the Program of Projects (POP) requirements of the Section 5307, Urbanized Area Formula Grant Program for the University of Arkansas/Razorback Transit and Ozark Regional Transit, Inc.

Arkansas receives an annual apportionment for the following 49 U.S.C. Chapter 53 sections: Section 5307 (FAST Act Section 3004), Section 5310 (FAST Act Section 3006), Section 5311 (FAST Act Section 3007) and Section 5339 (FAST Act Section 3017). These are listed as Statewide Projects in the TIP. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, the AHTD approves projects for funding. The AHTD approved projects are submitted to the FTA for their approval. Once approved by the FTA, agencies throughout the State are informed of grant awards and contracts are executed.

Funds for highway and transit Statewide Projects are total funds available for throughout the State. Projects may be selected within the NARTS area and are at the discretion of AHTD.

STATEMENT OF SELF-CERTIFICATION

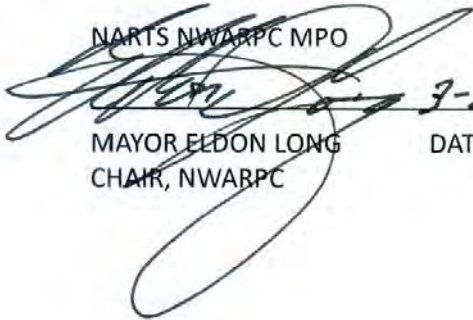
23 CFR § 450.218 Self-certifications, Federal findings, and Federal approvals.

(a) At least every four years, the State shall submit an updated STIP concurrently to the FHWA and the FTA for joint approval. STIP amendments shall also be submitted to the FHWA and the FTA for joint approval. At the time the entire proposed STIP or STIP amendments are submitted to the FHWA and the FTA for joint approval, the State shall certify that the transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA-LU (Public Law 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
7. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The NARTS NWARPC MPO certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems that the urban transportation planning process is being carried out in conformance with all the applicable Federal requirements.

NARTS NWARPC MPO

 7-23-16

MAYOR ELDON LONG
CHAIR, NWARPC

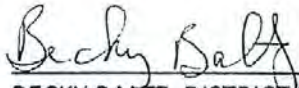
DATE

AHTD

 3/24/16

JESSIE JONES, DIVISION ENGINEER
AHTD TRANSPORTATION AND PLANNING

DATE



BECKY BALTZ, DISTRICT ENGINEER
MODOT SOUTHWEST DISTRICT

4/20/16

DATE

ENVIRONMENTAL JUSTICE

Environmental Justice is a process that ensures that the minority and low-income populations are not excluded from policy-setting or decision making processes with regards to transportation and are also not negatively impacted by environmental burdens.

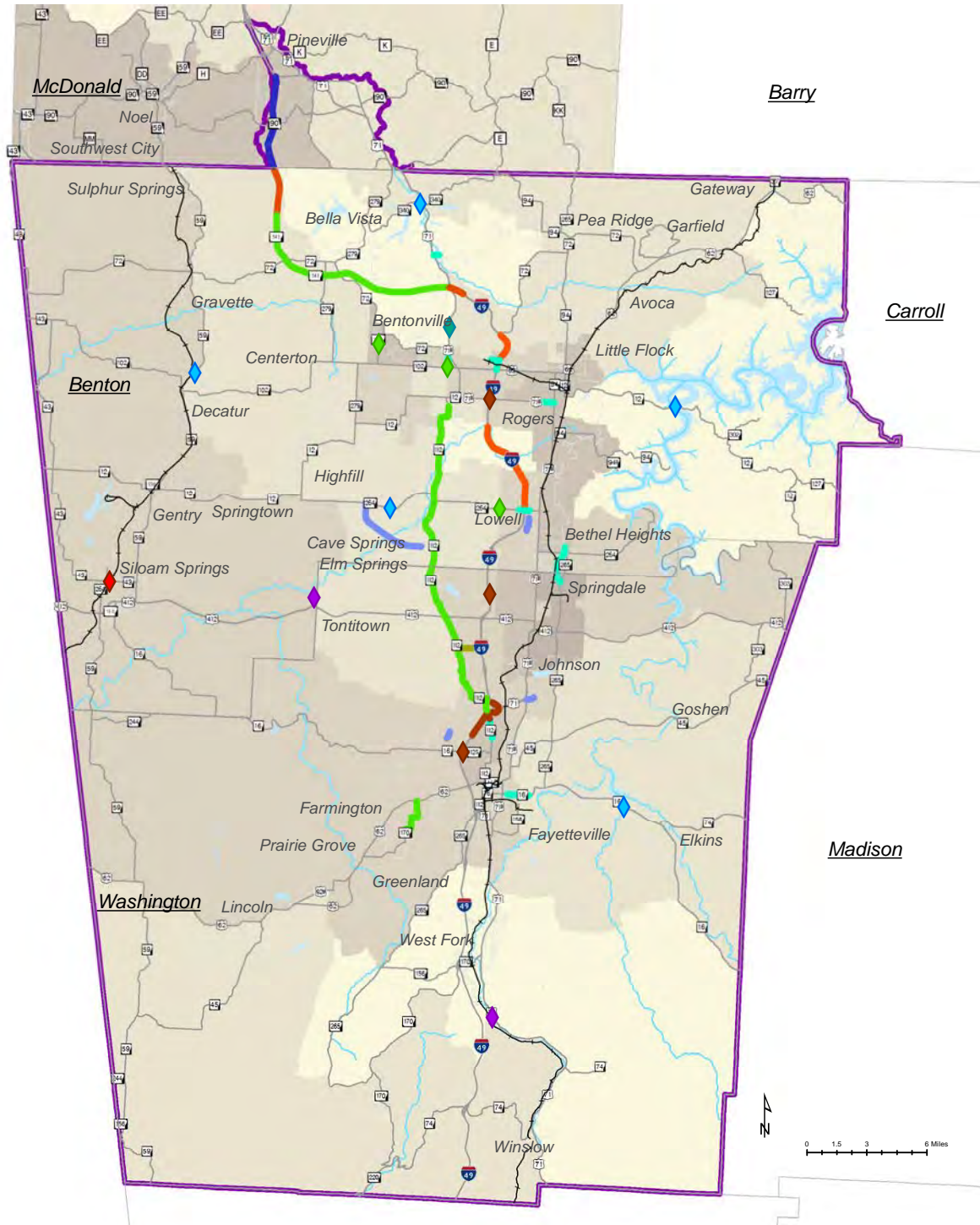
The framework for the approach to environmental justice is found in Title VI of the 1964 Civil Rights Act. The Executive Order 12898, 'Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations' was signed on February 11, 1994. The Presidential memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several Federal laws that should be applied 'to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.' According to the U.S. Department of Justice, '...the core tenet of environmental justice – that development and urban renewal benefitting a community as a whole not be unjustifiably purchased through the disproportionate allocation of its adverse environmental and health burdens on the community's minority – flows directly from the underlying principle of Title VI itself'.

This TIP follows the 2040 MTP Constrained List which follows the Federal Highway Administration guidance with regard to compliance with the intent of the environmental justice provisions.

The Environmental Justice maps on the following pages of this document illustrate the locations of the FFY 2016-2020 TIP projects in relation to the minority populations distributions in the MPA.



FFY 2016-2020 TIP PROJECTS MAP AND MINORITY POPULATIONS



FFY 2016-2020 TIP and Minority Population (2010 Census Tracts)

TIP 2016-2020 Projects

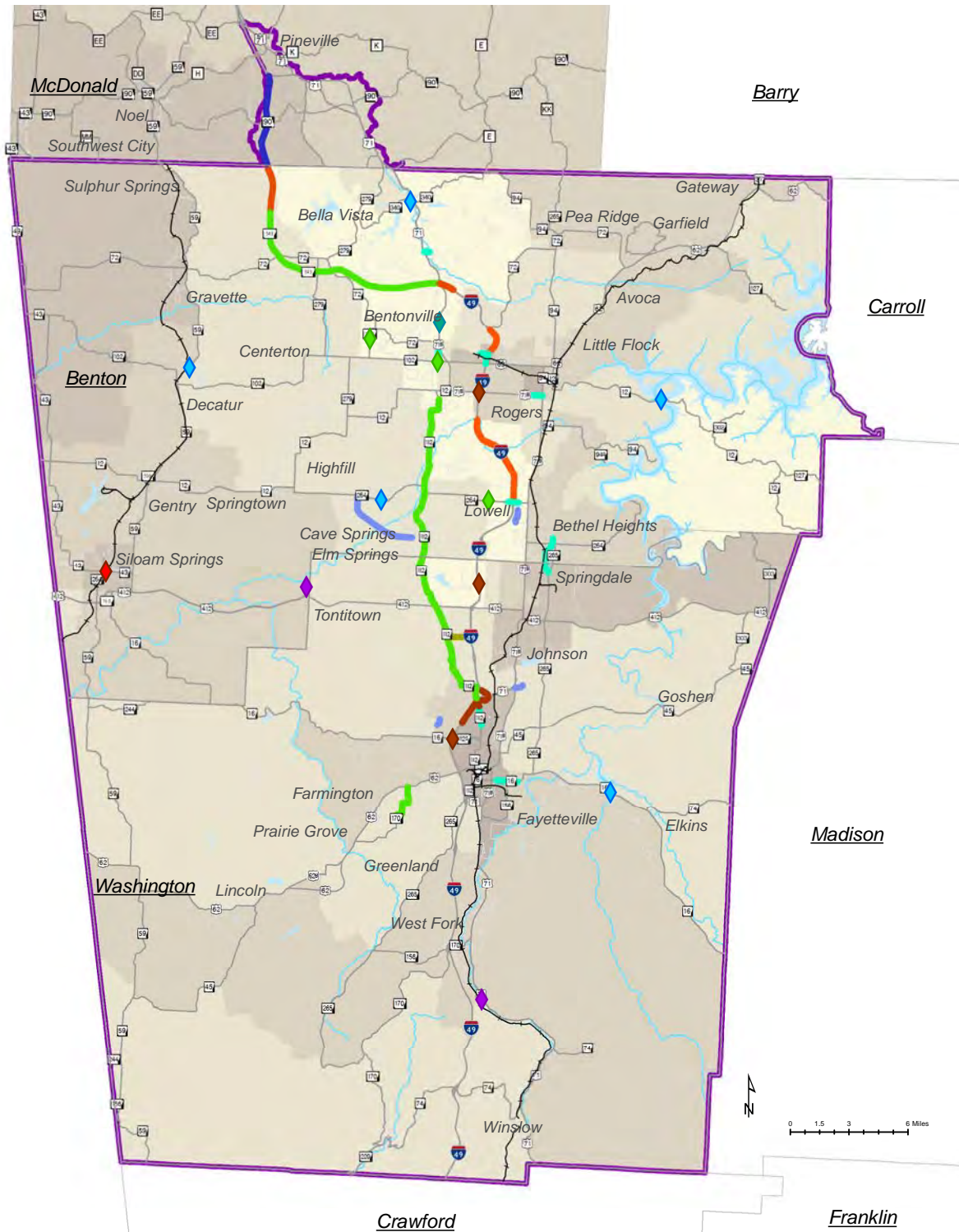
- ◆ Bridge Needs
- ◆ IRP
- ◆ Safety
- ◆ Str. & Apprs.
- ◆ Widening
- ◆ Other Improvements
- CAP
- CAP/IRP
- Capacity Needs
- IRP
- New Location
- Scoping and Design
- Widening
- Other Improvements
- Other Improvements, Design and Environmental

Total Minority Population by Census Tracts

- 68 - 271
- 330 - 703
- 761 - 1487
- 1553 - 2822
- 4256 - 7347

NWARPC MPA Boundary

FFY 2016-2020 TIP PROJECTS MAP AND POPULATION BELOW POVERTY



FFY 2016-2020 TIP and Poverty Level (2014 Census Tracts)

TIP 2016-2020 Projects

- ◆ Bridge Needs
- ◆ IRP
- ◆ Safety
- ◆ Str. & Apprs.
- ◆ Widening
- ◆ Other Improvements
- CAP
- CAP/IRP
- Capacity Needs
- IRP
- New Location
- Scoping and Design
- Widening
- Other Improvements
- Other Improvements, Design and Environmental

Percent Population Below Poverty Level

- 1.4 - 6.7
- 6.8- 13.3
- 13.4 - 22.9
- 23.0- 34.3
- 34.4 - 49.8
- NWARPC MPA Boundary

SUMMARY OF FEDERAL FUNDS FAYETTEVILLE, SPRINGDALE, ROGERS AR-MO URBANIZED AREA

The FAST Act and previous transportation authorizations apportion Federal funds for use in specific areas within the State. The Fayetteville, Springdale, Rogers AR-MO Urbanized Area receives funds in the following programs: STBGP GT 200K, TAP Attributable, FTA 5307, and FTA 5339. Projects that utilize these funds are selected by the Northwest Arkansas Regional Planning Commission/Policy Committee.

NARTS TRANSPORTATION FUNDING BY PROGRAM AND FISCAL YEAR

Years	STBGP GT 200K Funds	TAP Attributable Funds	FTA 5307 Funds	FTA 5339 Funds
2016	2,914	480	2,534	238
2017	7,364	481	2,585	242
2018	10,800	480	2,640	248
2019	7,750	480	2,696	252
2020	8,950	480	2,753	258
Total	37,778	2,401	13,208	1,238

Amounts shown x\$1,000



Fayetteville Flyer



Lake Springdale Trailhead

MISSOURI DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM STATE FISCAL YEARS 2016-2020

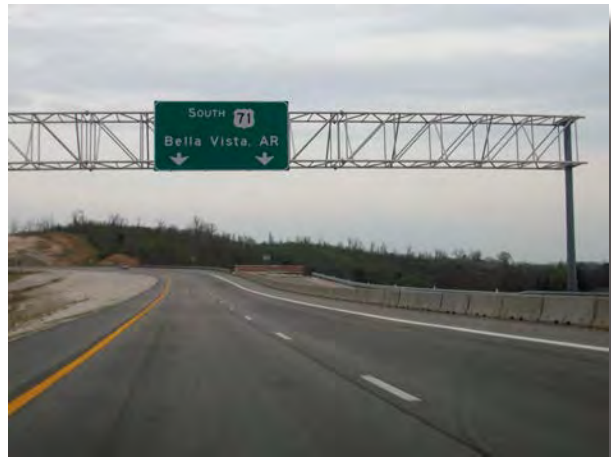
The Statewide Transportation Improvement Program (STIP) prepared annually, sets forth the specific construction projects the Missouri Department of Transportation (MoDOT) will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, enhancements and other projects.

MoDOT, in accordance with State and Federal law, prepared the STIP for State Fiscal Years 2016 through 2020 (July 1, 2015 through June 30, 2020). The STIP establishes work for a rolling five-year period of time. As each year is completed, the STIP is updated and a new year is added.

Each of Missouri's nine metropolitan planning organizations (MPO) prepares a Transportation Improvement Program (TIP) and a long-range transportation plan for its MPO area. NWARPC is Missouri's newest MPO. It is an expansion of the NWARPC MPO into a small part of McDonald County, Missouri, which took effect in June 2014. This portion of McDonald County, including Pineville and Jane, is included in NWARPC's Metropolitan Planning Area (MPA) and consequently transportation projects in this area are part of the NARTS FFY 2016-2020 TIP.



Hwy. 549 - Future I 49



Hwy. 71 from Pineville to Bella Vista

FFY 2016-2020 TIP SUMMARY OF TRANSIT FUNDS

Arkansas receives an annual apportionment for the Sections 5307, 5310, 5311, and 5339 programs (listed as Statewide Projects in the TIP). AHTD solicits a Statewide annual application process from transit providers in both urbanized and rural areas. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, the AHTD approves projects for funding. The AHTD approved projects are submitted to the FTA for their approval. Once approved by the FTA, agencies throughout the State are informed of grant awards and contracts are executed.

URBANIZED AREA FORMULA PROGRAM (49 U.S.C. §5307) – TRANSIT

FTA apportions Urbanized Area Formula Program funds to designated recipients within urbanized areas with populations of 200,000 or more. NWARPC is the designated recipient for the Fayetteville-Springdale-Rogers AR-MO Urbanized Area.

The Urbanized Area Formula Program Section 5307 provides operating and capital funds to local public transit operators Razorback Transit and Ozark Regional Transit. MAP-21 expanded the use of these funds for operating expenses and the FAST Act continued the operating expense eligibility. Expanded eligibility included operating expenses for transit systems in Urbanized Areas over 200,000 if they operate no more than 100 buses.

BUS AND BUS FACILITIES PROGRAM (49 U.S.C. §5339) – TRANSIT

Map-21 created a new formula grant program for bus and bus facilities that replaced the 5309 discretionary program and the FAST Act continues this program. The program provides funding for replacing, rehabilitating, and purchasing new buses and bus-related equipment and facilities. Funding is utilized by both Razorback and Ozark Regional Transit for replacing buses.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (49 U.S.C. §5310) – TRANSIT

Enhanced Mobility of Seniors and Individuals with Disabilities Program is a formula assistance program to improve mobility for seniors and individuals with disabilities. Public transportation projects may be implemented in areas where public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA); projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and alternatives to public transportation projects that assist seniors and individuals with disabilities.

RURAL AREA FORMULA PROGRAM (49 U.S.C. §5311) – TRANSIT

The Rural Area Formula Program is a formula grant program that provides capital, planning, and operating assistance to States to support public transportation in rural areas with populations less than 50,000. ORT provides demand response service to the rural areas within the MPA.



NARTS FFY 2016-2020 TIP INFORMATION ON GROUPED CATEGORIES

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

- **VARIOUS RESURFACING/RESTORATION/REHABILITATION/RECONSTRUCTION** – The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **VARIOUS CAPACITY IMPROVEMENTS** – Projects in this category include the construction of new facilities and widening of existing facilities to increase capacity.
- **VARIOUS BRIDGE REHABILITATION/REPLACEMENT** – Bridge resurfacing, preservation, and reconstruction on non-NHS Federal-aid highways is now eligible under the FAST Act.
- **PE/RIGHT-OF-WAY/UTILITIES/CONSTRUCTION ENGINEERING** – Funding for project activities that include preliminary engineering, right-of-way acquisition, relocating utilities and providing construction engineering.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

- **VARIOUS RESURFACING/RESTORATION/REHABILITATION/RECONSTRUCTION** – Projects in this category generally include improvements to the Federal-aid Highway System. The purpose of these improvements would be to improve the ride quality or to extend the life of pavements. Projects may increase lane widths and/or shoulder widths to current standards.
- **VARIOUS CAPACITY IMPROVEMENTS** – Projects in this category include the construction of new facilities and widening of existing facilities to increase capacity.
- **PE/RIGHT-OF-WAY/UTILITIES/CONSTRUCTION ENGINEERING** – Funding for project activities that include preliminary engineering, right-of-way acquisition, relocating utilities and providing construction engineering.
- **VARIOUS BRIDGE REPLACEMENT/REHABILITATION (ON/OFF SYSTEM)** – Projects in this category include the replacement or rehabilitation of eligible bridges.
- **BRIDGE PAINTING/GUARD RAIL/SCOUR CONTROL/INSPECTION/INSPECTION EQUIPMENT** – Projects in this category include the routine inspection of bridges, painting structural steel, adding or replacing guard rail at bridge ends, improvements to columns to control scour, and purchase of bridge inspection equipment.
- **WORKFORCE TRAINING AND DEVELOPMENT** – Projects in this category will be for various courses and training for workforce development and educational activities for AHTD employees.
- **STBGP > 200,000** – Projects in this category include improvements to maintain the system of eligible routes in Metropolitan Planning Organizations. Eligible projects would include resurfacing, restoration, rehabilitation, reconstruction, signalization, increasing lane widths and/or shoulder widths to current standards, intersection improvements such as the addition of turn lanes, pedestrian and bicycle improvements, bridge rehabilitation or replacement, and railroad crossing improvements.

- **VARIOUS SIGNALS AND INTERSECTION IMPROVEMENTS** – Projects in this category include signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.
- **VARIOUS TRANSPORTATION ALTERNATIVE PROJECTS** – The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBGP) program funding for transportation alternatives (TA). Projects in this category will be approved through the solicitation of applications. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- **VARIOUS TRAIL PROJECTS** – Projects in this category will be approved through the solicitation of applications. Eligible projects include motorized and non-motorized trails and trail facilities.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- **VARIOUS SAFETY TYPE IMPROVEMENTS** – Highway safety improvement projects means a project consistent with the state Strategic Highway Safety Plan (SHSP) that corrects or improves a hazardous road location or feature or addresses a highway safety problem. HSIP eligibility is limited to those listed in the statute 23 U.S.C Section 130 and Section 148, most of which are infrastructure-safety related.
- **RIGHT-OF-WAY/UTILITIES/CONSTRUCTION ENGINEERING** – Funding for project activities that include right-of-way acquisition, relocating utilities and providing construction engineering.

RAILWAY-HIGHWAY CROSSINGS PROGRAM

- **RAILROAD CROSSING PROTECTIVE DEVICES/SURFACING/HAZARD ELIMINATION** – The FAST Act continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

- **VARIOUS CMAQ PROJECTS** – Projects in this category help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
- **NON-ATTAINMENT PROJECTS** – Projects in this category have been selected by the MPO in an area designated by the Environmental Protection Agency as a non-attainment area for the National Ambient Air Quality Standards and have been documented to decrease vehicular emissions.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

- **VARIOUS NATIONAL HIGHWAY FREIGHT PROJECTS** – National highway freight program projects must contribute to the efficient movement of freight on the national highway freight network.

APPLICABLE GUIDANCE

Eligible activities for all programs can be found in the “FAST Act” guidance at the following website:
<http://www.fhwa.dot.gov/fastact/factsheets/>

FFY 2016-2020 TIP LIST OF PROJECTS

The list at the end of this document illustrates the transportation projects included in the 2016-2020 fiscal years. The following definitions describe the tables's attribute columns:

<u>JOB</u>	Project number assigned by AHTD or MODOT
<u>COUNTY</u>	Project location by county
<u>RTE</u>	Route number where the project is scheduled
<u>TERMINI</u>	Project route and description
<u>TYPE WORK</u>	Type of work
<u>LENGTH</u>	Length of the project in miles
<u>ESTIMATED COST</u>	Costs and funding breakdown (X\$1,000)
<u>MATCH</u>	Agency responsible for providing the match for the cost of project
<u>CARRYING OUT</u>	Agency responsible for carrying out the project
<u>LET YEAR</u>	Year of construction contract
<u>TIP AREA</u>	Transportation Study area
<u>APHN</u>	Arkansas Primary Highway Network

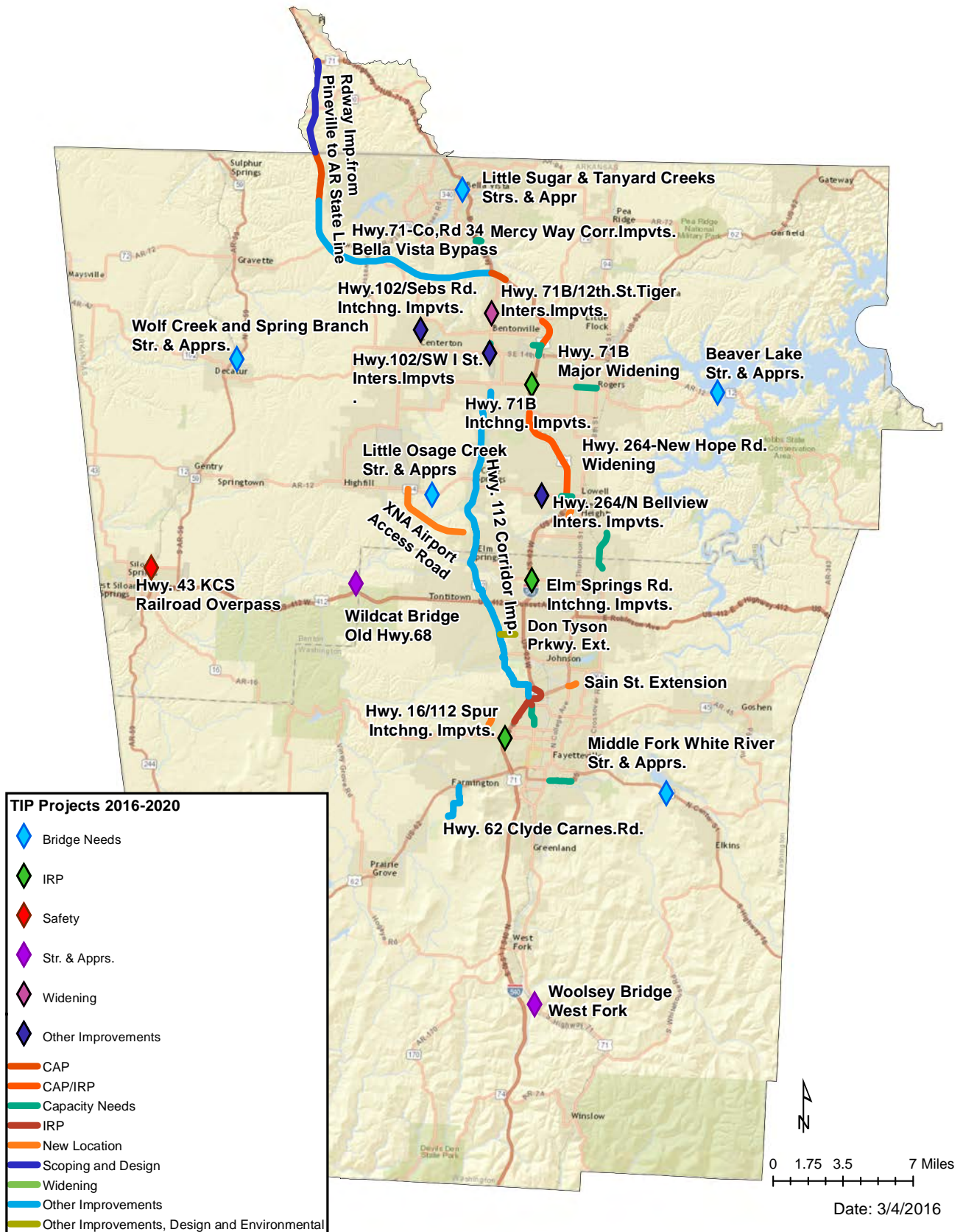


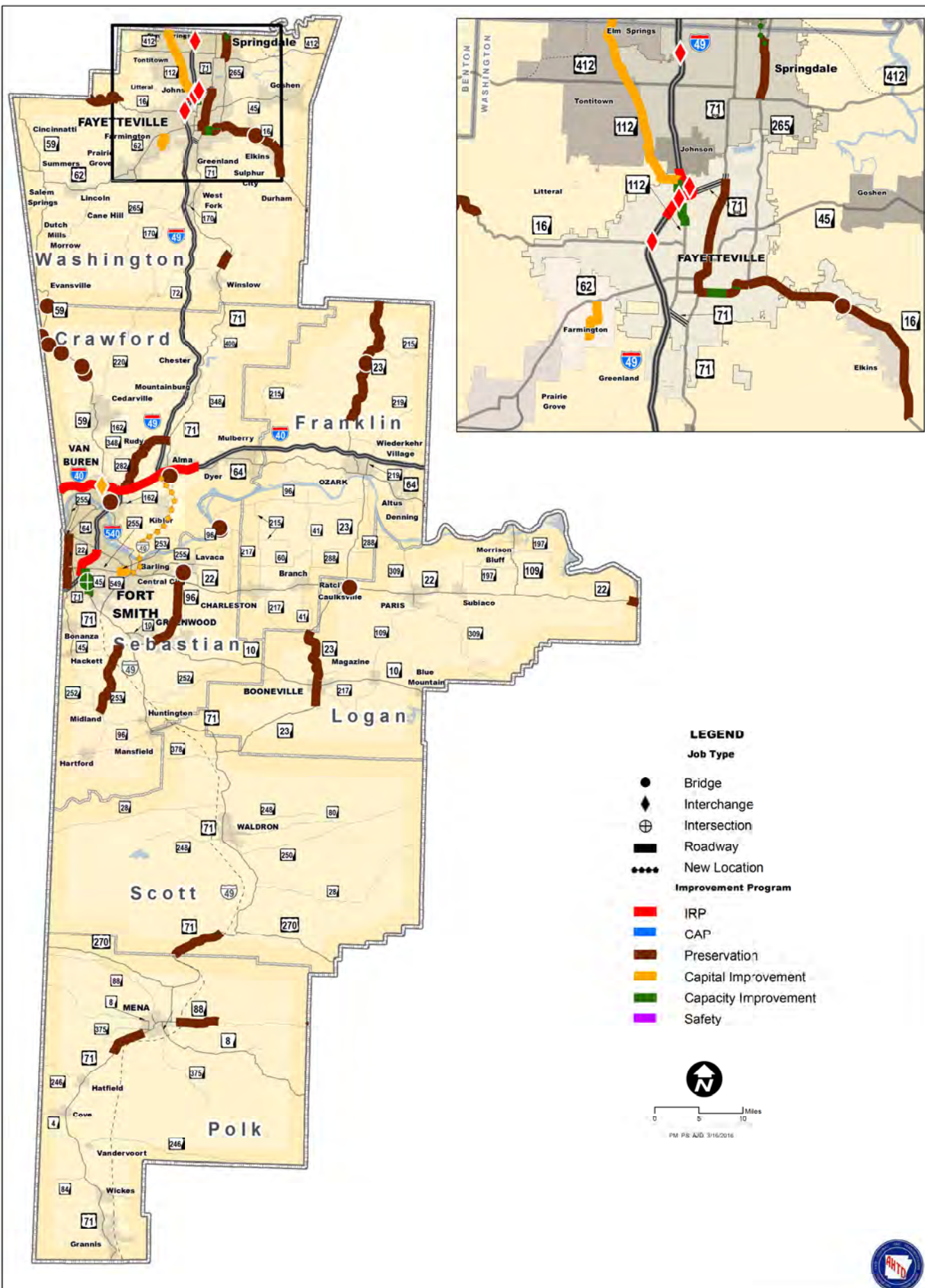
412 Northern Bypass Construction in Springdale



Hwy. 549 Bella Vista Bypass in Bentonville

FFY 2016-2020 TIP PROJECTS MAP



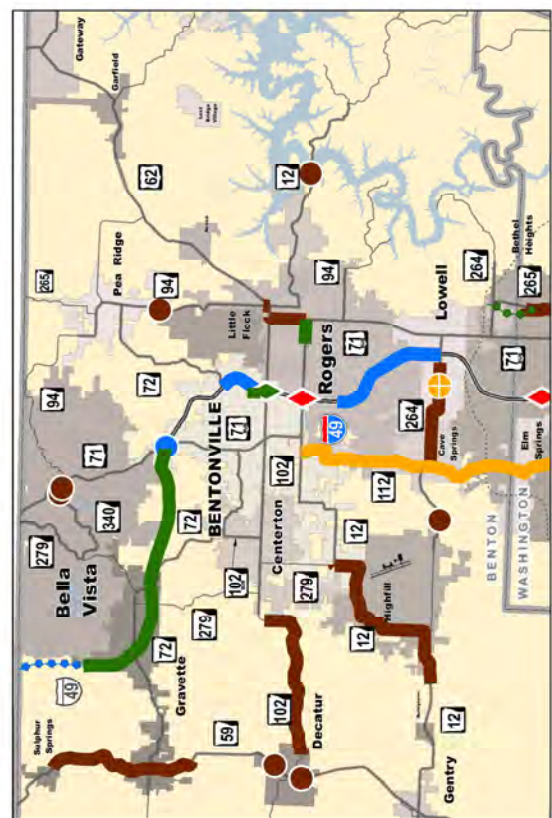
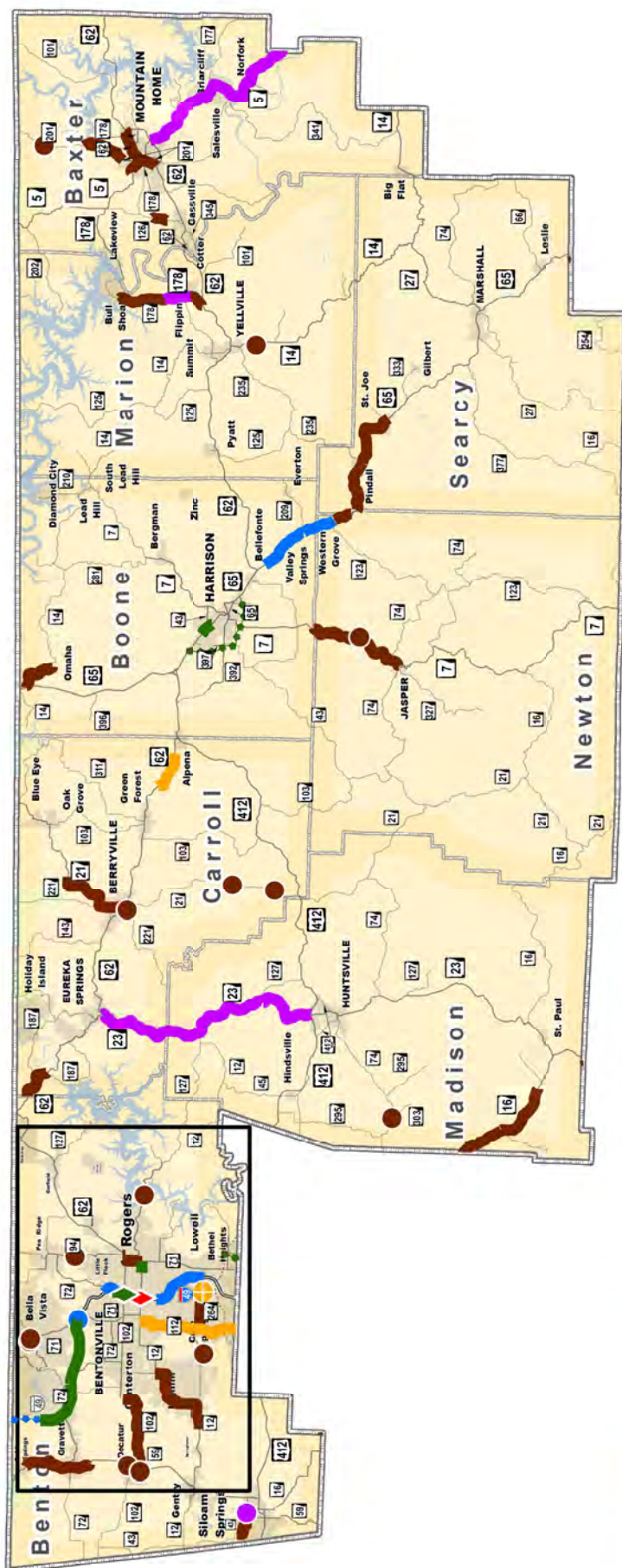


Statewide Transportation Improvement Program

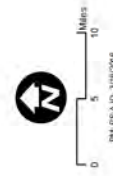
District 4 - 2016-2020 (STIP)

Statewide Transportation Improvement Program

District 9 - 2016-2020 (STIP)



- LEGEND**
- Job Type**
- Bridge
 - Interchange
 - Intersection
 - Roadway
 - New Location
- Improvement Program**
- IRP
 - CAP
 - Preservation
 - Capital Improvement
 - Capacity Improvement
 - Safety



2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
CA0901	Benton	49	Hwy. 264 - New Hope Rd. (Widening) (S)	Major Widening	4.96	41,400 - TOTAL 39,200 - CAP 2,200 - NFP	State	State	2016	NARTS	<input checked="" type="checkbox"/>
CA0902	Benton	49	Hwy. 62/102 - Hwy. 72 Widening & Intchnng. Impvts. (S)	Interchange Improvements & Major Widening	3.43	24,800 - TOTAL 6,500 - NHPP (IRP) 18,300 - CAP	State	State	2016	NARTS	<input checked="" type="checkbox"/>
CA0903	Benton	549	Hwy. 71 Interchange (B. V. Bypass) (S)	New Location	0.00	43,100 - TOTAL 43,100 - CAP	State	State	2020	NARTS	<input checked="" type="checkbox"/>
Contingent upon MODOT funding their portion of the bypass											
CA0905	Benton	549	Co. Rd. 34 - MO St. Line (B. V. Bypass) (S)	New Location	2.54	26,000 - TOTAL 26,000 - CAP	State	State	2020	NARTS	<input checked="" type="checkbox"/>
Contingent upon MODOT funding their portion of the bypass											

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
BB0411	Washington	49	Hwy. 16/112 Spur Intchng. Impvts. (S)	Interchange Improvements	0.00	19,300 - TOTAL 17,370 - NHPP (IRP) 1,930 - State	State	State	2019	NARTS	<input checked="" type="checkbox"/>
BB0414	Washington	49	Porter Rd. - Hwy. 112/71B Widening & Intchng. Impvts. (S)	Interchange Improvements & Major Widening	2.91	55,000 - TOTAL 13,300 - NHPP 19,800 - NHPP (IRP) 13,100 - NFP 8,240 - State 560 - Local	State/Local	State	2016	NARTS	<input checked="" type="checkbox"/>
Partnering Project - City of Fayetteville transferred \$3,890,000 partnering commitment from Job 040489, Hwy. 112 Spur-North (Hwy. 112) to this project, has deposited \$3,500,000 and has agreed to provide \$170,000 for additional costs of a shared use path.											
BB0413	Washington	49	Elm Springs Rd. Intchng. Impvts. (F)	Interchange Improvements	0.25	6,000 - TOTAL 4,743 - NHPP (IRP) 657 - Earmark 230 - State 370 - Local	State/Local	State	2016	NARTS	<input checked="" type="checkbox"/>
Partnering Project - City of Springdale to provide \$1.85 million to widen overpass to 6 lanes and add 8' sidewalks. \$1.48 million of STBGP GT 200K funds obligated on Job 012007, Randall Wobbe Lane-Hwy. 264 (Springdale) will count towards this commitment.											
BB0903	Benton	49	Hwy. 71B Intchng. Impvts. (F)	Interchange Improvements	0.00	23,000 - TOTAL 3,200 - NHPP (IRP) 15,200 - NFP 1,600 - State 3,000 - Local	State	State	2018	NARTS	<input checked="" type="checkbox"/>
Partnering Project - Cities of Bentonville and Rogers to contribute \$1.5 million each towards project costs.											

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
090443	Benton	12	Springtown - Hwy. 279 (Overlay) (S)	System Preservation	8.32	1,400 - TOTAL 1,120 - STBGP 280 - State	State	State	2016	NARTS	<input checked="" type="checkbox"/>
Let to contract.											
09X018 B275 *	Benton	12	Beaver Lake Str. & Apprs. (S)	Str. & Apprs.	0.00	10,500 - TOTAL 8,400 - NHPP (BR) 2,100 - State	State	State	2019	NARTS	<input checked="" type="checkbox"/>
040579	Washington	16	College Ave. - Huntsville Rd. (Sel. Secs.) (Fayetteville) (S)	Major Widening	0.90	5,500 - TOTAL 4,400 - NHPP 1,100 - State	State	State	2019	NARTS	<input checked="" type="checkbox"/>
040641	Washington	16	Middle Fork White River Str. & Apprs. (Fayetteville) (S)	Str. & Apprs.	0.56	7,979 - TOTAL 6,383 - NHPP (BR) 1,596 - State	State	State	2016	NARTS	<input checked="" type="checkbox"/>
Let to contract.											
04X013 P233 *	Washington	16	Benton Co. Ln. - East	System Preservation	5.10	1,200 - TOTAL 960 - STBGP 240 - State	State	State	2018	NARTS	<input checked="" type="checkbox"/>
04X011 P195 *	Washington	16	Hwy. 71B - Co. Rd. 49	System Preservation	13.00	3,600 - TOTAL 2,880 - STBGP 720 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
09X013 P560 *	Benton	43	Hwy. 264 - North (Siloam Springs)	System Preservation	2.46	400 - TOTAL 320 - STBGP 80 - State	State	State	2017	NARTS	<input type="checkbox"/>
090406	Benton	43	Hwy. 43 KCS Railroad Overpass (Siloam Springs) (S) RR Grade Separation		0.47	8,700 - TOTAL 6,960 - HSIP 1,740 - Local	Local	State	2016	NARTS	<input checked="" type="checkbox"/>
Partnering Project - City of Siloam Springs to provide 20% of project costs, up to \$2 million and will assume maintenance of a portion of Highway 43.											

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
090376	Benton	49	Hwy. 62/102 Intchg. Impvts. & 8th Street Widening (Bentonville) (F)	Interchange Improvements & Major Widening	0.51	24,900 - TOTAL 5,280 - NHPP 14,640 - Earmark 320 - State 4,660 - Local	State/Local	State	2016	NARTS	<input checked="" type="checkbox"/>
Partnering Project - AHTD to provide \$7,597,323 towards interchange improvements. The remainder of the cost will be financed by the City of Bentonville.											
090441	Benton	59	Sulphur Springs - Spavinaw Creek (Overlay) (S)	System Preservation	6.40	1,100 - TOTAL 880 - STBGP 220 - State	State	State	2016	NARTS	<input checked="" type="checkbox"/>
Let to contract.											
090434	Benton	59	Wolf Creek and Spring Branch Str. & Apprs. (S)	Str. & Apprs.	0.00	1,800 - TOTAL 1,440 - NHPP (BR) 360 - State	State	State	2018	NARTS	<input checked="" type="checkbox"/>
04X017 P576 *	Washington	71	Co. Rd. 3115 - Hutchens Creek	System Preservation	2.10	500 - TOTAL 400 - STBGP 100 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
04X016 P541 *	Washington	71B	Hwy. 16 - Fulbright Expy. (Sel. Secs.)	System Preservation	5.30	2,600 - TOTAL 2,080 - NHPP 520 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
09X011 P526 *	Benton	94	Hwy. 71B - No. of Hwy. 62 (Rogers)	System Preservation	2.20	900 - TOTAL 720 - STBGP 180 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
090431	Benton	94	Little Sugar Creek Str. & Apprs. (S)	Str. & Apprs.	0.00	2,100 - TOTAL 1,680 - NHPP (BR) 420 - State	State	State	2018	NARTS	<input checked="" type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
09X016 <i>P658A *</i>	Benton	102	Decatur - Centerton	System Preservation	6.70	1,600 - TOTAL 1,280 - STBGP 320 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
012X03 <i>C17 *</i>	Benton & Washington	112	Hwy. 112 Corridor Improvements (PE and Right-of-Way)	PE/ROW	17.93	13,000 - TOTAL 10,400 - CMAQ Flex 2,600 - State	State	State	2016	NARTS	<input checked="" type="checkbox"/>
04X004 <i>C95 *</i>	Washington	112	Poplar Street - Van Asche Dr. (Fayetteville)	Major Widening	1.18	6,400 - TOTAL 5,120 - CMAQ Flex 1,280 - State	State	State	2018	NARTS	<input checked="" type="checkbox"/>
040683	Washington	170	Clyde Carnes Rd. - Hwy. 62 (Farmington) (S)	Major Widening	1.97	7,000 - TOTAL 3,500 - STBGP 3,500 - Local	Local	State	2018	NARTS	<input type="checkbox"/>
Partnering Project - City to contribute 50% of costs. Project also shown in NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY AREA.											
S20902	Benton	94/264	Hwys. 94 & 264 (Sel. Secs.) (Overlay) (S)	System Preservation	4.46	1,200 - TOTAL 960 - STBGP 240 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
090402	Benton	264	Little Osage Creek Str. & Apprs. (S)	Str. & Apprs.	0.00	2,600 - TOTAL 2,080 - NHPP (BR) 520 - State	State	State	2018	NARTS	<input checked="" type="checkbox"/>
012007	Benton & Washington	265	Randall Wobbe Lane - Hwy. 264 (Springdale) (S)	New Location	1.98	19,063 - TOTAL 14,250 - STBGP 1,000 - STBGP GT 200K 3,813 - State	State	State	2020	NARTS	<input checked="" type="checkbox"/>
Partnering Project - A total of \$2,645,033 in NARTS STBGP GT 200K funds contributed to this project prior to FFY 2016. Project shown in NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY AREA and in STATE PROJECTS SORTED BY ROUTE .											

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
04X009 <i>P15 *</i>	Washington	265	Hwy. 412 - North	System Preservation	2.63	2,600 - TOTAL 2,080 - STBGP 520 - State	State	State	2017	NARTS	<input checked="" type="checkbox"/>
09X007 <i>C18 *</i>	Benton	340	Little Sugar & Tanyard Creeks Strs. & Apprs (S)	Str. & Apprs.	0.00	3,900 - TOTAL 3,120 - NHPP (BR) 780 - State	State	State	2019	NARTS	<input checked="" type="checkbox"/>
09X001	Benton	549	Hwy. 71 - Co. Rd. 34 (Bella Vista Bypass) (Additional Lanes)	New Location	10.91	50,000 - TOTAL 40,000 - NHPP 10,000 - State	State	State	2020	NARTS	<input checked="" type="checkbox"/>
Contingent upon MODOT funding their portion of the bypass											

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
090338	Benton	71B	Dixieland Rd. - 8th St. (Rogers) (S)	Major Widening	1.01	14,300 - TOTAL 7,280 - NHPP 3,250 - STBGP GT 200K 1,820 - State 1,950 - Local	State/Local	State	2018	NARTS	<input checked="" type="checkbox"/>
Partnering Project - City of Rogers to provide 50% of project costs up to \$5 million plus an additional \$200,000 for 6' sidewalks. Total reflects overall project costs. This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
09X004	Benton	102B	Hwy. 102/Seba Rd. Intersection Improvements (Construction)	Intersection Improvements	0.00	800 - TOTAL 640 - STBGP GT 200K 160 - Local	Local	Local	2017	NARTS	<input checked="" type="checkbox"/>
This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
09X004	Benton	102B	Hwy. 102/Seba Rd. Intersection Improvements (Design & Env.)	PE/ROW/Utility/Env.	0.00	100 - TOTAL 80 - STBGP GT 200K 20 - Local	Local	Local	2016	NARTS	<input checked="" type="checkbox"/>
This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
09X003	Benton	102	Hwy. 102/SW I St. Intersection Improvements (Design & Env.)	PE/ROW/Utility/Env.	0.00	125 - TOTAL 100 - STBGP GT 200K 25 - Local	Local	Local	2016	NARTS	<input checked="" type="checkbox"/>
This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
09X003	Benton	102	Hwy. 102/SW I St. Intersection Improvements (Construction)	Intersection Improvements	0.00	1,250 - TOTAL 1,000 - STBGP GT 200K 250 - Local	Local	Local	2017	NARTS	<input checked="" type="checkbox"/>
This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
040683	Washington	170	Clyde Carnes Rd. - Hwy. 62 (Farmington) (S) (ROW Only)	PE/ROW/Utility/Env.	1.97	750 - TOTAL 600 - STBGP GT 200K 150 - Local	State	State	2017	NARTS	<input type="checkbox"/>
Partnering Project - City to handle ROW and Utility. Project also shown in STATE PROJECTS SORTED BY ROUTE.											
09X002	Benton	264	Hwy. 264/North Bellview Rd. Intersection Improvements	Intersection Improvements	0.00	1,628 - TOTAL 400 - STBGP 1,228 - Local	Local	State	2018	NARTS	<input checked="" type="checkbox"/>
Partnering Project with the City of Lowell. This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
04X002	Washington	CS	Don Tyson Parkway Extension (S. 56th St. - Hwy. 112) (Design & Env.)	PE/ROW/Utility/Env.	0.80	375 - TOTAL 300 - STBGP GT 200K 75 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>
012X10	Benton & Washington		Rolling Stock for Public Transit Operations (2017)	Miscellaneous		1,410 - TOTAL 200 - STBGP GT 200K 1,210 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
012X09	Benton & Washington		Rolling Stock for Public Transit Operations (2016)	Miscellaneous		1,395 - TOTAL 704 - STBGP GT 200K 691 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>
040657	Washington	CS	W. Starry Night View - W. Mount Comfort Rd. (N. Ruppel Rd.) (Fayetteville) (S) (Construction)	Major Widening		3,110 - TOTAL 2,488 - STBGP GT 200K 622 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
090436	Benton	CS	Mercy Way Corridor Improvements (Bella Vista) (P.E. Only) (S)	PE/ROW/Utility/Env.	0.30	320 - TOTAL 256 - STBGP GT 200K 64 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
090417	Benton	CS	South Dixieland Rd. Extension (Lowell) (S)	New Location	0.70	2,300 - TOTAL 800 - STBGP GT 200K 1,500 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
090377	Benton	CS	SW "I" - Moberly Lane (8th Street Widening) (Bentonville) (S)	Major Widening		15,000 - TOTAL 10,548 - Earmark 4,452 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
040657	Washington	CS	W. Starry Night View - W. Mount Comfort Rd. (N. Ruppel Rd.) (Fayetteville) (S) (Env., ROW, Utilities)	PE/ROW/Utility/Env.		2,500 - TOTAL 680 - STBGP GT 200K 1,820 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
090408	Benton	264	Goad Springs Rd. - Commerce Pkwy. (Hwy. 264) (Lowell) (S)	Major Widening	0.60	1,400 - TOTAL 464 - STBGP 936 - Local	Local	Local	2019	NARTS	<input checked="" type="checkbox"/>
City of Lowell to provide matching funds for STBGP funds remaining from project BB0902, Hwy. 264 Intchn. Impvts., and \$820,000 in local funds to complete the project. This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
040688	Washington	CS	Sain Street Extension (Fayetteville) (P.E., ROW & Util.) (S)	PE/ROW/Utility/Env.	0.40	300 - TOTAL 100 - Earmark 160 - STBGP GT 200K 40 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
090421	Benton	71B	Hwy. 71B/12th St./Tiger Blvd. Inters. Impvts. (Bentonville) (S) (2016)	Intersection Improvements		625 - TOTAL 500 - STBGP GT 200K 125 - Local	Local	Local	2016	NARTS	<input checked="" type="checkbox"/>
This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
090421	Benton	71B	Hwy. 71B/12th St./Tiger Blvd. Inters. Impvts. (Bentonville) (S) (2017)	Intersection Improvements		625 - TOTAL 500 - STBGP GT 200K 125 - Local	Local	Local	2017	NARTS	<input checked="" type="checkbox"/>
This project shown in STATE PROJECTS SORTED BY ROUTE and LOCAL PROJECTS IN AREAS > 200,000.											
090069	Benton		Northwest Arkansas Regional Airport Access (F)	New Location		30,000 - TOTAL 14,000 - Earmark 16,000 - Local	Local	Local	2020	NARTS	<input type="checkbox"/>
NARTS15	Benton & Washington		Various NARTS Attrib Projects	Miscellaneous		9,188 - TOTAL 7,350 - STBGP GT 200K 1,838 - Local	Local-MPO	Local-MPO	2018	NARTS	<input type="checkbox"/>
NARTS16	Benton & Washington		Various NARTS TAP Attrib Projects	Miscellaneous		600 - TOTAL 480 - TAP Attrib 120 - Local	Local	Local	2018	NARTS	<input type="checkbox"/>

2016-2020 NARTS TIP

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
NARTS17	Benton & Washington		Various NARTS Attrib Projects	Miscellaneous		9,375 - TOTAL 7,500 - STBGP GT 200K 1,875 - Local	Local	Local	2019	NARTS	<input type="checkbox"/>
NARTS18	Benton & Washington		Various NARTS TAP Attrib Projects	Miscellaneous		600 - TOTAL 480 - TAP Attrib 120 - Local	Local	Local	2019	NARTS	<input type="checkbox"/>
NARTS19	Benton & Washington		Various NARTS Attrib Projects	Miscellaneous		438 - TOTAL 350 - STBGP GT 200K 88 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>
NARTS21	Benton & Washington		NARTS Study Area Planning	Planning		250 - TOTAL 200 - STBGP GT 200K 50 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>
NARTS22	Benton & Washington		NARTS Study Area Planning	Planning		250 - TOTAL 200 - STBGP GT 200K 50 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
NARTS23	Benton & Washington		NARTS Study Area Planning	Planning		250 - TOTAL 200 - STBGP GT 200K 50 - Local	Local	Local	2018	NARTS	<input type="checkbox"/>
NARTS24	Benton & Washington		NARTS Study Area Planning	Planning		313 - TOTAL 250 - STBGP GT 200K 63 - Local	Local	Local	2019	NARTS	<input type="checkbox"/>
NARTS25	Benton & Washington		NARTS Study Area Planning	Planning		313 - TOTAL 250 - STBGP GT 200K 63 - Local	Local	Local	2020	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
NARTS26	Benton & Washington		Various NARTS Attrib Projects	Miscellaneous		650 - TOTAL 520 - STBGP GT 200K 130 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
NARTS28	Benton & Washington		Various NARTS Attrib Projects	Miscellaneous		9,625 - TOTAL 7,700 - STBGP GT 200K 1,925 - Local	Local	Local	2020	NARTS	<input type="checkbox"/>
NARTS29	Benton & Washington		Various NARTS TAP Attrib Projects	Miscellaneous		600 - TOTAL 480 - TAP Attrib 120 - Local	Local	Local	2020	NARTS	<input type="checkbox"/>
NARTS30	Benton		Riordan Road Trailhead	Miscellaneous		296 - TOTAL 237 - TAP Attrib 59 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
NARTS31	Benton		Cave Springs Trail	Miscellaneous		732 - TOTAL 244 - TAP Attrib 488 - Local	Local	Local	2017	NARTS	<input type="checkbox"/>
NARTS32	Benton		New Hope Bicycle/Pedestrian Bridge	Miscellaneous		1,200 - TOTAL 225 - TAP Attrib 975 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>
NARTS33	Washington		Deans Trail Phase I	Miscellaneous		1,731 - TOTAL 255 - TAP Attrib 1,476 - Local	Local	Local	2016	NARTS	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2016-01	Statewide		IRP Debt Service	Miscellaneous		58,000 - TOTAL 58,000 - NHPP (IRP)	State	State	2016	ALL	<input type="checkbox"/>
XX2016-02	Statewide		Various Resurf / Restoration / Rehab / Reconst	4-R		2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State	State	State	2016	ALL	<input type="checkbox"/>
XX2016-03	Statewide		Various Bridge Rehab / Replacement	Str. & Apprs.		1,000 - TOTAL 800 - NHPP (BR) 200 - State Local	State/Local	State/Local	2016	ALL	<input type="checkbox"/>
XX2016-04	Statewide		Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment	Miscellaneous		5,000 - TOTAL 3,000 - STBGP 1,000 - STBGP (Br Off) 1,000 - State Local	State/Local	State	2016	ALL	<input type="checkbox"/>
XX2016-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	Safety & Traf. Eng.		3,800 - TOTAL 3,420 - Rail Hwy 380 - State	State/RR	State/RR	2016	ALL	<input type="checkbox"/>
XX2016-06	Statewide		Various Transportation Alternative Projects	Miscellaneous		8,000 - TOTAL 6,400 - TAP 1,600 - Local	Local	Local	2016	ALL	<input type="checkbox"/>
XX2016-07	Statewide		Various Trail Projects	Miscellaneous		1,250 - TOTAL 1,000 - STBGP 250 - Local	Local	Local	2016	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
XX2016-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	Str. & Apprs.		7,459 - TOTAL 5,967 - STBGP 1,492 - Local	Local	State		2016	ALL	<input type="checkbox"/>
XX2016-09	Statewide		Various Bridge Rehab / Replacement on County Roads	Str. & Apprs.		4,625 - TOTAL 3,700 - STBGP (Br Off) 925 - Local	Local	State		2016	ALL	<input type="checkbox"/>
XX2016-10	Statewide		PE / Right-of-Way / Utilities / CENG	PE/ROW/Utility/Env.		25,000 - TOTAL 12,000 - NHPP 5,000 - STBGP 150 - Rail Hwy 600 - NFP 1,145 - HSIP 855 - Safety 250 - CMAQ Flex 5,000 - State Local	State/Local	State		2016	ALL	<input type="checkbox"/>
Funding in this category may be used for the development of any project within the 2016-2020 STIP.												
XX2016-11	Statewide		Bridge Painting	Miscellaneous		3,000 - TOTAL 2,400 - NHPP 600 - State	State	State		2016	ALL	<input type="checkbox"/>
XX2016-12	Statewide		Motor Fuel Enforcement Activities	Miscellaneous		20 - TOTAL 20 - STBGP	State	State		2016	ALL	<input type="checkbox"/>
XX2016-13	Statewide		Various Statewide Safety Improvements	Safety & Traf. Eng.		4,000 - TOTAL 4,000 - Safety	State	State		2016	ALL	<input type="checkbox"/>
XX2016-14	Statewide		Various Pavement Marking & Signing Projects	Safety & Traf. Eng.		4,000 - TOTAL 3,200 - HSIP 800 - State	State	State		2016	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2016-15	Statewide		Workforce Training and Development	Miscellaneous		700 - TOTAL 700 - STBGP (Br Off)	State	State	2016	ALL	<input type="checkbox"/>
XX2016-17	Statewide		Various Signal and Intersection Improvements	Intersection Improvements		2,500 - TOTAL 2,000 - STBGP 500 - State Local	State/Local		2016	ALL	<input type="checkbox"/>

Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2017-01	Statewide		IRP Debt Service	Miscellaneous		58,000 - TOTAL 58,000 - NHPP (IRP)	State	State	2017	ALL	<input type="checkbox"/>
XX2017-02	Statewide		Various Resurf / Restoration / Rehab / Reconst	4-R		2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State	State	State	2017	ALL	<input type="checkbox"/>
XX2017-03	Statewide		Various Bridge Rehab / Replacement	Str. & Apprs.		1,000 - TOTAL 800 - NHPP (BR) 200 - State Local	State/Local	State/Local	2017	ALL	<input type="checkbox"/>
XX2017-04	Statewide		Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment	Miscellaneous		5,000 - TOTAL 3,000 - STBGP 1,000 - STBGP (Br Off) 1,000 - State Local	State/Local	State	2017	ALL	<input type="checkbox"/>
XX2017-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	Safety & Traf. Eng.		3,900 - TOTAL 3,510 - Rail Hwy 390 - State	State/RR	State/RR	2017	ALL	<input type="checkbox"/>
XX2017-06	Statewide		Various Transportation Alternative Projects	Miscellaneous		8,000 - TOTAL 6,400 - TAP 1,600 - Local	Local	Local	2017	ALL	<input type="checkbox"/>
XX2017-07	Statewide		Various Trail Projects	Miscellaneous		1,250 - TOTAL 1,000 - STBGP 250 - Local	Local	Local	2017	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
XX2017-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	Str. & Apprs.		7,459 - TOTAL 5,967 - STBGP 1,492 - Local	Local	State		2017	ALL	<input type="checkbox"/>
XX2017-09	Statewide		Various Bridge Rehab / Replacement on County Roads	Str. & Apprs.		4,625 - TOTAL 3,700 - STBGP (Br Off) 925 - Local	Local	State		2017	ALL	<input type="checkbox"/>
XX2017-10	Statewide		PE / Right-of-Way / Utilities / CENG	PE/ROW/Utility/Env.		25,000 - TOTAL 12,000 - NHPP 5,000 - STBGP 150 - Rail Hwy 600 - NFP 1,145 - HSIP 855 - Safety 250 - CMAQ Flex 5,000 - State Local	State/Local	State		2017	ALL	<input type="checkbox"/>
Funding in this category may be used for the development of any project within the 2016-2020 STIP.												
XX2017-11	Statewide		Bridge Painting	Miscellaneous		3,000 - TOTAL 2,400 - NHPP 600 - State	State	State		2017	ALL	<input type="checkbox"/>
XX2017-12	Statewide		Motor Fuel Enforcement Activities	Miscellaneous		20 - TOTAL 20 - STBGP	State	State		2017	ALL	<input type="checkbox"/>
XX2017-13	Statewide		Various Statewide Safety Improvements	Safety & Traf. Eng.		6,600 - TOTAL 6,600 - Safety	State	State		2017	ALL	<input type="checkbox"/>
XX2017-14	Statewide		Various Pavement Marking & Signing Projects	Safety & Traf. Eng.		4,000 - TOTAL 3,200 - HSIP 800 - State	State	State		2017	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2017-15	Statewide		Workforce Training and Development	Miscellaneous		700 - TOTAL 700 - STBGP (Br Off)	State	State	2017	ALL	<input type="checkbox"/>
XX2017-17	Statewide		Various Signal and Intersection Improvements	Intersection Improvements		2,500 - TOTAL 2,000 - STBGP 500 - State Local	State/Local		2017	ALL	<input type="checkbox"/>

Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2018-01	Statewide		IRP Debt Service	Miscellaneous		58,000 - TOTAL 58,000 - NHPP (IRP)	State	State	2018	ALL	<input type="checkbox"/>
XX2018-02	Statewide		Various Resurf / Restoration / Rehab / Reconst	4-R		2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State	State	State	2018	ALL	<input type="checkbox"/>
XX2018-03	Statewide		Various Bridge Rehab / Replacement	Str. & Apprs.		1,000 - TOTAL 800 - NHPP (BR) 200 - State Local	State/Local	State/Local	2018	ALL	<input type="checkbox"/>
XX2018-04	Statewide		Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment	Miscellaneous		5,000 - TOTAL 3,000 - STBGP 1,000 - STBGP (Br Off) 1,000 - State Local	State/Local	State	2018	ALL	<input type="checkbox"/>
XX2018-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	Safety & Traf. Eng.		4,000 - TOTAL 3,600 - Rail Hwy 400 - State	State/RR	State/RR	2018	ALL	<input type="checkbox"/>
XX2018-06	Statewide		Various Transportation Alternative Projects	Miscellaneous		8,000 - TOTAL 6,400 - TAP 1,600 - Local	Local	Local	2018	ALL	<input type="checkbox"/>
XX2018-07	Statewide		Various Trail Projects	Miscellaneous		1,250 - TOTAL 1,000 - STBGP 250 - Local	Local	Local	2018	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
XX2018-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	Str. & Apprs.		7,459 - TOTAL 5,967 - STBGP 1,492 - Local	Local	State		2018	ALL	<input type="checkbox"/>
XX2018-09	Statewide		Various Bridge Rehab / Replacement on County Roads	Str. & Apprs.		4,625 - TOTAL 3,700 - STBGP (Br Off) 925 - Local	Local	State		2018	ALL	<input type="checkbox"/>
XX2018-10	Statewide		PE / Right-of-Way / Utilities / CENG	PE/ROW/Utility/Env.		25,000 - TOTAL 12,000 - NHPP 5,000 - STBGP 150 - Rail Hwy 600 - NFP 1,145 - HSIP 855 - Safety 250 - CMAQ Flex 5,000 - State Local	State/Local	State		2018	ALL	<input type="checkbox"/>
Funding in this category may be used for the development of any project within the 2016-2020 STIP.												
XX2018-11	Statewide		Bridge Painting	Miscellaneous		3,000 - TOTAL 2,400 - NHPP 600 - State	State	State		2018	ALL	<input type="checkbox"/>
XX2018-12	Statewide		Motor Fuel Enforcement Activities	Miscellaneous		20 - TOTAL 20 - STBGP	State	State		2018	ALL	<input type="checkbox"/>
XX2018-13	Statewide		Various Statewide Safety Improvements	Safety & Traf. Eng.		1,200 - TOTAL 1,200 - Safety	State	State		2018	ALL	<input type="checkbox"/>
XX2018-14	Statewide		Various Pavement Marking & Signing Projects	Safety & Traf. Eng.		4,000 - TOTAL 3,200 - HSIP 800 - State	State	State		2018	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2018-15	Statewide		Workforce Training and Development	Miscellaneous		700 - TOTAL 700 - STBGP (Br Off)	State	State	2018	ALL	<input type="checkbox"/>
XX2018-17	Statewide		Various Signal and Intersection Improvements	Intersection Improvements		2,500 - TOTAL 2,000 - STBGP 500 - State Local	State/Local		2018	ALL	<input type="checkbox"/>

Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2019-01	Statewide		IRP Debt Service	Miscellaneous		58,000 - TOTAL 58,000 - NHPP (IRP)	State	State	2019	ALL	<input type="checkbox"/>
XX2019-02	Statewide		Various Resurf / Restoration / Rehab / Reconst	4-R		2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State	State	State	2019	ALL	<input type="checkbox"/>
XX2019-03	Statewide		Various Bridge Rehab / Replacement	Str. & Apprs.		1,000 - TOTAL 800 - NHPP (BR) 200 - State Local	State/Local	State/Local	2019	ALL	<input type="checkbox"/>
XX2019-04	Statewide		Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment	Miscellaneous		5,000 - TOTAL 3,000 - STBGP 1,000 - STBGP (Br Off) 1,000 - State Local	State/Local	State	2019	ALL	<input type="checkbox"/>
XX2019-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	Safety & Traf. Eng.		4,100 - TOTAL 3,690 - Rail Hwy 410 - State	State/RR	State/RR	2019	ALL	<input type="checkbox"/>
XX2019-06	Statewide		Various Transportation Alternative Projects	Miscellaneous		8,000 - TOTAL 6,400 - TAP 1,600 - Local	Local	Local	2019	ALL	<input type="checkbox"/>
XX2019-07	Statewide		Various Trail Projects	Miscellaneous		1,250 - TOTAL 1,000 - STBGP 250 - Local	Local	Local	2019	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2019-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	Str. & Apprs.		7,459 - TOTAL 5,967 - STBGP 1,492 - Local	Local	State	2019	ALL	<input type="checkbox"/>
XX2019-09	Statewide		Various Bridge Rehab / Replacement on County Roads	Str. & Apprs.		4,625 - TOTAL 3,700 - STBGP (Br Off) 925 - Local	Local	State	2019	ALL	<input type="checkbox"/>
XX2019-10	Statewide		PE / Right-of-Way / Utilities / CENG	PE/ROW/Utility/Env.		25,000 - TOTAL 12,000 - NHPP 5,000 - STBGP 150 - Rail Hwy 600 - NFP 1,145 - HSIP 855 - Safety 250 - CMAQ Flex 5,000 - State Local	State/Local	State	2019	ALL	<input type="checkbox"/>
Funding in this category may be used for the development of any project within the 2016-2020 STIP.											
XX2019-11	Statewide		Bridge Painting	Miscellaneous		3,000 - TOTAL 2,400 - NHPP 600 - State	State	State	2019	ALL	<input type="checkbox"/>
XX2019-12	Statewide		Motor Fuel Enforcement Activities	Miscellaneous		20 - TOTAL 20 - STBGP	State	State	2019	ALL	<input type="checkbox"/>
XX2019-13	Statewide		Various Statewide Safety Improvements	Safety & Traf. Eng.		10,000 - TOTAL 10,000 - Safety	State	State	2019	ALL	<input type="checkbox"/>
XX2019-14	Statewide		Various Pavement Marking & Signing Projects	Safety & Traf. Eng.		4,000 - TOTAL 3,200 - HSIP 800 - State	State	State	2019	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2019-15	Statewide		Workforce Training and Development	Miscellaneous		700 - TOTAL 700 - STBGP (Br Off)	State	State	2019	ALL	<input type="checkbox"/>
XX2019-17	Statewide		Various Signal and Intersection Improvements	Intersection Improvements		2,500 - TOTAL 2,000 - STBGP 500 - State Local	State/Local		2019	ALL	<input type="checkbox"/>

Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2020-01	Statewide		IRP Debt Service	Miscellaneous		58,000 - TOTAL 58,000 - NHPP (IRP)	State	State	2020	ALL	<input type="checkbox"/>
XX2020-02	Statewide		Various Resurf / Restoration / Rehab / Reconst	4-R		2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State	State	State	2020	ALL	<input type="checkbox"/>
XX2020-03	Statewide		Various Bridge Rehab / Replacement	Str. & Apprs.		1,000 - TOTAL 800 - NHPP (BR) 200 - State Local	State/Local	State/Local	2020	ALL	<input type="checkbox"/>
XX2020-04	Statewide		Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment	Miscellaneous		5,000 - TOTAL 3,000 - STBGP 1,000 - STBGP (Br Off) 1,000 - State Local	State/Local	State	2020	ALL	<input type="checkbox"/>
XX2020-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	Safety & Traf. Eng.		4,200 - TOTAL 3,780 - Rail Hwy 420 - State	State/RR	State/RR	2020	ALL	<input type="checkbox"/>
XX2020-06	Statewide		Various Transportation Alternative Projects	Miscellaneous		8,000 - TOTAL 6,400 - TAP 1,600 - Local	Local	Local	2020	ALL	<input type="checkbox"/>
XX2020-07	Statewide		Various Trail Projects	Miscellaneous		1,250 - TOTAL 1,000 - STBGP 250 - Local	Local	Local	2020	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2020-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	Str. & Apprs.		7,459 - TOTAL 5,967 - STBGP 1,492 - Local	Local	State	2020	ALL	<input type="checkbox"/>
XX2020-09	Statewide		Various Bridge Rehab / Replacement on County Roads	Str. & Apprs.		4,625 - TOTAL 3,700 - STBGP (Br Off) 925 - Local	Local	State	2020	ALL	<input type="checkbox"/>
XX2020-10	Statewide		PE / Right-of-Way / Utilities / CENG	PE/ROW/Utility/Env.		25,000 - TOTAL 12,000 - NHPP 5,000 - STBGP 150 - Rail Hwy 600 - NFP 1,145 - HSIP 855 - Safety 250 - CMAQ Flex 5,000 - State Local	State/Local	State	2020	ALL	<input type="checkbox"/>
Funding in this category may be used for the development of any project within the 2016-2020 STIP.											
XX2020-11	Statewide		Bridge Painting	Miscellaneous		3,000 - TOTAL 2,400 - NHPP 600 - State	State	State	2020	ALL	<input type="checkbox"/>
XX2020-12	Statewide		Motor Fuel Enforcement Activities	Miscellaneous		20 - TOTAL 20 - STBGP	State	State	2020	ALL	<input type="checkbox"/>
XX2020-13	Statewide		Various Statewide Safety Improvements	Safety & Traf. Eng.		10,000 - TOTAL 10,000 - Safety	State	State	2020	ALL	<input type="checkbox"/>
XX2020-14	Statewide		Various Pavement Marking & Signing Projects	Safety & Traf. Eng.		4,000 - TOTAL 3,200 - HSIP 800 - State	State	State	2020	ALL	<input type="checkbox"/>

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
XX2020-15	Statewide		Workforce Training and Development	Miscellaneous		700 - TOTAL 700 - STBGP (Br Off)	State	State	2020	ALL	<input type="checkbox"/>
XX2020-16	Statewide		Various Pavement Projects	Miscellaneous		206 - TOTAL 110 - NHPP 55 - STBGP 41 - State	State	State	2020	ALL	<input type="checkbox"/>
XX2020-17	Statewide		Various Signal and Intersection Improvements	Intersection Improvements		2,500 - TOTAL 2,000 - STBGP 500 - State Local	State/Local		2020	ALL	<input type="checkbox"/>
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.											

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
110FTA	Statewide		Seniors and Individuals with Disabilities	Transit		3,181 - TOTAL 2,545 - FTA-5310 636 - Local	Local	Local		2016	ALL	<input type="checkbox"/>
111FTA	Statewide		Rural Area	Transit		15,487 - TOTAL 12,390 - FTA-5311 3,097 - Local	Local	Local		2016	ALL	<input type="checkbox"/>
113FTA	Statewide		Bus and Bus Facilities < 200,000	Transit		616 - TOTAL 493 - FTA-5339 123 - Local	Local	Local		2016	ALL	<input type="checkbox"/>
114FTA	Statewide		Bus and Bus Facilities - Rural Areas	Transit		2,188 - TOTAL 1,750 - FTA-5339 438 - Local	Local	Local		2016	ALL	<input type="checkbox"/>
115FTA	Statewide		Safety Oversight	Transit		286 - TOTAL 229 - FTA-5329 57 - Local	Local	Local		2016	ALL	<input type="checkbox"/>
116FTA *	Statewide		Statewide Planning Program	Transit		140 - TOTAL 112 - FTA-5304 28 - Local	Local	Local		2016	ALL	<input type="checkbox"/>
200PTF	Statewide		Public Transit Trust Fund	Transit		4,000 - TOTAL 4,000 - State	Local	Local		2016	ALL	<input type="checkbox"/>
201TLS	Statewide		Translease	Transit		775 - TOTAL 775 - Local	Local	Local		2016	ALL	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
202HUA *	Statewide		HUA	Transit		346 - TOTAL 346 - State	Local	Local		2016	ALL	<input type="checkbox"/>
NARTS01	Benton & Washington		Operating Assistance	Transit/ORT		1,440 - TOTAL 720 - FTA-5307 720 - Local	Local-ORT	Local-ORT		2016	NARTS	<input type="checkbox"/>
NARTS02	Benton & Washington		Capital - Preventive Maintenance	Transit/ORT		439 - TOTAL 351 - FTA-5307 88 - Local	Local-ORT	Local-ORT		2016	NARTS	<input type="checkbox"/>
NARTS03	Benton & Washington		Capital - Paratransit Service	Transit/ORT		335 - TOTAL 268 - FTA-5307 67 - Local	Local-ORT	Local-ORT		2016	NARTS	<input type="checkbox"/>
NARTS04	Benton & Washington		Bus and Bus Facilities	Transit/ORT		149 - TOTAL 119 - FTA-5339 30 - Local	Local-ORT	Local-ORT		2016	NARTS	<input type="checkbox"/>
NARTS05	Benton & Washington		Transit Operations	Transit/ORT		947 - TOTAL 947 - Local	Local-ORT	Local-ORT		2016	NARTS	<input type="checkbox"/>
NARTS06	Benton & Washington		Operating Assistance	Transit/Razorback		844 - TOTAL 422 - FTA-5307 422 - Local	Local-UofA	Local-UofA		2016	NARTS	<input type="checkbox"/>
NARTS07	Benton & Washington		Capital - Preventive Maintenance	Transit/Razorback		120 - TOTAL 96 - FTA-5307 24 - Local	Local-UofA	Local-UofA		2016	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
NARTS08	Benton & Washington		Capital - Paratransit Service	Transit/Razorback		137 - TOTAL 110 - FTA-5307 27 - Local	Local-UofA	Local-UofA		2016	NARTS	<input type="checkbox"/>
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	Transit/Razorback		550 - TOTAL 467 - FTA-5307 83 - Local	Local-UofA	Local-UofA		2016	NARTS	<input type="checkbox"/>
NARTS10	Benton & Washington		Bus and Bus Facilities	Transit/Razorback		140 - TOTAL 119 - FTA-5339 21 - Local	Local-UofA	Local-UofA		2016	NARTS	<input type="checkbox"/>
NARTS11	Benton & Washington		Capital - Planning	Transit/NWARPC		125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	Local-MPO		2016	NARTS	<input type="checkbox"/>
NARTS12	Benton & Washington		Transit Operations	Transit/Razorback		1,700 - TOTAL 1,700 - Local	Local-UofA	Local-UofA		2016	NARTS	<input type="checkbox"/>
NARTS15 *	Benton & Washington		Consolidated Planning Program (MPO)	Planning		658 - TOTAL 526 - FTA-5305 132 - Local	Local-MPO	Local-MPO		2016	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
110FTA	Statewide		Seniors and Individuals with Disabilities	Transit		3,245 - TOTAL 2,596 - FTA-5310 649 - Local	Local	Local		2017	ALL	<input type="checkbox"/>
111FTA	Statewide		Rural Area	Transit		15,796 - TOTAL 12,637 - FTA-5311 3,159 - Local	Local	Local		2017	ALL	<input type="checkbox"/>
113FTA	Statewide		Bus and Bus Facilities < 200,000	Transit		629 - TOTAL 503 - FTA-5339 126 - Local	Local	Local		2017	ALL	<input type="checkbox"/>
114FTA	Statewide		Bus and Bus Facilities - Rural Areas	Transit		2,188 - TOTAL 1,750 - FTA-5339 438 - Local	Local	Local		2017	ALL	<input type="checkbox"/>
115FTA	Statewide		Safety Oversight	Transit		291 - TOTAL 233 - FTA-5329 58 - Local	Local	Local		2017	ALL	<input type="checkbox"/>
116FTA *	Statewide		Statewide Planning Program	Transit		144 - TOTAL 115 - FTA-5304 29 - Local	Local	Local		2017	ALL	<input type="checkbox"/>
200PTF	Statewide		Public Transit Trust Fund	Transit		4,000 - TOTAL 4,000 - State	Local	Local		2017	ALL	<input type="checkbox"/>
201TLS	Statewide		Translease	Transit		775 - TOTAL 775 - Local	Local	Local		2017	ALL	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
202HUA *	Statewide		HUA	Transit		346 - TOTAL 346 - State	Local	Local		2017	ALL	<input type="checkbox"/>
NARTS01	Benton & Washington		Operating Assistance	Transit/ORT		1,472 - TOTAL 736 - FTA-5307 736 - Local	Local-ORT	Local-ORT		2017	NARTS	<input type="checkbox"/>
NARTS02	Benton & Washington		Capital - Preventive Maintenance	Transit/ORT		448 - TOTAL 358 - FTA-5307 90 - Local	Local-ORT	Local-ORT		2017	NARTS	<input type="checkbox"/>
NARTS03	Benton & Washington		Capital - Paratransit Service	Transit/ORT		341 - TOTAL 273 - FTA-5307 68 - Local	Local-ORT	Local-ORT		2017	NARTS	<input type="checkbox"/>
NARTS04	Benton & Washington		Bus and Bus Facilities	Transit/ORT		151 - TOTAL 121 - FTA-5339 30 - Local	Local-ORT	Local-ORT		2017	NARTS	<input type="checkbox"/>
NARTS05	Benton & Washington		Transit Operations	Transit/ORT		966 - TOTAL 966 - Local	Local-ORT	Local-ORT		2017	NARTS	<input type="checkbox"/>
NARTS06	Benton & Washington		Operating Assistance	Transit/Razorback		860 - TOTAL 430 - FTA-5307 430 - Local	Local-UofA	Local-UofA		2017	NARTS	<input type="checkbox"/>
NARTS07	Benton & Washington		Capital - Preventive Maintenance	Transit/Razorback		124 - TOTAL 99 - FTA-5307 25 - Local	Local-UofA	Local-UofA		2017	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
NARTS08	Benton & Washington		Capital - Paratransit Service	Transit/Razorback		140 - TOTAL 112 - FTA-5307 28 - Local	Local-UofA	Local-UofA		2017	NARTS	<input type="checkbox"/>
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	Transit/Razorback		561 - TOTAL 477 - FTA-5307 84 - Local	Local-UofA	Local-UofA		2017	NARTS	<input type="checkbox"/>
NARTS10	Benton & Washington		Bus and Bus Facilities	Transit/Razorback		143 - TOTAL 121 - FTA-5339 22 - Local	Local-UofA	Local-UofA		2017	NARTS	<input type="checkbox"/>
NARTS11	Benton & Washington		Capital - Planning	Transit/NWARPC		125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	Local-MPO		2017	NARTS	<input type="checkbox"/>
NARTS12	Benton & Washington		Transit Operations	Transit/Razorback		1,734 - TOTAL 1,734 - Local	Local-UofA	Local-UofA		2017	NARTS	<input type="checkbox"/>
NARTS15 *	Benton & Washington		Consolidated Planning Program (MPO)	Planning		670 - TOTAL 536 - FTA-5305 134 - Local	Local-MPO	Local-MPO		2017	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
110FTA	Statewide		Seniors and Individuals with Disabilities	Transit		3,310 - TOTAL 2,648 - FTA-5310 662 - Local	Local	Local		2018	ALL	<input type="checkbox"/>
111FTA	Statewide		Rural Area	Transit		16,113 - TOTAL 12,890 - FTA-5311 3,223 - Local	Local	Local		2018	ALL	<input type="checkbox"/>
113FTA	Statewide		Bus and Bus Facilities < 200,000	Transit		641 - TOTAL 513 - FTA-5339 128 - Local	Local	Local		2018	ALL	<input type="checkbox"/>
114FTA	Statewide		Bus and Bus Facilities - Rural Areas	Transit		2,188 - TOTAL 1,750 - FTA-5339 438 - Local	Local	Local		2018	ALL	<input type="checkbox"/>
115FTA	Statewide		Safety Oversight	Transit		298 - TOTAL 238 - FTA-5329 60 - Local	Local	Local		2018	ALL	<input type="checkbox"/>
116FTA *	Statewide		Statewide Planning Program	Transit		146 - TOTAL 117 - FTA-5304 29 - Local	Local	Local		2018	ALL	<input type="checkbox"/>
200PTF	Statewide		Public Transit Trust Fund	Transit		4,000 - TOTAL 4,000 - State	Local	Local		2018	ALL	<input type="checkbox"/>
201TLS	Statewide		Translease	Transit		775 - TOTAL 775 - Local	Local	Local		2018	ALL	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
202HUA *	Statewide		HUA	Transit		346 - TOTAL 346 - State	Local	Local		2018	ALL	<input type="checkbox"/>
NARTS01	Benton & Washington		Operating Assistance	Transit/ORT		1,502 - TOTAL 751 - FTA-5307 751 - Local	Local-ORT	Local-ORT		2018	NARTS	<input type="checkbox"/>
NARTS02	Benton & Washington		Capital - Preventive Maintenance	Transit/ORT		458 - TOTAL 366 - FTA-5307 92 - Local	Local-ORT	Local-ORT		2018	NARTS	<input type="checkbox"/>
NARTS03	Benton & Washington		Capital - Paratransit Service	Transit/ORT		350 - TOTAL 280 - FTA-5307 70 - Local	Local-ORT	Local-ORT		2018	NARTS	<input type="checkbox"/>
NARTS04	Benton & Washington		Bus and Bus Facilities	Transit/ORT		135 - TOTAL 124 - FTA-5339 31 - Local	Local-ORT	Local-ORT		2018	NARTS	<input type="checkbox"/>
NARTS05	Benton & Washington		Transit Operations	Transit/ORT		976 - TOTAL 976 - Local	Local-ORT	Local-ORT		2018	NARTS	<input type="checkbox"/>
NARTS06	Benton & Washington		Operating Assistance	Transit/Razorback		878 - TOTAL 439 - FTA-5307 439 - Local	Local-UofA	Local-UofA		2018	NARTS	<input type="checkbox"/>
NARTS07	Benton & Washington		Capital - Preventive Maintenance	Transit/Razorback		129 - TOTAL 103 - FTA-5307 26 - Local	Local-UofA	Local-UofA		2018	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
NARTS08	Benton & Washington		Capital - Paratransit Service	Transit/Razorback		143 - TOTAL 114 - FTA-5307 29 - Local	Local-UofA	Local-UofA		2018	NARTS	<input type="checkbox"/>
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	Transit/Razorback		573 - TOTAL 487 - FTA-5307 86 - Local	Local-UofA	Local-UofA		2018	NARTS	<input type="checkbox"/>
NARTS10	Benton & Washington		Bus and Bus Facilities	Transit/Razorback		146 - TOTAL 124 - FTA-5339 22 - Local	Local-UofA	Local-UofA		2018	NARTS	<input type="checkbox"/>
NARTS11	Benton & Washington		Capital - Planning	Transit/NWARPC		125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	Local-MPO		2018	NARTS	<input type="checkbox"/>
NARTS12	Benton & Washington		Transit Operations	Transit/Razorback		1,769 - TOTAL 1,769 - Local	Local-UofA	Local-UofA		2018	NARTS	<input type="checkbox"/>
NARTS15 *	Benton & Washington		Consolidated Planning Program (MPO)	Planning		684 - TOTAL 547 - FTA-5305 137 - Local	Local-MPO	Local-MPO		2018	NARTS	<input type="checkbox"/>

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2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
110FTA	Statewide		Seniors and Individuals with Disabilities	Transit		3,376 - TOTAL 2,701 - FTA-5310 675 - Local	Local	Local		2019	ALL	<input type="checkbox"/>
111FTA	Statewide		Rural Area	Transit		16,435 - TOTAL 13,148 - FTA-5311 3,287 - Local	Local	Local		2019	ALL	<input type="checkbox"/>
113FTA	Statewide		Bus and Bus Facilities < 200,000	Transit		654 - TOTAL 523 - FTA-5339 131 - Local	Local	Local		2019	ALL	<input type="checkbox"/>
115FTA	Statewide		Safety Oversight	Transit		304 - TOTAL 243 - FTA-5329 61 - Local	Local	Local		2019	ALL	<input type="checkbox"/>
114FTA	Statewide		Bus and Bus Facilities - Rural Areas	Transit		2,188 - TOTAL 1,750 - FTA-5339 438 - Local	Local	Local		2019	ALL	<input type="checkbox"/>
116FTA *	Statewide		Statewide Planning Program	Transit		149 - TOTAL 119 - FTA-5304 30 - Local	Local	Local		2019	ALL	<input type="checkbox"/>
200PTF	Statewide		Public Transit Trust Fund	Transit		4,000 - TOTAL 4,000 - State	Local	Local		2019	ALL	<input type="checkbox"/>
201TLS	Statewide		Translease	Transit		775 - TOTAL 775 - Local	Local	Local		2019	ALL	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
202HUA *	Statewide		HUA	Transit		346 - TOTAL 346 - State	Local	Local		2019	ALL	<input type="checkbox"/>
NARTS01	Benton & Washington		Operating Assistance	Transit/ORT		1,536 - TOTAL 768 - FTA-5307 768 - Local	Local-ORT	Local-ORT		2019	NARTS	<input type="checkbox"/>
NARTS02	Benton & Washington		Capital - Preventive Maintenance	Transit/ORT		468 - TOTAL 374 - FTA-5307 94 - Local	Local-ORT	Local-ORT		2019	NARTS	<input type="checkbox"/>
NARTS03	Benton & Washington		Capital - Paratransit Service	Transit/ORT		358 - TOTAL 286 - FTA-5307 72 - Local	Local-ORT	Local-ORT		2019	NARTS	<input type="checkbox"/>
NARTS04	Benton & Washington		Bus and Bus Facilities	Transit/ORT		158 - TOTAL 126 - FTA-5339 32 - Local	Local-ORT	Local-ORT		2019	NARTS	<input type="checkbox"/>
NARTS05	Benton & Washington		Transit Operations	Transit/ORT		986 - TOTAL 986 - Local	Local-ORT	Local-ORT		2019	NARTS	<input type="checkbox"/>
NARTS06	Benton & Washington		Operating Assistance	Transit/Razorback		896 - TOTAL 448 - FTA-5307 448 - Local	Local-UofA	Local-UofA		2019	NARTS	<input type="checkbox"/>
NARTS07	Benton & Washington		Capital - Preventive Maintenance	Transit/Razorback		134 - TOTAL 107 - FTA-5307 27 - Local	Local-UofA	Local-UofA		2019	NARTS	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
NARTS08	Benton & Washington		Capital - Paratransit Service	Transit/Razorback		146 - TOTAL 117 - FTA-5307 29 - Local	Local-UofA	Local-UofA		2019	NARTS	<input type="checkbox"/>
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	Transit/Razorback		584 - TOTAL 496 - FTA-5307 88 - Local	Local-UofA	Local-UofA		2019	NARTS	<input type="checkbox"/>
NARTS10	Benton & Washington		Bus and Bus Facilities	Transit/Razorback		148 - TOTAL 126 - FTA-5339 22 - Local	Local-UofA	Local-UofA		2019	NARTS	<input type="checkbox"/>
NARTS11	Benton & Washington		Capital - Planning	Transit/NWARPC		125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	Local-MPO		2019	NARTS	<input type="checkbox"/>
NARTS12	Benton & Washington		Transit Operations	Transit/Razorback		1,804 - TOTAL 1,804 - Local	Local-UofA	Local-UofA		2019	NARTS	<input type="checkbox"/>
NARTS15 *	Benton & Washington		Consolidated Planning Program (MPO)	Planning		698 - TOTAL 558 - FTA-5305 140 - Local	Local-MPO	Local-MPO		2019	NARTS	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
110FTA	Statewide		Seniors and Individuals with Disabilities	Transit		3,444 - TOTAL 2,755 - FTA-5310 689 - Local	Local	Local		2020	ALL	<input type="checkbox"/>
111FTA	Statewide		Rural Area	Transit		16,764 - TOTAL 13,411 - FTA-5311 3,353 - Local	Local	Local		2020	ALL	<input type="checkbox"/>
113FTA	Statewide		Bus and Bus Facilities < 200,000	Transit		667 - TOTAL 534 - FTA-5339 133 - Local	Local	Local		2020	ALL	<input type="checkbox"/>
114FTA	Statewide		Bus and Bus Facilities - Rural Areas	Transit		2,188 - TOTAL 1,750 - FTA-5339 438 - Local	Local	Local		2020	ALL	<input type="checkbox"/>
115FTA	Statewide		Safety Oversight	Transit		310 - TOTAL 248 - FTA-5329 62 - Local	Local	Local		2020	ALL	<input type="checkbox"/>
116FTA *	Statewide		Statewide Planning Program	Transit		153 - TOTAL 122 - FTA-5304 31 - Local	Local	Local		2020	ALL	<input type="checkbox"/>
200PTF	Statewide		Public Transit Trust Fund	Transit		4,000 - TOTAL 4,000 - State	Local	Local		2020	ALL	<input type="checkbox"/>
201TLS	Statewide		Translease	Transit		775 - TOTAL 775 - Local	Local	Local		2020	ALL	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
202HUA *	Statewide		HUA	Transit		346 - TOTAL 346 - State	Local	Local		2020	ALL	<input type="checkbox"/>
NARTS01	Benton & Washington		Operating Assistance	Transit/ORT		1,570 - TOTAL 785 - FTA-5307 785 - Local	Local-ORT	Local-ORT		2020	NARTS	<input type="checkbox"/>
NARTS02	Benton & Washington		Capital - Preventive Maintenance	Transit/ORT		478 - TOTAL 382 - FTA-5307 96 - Local	Local-ORT	Local-ORT		2020	NARTS	<input type="checkbox"/>
NARTS03	Benton & Washington		Capital - Paratransit Service	Transit/ORT		365 - TOTAL 292 - FTA-5307 73 - Local	Local-ORT	Local-ORT		2020	NARTS	<input type="checkbox"/>
NARTS04	Benton & Washington		Bus and Bus Facilities	Transit/ORT		161 - TOTAL 129 - FTA-5339 32 - Local	Local-ORT	Local-ORT		2020	NARTS	<input type="checkbox"/>
NARTS05	Benton & Washington		Transit Operations	Transit/ORT		996 - TOTAL 996 - Local	Local-ORT	Local-ORT		2020	NARTS	<input type="checkbox"/>
NARTS06	Benton & Washington		Operating Assistance	Transit/Razorback		914 - TOTAL 457 - FTA-5307 457 - Local	Local-UofA	Local-UofA		2020	NARTS	<input type="checkbox"/>
NARTS07	Benton & Washington		Capital - Preventive Maintenance	Transit/Razorback		140 - TOTAL 112 - FTA-5307 28 - Local	Local-UofA	Local-UofA		2020	NARTS	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST	AGENCY RESPONSIBLE FOR:			LET YEAR	TIP Area	A P H N
						Funding Breakdown (x \$1,000)	PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT				
NARTS08	Benton & Washington		Capital - Paratransit Service	Transit/Razorback		149 - TOTAL 119 - FTA-5307 30 - Local	Local-UofA	Local-UofA		2020	NARTS	<input type="checkbox"/>
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	Transit/Razorback		595 - TOTAL 506 - FTA-5307 89 - Local	Local-UofA	Local-UofA		2020	NARTS	<input type="checkbox"/>
NARTS10	Benton & Washington		Bus and Bus Facilities	Transit/Razorback		152 - TOTAL 129 - FTA-5339 23 - Local	Local-UofA	Local-UofA		2020	NARTS	<input type="checkbox"/>
NARTS11	Benton & Washington		Capital - Planning	Transit/NWARPC		125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	Local-MPO		2020	NARTS	<input type="checkbox"/>
NARTS12	Benton & Washington		Transit Operations	Transit/Razorback		1,840 - TOTAL 1,840 - Local	Local-UofA	Local-UofA		2020	NARTS	<input type="checkbox"/>
NARTS15 *	Benton & Washington		Consolidated Planning Program (MPO)	Planning		711 - TOTAL 569 - FTA-5305 142 - Local	Local-MPO	Local-MPO		2020	NARTS	<input type="checkbox"/>

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
5B0800W	Various		Payback Beginning in SFY 2008 for Safe and Sound Bridges in the Rural Southwest District	Taking Care of System		7,551 - TOTAL 7,551 - State	State	State	2017	ALL	<input type="checkbox"/>
Missouri portion of MPA											
013002Y	McDonald	49	Job Order Contracting for Pavement Repair from Route 59 to 0.7 mile South of Route H	Statewide Interstate and Major Bridge	10.74	65 - TOTAL 59 - NHPP 6 - State	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P0601	McDonald	49	Roadway Improvements from Pineville to the Arkansas State Line (Bella Vista	Scoping and Design	4.93	2 - TOTAL 1.6 - NHPP 0.4 - State	State	State	2018	ALL	<input type="checkbox"/>
Missouri portion of MPA											
8P2244	Various		Job Order Contracting for Guard Cable and Guard Rail Repair at Various Locations in the Rural Southwest District	Taking Care of System		553 - TOTAL 442 - STBGP 111 - State	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
8P2379	Various		Replace Non-Standard Guard Rail, Installation of Guard Rail, Guard Cable and/or Access Restraint Cables in the Rural Southwest District	Safety		118 - TOTAL 118 - Safety	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
5B0800W	Various		Payback Beginning in SFY 2008 for Safe and Sound Bridges in the Rural Southwest District	Taking Care of System		7,551 - TOTAL 7,551 - State	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P3080	Various		On-Call Work Zone Enforcement as Various Locations in the Rural Southwest District	Safety		1 - TOTAL 1 - STBGP	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
7Q3002	Various		Operations and Management of Ozarks Traffic ITS in the Rural Southwest District	Major Projects and Emerging Needs		38 - TOTAL 30 - STBGP 8 - State	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
8P2378	Various		On-Call Work Zone Enforcement as Various Locations in the Rural Southwest District	Safety		21 - TOTAL 21 - STBGP	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
5B0800W	Various		Payback Beginning in SFY 2008 for Safe and Sound Bridges in the Rural Southwest District	Taking Care of System		7,551 - TOTAL 7,551 - State	State	State	2019	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P3008	Various		Job Order Contracting for Guard Cable and Guard Rail Repair at Various Locations in the Rural Southwest District	Taking Care of System		572 - TOTAL 572 - STBGP	State	State	2017	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P3080	Various		On-Call Work Zone Enforcement as Various Locations in the Rural Southwest District	Safety		33 - TOTAL 33 - STBGP	State	State	2017	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7Q3001	Various		Operations and Management of Ozarks Traffic ITS in the Rural Southwest District	Major Projects and Emerging Needs		38 - TOTAL 38 - STBGP	State	State	2017	ALL	<input type="checkbox"/>
Missouri portion of MPA											
5B0800W	Various		Payback Beginning in SFY 2008 for Safe and Sound Bridges in the Rural Southwest District	Taking Care of System		7,551 - TOTAL 7,551 - State	State	State	2020	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P0601	McDonald	71	Partial Funding for Roadway Improvements from Pineville to the Arkansas State Line (Bella Vista	Amendment 3	4.93	22,913 - TOTAL 22,913 - NHPP	State	State	2020	ALL	<input type="checkbox"/>
Missouri portion of MPA											

* Job number from previous printing.

2016-2020 NARTS TIP

JOB	COUNTY	RTE	TERMINI	TYPE WORK	LENGTH	ESTIMATED COST Funding Breakdown (x \$1,000)	AGENCY RESPONSIBLE FOR:		LET YEAR	TIP Area	A P H N
							PROVIDING MATCHING FUNDS	CARRYING OUT THE PROJECT			
7P0601	McDonald	49	Roadway Improvements from Pineville to the Arkansas State Line (Bella Vista)	Scoping and Design	4.93	2 - TOTAL 1.6 - NHPP 0.4 - State	State	State	2019	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P0601	McDonald	49	Roadway Improvements from Pineville to the Arkansas State Line (Bella Vista)	Scoping and Design	4.93	2 - TOTAL 1.6 - NHPP 0.4 - State	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											
7P0601	McDonald	49	Roadway Improvements from Pineville to the Arkansas State Line (Bella Vista)	Scoping and Design	4.93	2 - TOTAL 1.6 - NHPP 0.4 - State	State	State	2017	ALL	<input type="checkbox"/>
Missouri portion of MPA											
8P2240	Various		Job Order Contracting for Guard Cable and Guard Rail Repair at Various Locations in the Rural Southwest District	Taking Care of System		589 - TOTAL 589 - STBGP	State	State	2018	ALL	<input type="checkbox"/>
Missouri portion of MPA											
5B0800W	Various		Payback Beginning in SFY 2008 for Safe and Sound Bridges in the Rural Southwest District	Taking Care of System		7,551 - TOTAL 7,551 - State	State	State	2018	ALL	<input type="checkbox"/>
Missouri portion of MPA											
753008 753088 *	Various		Seal Coat Pavement Improvements on Various Routes in Various Counties	Taking Care of System		2 - TOTAL 2.5 - STBGP 0.5 - State	State	State	2016	ALL	<input type="checkbox"/>
Missouri portion of MPA											

* Job number from previous printing.

APPENDIX E

BRIDGES AND STRUCTURES IN THE METROPOLITAN PLANNING AREA

MoDOT Bridges and Culverts in the Metropolitan Planning Area

Planning Org	County	Structure Class	Bridge Design Number	Travelway Designation	Travelway Name	Functional Class	Year built	Width	Lengthn	Bridge Type	Bridge Index
NWARPC RPC	MCDONALD	Non-state bridge	3440001	CST	8TH ST	ULocal	1960	16	50	STRG	GOOD
NWARPC RPC	MCDONALD	Non-state bridge	3520001	CRD	RAINS RD	RLOCAL	1931	20	111	SLAB	FAIR
NWARPC RPC	MCDONALD	Non-state bridge	3530006	CRD	GORDON HOLLOW DR	RLOCAL	2009	24	112	STRG	VERY GOOD
NWARPC RPC	MCDONALD	Non-state culvert	3560002	CST	RAINS RD	RLOCAL	1950	36	21	BXCU	NA
NWARPC RPC	MCDONALD	Non-state bridge	3800005	CRD	LITTLE MISSOURI RD	RLOCAL	1990	21.4	170	STRG	VERY GOOD
NWARPC RPC	MCDONALD	Non-state	3940008	CRD	BEAR HOLLOW RD	RLOCAL	1997	22.3	75	STRG	GOOD
NWARPC RPC	MCDONALD	State bridge	A1397	BU	71	MINOR ARTERIAL	1965	30	522	STRG	FAIR
NWARPC RPC	MCDONALD	State bridge	A1586	CRD	71		1966	32	129	STRG	FAIR
NWARPC RPC	MCDONALD	State bridge	A1825	RT	K	MAJOR COLLECTOR	1967	26	305	STRG	GOOD
NWARPC RPC	MCDONALD	State bridge	A6374	IS	49	INTERSTATE	2005	49.5	650	T-BM	GOOD
NWARPC RPC	MCDONALD	State bridge	A6375	IS	49	INTERSTATE	2005	39.5	650	T-BM	GOOD
NWARPC RPC	MCDONALD	State bridge	A6376	IS	49	INTERSTATE	2005	49.5	210.2	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6377	IS	49	INTERSTATE	2005	49.5	210.2	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6378	IS	49	INTERSTATE	2005	52	462.5	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6379	IS	49	INTERSTATE	2005	54	400.5	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6584	RT	EE	MAJOR COLLECTOR	2004	53.1	310.7	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6650	US	71	FREEWAY	2003	39.5	241	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6651	US	71	FREEWAY	2003	39.5	241	STRG	GOOD
NWARPC RPC	MCDONALD	State bridge	A6652	US	71	PRINCIPAL ARTERIAL	2003	36	195.8	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6694	US	71	PRINCIPAL ARTERIAL	2003	39	656.7	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6695	US	71	PRINCIPAL ARTERIAL	2003	39	656.7	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	A6696	US	71	PRINCIPAL ARTERIAL	2003	36	195.8	STRG	VERY GOOD
NWARPC RPC	MCDONALD	State bridge	P0973	MO	90	MAJOR COLLECTOR	1957	20	391	STRG	FAIR
NWARPC RPC	MCDONALD	State bridge	R0305	RT	H	MAJOR COLLECTOR	1963	22	112	STRG	FAIR
NWARPC RPC	MCDONALD	State culvert	A1587	US	71	PRINCIPAL ARTERIAL	1966	0	44.4	BXCU	NA
NWARPC RPC	MCDONALD	State culvert	A1777	CRD	71		1966	0	29.2	BXCU	NA
NWARPC RPC	MCDONALD	State culvert	A1778	US	71	FREEWAY	1966	0	29.2	BXCU	NA
NWARPC RPC	MCDONALD	State culvert	N0144	MO	90	MAJOR COLLECTOR	1956	26	39.9	BXCU	NA
NWARPC RPC	MCDONALD	State culvert	P0972	MO	90	MAJOR COLLECTOR	1957	24	53	BXCU	NA

AHTD Bridges and Culverts in Benton and Washington County

AHTD District - County	AHTD / NBI Route Number	Facility on Structure	Feature Intersected	Location	Approx. Latitude	Approx. Longitude	Owner	Route Functional Class	Year Built	Bridge No.
District 4 - Washington	16	SH 16	ILLINOIS RIVER	3.93 MI E BENTON CO LN	36.10294	-94.34464	State	Min Arterial	1972	05464
District 4 - Washington	16	SH 16-SEC 2	I-49 MN LNS	JCT I-49 & SH 16 IN CITY	36.07833	-94.20133	State	Pncr Arterial Other	1976	05628
District 4 - Washington	16	SH 16	STREAM	0.2 MI W JCT US 71B & 16	36.04833	-94.16796	State	Min Arterial	1968	X0175
District 4 - Washington	16	SH 16	STREAM	0.1 MI E JCT US 71B & 16	36.04833	-94.16225	State	Min Arterial	1968	X0176
District 4 - Washington	16	SH 16	Stream	E OF JCT SH 265& 16/3	36.05351	-94.12621	State	Pncr Arterial Other	1930	M0424
District 4 - Washington	16	SH 16	Stream	2.1 MI E JCT SH 265 & 16	36.04707	-94.09431	State	Pncr Arterial Other	1930	M0425
District 4 - Washington	16	SH 16-Wash Co.	Middle Fork White River	8.46 MI E JCT 71 SEC 17	36.04075	-94.05553	State	Pncr Arterial Other	1947	A0982
District 4 - Washington	16	SH 16	Stream	1.0 MI S JCT SH 74	36.01948	-94.01335	State	Min Arterial	1930	M0426
District 4 - Washington	16	SH 16-Wash Co.	Stream	2.0 MI S JCT SH 74 & 16	35.99917	-94.00875	State	Min Arterial	1960	M0427
District 4 - Washington	16	SH 16-Wash Co.	Stream	5.43 MI NW OF MADISON CO	35.98281	-94.00522	State	Min Arterial	1960	M0428
District 4 - Washington	16	SH 16-Wash Co.	Stream	4.50 MI NW OF MADISON CO	35.97036	-94.00222	State	Min Arterial	1960	M0429
District 4 - Washington	16	SH 16-Wash Co.	FLETCHER CREEK	3.97 NW OF MADISON CO	35.96553	-93.995	State	Min Arterial	1960	05776
District 4 - Washington	16	SH 16-Wash Co.	Snake Creek	2.38 NW OF MADISON CO	35.94722	-93.97833	State	Min Arterial	1980	05777
District 4 - Washington	16	SH 16-Wash Co.	Stream	1.82 MI NW OF MADISON CO	35.94131	-93.97114	State	Min Arterial	1960	M0430
District 4 - Washington	16	SH 16-Wash Co.	Schumate Creek	.90 NW OF MADISON CO	35.9305	-93.96239	State	Min Arterial	1980	05778
District 4 - Washington	45	SH 45	BARREN FORK	1.20 MI E JCT OF SH 59	35.87683	-94.46833	State	Maj Collector	1957	03096
District 4 - Washington	45	SH 45	FLY CREEK	1.95 MI E JCT OF SH 59	35.87242	-94.45719	State	Maj Collector	1957	03097
District 4 - Washington	45	SH 45	Stream	6.8 MI NE JCT SH 59 & 45	35.90144	-94.40097	State	Maj Collector	1957	M0908
District 4 - Washington	45	SH 45	CREEK	7.8 MI NE JCT SH 59 & 45	35.91433	-94.39453	State	Maj Collector	1950	M0909
District 4 - Washington	45	SH 45	Stream	8.38 MI NE JCT SH 59 & 45	35.9221	-94.3911	State	Maj Collector	1950	M0910
District 4 - Washington	45	SH 45 - Wash Co.	Budd Kidd Creek	0.1 MI S JCT US 62 & 45	35.94878	-94.37715	State	Maj Collector	1950	M0911
District 4 - Washington	45	SH 45	CREEK	150 E INT SH 265&45	36.08767	-94.12064	State	Min Arterial	1987	X0675
District 4 - Washington	45	SH 45-5	WHITE RIVER	9.48 MI E. OF US 71-B	36.10611	-94.01194	State	Maj Collector	2002	06789
District 4 - Washington	45	SH 45	RICHLAND CREEK	9.8 MI E OF US 71 B	36.10403	-94.00772	State	Maj Collector	2002	06790
District 4 - Washington	45	SH 45	CREEK	2.6 MI SW JCT SH 303 & 45	36.10369	-93.98536	State	Maj Collector	1951	M0912
District 4 - Washington	45	SH 45	BRUSH CREEK	1.23 MI W OF MADISON CO	36.13167	-93.94811	State	Maj Collector	1950	02712
District 4 - Washington	49	I 49 SB LNS	BLACKBURN CREEK	.5 MI N OF HOPPER TUNNEL	35.77767	-94.18642	State	Pncr Arterial Instst	1997	A6479
District 4 - Washington	49	I 49 NB LNS	BLACKBURN CREEK	.5 MI N OF HOPPER TUNNEL	35.78333	-94.18333	State	Pncr Arterial Instst	1997	B6479
District 4 - Washington	49	I 49 SB LNS	DEADMAN HOLLOW ACCESS RD	1.6 MI N OF HOPPER TUNNEL	35.8	-94.18333	State	Pncr Arterial Instst	1997	A6480
District 4 - Washington	49	I 49 NB LNS	DEADMAN HOLLOW ACCESS RD	1.6 MI N OF HOPPER TUNNEL	35.79306	-94.18994	State	Pncr Arterial Instst	1997	B6480
District 4 - Washington	49	I 49 SB LNS	HESS CREEK	1.7 MI N of Hopper Tunnel	35.80833	-94.18833	State	Pncr Arterial Instst	1998	A6481
District 4 - Washington	49	I 49 NB LNS	HESS CREEK	1.7 MI N of Hopper Tunnel	35.80403	-94.18778	State	Pncr Arterial Instst	1998	B6481
District 4 - Washington	49	I 49 SB LANES	RILEY CREEK	2.32 MI. S. SH 170	35.84856	-94.18364	State	Pncr Arterial Instst	1997	A6483
District 4 - Washington	49	I 49 NB LANES	RILEY CREEK	2.32 MI. S SH 170	35.84842	-94.18306	State	Pncr Arterial Instst	1997	B6483
District 4 - Washington	49	I 49 SB LNS	Winn Crk / CR 228	5.2 MI S. SH 170	35.8545	-94.18019	State	Pncr Arterial Instst	1997	A6484
District 4 - Washington	49	I 49 NB LNS	Winn Creek / CoRd 228	5.2 MI. S. SH 170	35.85308	-94.18031	State	Pncr Arterial Instst	1997	B6484
District 4 - Washington	49	I 49 SB LNS	BOYD HOLLOW. ACCESS RD	3.95 MI S. SH 170	35.87075	-94.17811	State	Pncr Arterial Instst	1997	A6485
District 4 - Washington	49	I 49 NB LANES	BOYD HOLLOW. ACCESS RD	3.95 MI S. SH 170	35.87069	-94.17725	State	Pncr Arterial Instst	1997	B6485
District 4 - Washington	49	I 49SB LNS	RAVINE	11.4 MI N. OF WASH.CO LN	35.90558	-94.19297	State	Pncr Arterial Instst	1994	A6237
District 4 - Washington	49	I 49 NB LNS	RAVINE	11.4 N. OF WASH CO LINE	35.90583	-94.19236	State	Pncr Arterial Instst	1998	B6237
District 4 - Washington	49	I-49	Farm Road	0.76 MI N EXIT 53	35.93781	-94.19558	State	Pncr Arterial Instst	1994	A6239
District 4 - Washington	49	I-49 SECT 4	Farm Road	0.76 MI N OF EXIT 53	35.93789	-94.19531	State	Pncr Arterial Instst	1994	B6239
District 4 - Washington	49	I 49 SB LNS	CO RD 26	JCT I 49 & CO RD 26	35.99669	-94.19633	State	Pncr Arterial Instst	1994	A6242
District 4 - Washington	49	I 49 NB LANES	CO RD 26	JCT I 49 & CO RD 26	35.99669	-94.19611	State	Pncr Arterial Instst	1994	B6242
District 4 - Washington	49	I 49 RAMP	CATO SPRINGS BRANCH	RAMP JUST S OF A&B6243	36.03278	-94.18656	State	Pncr Arterial Instst	1994	X0861
District 4 - Washington	49	I 49	CATO SPRINGS BRANCH	0.1 MI S JCT SH 265	36.03217	-94.18781	State	Pncr Arterial Instst	1994	X0862
District 4 - Washington	49	I 49 SB LNS	SH 265-1	JCT I 49 & SH 265	36.03353	-94.18825	State	Pncr Arterial Instst	1994	A6243
District 4 - Washington	49	I 49NB LNS	SH 265	JCT I 49& SH 265	36.03367	-94.188	State	Pncr Arterial Instst	1994	B6243
District 4 - Washington	49	I 49 SB Ramp	I 49 Mn Lns	JCT OF I 49 ML & 71 SB	36.03697	-94.18861	State	Pncr Arterial Instst	1994	06244
District 4 - Washington	49	I 49, NB LNS	US 62-SEC 1	INTERCHANGE US 62 & I-49	36.05372	-94.19431	State	Pncr Arterial Instst	1971	05074
District 4 - Washington	49	I-49, SB LNS	US 62-SEC 1	INTSEC US 62 & I-49	36.05364	-94.19456	State	Pncr Arterial Instst	1979	05820
District 4 - Washington	49	I-49	HAMESTRING CREEK	2.19 MI N JCT US 62 & 49	36.08367	-94.19794	State	Pncr Arterial Instst	1971	X0178
District 4 - Washington	49	I-49 SB ON RAMP	CREEK	300 FT South of Porter Rd	36.09008	-94.19367	State	Pncr Arterial Instst	1981	X0419
District 4 - Washington	49	I-49 N Bound	PORTER ROAD	2.69 MI N JCT 49 & 62	36.08956	-94.19311	State	Pncr Arterial Instst	1971	05075
District 4 - Washington	49	I-49, SB LNS	PORTER ROAD	2.69 NO JCT 49 & 62	36.08983	-94.19311	State	Pncr Arterial Instst	1980	05824
District 4 - Washington	49	I49 NB MN LN RAMP	US 71B Mn Lns	I49 & US 71B	36.10911	-94.16958	State	Pncr Arterial Instst	1984	05916
District 4 - Washington	49	I-49 NE RAMP	I-49 SB & 71B 17B SB	JCT I-49 & US 71B 17B	36.10786	-94.17436	State	Pncr Arterial Instst	1984	05917
District 4 - Washington	49	I 49 SB LNS	VAN ASCHE STREET	0.9 MI N INT I-49 & 71B	36.11722	-94.17733	State	Pncr Arterial Instst	1984	A5918
District 4 - Washington	49	I 49 NB LNS	VAN ASCHE STREET	0.9 MI NO I-49 & SH 71B	36.11717	-94.17692	State	Pncr Arterial Instst	1984	B5918
District 4 - Washington	49	I-49 NB LNS	CLEAR CREEK	2.2 MI N INT I-49&71B	36.13422	-94.18228	State	Pncr Arterial Instst	1984	B5919
District 4 - Washington	49	I 49 SB LNS	CLEAR CREEK	2.13 MI NO OF I-49	36.13422	-94.18247	State	Pncr Arterial Instst	1984	A5919
District 4 - Washington	49	I 49 NB LNS	CO RD 54-E	2.35 N INTER I-49 & 71B	36.13833	-94.18292	State	Pncr Arterial Instst	1984	B5920
District 4 - Washington	49	I 49 SB LNS	CR54-E(GR. HOUSE SP. RD)	2.35 N INTER I-49 & 71B	36.13836	-94.18308	State	Pncr Arterial Instst	1984	A5920
District 4 - Washington	49	I 49 SB LNS	US 412-SEC 2	4.9 N INT I-49 & SH 71B	36.17519	-94.18617	State	Pncr Arterial Instst	1984	A5922
District 4 - Washington	49	I 49 NB LNS	US 412-SEC 2	4.9 N INT I-49 & 71B	36.17517	-94.18617	State	Pncr Arterial Instst	1984	B5922
District 4 - Washington	49	I-49 Main Lanes	Brush Creek	0.9 N JCT US 412	36.18667	-94.17833	State	Pncr Arterial Instst	1983	X0500
District 4 - Washington	56	CR 56(Elm Sprg Rd)	I-49	1.3 MI N INT I-49 & US412	36.19333	-94.17958	State	Local	1985	05945
District 4 - Washington	59	SH 59	Stream	4.86 M S OF BENTON COL	36.04136	-94.51292	State	Min Arterial	1952	M1061
District 4 - Washington	59	SH 59	Funkhouser Branch	8.4 M S OF BENTON COL	35.99542	-94.49128	State	Min Arterial	1952	M1062
District 4 - Washington	59	SH 59	Ballard Creek	1.2 MI S Jct Hwy 62	35.94614	-94.47889	State	Min Arterial	2011	X1298
District 4 - Washington	59	SH 59	LITTLE BRANCH	1.80 MI N JCT OF SH 45	35.90644	-94.48561	State	Min Arterial	1931	01649
District 4 - Washington	59	SH 59-Wash Co.	Barren Fork Creek	0.05 Mi. S Jct Hwy 45	35.88022	-94.48658	State	Min Arterial	1935	01672
District 4 - Washington	59	SH 59(CR 418,SdDr	DUTCH MILLS CREEK	SIDE DRAIN ON SH 59-6.58	35.87528	-94.49053	State	Min Arterial	1976	05660
District 4 - Washington	59	SH 59-Wash Co.	Evansville Creek	2.0 MI S SH 244	35.80528	-94.49517	State	Min Arterial	1936	01673
District 4 - Washington	62	US 62 Sec 1B	Muddy Fork	0.50 MI W Prairie Grove	35.971	-94.33406	State	Min Arterial	2006	07044
District 4 - Washington	62	US 62-Wash Co.	Ditch	0.93 M E OF OKLAHOMA SL	35.98144	-94.51781	State	Min Arterial	1929	M1090
District 4 - Washington	62	US 62 - Wash Co.	Ballard Creek	2.01 MI E OKLAHOMA STATE	35.97864	-94.49947	State	Min Arterial	1930	A0667
District 4 - Washington	62	US 62	Price Creek	3.53 MI East of OK Line	35.96833	-94.48333	State	Min Arterial	1929	A0666
District 4 - Washington	62	US 62-Wash Co.	Ditch	6.38 M E OF OKLAHOMA SL	35.95933	-94.44054	State	Min Arterial	1929	M1091
District 4 - Washington	62	U.S. 62	Moore Creek	0.6 MI E. of Lincoln	35.94758	-94.40258	State	Min Arterial	2006	X1238
District 4 - Washington	62	Hwy 62 Sec 1	Budd Kidd Creek	1.0 MI E Jct Hwy 45	35.96022	-94.36528	State	Min Arterial	2006	X1240
District 4 - Washington	62	US 62	Muddy Fork	0.40 mi East of CR 288	35.96417	-94.33389	State	Min Arterial	2012	07178
District 4 - Washington	62	Highway 62 Bypass	Ditch	0.25 mi West of CR 9	35.96381	-94.3228	State	Min Arterial	2012	X1428
District 4 - Washington	62	Hwy 62	Ditch	1.1 mi East of S Mock St	35.96472	-94.30028	State	Min Arterial	2012	X1426
District 4 - Washington	62	US 62	Ditch	0.11 mi South of CR 22	35.97	-94.29639	State	Min Arterial	2012	X1427
District 4 - Washington	62	U.S. 62	Illinois River	1mi. E. Prairie Grove	35.99128	-94.29417	State	Min Arterial	2002	06732
District 4 - Washington	62	US 62	So Frk Farmington Brnch	0.4 M W OF I540	36.04167	-94.24833	State	Min Arterial	1984	M1092
District 4 - Washington	62	US 62	Creek	0.9 M W OF I540	36.04964	-94.2115	State	Pncr Arterial Other	1983	M1093
District 4 - Washington	65	CO RD 65	I 49	0.02 W CO RD 63	35.96206	-94.19503	State	Min Collector	1992	06241
District 4 - Washington	71	US 71-16B-1.31	TOWN BRANCH CR	.10 S JCT OF SH 16	36.04617	-94.16475	State	Pncr Arterial Other	1980	01694
District 4 - Washington	71	US 71 Sec 16	West Fork of White River	4.36 MI N Crawford Co Lin	35.81914	-94.12603	State	Min Arterial	2010	07057
District 4 - Washington	71	Hwy 71B 16B SB	Hwy 71B 16B & 17B	Hwy 71B - Jct Sec 16&17B	36.11756	-94.14703	State	Pncr Arterial Other	2014	07254
District 4 - Washington	71	US 71 16B	US 71 SECT 17B	3.4 MI S JCT US412 E	36.11697	-94.14567	State	Pncr Arterial Other	1971	05078
District 4 - Washington	71	US 71 - Sec 16	Hutchins Creek	6.83 MI N Crawford Co Lin	35.84931	-94.10397	State	Min Arterial	2010	07058
District 4 - Washington	71	US 71-16	Ditch	JCT US 71 & CO RD 45	35.85703	-94.10222	State	Min Arterial	1930	X1012
District 4 - Washington	71	US 71	London Creek	0.4 MI NW of Brentwood	35.86025	-94.10697	State	Min Arterial	2009	07059

District 4 - Washington	71	US 71	Ditch	5.0 MI NE OF SH 74	35.86572	-94.11556	State	Min Arterial	1930	M1379
District 4 - Washington	71	US 71	Ditch	5.50 MI NE OF SH 74	35.87028	-94.12211	State	Min Arterial	1930	M1380
District 4 - Washington	71	US 71	Ditch	6.0 MI NE OF SH 74	35.87186	-94.12375	State	Min Arterial	1930	M1381
District 4 - Washington	71	US 71	Ditch	8.09 MI NE OF SH 74	35.87731	-94.1575	State	Min Arterial	1930	M1382
District 4 - Washington	71	US 71	Mill Creek	9.69 MI N Hwy 74	35.89442	-94.17433	State	Min Arterial	2009	07060
District 4 - Washington	71	US 71 - Washington	Ditch	11.25 MI NE OF SH 74	35.93169	-94.18004	State	Min Arterial	1930	M1383
District 4 - Washington	71	US 71	DYE CREEK	0.72 MI N JCT SH 170	35.94189	-94.17881	State	Min Arterial	1930	A1425
District 4 - Washington	71	US 71-Wash Co.	Rock Creek	2.3 MI N JCT SH 170	35.96261	-94.16749	State	Min Arterial	1930	A1424
District 4 - Washington	71	US 71 - Washington	Ditch	4.75 MI SE SH 265	35.97294	-94.16583	State	Min Arterial	1930	M1384
District 4 - Washington	71	US 71-Wash Co.	West Fork White River	0.10 MI. So. of Greenland	35.98242	-94.17247	State	Min Arterial	1963	03488
District 4 - Washington	71	US 71 - Washington	Barnett Creek	4.31 MI SE OF US 62	35.99875	-94.17397	State	Pnc Arterial Other	1930	B1423
District 4 - Washington	71	US 71 - 16	Airport Creek	0.7 MI S Jct Hwy 156-5	36.01594	-94.17403	State	Pnc Arterial Other	2010	X1312
District 4 - Washington	71	US 71-Wash Co.	SL SF RR	0.4 MI N 71 71 B INTER	36.03169	-94.17831	State	Pnc Arterial Other	1979	A5818
District 4 - Washington	71	US 71-Wash Co.	ST L - SF RAILROAD	0.4 MI N 71-71B INTER	36.03136	-94.17833	State	Pnc Arterial Other	1979	B5818
District 4 - Washington	71	US 71	CATO BRANCH	0.1 MI S JCT SH 265 & 16	36.03481	-94.18417	State	Pnc Arterial Other	1971	X0177
District 4 - Washington	71	US 71-SEC 17B, SB	GREGG AVE, RR	5.21 NO JCT US 62 & 71	36.11156	-94.16394	State	Pnc Arterial Other	1979	A5802
District 4 - Washington	71	US 71-SEC 17B, NB	GREGG AVE, RR	5.21 NO JCT US 62 & 71	36.11122	-94.16397	State	Pnc Arterial Other	1979	B5802
District 4 - Washington	71	US 71B & FUTRALL DR	SKULL CREEK	300' E OF N GREGG AVE	36.11125	-94.16228	State	Pnc Arterial Other	1971	05076
District 4 - Washington	71	US 71 SEC 17B, SB	MUD CREEK	6.24 MI N JCT US 71 & 62	36.11947	-94.1455	State	Pnc Arterial Other	1971	05077
District 4 - Washington	71	US 71 B, NB LNS	MUD CREEK	1.98 MI N INT 71 & 71B	36.11947	-94.14472	State	Pnc Arterial Other	1928	A0698
District 4 - Washington	71	US 71 B, SB LNS	CLEAR CREEK	5.47 MI S BENTON CO LINE	36.13239	-94.14586	State	Pnc Arterial Other	1972	A5392
District 4 - Washington	71	US 71 B, NB LNS	CLEAR CR.	5.47 MI SO BENTON CO LINE	36.13258	-94.14544	State	Pnc Arterial Other	1972	B5392
District 4 - Washington	71	US 71 B	BRANCH	0.7 MI S BENTON CO LN	36.14333	-94.14408	State	Pnc Arterial Other	1972	X0232
District 4 - Washington	71	US 71 B	DR DITCH	0.7 MI S OF US 412 E	36.15667	-94.14333	State	Pnc Arterial Other	1929	M1385
District 4 - Washington	71	US 71 B	SPRING CREEK	0.89 MI S OF BENTON CO LN	36.19753	-94.13822	State	Pnc Arterial Other	1929	O1196
District 4 - Washington	71	US 71B-SEC 17B	DRY BRANCH	0.76 MI S OF BENTON CO LN	36.19928	-94.13825	State	Pnc Arterial Other	1929	O1408
District 4 - Washington	74	SH 74 SEC 0	I 49 MN LANES	6.4 MI W OF US 71-16	35.81939	-94.19201	State	Maj Collector	1996	06482
District 4 - Washington	74	SH 74-1	HUTCHINS CREEK	1.2 MI E OF US 71 JCT	35.84656	-94.08386	State	Maj Collector	1993	06444
District 4 - Washington	74	SH 74-1	Hutchens Creek	1.6 MI E US 71 JCT	35.84778	-94.07667	State	Maj Collector	1993	06445
District 4 - Washington	74	SH 74 1	HUTCHINS CREEK	1.8 MI E OF US 71 JCT	35.84983	-94.07456	State	Maj Collector	1993	X0843
District 4 - Washington	74	SH 74	White River	0.31 MI E JCT OF SH 16	36.03075	-94.01906	State	Maj Collector	1959	03242
District 4 - Washington	74	SH 74, SIDE DRAIN	Ditch	19225 SH 74 SECT 2	36.02642	-94.005	State	Maj Collector	1998	X1040
District 4 - Washington	74	SH 74	Tuttle Creek	1.34 MI W OF MADISON CO	36.03589	-93.9685	State	Maj Collector	1959	03243
District 4 - Washington	112	SH 112 - 0	Town Creek	0.7 MI N JCT 71,540&265	36.04614	-94.18144	State	Min Arterial	1996	X0912
District 4 - Washington	112	SH 112-SEC 1	I 49 MN LNS	4 MI N US 62 & 71 INTCH	36.10542	-94.17958	State	Min Arterial	1978	05692
District 4 - Washington	112	SH 112	Clear Creek	3.1 MI E JCT US 412	36.13456	-94.20242	State	Maj Collector	1975	05599
District 4 - Washington	112	SH 112	Brush Creek	0.5 MI SO BENTON CO LN	36.20469	-94.23528	State	Maj Collector	1984	05909
District 4 - Washington	156	SH 156	DAKOTA STREAM	0.17 M E OF OK ST LINE	35.80202	-94.49775	State	Maj Collector	1955	M2089
District 4 - Washington	156	SH 156	Debra Creek	2 MI W OF WEST FORK	35.91692	-94.21358	State	Maj Collector	1972	X0248
District 4 - Washington	170	SH 170	West Fork White River	0.29 MI NW JCT US 71 & 170	35.92833	-94.18417	State	Maj Collector	1966	03987
District 4 - Washington	170	SH 170 SEC 1	I 49	1.4 MI W OF 71 JCT	35.92447	-94.19911	State	Min Arterial	1994	06238
District 4 - Washington	170	SH 170	Lee Creek	0.03 MI NW JCT OF SH 74	35.78206	-94.24953	State	Maj Collector	1961	03267
District 4 - Washington	170	Hwy 170, Sec 2	Branch Of Illinois River	0.7 MI E Jct Hwy 62	36.00017	-94.27506	State	Min Collector	2014	X1458
District 4 - Washington	170	SH 170-Wash Co.	So. Frk Farmington Brnch	4.56 NE JCT US 62 & 170	36.0302	-94.2404	State	Local	1923	M2203
District 4 - Washington	180	SH 180 SEC 0	STREAM	0.3 MI EAST OF SH 112	36.05667	-94.175	State	Pnc Arterial Other	1981	M1094
District 4 - Washington	220	SH 220 SEC 3	Ellis Creek	0.8 MI SOUTH SH 170	35.77	-94.26917	State	Maj Collector	1982	20653
District 4 - Washington	244	SH 244	CINCINNATI CREEK	1.46 E JCT SH 59 & 244	36.09389	-94.50867	State	Local	1979	05731
District 4 - Washington	244	SH 244-SEC 2	CREEK	.54 MI E SH 59	36.09636	-94.52394	State	Local	1978	X0783
District 4 - Washington	244	Hwy 244 - Sec 3	Creek	3.71 MI E Jct Hwy 59	36.10083	-94.47606	State	Local	1978	X1456
District 4 - Washington	265	SH 265	FALL CREEK	2.63 MI W OF JCT SH 170	35.83333	-94.31267	State	Maj Collector	1932	M3289
District 4 - Washington	265	S H 265	Stream	5.61 MI N.W. Jct 170&265	35.87556	-94.30997	State	Maj Collector	2003	X1162
District 4 - Washington	265	S H 265	Sweetwater Creek	7.53 MI N.W. Jct 170&265	35.8965	-94.29271	State	Maj Collector	2003	06946
District 4 - Washington	265	SH 265	HOG EYE CREEK	0.5 MI NO OF HOG EYE	35.92972	-94.26086	State	Maj Collector	1975	X0195
District 4 - Washington	265	SH 265	CREEK	0.3 MI S JCT US 71 & 265	36.03075	-94.19133	State	Collector	1967	X0179
District 4 - Washington	265	SH 265-SEC 1	US 71, Sec 16	0.07 SO JCT US 71/1540	36.03575	-94.18667	State	Collector	1981	05819
District 4 - Washington	265	SH 265	TOWN BRANCH	0.1 MI N OF SH 16	36.05431	-94.12694	State	Collector	2002	X1062
District 4 - Washington	265	S H 265	CREEK	250 FT So Jct Hwy 45	36.08656	-94.12114	State	Min Arterial	1987	X0676
District 4 - Washington	265	State Highway 265	Mud Creek Tributary	3.76 MI N JCT 265 & 16	36.10744	-94.12017	State	Pnc Arterial Other	2013	X1429
District 4 - Washington	265	State Highway 265	Mud Creek Tributary	4.44 MI N JCT 265 & 16	36.11725	-94.11856	State	Pnc Arterial Other	2013	X1430
District 4 - Washington	265	SH 265	Hylon Branch	5.74 MI N JCT HS 265 & 16	36.13514	-94.1178	State	Pnc Arterial Other	2015	X1475
District 4 - Washington	265	SH 265-Wash Co.	CLEAR CREEK	6.22 MI N JCT SH 265 & 16	36.7093	-94.1175	State	Pnc Arterial Other	2015	07229
District 4 - Washington	265	SH 265 Sec 2	Ditch	0.5 Mi. S. Jct. US 412	36.1595	-94.11897	State	Pnc Arterial Other	2014	X1457
District 4 - Washington	265	SH 265	SPRING CREEK	8.91 MI N JCT SH 16 & 265	36.18086	-94.11631	State	Pnc Arterial Other	1973	05519
District 4 - Washington	265	SH 265	Spring Creek	1.85 MI N US 412/SH265	36.19306	-94.11603	State	Pnc Arterial Other	1996	21866
District 4 - Washington	303	SH 303	CREEK	0.3 MI N. Jct Hwy 45	36.13481	-93.94983	State	Maj Collector	1986	X0658
District 4 - Washington	303	SH 303	CREEK	0.7 MI N. Jct Hwy 45	36.13923	-93.94531	State	Maj Collector	1986	X0659
District 4 - Washington	303	SH 303	WHITNER CREEK	2.24 MI N of Jct SH45	36.15875	-93.93853	State	Min Arterial	1985	05995
District 4 - Washington	412	US 412 SEC 2	Douglas Creek	0.1 MI E BENTON CO LINE	36.18064	-94.33425	State	Pnc Arterial Other	1994	X0851
District 4 - Washington	412	US 412 SEC 2, WB L	Wildcat Creek	0.6 MI E BENTON CO LN	36.17694	-94.32531	State	Pnc Arterial Other	1994	A6458
District 4 - Washington	412	US 412 SEC 2, EB L	Wildcat Creek	0.6 MI E BENTON CO LINE	36.17656	-94.32533	State	Pnc Arterial Other	1994	B6458
District 4 - Washington	412	US 412 SEC 2	Nathan Creek	JCT CO RD 85&412-2	36.17422	-94.31739	State	Pnc Arterial Other	1993	X0852
District 4 - Washington	412	Hwy 412 - Sec. 2	Creek	1.5 Miles W. Jct Hwy. 112	36.17672	-94.24644	State	Pnc Arterial Other	1994	X0920
District 4 - Washington	412	US 412 WB Lanes	Beaver Lake	7.2 MI E Jct 71B & 412	36.17142	-94.02142	State	Pnc Arterial Other	1999	A6686
District 4 - Washington	412	US 412-East Bound	Beaver Lake	7.1 MI E. Jct Hwy US 71B	36.17111	-94.02136	State	Pnc Arterial Other	1999	B6686
District 4 - Washington	873	W Leroy Pond Dr	Town/Wildcat Creek	0.16 MI E Hwy 112	36.05844	-94.17739	State	Local	1996	23330
District 4 - Washington	873	ST HWY 873	WILDCAT CREEK	0.1 E RAZORBACK RD.	36.06067	-94.17914	State	Local	1977	19537
District 4 - Washington	889	PEACH ROAD	I-49	4.6 MI N Jct 71B-17B	36.16094	-94.18711	State	Local	1984	05921
District 4 - Washington	46260	PORTER ROAD	CREEK	8 MI N SH 16(112 SPUR)	36.09019	-94.19278	State	Local	1981	X0652
District 4 - Washington	47260	QUARRY RD	I 49	0.2 MI W CO RD 63	35.94242	-94.19397	State	Maj Collector	1992	06240
District 4 - Washington	58945	Don Tyson Parkway	I 49, Section 28	4.1 MI N Jct 71B-17B	36.15394	-94.18686	State	Collector	2014	07255
District 9 - Benton	12	SH 12-SEC 1	DITCH	2.8 MI E DELAWARE CO	36.27595	-94.53274	State	Maj Collector	1955	X0702
District 9 - Benton	12	SH 12	LITTLE FLINT	3.86 MI E OF DELAWARE CO	36.2708	-94.51666	State	Maj Collector	1955	01997
District 9 - Benton	12	SH 12 SEC 1	KCS RR	12 MI W JCT HWY 59 & 12	36.26392	-94.48378	State	Maj Collector	1983	05965
District 9 - Benton	12	SH 12	FLINT CREEK	.25 MI W OF SPRINGTOWN	36.25581	-94.4339	State	Maj Collector	1953	02879
District 9 - Benton	12	S H 12	LITTLE OSAGE CREEK	4.97 MI W JCT US 71	36.3147	-94.2753	State	Maj Collector	2002	06822
District 9 - Benton	12	SH 12	PRAIRIE CREEK	1.91 MI E JCT US 62	36.34412	-94.08912	State	Min Arterial	1964	M0360
District 9 - Benton	12	SH 12	DITCH	2.03 MI E JCT OF US 62	36.34402	-94.08703	State	Min Arterial	1964	M0361
District 9 - Benton	12	SH 12	BEAVER LAKE	6.19 MI E JCT US 62B	36.33277	-94.01653	State	Maj Collector	1963	03636
District 9 - Benton	12	SH 12	LITTLE WAR EAGLE CREEK	5.9 MI S JCT SH 303 & 12	36.25634	-93.90948	State	Maj Collector	1966	03990
District 9 - Benton	12	SH 12	CREEK	IN BEST ARK	36.24012	-93.89628	State	Maj Collector	1966	X0164
District 9 - Benton	12	SH 12	BEST CREEK	1.0 MI W MADISON CO LINE	36.23963	-93.88875	State	Maj Collector	1966	03991
District 9 - Benton	12	SH 12	CLIFTY CREEK	0.4 MI W MADISON CO LINE	36.23808	-93.87941	State	Maj Collector	1966	03992
District 9 - Benton	16	Benton Co SH 16	ILLINOIS RIVER	3 MI SE OF JCT US 412 & 16	36.14504	-94.49498	State	Min Arterial	1956	02497
District 9 - Benton	34	Co Rd 34	SH 549	2.4 MI N JCT 549 & 72	36.46494	-94.37906	State	Maj Collector	2014	07220
District 9 - Benton	43	SH 43	BEATY CREEK	.40 MI N JCT SH 72-SH 43	36.41673	-94.60021	State	Maj Collector	1956	03019
District 9 - Benton	43	SH 43	TOWN CREEK	0.1 MI N JCT SH 72- SH 43	36.40648	-94.60102	State	Maj Collector	1958	03018
District 9 - Benton	43	SH 43	DITCH	0.1 MI W JCT SH 102 & 43	36.38506	-94.58281	State	Maj Collector	1971	X0165
District 9 - Benton	43	SH 43	SPAVINAW CREEK	5 MI N JCT SH 43-SH 12	36.34241	-94.58694	State	Maj Collector	1969	05137
District 9 - Benton	43	SH 43	COON CREEK	4.7 MI N JCT SH 43-SH 12	36.3405	-94.58864	State	Maj Collector	1969	05136
District 9 - Benton	43	SH 43	DITCH	1 MI N JCT SH 12 - 43	36.29478	-94.57427	State	Maj Collector	1968	X0166

District 9 - Benton	43	SH 43	FLINT CREEK	3.50 MI S JCT SH 12-SH 43	36.22412	-94.56665	State	Maj Collector	1958	03072
District 9 - Benton	43	SH 43 Benton Co	SAGER CREEK	1.5 MI W JCT SH 59	36.19572	-94.51967	State	Maj Collector	2007	X1262
District 9 - Benton	49	I-49 & FRONTAGE RD	DITCH	.08 MI N WASHINGTON CO LN	36.21333	-94.18167	State	Pnc Arterial Instst	1982	X0501
District 9 - Benton	49	I 49	DITCH	4 MI N WASH CO LINE	36.21767	-94.181	State	Pnc Arterial Instst	1982	X0502
District 9 - Benton	49	I 49	SPRING CREEK	.59 MI N WASH CO LINE	36.21997	-94.18081	State	Pnc Arterial Instst	1982	A5946
District 9 - Benton	49	I 49	SPRING CREEK	.59 MI N WASH CO LINE	36.22003	-94.18047	State	Pnc Arterial Instst	1982	B5946
District 9 - Benton	49	I-49, NB LNS	GOAD SPRING RD	2.73 MI N WASH CO LINE	36.24036	-94.155	State	Pnc Arterial Instst	1982	B5948
District 9 - Benton	49	I-49, SB	GOAD SPRING RD	2.74 MI N WASH CO LINE	36.24056	-94.15511	State	Pnc Arterial Instst	1982	A5948
District 9 - Benton	49	I 49	CREEK	.72 MI S SH 264	36.24389	-94.15167	State	Pnc Arterial Instst	1982	X0503
District 9 - Benton	49	I-49, ON & OFF RAMP	PUPPY CREEK	.26 MI SO SH 264	36.25056	-94.15	State	Pnc Arterial Instst	1982	X0504
District 9 - Benton	49	I-49-RT FRONTAGE Rd	DITCH	.06 MI SO SH 264	36.25333	-94.14861	State	Pnc Arterial Instst	1982	X0505
District 9 - Benton	49	I-49 FRONTAGE ROAD	DITCH	.01 MI N SH 264	36.25667	-94.15	State	Pnc Arterial Instst	1982	X0507
District 9 - Benton	49	I-49, OFF RMP, ON RM	DITCH	.21 MI N SH 264	36.25667	-94.15	State	Pnc Arterial Instst	1982	X0508
District 9 - Benton	49	I-49	DITCH	1.2 MI N SH 264	36.27167	-94.14986	State	Pnc Arterial Instst	1982	X0509
District 9 - Benton	49	I-49 SB LNS	OSAGE CREEK	2.79 MI N SH 264	36.29222	-94.16306	State	Pnc Arterial Instst	1982	A5956
District 9 - Benton	49	I-49, NB LNS	OSAGE CREEK	2.79 MI N SH 264	36.29333	-94.16333	State	Pnc Arterial Instst	1982	B5956
District 9 - Benton	49	I-49, SB LNS	OSAGE CREEK	3.69 MI N SH 264	36.29875	-94.17653	State	Pnc Arterial Instst	1982	A5958
District 9 - Benton	49	I-49, NB LNS	OSAGE CREEK	3.69 MI N SH 264	36.29906	-94.17661	State	Pnc Arterial Instst	1982	B5958
District 9 - Benton	49	On Rmp#4, I-49	BLOSSOM WAY CREEK	PERRY RD RAMP # 4	36.29833	-94.17667	State	Pnc Arterial Instst	2008	07073
District 9 - Benton	49	I-49, On ramp# 2	BLOSSOM WAY CREEK	Perry Rd Interchange Ramp	36.30167	-94.1785	State	Pnc Arterial Instst	2007	07072
District 9 - Benton	49	I 49	DITCH	4 MI N SH 264	36.30158	-94.18061	State	Pnc Arterial Instst	1982	X0511
District 9 - Benton	49	I 49, SB LNS	New Hope Rd/ Osage Creek	4.97 MI N SH 264	36.31483	-94.18526	State	Pnc Arterial Instst	1982	A5960
District 9 - Benton	49	I 49, NB LNS	New Hope Rd/Osage Creek	4.97 MI N SH 264	36.3148	-94.18499	State	Pnc Arterial Instst	1982	B5960
District 9 - Benton	49	I 49, (RAMP 2)	OSAGE CREEK	5 MI N SH 264	36.31506	-94.18419	State	Pnc Arterial Instst	1982	O5961
District 9 - Benton	49	I 49, (LT FT RD)	Blossom Way/Osage Creek	4.97 MI N SH 264	36.31546	-94.18634	State	Pnc Arterial Instst	1982	O5962
District 9 - Benton	49	I 49-LT FRONTAGE RD	OSAGE CREEK	2.4 MI E SH 112	36.31667	-94.18639	State	Pnc Arterial Instst	1982	X0512
District 9 - Benton	49	I 49, RAMPS	OSAGE CREEK	5.24 MI N SH 264	36.31861	-94.18461	State	Pnc Arterial Instst	1982	X0513
District 9 - Benton	49	I 49, SB LNS	US 71-SEC 19B	10.13 MI N WASH CO LINE	36.33512	-94.18361	State	Pnc Arterial Instst	1987	A5977
District 9 - Benton	49	I 49, NB LNS	US 71-SEC 18B	10.14 MI N WASH CO LINE	36.33511	-94.18333	State	Pnc Arterial Instst	1987	B5977
District 9 - Benton	49	I 49/On 28th St	DITCH	.5 MI HWY 71B	36.34219	-94.18361	State	Pnc Arterial Instst	1986	X0726
District 9 - Benton	49	I 49/ on 28th St	DITCH	.5 MI NORTH HWY 71B	36.34214	-94.18339	State	Pnc Arterial Instst	1986	X0727
District 9 - Benton	49	I 49	DITCH	.75 MI N JCT 71B & 49	36.34614	-94.18011	State	Pnc Arterial Instst	1989	X0725
District 9 - Benton	49	I 49, SB LNS	US 62-SEC 2	11.64 MI N WASH CO LINE	36.35614	-94.17833	State	Pnc Arterial Instst	1987	A5979
District 9 - Benton	49	I 49, NB LNS	US 62-SEC 2	11.64 MI N WASH CO LINE	36.35611	-94.17803	State	Pnc Arterial Instst	1987	B5979
District 9 - Benton	49	I 49, SB L	ARK MO RR	11.89 MI N WASH CO LINE	36.35981	-94.17761	State	Pnc Arterial Instst	1991	A5980
District 9 - Benton	49	I 49, NB L	ARK MO RR	11.90 MI N WASH CO LINE	36.35978	-94.17731	State	Pnc Arterial Instst	1991	B5980
District 9 - Benton	49	I 49, SB L	CO RD 831-G	2.25 MI N SH 72	36.40422	-94.19806	State	Pnc Arterial Instst	1989	A5984
District 9 - Benton	49	I 49, NB L	CO RD 831-G	2.26 MI N SH 72	36.4045	-94.19808	State	Pnc Arterial Instst	1989	B5984
District 9 - Benton	59	SH 59	CHALYBEATE CREEK	6.4 MI N JCT SH 72 & 59	36.49664	-94.47797	State	Min Arterial	2006	O6995
District 9 - Benton	59	SH 59	KCS RR and BUTLER CREEK	5.9 MI N JCT SH 72 & 59	36.49297	-94.47117	State	Min Arterial	2006	O6996
District 9 - Benton	59	S H 59	BUTLER CREEK	4.8 MI N JCT SH 72 & 59	36.48464	-94.45839	State	Min Arterial	2006	O6997
District 9 - Benton	59	SH 59	DITCH	2 MI N JCT SH 72-SH 59	36.44832	-94.44408	State	Min Arterial	1934	M1055
District 9 - Benton	59	SH 59	DITCH	4.8 M S OF MISSOURI SL	36.44602	-94.4482	State	Min Arterial	1934	M1056
District 9 - Benton	59	SH 59	CREEK	1.72 MI SO JCT SH 72	36.39921	-94.45045	State	Min Arterial	1979	X0411
District 9 - Benton	59	SH 59	SPAVINAW CREEK	1.90 MI S JCT OF SH 72	36.39692	-94.44751	State	Min Arterial	1929	O1100
District 9 - Benton	59	SH 59	DRY HOLLOW	11.41 MI S MISSOURI ST LN	36.36012	-94.44079	State	Min Arterial	1936	O1998
District 9 - Benton	59	SH 59	WOLF CREEK	.30 MI NE OF DECATUR	36.34875	-94.44892	State	Min Arterial	1936	O1999
District 9 - Benton	59	SH 59	SPRING BRANCH	3 MI S SH 102	36.33217	-94.45851	State	Min Arterial	1927	M1057
District 9 - Benton	59	SH 59	DITCH	9 M N OF SH 12	36.277	-94.47074	State	Min Arterial	1937	M1058
District 9 - Benton	59	S H 59 SIDE DRAIN	BRANCH	0.8 MI S JCT S H 12	36.25265	-94.48506	State	Maj Collector	2007	X1294
District 9 - Benton	59	SH 59 Benton CO	BRANCH	0.9 MI S JCT SH 12	36.25065	-94.48537	State	Min Arterial	2008	X1317
District 9 - Benton	59	Benton SH 59	FLINT CREEK	1.55 MI S JCT SH12	36.24265	-94.48707	State	Min Arterial	2007	O7062
District 9 - Benton	59	S H 59, Benton CO	BRANCH	2.1 MI N JCT U S 412	36.21132	-94.49567	State	Min Arterial	2008	X1318
District 9 - Benton	59	SH 59 Benton CO	BRANCH	1.5 MI NORTH JCT US 412	36.20246	-94.49595	State	Min Arterial	2008	X1316
District 9 - Benton	59	S H 59 Benton CO	BRANCH	0.6 MI N JCT U S 412	36.18988	-94.49633	State	Min Arterial	2007	X1307
District 9 - Benton	59	S. H. 59 - SEC 2	U.S. 412-SEC 1	Jct US 412 & SH 59	36.17203	-94.528	State	Pnc Arterial Other	1960	O3051
District 9 - Benton	59	Benton SH 59	ILLINOIS RIVER	64 MI N WASHINGTON CO	36.11076	-94.53388	State	Min Arterial	1963	O3743
District 9 - Benton	60	CR60/Wagon Wheel	I-49	2 MI WEST OF US 71B	36.22603	-94.17944	State	Local	1982	O5947
District 9 - Benton	62	HWY 62 SIDEDRAIN	DITCH	.01 MI I S JCT US 62	36.35522	-94.13008	State	Local	2005	23006
District 9 - Benton	62	US 62	SUGAR CREEK	1.1 MI SW JCT SH 72 & 62	36.41694	-94.06917	State	Pnc Arterial Other	1966	O3974
District 9 - Benton	62	US 62	DITCH	0.2MI W OF SH 37	36.49026	-93.93377	State	Pnc Arterial Other	1931	M1095
District 9 - Benton	62	US 62 Benton CO	DITCH	.3MI E OF SH 37	36.48778	-93.92713	State	Min Arterial	1927	M1096
District 9 - Benton	71	US 71B	SPRING CREEK	0.40 MI S JCT SH 264-US71	36.21889	-94.13765	State	Pnc Arterial Other	1975	X0268
District 9 - Benton	71	US 71-SEC 18B	DITCH	3.75 MI N JCT SH 264-US71	36.30901	-94.12641	State	Pnc Arterial Other	1930	M1386
District 9 - Benton	71	US 71 - SEC. 18B	OSAGE CREEK	2.75 MI E JCT 71B &SH12	36.33451	-94.16161	State	Min Arterial	1999	X1022
District 9 - Benton	71	US 71, SB LNS	US 71 B	3.63 MI N SH 72	36.41433	-94.21925	State	Pnc Arterial Other	1990	A6056
District 9 - Benton	71	US 71, NB LNS	US 71 B	3.63 MI N SH 72	36.4143	-94.21921	State	Pnc Arterial Other	1990	B6056
District 9 - Benton	71	US 71-SEC 19	CREEK	3.79 MI N SH 72	36.41556	-94.22139	State	Pnc Arterial Other	1990	X0774
District 9 - Benton	71	US 71	MCKISIC CREEK	1.2 M N OF BENTONVILLE CL	36.41839	-94.22257	State	Pnc Arterial Other	1941	O2196
District 9 - Benton	71	Benton US 71 S/19B	DITCH	.3 MI E JCT SH 112 & 71	36.33524	-94.19028	State	Min Arterial	2005	X1242
District 9 - Benton	71	US 71	LITTLE SUGAR CREEK	2 MI S JCT SH 340- US 71	36.44703	-94.23911	State	Pnc Arterial Other	1940	O2157
District 9 - Benton	71	US 71-SEC 19B	DITCH	.15 MI N JCT 102 & 71	36.35817	-94.21423	State	Pnc Arterial Other	1985	X0601
District 9 - Benton	71	US 71	PINION CR	.25 MI S JCT SH 340-US 71	36.47134	-94.24432	State	Pnc Arterial Other	1940	O2158
District 9 - Benton	71	US 71-SEC 19B	CREEK	2.94 MI N SH 72	36.41306	-94.21972	State	Pnc Arterial Other	1990	X0773
District 9 - Benton	71	US 71-SEC 19B	MCKISIC CREEK	3.29 MI N SH 72	36.41785	-94.22152	State	Pnc Arterial Other	1990	O6057
District 9 - Benton	72	SH 72	TOWN BRANCH	.10 MI E JCT SH 43-SH 72	36.40366	-94.60003	State	Maj Collector	1951	O2706
District 9 - Benton	72	SH 72	SPRING BRANCH	0.25 MI E JCT SH 43 & 72	36.40365	-94.59744	State	Maj Collector	1932	M3652
District 9 - Benton	72	SH 72	SPRING BRANCH	1.1 MI E DELAWR CO L OK	36.40333	-94.58194	State	Maj Collector	1925	M1389
District 9 - Benton	72	S H 72	KCS RAILROAD	1 MI W US 59	36.42401	-94.45416	State	Maj Collector	2002	X1073
District 9 - Benton	72	SH 72-SEC 2	CREEK	.63 MI EAST SH 59	36.41972	-94.44278	State	Maj Collector	1986	X0681
District 9 - Benton	72	Benton CO SH 72	SH 549 Sec 9	2.0 M W HIWASSE	36.43222	-94.36964	State	Maj Collector	2013	O7194
District 9 - Benton	72	SH 72	SH 549 Sec 9	1.0 M S E HIWASSE	36.42345	-94.32059	State	Maj Collector	2013	O7197
District 9 - Benton	72	SH 72 SEC 2	MCKISIC CREEK	1 MI SE OF SH 102	36.37277	-94.26438	State	Maj Collector	1985	X0589
District 9 - Benton	72	SH 72-SEC 3	I-49	2.58 E BENTONVILLE	36.38128	-94.17567	State	Min Arterial	1989	O5982
District 9 - Benton	72	S H 72 Benton	LITTLE SUGAR CREEK	2.1 M N E JCT US 71	36.40235	-94.15903	State	Maj Collector	2007	O7056
District 9 - Benton	72	SH 72 Benton Co.	DITCH	.01 MI E JCT SH 72- 94	36.45575	-94.10995	State	Maj Collector	1932	M3896
District 9 - Benton	72	SH 72	LEES CREED CREEK	.60 MI N OF US 62	36.43317	-94.05569	State	Maj Collector	1964	M1391
District 9 - Benton	94	Bn SH 94 sd drain	DITCH	1.0 MI W MONTE NE	36.29566	-94.0853	State	Maj Collector	1961	23277
District 9 - Benton	94	SH 94	DRAINAGE DITCH	.2 MI E JCT 71B & SH94	36.31167	-94.12333	State	Min Arterial	1975	X0277
District 9 - Benton	94	SH 94-SEC 2	DITCH	.41 MI NO JCT 71B & 94	36.33949	-94.12559	State	Pnc Arterial Other	1980	X0394
District 9 - Benton	94	SH 94-SEC 2	DITCH	1.5 MI N JCT 71B & 94	36.35465	-94.12479	State	Pnc Arterial Other	1980	X0412
District 9 - Benton	94	SH 94	BRUSH CREEK	2.5 MI N JCT SH 62 & 94	36.39535	-94.11822	State	Min Arterial	1948	M1681
District 9 - Benton	94	Benton Co SH 94	LITTLE SUGAR CREEK	1.5 MI S SH 72	36.41985	-94.11957	State	Maj Collector	1948	O2538
District 9 - Benton	102	SH 102	SPAVINAW CREEK	2.60MI ES JCT SH 43 & 102	36.36499	-94.55135	State	Maj Collector	1967	O4231
District 9 - Benton	102	SH 102	OVER KCS RR	0.1 MI N JCT SH 59 & 102	36.33846	-94.46067	State	Maj Collector	1977	O5669
District 9 - Benton	102	S H 102 SEC 02/B	BRANCH	0.03 M N S H JCT 102	36.35897	-94.28491	State	Maj Collector	2012	X1391
District 9 - Benton	102	SH 102	DRY FORK BRANCH	1.62 MI E JCT OF SH 59	36.34423	-94.43357	State	Min Collector	1959	O3266
District 9 - Benton	102	SH 102	SPRING BRANCH	4.18 MI E JCT SH 59 & 102	36.3376	-94.38991	State	Min Collector	1959	M1733
District 9 - Benton	102	SH 102	GRAPE VINE CREEK	4.25 MI E JCT SH 59 & 102	36.33783	-94.38879	State	Min Collector	1959	M1734
District 9 - Benton	102	SH 102	DRY BRANCH	5.92 MI E JCT SH 59 & 102	36.33911	-94.35997	State	Min Collector	1959	M1735

District 9 - Benton	102	S H 102	BRANCH	.04 MI E JCT S H 102B	36.35833	-94.28417	State	Maj Collector	2014	X1392
District 9 - Benton	102	S H 102	BRANCH	0.29 MI E JCT S H 102 B	36.35825	-94.27967	State	Maj Collector	2014	X1393
District 9 - Benton	102	Benton SH 102	BRANCH	0.25 MI W JCT US 71B	36.35718	-94.21825	State	Min Arterial	2010	X1320
District 9 - Benton	112	SH 112 SEC 2	SPRING CREEK	2.32 MI N WASHINGTON CO L	36.24344	-94.23885	State	Maj Collector	1982	05910
District 9 - Benton	112	SH 112 SEC 2	OSAGE CREEK	5.06 MI N WASHINGTON CO L	36.28163	-94.22784	State	Maj Collector	1982	05911
District 9 - Benton	264	SH 264	PUPPY CREEK	0.22 MI W JCT US71B & 264	36.25423	-94.1409	State	Min Arterial	1989	X0768
District 9 - Benton	264	SH 264 SEC 2	PUPPY CREEK	.48 MI W JCT 71B&264	36.2544	-94.14667	State	Min Arterial	1989	X0767
District 9 - Benton	264	SH 264	PUPPY CREEK	.65 MI W US 71B	36.25442	-94.14769	State	Min Arterial	1982	X0506
District 9 - Benton	264	SH 264-SEC 2	I 49	.72 MI W US 71B	36.25452	-94.15001	State	Maj Collector	1982	05949
District 9 - Benton	264	SH 264-SEC 2	CROSS CREEK	3.49 MI W JCT 71 & 264	36.25908	-94.19387	State	Maj Collector	1952	X0712
District 9 - Benton	264	SH 264	OSAGE CREEK	0.34 MI W JCT SH 112 264	36.26555	-94.23737	State	Min Arterial	1973	04245
District 9 - Benton	264	SH 264 Benton Co	LITTLE OSAGE CREEK	2.15 MI W CAVE SPRINGS AR	36.25384	-94.27076	State	Maj Collector	1964	04196
District 9 - Benton	264	SH 264	LICK BRANCH	1.6 MI E OF HIGHFILL	36.25762	-94.31717	State	Maj Collector	1985	M4079
District 9 - Benton	264	SH 264	DITCH	.48 MI N JCT US 412	36.17943	-94.52787	State	Min Arterial	1974	X0256
District 9 - Benton	264	SH 264	SAGER CREEK	1.3 MI N US 412	36.19088	-94.52767	State	Min Arterial	1973	X0318
District 9 - Benton	264	SH 264	DITCH	0.2 MI S JCT SH 43 & 264	36.19493	-94.52321	State	Min Arterial	1973	30033
District 9 - Benton	265	SH 265	DITCH	3.09 MI N JCT 265 & 94	36.49528	-94.1125	State	Maj Collector	1989	X0760
District 9 - Benton	279	SH 279	DITCH	1.2 MI N JCT SH 12	36.32952	-94.30341	State	Min Collector	1994	X0857
District 9 - Benton	279	Benton SH 279	CREEK	3.04 MI N SH 102	36.40006	-94.33453	State	Maj Collector	1984	X0535
District 9 - Benton	279	SH 279	STREAM	3.11 MI N SH 102	36.40085	-94.33451	State	Maj Collector	1984	X0536
District 9 - Benton	340	SH 340	TANYARD CREEK	.4 MI SW JCT SH 340-US 71	36.47661	-94.2541	State	Maj Collector	1967	M3230
District 9 - Benton	340	Benton SH 340	LITTLE SUGAR CREEK	.10 SW JCT SH 340-US 71	36.47531	-94.25052	State	Maj Collector	1967	05155
District 9 - Benton	340	SH 340-SEC 1	US 71-SEC 19	4.26 MI NE JCT SH 279-340	36.47567	-94.24833	State	Maj Collector	1976	05614
District 9 - Benton	412	U.S. 412-SEC 1	OVER KCS RR	1.78 MI E OF OKLAHOMA LI	36.1723	-94.5342	State	Pnc Arterial Other	1960	03050
District 9 - Benton	412	US 412 Service Rd	DITCH	.05 MILES N UW 412	36.1781	-94.44879	State	Pnc Arterial Other	1994	X0875
District 9 - Benton	412	US 412, WB LNS	BUTLER CREEK	2.8 MI E OF JT SH59&US412	36.17527	-94.44596	State	Pnc Arterial Other	1994	A6475
District 9 - Benton	412	US 412, EB LNS	BUTLER CREEK	2.8 MI E OF JT SH59&US412	36.17527	-94.44661	State	Pnc Arterial Other	1994	B6475
District 9 - Benton	412	Benton US 412	ILLINOIS RIVER	Benton Co 8.17 W OKLINE	36.17068	-94.42929	State	Pnc Arterial Other	1995	B6476
District 9 - Benton	412	Benton CO US 412	ILLINOIS RIVER	Benton Co8.19 MI W OKLINE	36.16984	-94.42458	State	Pnc Arterial Other	1995	A6476
District 9 - Benton	412	Benton US 412	PEDRO CREEK	Benton Co9.65 MI E OK LIN	36.16774	-94.40417	State	Pnc Arterial Other	1995	B6477
District 9 - Benton	412	US 412, WB LNS	PEDRO CREEK	Bent Co 9.65 M E OK LINE	36.1682	-94.40319	State	Pnc Arterial Other	1995	A6477
District 9 - Benton	412	US 412, WB Bent CO	ILLINOIS RIVER	11.6 MI E OF OKLAHOMA LN	36.17339	-94.36555	State	Pnc Arterial Other	1995	A6478
District 9 - Benton	412	Benton US 412	ILLINOIS RIVER	11.64 MI E OF OKLAHOMA LN	36.17202	-94.36961	State	Pnc Arterial Other	1995	B6478
District 9 - Benton	549	S H 549	S H 279	0.7 MI S HIWASSE	36.42189	-94.33358	State	Min Arterial	2014	B7196
District 9 - Benton	549	SH 549	CR 35/Gordon Hollow Rd	1.3 MI S W HIWASSE	36.42508	-94.35597	State	Pnc Arterial Other	2014	B7195
District 9 - Benton	813	CO RD 813-G	I-49	1.0 MI N BENTONVILLE	36.40126	-94.18647	State	Min Arterial	1989	05983
District 9 - Benton	4340	BELLVIEW RD.	I-49	3.35 MI N SH 264	36.29681	-94.17153	State	Local	1982	05957
District 9 - Benton	33755	Battlefield Road	I-49	2.6 MI N JCT I-49&71B	36.3707	-94.17056	State	Min Arterial	1988	05981
District 9 - Benton	41960	OAKWOOD DRIVE	I-49	.75 MI N SH 264	36.265	-94.15	State	Local	1982	05954
District 9 - Benton	42670	OLIVE STREET	I 49	.50 MI N JCT 71B & 49	36.34217	-94.18192	State	Local	1988	05978
District 9 - Benton	44930	PERRY RD	I 49/ BLOSSOM WAY	3.82 MI N SH 264	36.29972	-94.17944	State	Local	2008	07071
District 9 - Benton	45800	PLEASANT GROVE RD	I-49	2.05 MI N SH 264	36.28352	-94.1567	State	Min Arterial	1982	05955

County Owned Bridges – Benton and Washington County

AHTD District - County	Facility on Structure	Feature Intersected	Location	Approx. Latitude	Approx. Longitude	Owner	Year Built	Bridge No.
District 4 - Washington	CO RTE. 1	Evansville Creek	1.6 M E OF CO RD 3 JCT.	35.78333	-94.44472	County	2003	22630
District 4 - Washington	CO RD 2	CREEK	0.05 MI CO RD 3	35.85033	-94.43847	County	1999	22081
District 4 - Washington	CO RD 3	Fly Creek	N CITY LIMITS OF MORROW	35.85953	-94.43703	County	1993	21394
District 4 - Washington	CO RD 3 - I	Evansville Creek	2.0 MI E SH 59	35.79531	-94.46608	County	1978	20172
District 4 - Washington	CO RD 4 ZONE I	CREEK	1.14 MI E CO RD 3	35.84992	-94.42008	County	1998	22032
District 4 - Washington	C.R. 4 ZONE I	Creek	0.6 MI. E OF JCT. CR. 294	35.84202	-94.40974	County	2001	22365
District 4 - Washington	Co.Rd. 6 - Zone G	Creek in Wash Co.	2.28 MI So Benton Co Ln	36.06919	-94.475	County	2005	22920
District 4 - Washington	CO RD 6-G	Wedington Creek	1.51 MI S JCT SH 244	36.07972	-94.47453	County	1987	20529
District 4 - Washington	CO RD 7-G	CINCINNATI CREEK	0.08 MI E CINCINNATI	36.03819	-94.50969	County	1983	04413
District 4 - Washington	CO RD 8 ZONE I	Creek	3.61 MI SO SH 62	35.91128	-94.35964	County	1976	17297
District 4 - Washington	CO RD 8 ZONE I	Blair Creek	5.3 MI SO SH 62	35.88975	-94.358	County	1976	18806
District 4 - Washington	COR 8 ZONE I	Creek	6.98 MI SO OF SH 62	35.87789	-94.37842	County	1935	17298
District 4 - Washington	CO RD 8	Buckley Branch	7.4 MI S SH 45	35.87375	-94.38456	County	1977	19861
District 4 - Washington	CO RD 8-I	Fly Creek	0.15 MI SO CO RD 10	35.86658	-94.42289	County	1974	18808
District 4 - Washington	CO RD 8-I	Moore Creek	0.2 MI SOUTH CR 10	35.86186	-94.42386	County	1973	21190
District 4 - Washington	CORD I 8	Lurch Creek	1.0 MI E MORROW	35.85983	-94.42353	County	1973	17300
District 4 - Washington	CO RD. 9	CINCINNATI CREEK	2.2 MI E OF CINCINNATI	36.02361	-94.47256	County	2002	22468
District 4 - Washington	Co. Rd. 9 - G	Cincinnati Creek	0.6 MI E JCT SH 59	36.02881	-94.49464	County	1967	17302
District 4 - Washington	Co Rd 10 - I	FLY CREEK	E. EDGE OF MORROW	35.8605	-94.43531	County	1981	19996
District 4 - Washington	CO RD 10 - I	CREEK	0.64 MI E OF MORROW	35.86364	-94.42867	County	1982	20174
District 4 - Washington	CO RD 11 H	CREEK	3.59 MI SO OF LINCOLN	35.90806	-94.44447	County	1942	17306
District 4 - Washington	CO RD 11 ZONE H	BARON FORK	5.98 M S LINCOLN	35.87617	-94.454	County	1970	04132
District 4 - Washington	CO. RD. 12, Zone H	LITTLE BRANCH	1.45 MI. E. CR. 452	35.89533	-94.49578	County	2002	22474
District 4 - Washington	COR 15	Ballard Creek	0.78 MI SW CO RD 457	35.96019	-94.49628	County	1939	17307
District 4 - Washington	CO RD 19 Zone F	Goose Creek Tributary	3.2 MI N JCT US 62	36.04933	-94.28514	County	1983	19862
District 4 - Washington	CO RD 19 - F	GOOSE CREEK	1.6 MI SO JCT SH 16	36.05643	-94.29078	County	1982	20175
District 4 - Washington	CR 20	ALEXANDER CREEK	2.14 MI E PRAIRIE GROVE	35.97831	-94.2765	County	1970	18326
District 4 - Washington	CR 20-Washington	ILLINOIS RIVER	3.0 MI EAST PRAIRIE GROVE	35.97856	-94.26418	County	1986	19970
District 4 - Washington	CR 20	HICKORY BRANCH	4.97 E PRAIRIE GROVE	35.97206	-94.2355	County	1982	19833
District 4 - Washington	CO RD 21 ZONE I	SULPHUR CREEK	3.45 M S OF PRAIRIE GROVE	35.9222	-94.31256	County	1970	04195
District 4 - Washington	CR 22 (Butler Rd.)	Ditch	2.05 M E of Prairie Grove	35.96417	-94.27964	County	1991	21055
District 4 - Washington	CO RD G 25	Cincinnati Creek	2.29 MI N SH 59	36.07778	-94.50528	County	1991	20952
District 4 - Washington	CO RD 25	WEDINGTON CREEK	0.3 MI SO SH 244	36.09056	-94.50472	County	2006	22967
District 4 - Washington	CR 28	ILLINOIS RIVER	0.05 M JCT SH 156 & 265	35.92028	-94.27042	County	1972	18313
District 4 - Washington	CO RD 29-J	Creek	0.58 MI SE SH 265	35.89519	-94.28489	County	1986	19747
District 4 - Washington	CO RD 30 ZONE A	Dye Creek	1.3 MI E JCT US 71	35.93919	-94.15375	County	1928	17316
District 4 - Washington	CR 31	CREEK	2.1 MI SOUTH US 412	36.1505	-94.27653	County	1986	X0655
District 4 - Washington	CO. RD. 31	Clear Creek	2.0 MI N SH 16	36.10228	-94.29144	County	2003	22682
District 4 - Washington	CO RD 32 - A	TRACE CREEK	8 MI E OF US 71	35.94969	-94.06522	County	1982	20176
District 4 - Washington	CO RD 32 ZONE A	M.F. WHITE RIVER	1 MI S OF SULFUR CITY	35.95152	-94.05886	County	1966	05047
District 4 - Washington	CO RD 33	MOORE CREEK	4.37 MI NO US 62	36.00678	-94.39261	County	2011	23473
District 4 - Washington	COR 35	W FORK WHITE RIVER	0.05 MI W US 71	35.88556	-94.16944	County	1925	17320
District 4 - Washington	CO RD 37	CREEK	0.2 MI SO JCT SH 16	36.09725	-94.34783	County	1931	17322
District 4 - Washington	CO RD 37-F	Muddy Fk. Illinois River	2.1 MI S JCT SH 16	36.06973	-94.34822	County	1986	19971
District 4 - Washington	Co Rd 38 - A	West Fork White River	0.10 MI E Jct Hwy 71	35.81194	-94.12861	County	2009	23364
District 4 - Washington	County Road 39	WHITE RIVER-Washington	0.25 MI W OF US 71	35.85942	-94.11003	County	1974	17324
District 4 - Washington	CO RD 43 ZONE A	ALEE BRANCH	4.5 E OF US 71	35.97757	-94.04974	County	1974	18329
District 4 - Washington	CR 43	RAINMAN CREEK	150' SW CO RD 57	35.96444	-94.05056	County	1986	19963
District 4 - Washington	CR 43	CLOCK CREEK	INTER CO RD 40 & 43	35.94107	-94.04879	County	1986	19964
District 4 - Washington	CR 43	SAVAGE BRANCH	0.7 MI SOUTH CO RD 40	35.93183	-94.05093	County	1986	19965
District 4 - Washington	CR 43	MIDDLE FORK WHITE RIV	8.94 MI E US 71	35.92658	-94.05233	County	1949	18330
District 4 - Washington	CR 43	Nuben Creek	2.25 MI S SULPHUR CITY	35.91498	-94.04955	County	1984	19863
District 4 - Washington	CR 43	Greasy Creek	Jct of Co Rd 118 & 43	35.87917	-94.04731	County	1974	18332
District 4 - Washington	CO RD 43-A	Greasy Creek	1.8 MI N OF SH 74, WYOLA	35.87117	-94.04781	County	1983	20934
District 4 - Washington	CO RD 44 ZONE B	White River	0.27 MI N. SH 16	36.00092	-94.00397	County	1921	17325
District 4 - Washington	CO RD 45-A	Parker Branch	.35 MI S CO RD 32	35.94667	-94.05928	County	1986	19748
District 4 - Washington	CO RD 45 ZONE A	PARKER BRANCH	1.91 S CO RD 32	35.92972	-94.07233	County	1994	21480
District 4 - Washington	CO RD 45 ZONE A	London Creek	1.7 NO US 71 (.02 MI N CRD103	35.87653	-94.09292	County	1974	18862
District 4 - Washington	CO RD 45 ZONE A	CREEK	1.6 NO OF 71 (.04 MI S CR103	35.87561	-94.09347	County	1974	18627
District 4 - Washington	CO RD 47	M F WHITE RIVER	1 MI NE CO RD 119 JCT	35.86261	-93.99053	County	1989	20844
District 4 - Washington	CO RD 47 ZONE A	DRY CREEK	0.1 MI E CO RD 119 @ JCT	35.85592	-94.00456	County	1935	17330
District 4 - Washington	CR 48	Creek-Washington	1.4 MI E OF SH 265	36.06082	-94.10376	County	1940	20829
District 4 - Washington	COUNTY RD. # 48	White River	3.05 MI. E. SH.265	36.07311	-94.081	County	2003	04853
District 4 - Washington	CO RD 51 ZONE A	MIDDLE FORK WHITE RIVER	4.4 MI S.W. ELKINS	35.99578	-94.07294	County	1996	21742
District 4 - Washington	CO RD 51 ZONE A	Koger Branch	2.9 MI S OF SH 16	36.01001	-94.06669	County	1996	21743
District 4 - Washington	CO RD 55-Wash Co	Nell Creek	2.73 S OF SH 16	36.02118	-94.1146	County	1993	21386
District 4 - Washington	CR 57	W.F. White River	2.5 MI S E SH 156	36.01883	-94.12339	County	1989	04587
District 4 - Washington	CR 57	M.F. WHITE RIVER	8.70 MI SE SH 16	35.96983	-94.06814	County	1969	18317
District 4 - Washington	CR 57	Mason Creek	6.57 M SE JCT SH 16	35.98187	-94.07684	County	1967	18316
District 4 - Washington	CO RD 60	Brush Creek	1.38 MI NORTH US 412	36.19917	-94.29194	County	1976	17335
District 4 - Washington	CO RD 62	Creek	0.6 MI E CO RD 33	36.01601	-94.38136	County	1996	21783
District 4 - Washington	CO RD 62 ZONE F	MOORE CREEK	6.58 MI W FARMINGTON	36.01919	-94.37403	County	1997	21975
District 4 - Washington	CR F 62	MUDDY FORK	JCT OF CR 80 & 62	36.02253	-94.36306	County	2000	22164
District 4 - Washington	Co Rd F 62	Illinois River	3.26 MI W Farmington	36.02461	-94.3215	County	2008	23167
District 4 - Washington	CR 62 Zone F	Illinois River Relief	2.91 M W Farmington	36.02539	-94.31956	County	2008	23169

District 4 - Washington	Co Rd 63 Zone J	Lee Branch- Washington	1MI N OF WEST FORK	35.93944	-94.19075	County	1967	17343
District 4 - Washington	CR 64/ Stonewall R	MUDDY FK ILLINOIS	1 MI W PRAIRIE GROVE	35.97989	-94.3375	County	1984	19864
District 4 - Washington	CR 64 Zone F	ALAXANDER CREEK	0.2MI E CO RD 33	35.99464	-94.39125	County	1960	17345
District 4 - Washington	CO RD 66 - F	ILLINOIS RIVER	1.7 MI E CO RD 37 JCT	36.05453	-94.31881	County	1998	04789
District 4 - Washington	CO RD 66-F	ILLINOIS RVR RELIEF	1.8 MI E CORD 37 JCT	36.05472	-94.31767	County	1998	04790
District 4 - Washington	CO RD 67 ZONE I	Illinois River	0.27MI W OF JCT SH 265	35.9525	-94.25014	County	1924	17349
District 4 - Washington	CO RD 69	West Fork White River	0.63 M SE of Hwy 156	36.01625	-94.14067	County	2012	04915
District 4 - Washington	CR 70	BLUE SPRINGS PARK RD	0.8 MI S SH 412	36.16108	-94.00536	County	1964	17353
District 4 - Washington	CO RD 76	CREEK	0.74 MI N SH 62-1	35.98644	-94.50553	County	1997	21867
District 4 - Washington	CO RD 76	Ballard Creek	3.39 MI N W SUMMERS	35.99711	-94.52739	County	1988	20729
District 4 - Washington	CR 78	MOORE CREEK	0.6 MILE WEST CORD 33	35.95867	-94.40689	County	2006	22968
District 4 - Washington	CR 79	SINKING CR/CANE CR	1.63 MI S SH 45	36.08333	-93.98456	County	1938	18318
District 4 - Washington	CR 79	RICHLAND CREEK	4.9 MI SO OF GOSHEN	36.04889	-93.97361	County	1986	04517
District 4 - Washington	CO RD 80	Muddy Fork	4.52 MI SW PRAIRIE GROVE	36.00811	-94.34858	County	1995	21530
District 4 - Washington	CR 84	Clabber Creek	3.73 MI N JCT SH 16	36.09542	-94.22997	County	1939	18320
District 4 - Washington	CR 84 Zone K	Clear Creek	4.4 M S of U.S. HWY 412	36.12044	-94.26281	County	1975	04257
District 4 - Washington	CORD C 87	Mud Creek	4.21 MI S US 412	36.11942	-94.10883	County	1964	17359
District 4 - Washington	CR 89	CREEK	2.7 MI S. OF US 412	36.13097	-94.06097	County	2000	22208
District 4 - Washington	CORD 91 ZONE C	FRIENDSHIP CREEK	2.58 M E SH265 SPUR	36.18242	-94.05458	County	1965	04199
District 4 - Washington	CO RD 93-C	FRIENDSHIP CREEK	1 MI N US 412	36.18133	-94.04958	County	1980	04339
District 4 - Washington	CO RD 97-C	DITCH	1.5 MILES NORTH 412	36.19742	-93.96031	County	1965	21478
District 4 - Washington	CO RD 97-C	Whitener Creek	2.0 MI WEST SH 303	36.14989	-93.97447	County	1974	20408
District 4 - Washington	CO RD 98	Creek	0.12 MI E CO RD 33	36.00178	-94.39042	County	1997	21868
District 4 - Washington	CR 98 -F/DAUGHERTY	Muddy Fork	1 MI W PRAIRIE GROVE	35.98861	-94.33444	County	1982	20179
District 4 - Washington	CO RD 100	Creek	0.160 MI E CO RD 30	35.93292	-94.12579	County	1988	20730
District 4 - Washington	CO RD 106-A	SINCLAIR CREEK	0.18 MI SO CO RD 38	35.80761	-94.106	County	1992	21204
District 4 - Washington	CO RD 110	DRY CREEK	0.2 MI S CO RD 47	35.85388	-94.00446	County	1983	19865
District 4 - Washington	CO RD 119 ZONE A	Greasy Creek	6.3 M E JCT HWY 71	35.89361	-94.03828	County	1977	17366
District 4 - Washington	CO RD 119-Wash Co.	MIDDLE FORK WHITE RIVER	1.0 MILE East Jct CR 43	35.88936	-94.02622	County	2004	22781
District 4 - Washington	CO RD 124-A	Middle Fork White River	1.6 MI SE OF CR 47	35.85	-93.96861	County	1982	19866
District 4 - Washington	CO RD 124	Middle Fork White River	2.2 MI SE CO RD 47	35.84144	-93.96761	County	1988	20747
District 4 - Washington	CR 126	Jones Branch	5.8 MI E OF US 71-16	35.79875	-94.06147	County	1999	22140
District 4 - Washington	CR 126	Jones Creek	6.0 MI E OF US 71-16	35.79594	-94.06111	County	1999	22141
District 4 - Washington	CO RD 154	CREEK	0.15 E U.S. 71 SEC 16	35.87392	-94.12319	County	1982	21458
District 4 - Washington	CR195/Hrvey Dowell	West Fork of White River	0.68 MI N Hwy 16	36.05364	-94.08311	County	2013	23665
District 4 - Washington	CO RD 212-I	ILLINOIS RIVER	0.52 MI NW OF SH 265	35.90917	-94.28989	County	1975	18809
District 4 - Washington	CO RD 214-I	Illinois River	0.01 MI W OF SH 265	35.88053	-94.30617	County	1965	17368
District 4 - Washington	CO RD 214-I	SULPHUR FORK	0.1 MI EAST CO RD 21	35.90667	-94.32036	County	1988	20744
District 4 - Washington	CO RD 215 ZONE I	COVE CREEK	Jct Co Rd 215 & 285	35.84103	-94.34294	County	1996	21773
District 4 - Washington	CO RD 217 - J	Fall Creek	0.02 MI SO SH 265	35.83228	-94.31222	County	1982	20180
District 4 - Washington	CO RD. 224	Lee Creek	2.0 MI N. CO RD 237	35.88825	-94.21003	County	1993	21463
District 4 - Washington	CO RD 259-I	SULPHUR FORK	0.3 W CO RD 28	35.94281	-94.31731	County	1965	17370
District 4 - Washington	CO RD 284	CREEK	0.02 MI E CR 8	35.87094	-94.38711	County	1990	20853
District 4 - Washington	CR 284	Creek	.20 MI W CR 21	35.85056	-94.34444	County	2005	22894
District 4 - Washington	CO RD 285 - I	Alex Lee Creek-Wash Co.	6.2 MI SO OF CO RD 21	35.77681	-94.37558	County	1977	18812
District 4 - Washington	CO RD.285 Zone I	Cove Creek	5.0 MI N. OF COUNTY LINE	35.81811	-94.34742	County	2004	22890
District 4 - Washington	CO RD 285 - I	Cove Creek in Wash Co.	2.40 SO OF CO RD 21	35.8195	-94.34628	County	1977	18814
District 4 - Washington	CO RD 285 - I	Hog Head Creek	0.02 MI SO OF CO RD 21	35.84839	-94.34078	County	1977	18815
District 4 - Washington	CO RD 292 ZONE I	FLY CREEK	0.20 MI S CO RD #8	35.86886	-94.40381	County	1992	21236
District 4 - Washington	CO RD 293	CREEK	2 MI E MORROW	35.85989	-94.4145	County	1993	21372
District 4 - Washington	CO RD 293-Wash Co.	Creek	1.05 MI S CO RD 10	35.84972	-94.41656	County	1995	21605
District 4 - Washington	CR 295 - I	BR OF EVANSVILLE CR	2.1 MI N OF CRAWFORD CO	35.78533	-94.41119	County	2000	22226
District 4 - Washington	CO RD 302-B	Dog Run Hollow	0.58 MI N OF SH 74	36.03783	-94.01656	County	1976	18669
District 4 - Washington	CR 314-B	Creek	0.07 MI S. CO. RD. 49	35.97814	-93.96525	County	1999	22123
District 4 - Washington	CO RD 327	CAVE/DRY CREEK	2.18 MI SE CO RD 328	36.07828	-93.96336	County	1990	20847
District 4 - Washington	CO RD 333	Cave Creek	0.1 MI S E OF CO RD 79	36.08456	-93.98042	County	1993	21278
District 4 - Washington	CO RD 330	CAVE/SINKING CREEK	0.1 MI S OF JCT CO RD 332	36.06994	-93.96514	County	1990	20846
District 4 - Washington	Co. Rd 331-Zone B	Dry Creek	0.1 Mi West Co. Line	36.08222	-93.94606	County	2004	22782
District 4 - Washington	CO RD 350-B	Mossback Branch-Wash Co.	0.2 MI NORTH CO RD 48	36.06386	-94.10419	County	1975	18673
District 4 - Washington	CO RD 368 ZONE C	Brush Creek	0.08 W SH 303 MAYFIELD	36.13388	-93.95139	County	1976	17380
District 4 - Washington	CO RD 448 ZONE H	Bush Creek	0.39 MI S E CORD 11	35.91572	-94.43553	County	1930	17381
District 4 - Washington	CO RT 452	BRANCH OF BARON FORK	0.05N JCT CO RD 452 & 415	35.91597	-94.50736	County	1999	22048
District 4 - Washington	CO RD 457	Price Creek	0.47 MI SOUTH OF SUMMERS	35.97158	-94.48992	County	1990	20845
District 4 - Washington	CORD H 464	WHITAKER BR	0.7 MI S DUTCH MILLS	35.86344	-94.49961	County	1936	17383
District 4 - Washington	CO RD 575 C	Friendship Creek	0.5 MI SE CO RD 91	36.20167	-94.07733	County	1991	21076
District 4 - Washington	CO RD 612-L	MUDDY FORK ILL. RIV.	.42 MI W CO RD 37	36.05911	-94.35069	County	1998	22006
District 4 - Washington	CORD 612 - L	CREEK	2.2 MI. SW OF CORD 37	36.05203	-94.37772	County	2002	22445
District 4 - Washington	CORD 623 ZONE F	ILLINOIS RIVER	0.73 MI N JCT US 62	35.99508	-94.29828	County	1923	17390
District 4 - Washington	CO RD 636-F	Zach Creek	0.13 MI NORTH US 62	35.96544	-94.34989	County	1982	19972
District 4 - Washington	CO RD 646	Creek	150 FT E CO RD 659	36.06858	-94.30311	County	1988	20696
District 4 - Washington	CO RD 659 - F	Claude Creek	0.42 MI NO CO RD 66	36.05983	-94.31133	County	1982	20212
District 4 - Washington	CR 669	Beatty Branch	2.34MI NO OF LINCOLN	35.99789	-94.42836	County	1940	18321
District 4 - Washington	CO RD 669	Creek	0.8 MI S OF SH 244&16 JCT	36.08911	-94.42511	County	1989	20843
District 4 - Washington	CO RD 676	PRICE CREEK	1.07 EAST OF US 62	35.97714	-94.46478	County	1984	20462
District 4 - Washington	CO RD 706 - E	Clabber Creek	0.12 MI N CO RD 84	36.09674	-94.22594	County	1986	19777

District 4 - Washington	CO RD 751-K	CLEAR CREEK	Jct. 751 & Beef Farm Rd.	36.10811	-94.33272	County	1992	21172
District 4 - Washington	CO RD 800-G	Tanner Creek in Wash Co	0.1 MI WEST CO RD 6	36.0728	-94.47524	County	1987	19974
District 4 - Washington	CO RD 801	ALEX BRANCH	0.65MI W SH 59	36.10108	-94.54417	County	1965	17401
District 4 - Washington	CO RD 808 OF CINCI	Creek	.24 MI W. OF SH. 59	36.03722	-94.51506	County	1996	21675
District 4 - Washington	CO RD 842-K	Hamstring Creek	1.15 N JCT SH 16	36.09172	-94.26678	County	1981	20213
District 4 - Washington	CO RD 842-K	Hamstring Creek	2.37 NW JCT SH 16	36.10019	-94.28308	County	1981	20214
District 4 - Washington	CO RD 845 ZONE K	Clear Creek	0.4 MI N SH 16	36.10381	-94.33711	County	1992	04660
District 4 - Washington	CO RD 845 Zone K	Creek	1.0 MILE NE SH 16	36.11042	-94.33128	County	1988	20664
District 4 - Washington	CR 848,ZONE K	ILLINOIS RIVER	3.4 MI N JCT SH 16	36.13478	-94.35794	County	1926	17405
District 4 - Washington	CO. RD. 859	Clear Creek in Wash Co.	0.6 MI WEST OF CR 84	36.11714	-94.26911	County	2001	22427
District 4 - Washington	CO RD 877-E	Hamstring Creek	0.9 MI NORTH SH 16	36.09119	-94.23447	County	1976	18681
District 4 - Washington	CO RD 881 ZONE K	Hamstring Creek	0.95 M N JCT HWY 16	36.09056	-94.252	County	1970	17408
District 4 - Washington	CO RD 882	HAMSTRING CREEK	0.10 W OF CR 877	36.09019	-94.23753	County	2006	22966
District 4 - Washington	CO RD 1031-C	Ruger Branch	0.2 MI EAST CO RD 87	36.11236	-94.10481	County	1981	19966
District 4 - Washington	CO RD 1194-J	West Fork White River	0.4 MI WEST US 71	35.98108	-94.17423	County	1930	18802
District 4 - Washington	CO RD 2002 A	Holley Brooke Creek	0.002 MI SO CO RD 57	36.00725	-94.11689	County	1974	19967
District 4 - Washington	CLYDESDALE DR	CREEK	0.3 MI WEST OF US 71B	36.03414	-94.175	County	1999	22233
District 9 - Benton	CO RD 2	ILLINOIS RIVER	4 M SE SILOAM SPRINGS	36.12244	-94.51604	County	2015	23648
District 9 - Benton	CO RD 4-L	CREEK	.25 MI SOUTH SH 16	36.14394	-94.49756	County	1979	20705
District 9 - Benton	CR 7/ FAIRMOUNT RD	Branch	1.7 MI N of US 412	36.2005	-94.44271	County	2003	22693
District 9 - Benton	CO RD 7	FLINT CREEK	0.6 MI S JCT CO RD 7&SH12	36.25247	-94.44059	County	1997	04752
District 9 - Benton	CO RD 9	CREEK	2.6 MI S SH 12	36.22571	-94.37474	County	1976	17798
District 9 - Benton	CO RD 9	CREEK	4 MI SO HIGHFILL	36.20356	-94.38324	County	1992	21123
District 9 - Benton	Benton CR 9	OSAGE CREEK	5.33 M South Jct Sh 12	36.19125	-94.38785	County	2011	04908
District 9 - Benton	CORD 11	CREEK	SW OF GALLATIN 1.5MI	36.19418	-94.43953	County	1970	10594
District 9 - Benton	CORD 11	BUTLER CREEK	SW GALLATIN IN 1.25MI	36.19406	-94.43831	County	1961	10595
District 9 - Benton	Benton CR 12	CREEK	2.5M E GALLATIN	36.20056	-94.38311	County	2011	23407
District 9 - Benton	CO RD 12	OSAGE CREEK	.5 MI N US 412	36.19636	-94.33829	County	1986	04552
District 9 - Benton	CO RD 15	EAST FLINT CREEK	.25 M N SH 12	36.26072	-94.39609	County	2012	23561
District 9 - Benton	Co Rd 17	CREEK	0.3 Mi S Centerton	36.3468	-94.28511	County	2001	22523
District 9 - Benton	CO RD 17	BRANCH	1.3 MI S SH 102	36.33865	-94.28524	County	2004	22942
District 9 - Benton	CO RD 18	SO PRONG SPAVINAW CR	4 MI NE DECATUR	36.3735	-94.41175	County	1965	17805
District 9 - Benton	BentonCR 18 ZONE Q	WOLF CREEK	3 MI N DECATUR	36.37532	-94.46256	County	2000	22227
District 9 - Benton	CO RD 21-O	SPAVINAW CREEK	1.5 S HIWASSE	36.41016	-94.34331	County	1940	10600
District 9 - Benton	C R 22	BRANCH	3.1 M N JCT SH 102	36.37679	-94.5108	County	1990	23523
District 9 - Benton	CO RD 22	COLUMBIA HOLLOW CREEK	.75 SO OF SH 102	36.35294	-94.55239	County	1978	04373
District 9 - Benton	CO RD 23	FLINT CREEK	.50 MI NW GENTRY	36.27659	-94.50273	County	1940	17795
District 9 - Benton	CO RD 23	COON CREEK	NW GENTRY 2.5 MI	36.30649	-94.50245	County	1940	17796
District 9 - Benton	CO RD R 24	COON CREEK	2.5 E SH 43	36.32303	-94.55401	County	1930	18577
District 9 - Benton	Benton CO RD 29-O	SPAVINAW CREEK	4 MI NW DECATUR	36.38373	-94.48174	County	1990	04617
District 9 - Benton	CR 36	SPAVINAW CREEK	0.1 MILE JCT 36 & CR 533	36.39764	-94.36813	County	2005	22993
District 9 - Benton	CR 36 Benton Co	SPAVINAW CREEK	3 MI S. E. OF GRAVETTE	36.39909	-94.38447	County	1999	22097
District 9 - Benton	CO RD 37	MCKISIC CREEK	0.75 MI NW OF BENTONVILLE	36.39754	-94.23853	County	1979	20273
District 9 - Benton	CO RD 37	MCKISIC CREEK	0.75 MI N W BENTONVILLE_	36.40017	-94.23432	County	2002	22652
District 9 - Benton	CO RD 40	MCKISIC CREEK	.13 M E HWY 71	36.42358	-94.22086	County	1973	04243
District 9 - Benton	CR RD 40	LITTLE SUGAR CREEK	.5 M E HWY 71	36.42509	-94.21603	County	1973	04244
District 9 - Benton	CO RD 40	SPANKER CREEK	2 MI SE BELLA VISTA	36.43038	-94.20454	County	1950	17801
District 9 - Benton	C R 43	Spanker Creek	.05 MI N JCT C R 40	36.43097	-94.20853	County	2005	23005
District 9 - Benton	CO RD 44	LITTLE SUGAR CREEK	2.2 MI S W GARFIELD	36.41399	-93.99238	County	2002	22653
District 9 - Benton	CO RD 47 ZONE J	LITTLE OSAGE CREEK	2.5 M NE SH 264	36.28281	-94.26697	County	1975	04284
District 9 - Benton	CO RD 47	LITTLE OSAGE CREEK	1.4 MI S JCT SH 12	36.29411	-94.26738	County	2008	23198
District 9 - Benton	CORD 48	S PRONG SPAVINAW CREEK	6 MI W of Centerton	36.35733	-94.38917	County	2001	22419
District 9 - Benton	Benton CR 51	OSAGE CREEK	2.0 MI S SH 12 & 71 B	36.30643	-94.20741	County	1997	21885
District 9 - Benton	CO RD E 60	SPRING CREEK	3 MI N ELM SPRINGS	36.2405	-94.22592	County	1975	18572
District 9 - Benton	CO RD 62	LIMEKILN CREEK	1 MI N GARFIELD	36.45656	-93.97838	County	2002	22651
District 9 - Benton	CO RD 67	LIMEKILN CREEK	3.1 M N US 62	36.47614	-94.0132	County	2012	23598
District 9 - Benton	CO RD 67	CREEK	3.2 Mi West of Garfield	36.49151	-94.02183	County	2004	22794
District 9 - Benton	CO RD 68 ZONE C	LIMEKILN CREEK	6 M NE PEA RIDGE	36.4795	-94.02086	County	1976	04316
District 9 - Benton	CO RD 69 ZONE G	GARDEN BRANCH	2 M N PEA RIDGE	36.48194	-94.09686	County	1965	10620
District 9 - Benton	C R 70	OSAGE CREEK	4 M W of ELM SPRINGS	36.22214	-94.28731	County	2011	23410
District 9 - Benton	C R 71	OSAGE CREEK	2.5 M SE HEALING SPRINGS	36.24078	-94.25394	County	2014	04925
District 9 - Benton	Benton CR 77	BRANCH	4.55 MI N JCT SH 264	36.28194	-94.08759	County	2000	22196
District 9 - Benton	CO RD 80 - B	LITTLE SUGAR CREEK	.5MI NW BRIGHTWATER	36.41951	-94.05562	County	1978	18917
District 9 - Benton	CO RD 98	WAR EAGLE CREEK	5 MI NW BEST	36.26744	-93.94311	County	1907	17807
District 9 - Benton	CO RD 103	CREEK	7.5 SO OF HIGHFILL	36.15128	-94.35708	County	1930	10626
District 9 - Benton	Benton CR 143	CLIFTY CREEK	0.5 M N BEST	36.23773	-93.88899	County	1999	22157
District 9 - Benton	CO RD 217	LICK BRANCH	S W HEALING SPR 2.25 MI	36.23212	-94.30857	County	1994	21497
District 9 - Benton	CR 218	LICK BRANCH	SW healing Spr. 3.5 mi.	36.21594	-94.31255	County	2001	22399
District 9 - Benton	CO RD 279	LITTLE OSAGE CREEK	S E VAUGHN 3 MI	36.28145	-94.26904	County	2006	23036
District 9 - Benton	CO RD 319	LITTLE FLINT CREEK	0.5 MI N W OF GENTRY	36.2785	-94.49588	County	2001	22429
District 9 - Benton	CO RD 330-R	DITCH	.1 MI NORTH SH 59S	36.27667	-94.475	County	1985	20707
District 9 - Benton	CORD 353	EAST FLINT CREEK	W HIGHFILL 2 MI	36.25792	-94.40405	County	1967	10641
District 9 - Benton	Benton CR 373	COLUMBIA HOLLOW CREEK	3 M W DECATUR	36.34199	-94.50166	County	1970	10643
District 9 - Benton	Benton CR 376	WOLF CREEK	3.5 M N DECATUR	36.38111	-94.47523	County	1976	10645
District 9 - Benton	CO RD 405	CREEK	2 MI E MAYSVILLE	36.42287	-94.56839	County	1988	20708

District 9 - Benton	Benton CR 405	BEATY CREEK	.56 MI NO OF SH 72	36.42728	-94.56833	County	1932	10647
District 9 - Benton	CR 441 Benton Co	Chalybeate Creek	0.8 mi. S of Jct. CR 31	36.48459	-94.49263	County	2003	22655
District 9 - Benton	CO RD 442 ZONE P	BUTLER CREEK	.5 M NW SULPHUR SPRINGS	36.48985	-94.47005	County	1940	10650
District 9 - Benton	CO RD 483-S	CREEK	.75 MI SOUTH SH 12	36.26561	-94.53753	County	1978	20709
District 9 - Benton	CO RD 484 - S	KCS RAILROAD	.75 MI W GENTRY	36.25349	-94.50741	County	1975	20298
District 9 - Benton	CO RD 488 ZONE S	FLINT CREEK	2 MI N SILOAM SPRINGS	36.22515	-94.54176	County	1996	21762
District 9 - Benton	C R 505	SPAVINAW CREEK	4 MI N W DECATUR	36.36933	-94.53155	County	2009	23322
District 9 - Benton	C R 505	BRANCH	4 M NW DECATUR	36.3696	-94.53277	County	2014	23723
District 9 - Benton	Benton CR 516	S PRONG SPAVINAW CK	2.5 E OF SH 59	36.36441	-94.39907	County	1993	04677
District 9 - Benton	Benton CO RD 525	SPAVINAW CREEK	1.9 MI S OF SH 72	36.39648	-94.41489	County	1995	21661
District 9 - Benton	CO RD 579	BRANCH	0.2 M N SH 12	36.33921	-94.25396	County	1991	21018
District 9 - Benton	CO RD 590	BRANCH	0.7 MI S JCT S H 12	36.30444	-94.26389	County	2008	23345
District 9 - Benton	CO RD 591 - J	CREEK	2 MI SE OF VAUGHN	36.29354	-94.27721	County	1980	19927
District 9 - Benton	CO RD 615-D	HICKORY CREEK	3MI E SPRINGDALE	36.21795	-94.03513	County	1970	10663
District 9 - Benton	CO RD 621-D	PHILLIPS CREEK	2 MI E ROGERS	36.27458	-94.08914	County	1975	18559
District 9 - Benton	CO RD 680	DITCH	.5 MI S OF SH 12	36.26884	-94.53852	County	1995	21664
District 9 - Benton	CO RD 680	DITCH	.3 MI S OF SH12	36.2714	-94.53833	County	1995	21663
District 9 - Benton	CR 700 DEGRAFF	WINTON SPRINGS CREEK	.0.7 MI NW BRIGHTWATER	36.42934	-94.06173	County	2006	23007
District 9 - Benton	CO RD 751	CLIFTY CREEK	0.3 MI S of SH 12	36.23933	-93.90754	County	2003	22706
District 9 - Benton	Benton CR 783	LITTLE SUGAR CREEK	1 MI WEST US 62	36.41723	-94.08778	County	1993	04676
District 9 - Benton	CR 809	BRANCH	1 MI. N SH 72	36.44648	-94.15876	County	2005	22994
District 9 - Benton	Co Rd 813	CREEK	.5 MI N Bentonville	36.39747	-94.19194	County	2001	22522
District 9 - Benton	CR 831-G	CREEK	.5 MI N BENTONVILLE_	36.40112	-94.20137	County	2009	23201
District 9 - Benton	CO RD 833 - G	LITTLE SUGAR CREEK	3 MI SE BELLA VISTA	36.41245	-94.18493	County	1982	20308
District 9 - Benton	CR 859	LITTLE SUGAR CREEK	2 M EAST OF BRIGHTWATER	36.41703	-94.02208	County	2011	23525
District 9 - Benton	CO RD 895	CREEK	1.8 MI S W GARFIELD	36.42798	-93.9832	County	2002	22608
District 9 - Benton	CO RD 895	CREEK	1.9 MI S W GARFIELD_	36.42747	-93.98414	County	2002	22609
District 9 - Benton	CO RD 895	CREEK	2.0 MI S W GARFIELD_	36.42413	-93.98526	County	2002	22610
District 9 - Benton	CR 1184/D (LAKEWOO	CREEK	4 MI NE SPRINGDALE	36.24469	-94.04633	County	1970	18567
District 9 - Benton	CR 1185/ Woodhaven	CREEK	4 MI NE SPRINGDALE	36.24547	-94.04669	County	1970	18568
District 9 - Benton	Benton CR 01214	HONEY CREEK	6 MI WSULPHUR SPRINGS	36.48612	-94.5722	County	1994	21481
District 9 - Benton	CO RD 1588	CREEK	0.1 MI S JCT SH 12 & 1588	36.34194	-94.08595	County	2002	22654
District 9 - Benton	CO RD 1766	SPANKER CREEK	0.8 MI E CO RD 40	36.42996	-94.19511	County	1990	20885
District 9 - Benton	Benton CR 1782	OSAGE CREEK	4.15 MI W WASHINGTON CO	36.18009	-94.40039	County	1935	01785
District 9 - Benton	CO RD 1785	WILDCAT CREEK	.21 MI W OF WASHINGTON CO	36.18801	-94.33732	County	1955	01701

City Owned Bridges – Benton and Washington County

AHTD District - County	City	Facility on Structure	Feature Intersected	Location	Approx. Latitude	Approx. Longitude	Owner	Route Functional Class	Year Built	Bridge No.
District 4 - Washington	21100 - ELKINS	E. FIRST STREET IN	CREEK	0.20 MI N SH 16	36.00067	-94.00561	City	Min Collector	1941	19520
District 4 - Washington	21100 - ELKINS	STOKENBURY RD	ALEXANDER BRANCH	0.86MI NW CORD 32	36.00872	-94.02622	City	Local	1976	17334
District 4 - Washington	21280 - ELM SPRINGS	Brush Creek Rd.	Brush Creek in Wash Co.	1.5 MI SW SH 112	36.2033	-94.26135	City	Local	1980	20178
District 4 - Washington	21280 - ELM SPRINGS	WEST WATER STREET	Otter Creek	0.57 MI W SH 112	36.20904	-94.24359	City	Min Collector	1940	19521
District 4 - Washington	22880 - FARMINGTON	Broyles Street	Farmington Branch Trib	0.1 MI N Hwy 62	36.04394	-94.23606	City	Local	2008	23219
District 4 - Washington	22880 - FARMINGTON	Broyles Street	N Fork Farmington Branch	0.25 MI N Jct Hwy 62	36.046	-94.23569	City	Local	2008	23220
District 4 - Washington	22880 - FARMINGTON	Double Springs Rd.	Goose Creek	1.50MI N OF JCT U.S. 62	36.05731	-94.25728	City	Maj Collector	1978	18324
District 4 - Washington	22880 - FARMINGTON	Double Springs Rd.	Farmington Branch	1.2 MI N OF US 62	36.05414	-94.25825	City	Maj Collector	1940	18394
District 4 - Washington	22880 - FARMINGTON	Garland McKee Road	Carleigh Creek	0.2 MI S Hwy 170	36.00047	-94.25936	City	Local	2000	23268
District 4 - Washington	22880 - FARMINGTON	Goose Creek Road	Owl Creek	0.5MI E CORD 644	36.06133	-94.27556	City	Local	1970	17348
District 4 - Washington	22880 - FARMINGTON	South Appleby Road	Hale Creek	0.1 MI S Hwy 170	36.01942	-94.24558	City	Min Collector	1978	23221
District 4 - Washington	23000 - FAYETTEVILLE	Appleby Rd	Skull Creek	0.1 E Gregg Ave.	36.10803	-94.16228	City	Local	1984	X0529
District 4 - Washington	23000 - FAYETTEVILLE	ARMSTRONG AVE	TOWN CREEK	0.4 MI SOUTH SH 16	36.04336	-94.136	City	Local	1972	19976
District 4 - Washington	23000 - FAYETTEVILLE	BEECHWOOD AVE	STREAM	JCT OF 18TH & BEECHWOOD	36.04547	-94.1855	City	Collector	1968	X0174
District 4 - Washington	23000 - FAYETTEVILLE	BRIDGEPORT DRIVE	HAMSTRING CREEK	0.06MI S OF MT COMFORT RD	36.0921	-94.22395	City	Local	1997	21936
District 4 - Washington	23000 - FAYETTEVILLE	BROOKHAVEN DRIVE	BRANCH OF MUD CREEK	@ JCT OF OLD MISSOURI RD	36.11314	-94.13097	City	Local	1996	21744
District 4 - Washington	23000 - FAYETTEVILLE	Broyles Rd	Owl Creek	0.6 MI So. Hwy 16	36.0705	-94.23103	City	Min Collector	2008	23170
District 4 - Washington	23000 - FAYETTEVILLE	Broyles Road	Goose Creek	1.25 MI N Hwy 62	36.05992	-94.23383	City	Min Collector	2008	23269
District 4 - Washington	23000 - FAYETTEVILLE	Broyles Road	Goose Creek Trib	1.46 MI N Hwy 62	36.06189	-94.23147	City	Min Collector	2007	X1254
District 4 - Washington	23000 - FAYETTEVILLE	CAMELLIA LANE	Creek	0.1 MI N US 62	36.04937	-94.21654	City	Local	1997	21877
District 4 - Washington	23000 - FAYETTEVILLE	Cato Springs Road	Cato Springs	0.4 MI W71B	36.04131	-94.17451	City	Collector	1967	05128
District 4 - Washington	23000 - FAYETTEVILLE	Dead Horse Mtn. Rd	W. Fork White River	0.38 MI S JCT SH 16	36.05099	-94.11871	City	Collector	2009	04905
District 4 - Washington	23000 - FAYETTEVILLE	Double Springs Rd.	Owl Creek	0.37 S. OF SH 16	36.07406	-94.25356	City	Min Arterial	2002	04851
District 4 - Washington	23000 - FAYETTEVILLE	EAST HUNTSVILLE Rd	Spout Spring Branch	0.2 MI S EAST ROCK ST	36.05936	-94.15583	City	Min Arterial	1940	19524
District 4 - Washington	23000 - FAYETTEVILLE	East Sycamore St.	Sublett Creek	0.11 E HWY 71B	36.08444	-94.15347	City	Collector	1950	19525
District 4 - Washington	23000 - FAYETTEVILLE	ErnestLancaster Dr	Airport Creek	0.2 MI E US Hwy 71	36.01575	-94.17106	City	Local	2010	23471
District 4 - Washington	23000 - FAYETTEVILLE	FRONT STREET	MUD CREEK	0.2 MI SO STEARNS ST.	36.11967	-94.14414	City	Local	1972	19978
District 4 - Washington	23000 - FAYETTEVILLE	Goff Farm Road	Turner Tee Creek	0.4 MI E DEAD HORSE MT RD	36.044	-94.10981	City	Local	1920	18668
District 4 - Washington	23000 - FAYETTEVILLE	GREGG ST.	Skull Creek	0.57 MI. NW JCT 71B	36.09667	-94.16058	City	Pnc Arterial Other	2007	X1254
District 4 - Washington	23000 - FAYETTEVILLE	GREGG ST.	Sublett Creek	0.5 MI S 71B/71B	36.10037	-94.16272	City	Local	2007	X1255
District 4 - Washington	23000 - FAYETTEVILLE	LAFAYETTE STREET	AR & MO RR	0.47 MI W Jct US 71B	36.06856	-94.16628	City	Collector	1938	01941
District 4 - Washington	23000 - FAYETTEVILLE	LAKE SEQUOYAH DR	LAKE SEQUOYAH	1.1 MI N Hwy 16	36.05531	-94.067	City	Local	1958	19523
District 4 - Washington	23000 - FAYETTEVILLE	Mall Avenue	Mud Creek in Wash Co.	0.3 mi S. of Joyce blvd.	36.11863	-94.14999	City	Collector	2001	22394
District 4 - Washington	23000 - FAYETTEVILLE	MAPLE STREET	AR & MO RR	0.62 MI N Jct US71B	36.07	-94.16683	City	Collector	1936	01940
District 4 - Washington	23000 - FAYETTEVILLE	OLD MISSOURI ROAD	MUDD CREEK	0.98 MI N OLD WIRE RD	36.11444	-94.13106	City	Collector	1987	04544
District 4 - Washington	23000 - FAYETTEVILLE	Old Wire Road	Mud Creek	0.01 MI. East SH 265 Jct.	36.10539	-94.12022	City	Min Arterial	2012	23272
District 4 - Washington	23000 - FAYETTEVILLE	OLD WIRE ROAD	MUD CREEK	200' WEST SH 265	36.10542	-94.12128	City	Min Arterial	1986	X0657
District 4 - Washington	23000 - FAYETTEVILLE	Poplar Street	Scull Creek	0.20 W OF GREGG STREET	36.08847	-94.16717	City	Local	1991	21085
District 4 - Washington	23000 - FAYETTEVILLE	Ruppel Rd.	Hamstring Creek	0.95 M N JCT HWY 16	36.09178	-94.21486	City	Local	1976	17407
District 4 - Washington	23000 - FAYETTEVILLE	S STIRMAN ST	TOWN CREEK	0.1 MI S of BOONE ST.	36.04481	-94.17506	City	Local	1975	19532
District 4 - Washington	23000 - FAYETTEVILLE	S. COLLEGE AVE.	Ditch	0.2 S. SH 71-B	36.05778	-94.15779	City	Collector	1993	21306
District 4 - Washington	23000 - FAYETTEVILLE	Salem Rd	Clabber Creek	0.45 MI N Mt Comfort Rd	36.10053	-94.20792	City	Local	1979	19975
District 4 - Washington	23000 - FAYETTEVILLE	Sellers Rd.	DANI CREEK	0.1 MI E Dbl Sprgs Rd	36.06094	-94.25161	City	Local	1979	19973
District 4 - Washington	23000 - FAYETTEVILLE	Shiloh Dr.	CREEK	0.1 M S PORTER RD	36.08997	-94.19447	City	Min Arterial	1986	21213
District 4 - Washington	23000 - FAYETTEVILLE	Shiloh Drive	Mud Creek Tributary	0.7 mi EAST of Gregg St.	36.11586	-94.15156	City	Min Arterial	2001	22395
District 4 - Washington	23000 - FAYETTEVILLE	SH GARLAND STREET	Town Creek	0.1 S BOONE ST	36.04492	-94.17636	City	Collector	1940	19529
District 4 - Washington	23000 - FAYETTEVILLE	SOUTH MORNINGSIDE	TOWN CREEK	0.23 SO JCT SH 16	36.04467	-94.1495	City	Collector	1974	04234
District 4 - Washington	23000 - FAYETTEVILLE	Stadium Drive	Town Creek	0.01 MI. S. Jct Hwy 180	36.05656	-94.17528	City	Local	2014	23708
District 4 - Washington	23000 - FAYETTEVILLE	Steele Blvd.	Mud Creek in Wash Co.	0.2 MI S OF JOYCE BLVD.	36.12078	-94.15672	City	Min Arterial	2001	22396
District 4 - Washington	23000 - FAYETTEVILLE	STUBBLEFIELD ROAD	CREEK	0.01 W OF OLD MISSOURI RD	36.11039	-94.13228	City	Local	1995	21937
District 4 - Washington	23000 - FAYETTEVILLE	SYCAMORE ST.	SCULL CREEK	0.34 MI E SH 112	36.08468	-94.16877	City	Collector	1978	19977
District 4 - Washington	23000 - FAYETTEVILLE	TOWNSHIP AVE.	Niokaska Creek	0.18 MI EAST OLD WIRE RD	36.09481	-94.13539	City	Collector	1988	20654
District 4 - Washington	23000 - FAYETTEVILLE	Van Asche Drive	Mud Creek Tributary	0.1 MI. W. Jct. Mall Ave.	36.11762	-94.15226	City	Collector	2001	22397
District 4 - Washington	23000 - FAYETTEVILLE	Van Asche Drive	Scull Creek	0.16 MI E of Gregg Ave	36.11781	-94.16067	City	Local	2008	22775
District 4 - Washington	23000 - FAYETTEVILLE	W. 54TH	Owl Creek	0.2 S. SH 16	36.07608	-94.24039	City	Local	1993	21307
District 4 - Washington	23000 - FAYETTEVILLE	WASHINGTON AVE	Spout Spring Branch	0.1MI S. OF SOUTH STREET	36.05803	-94.15694	City	Local	1979	19605
District 4 - Washington	23000 - FAYETTEVILLE	WEST NORTH ST.	SKULL CREEK	0.50 MI W OF US 71-B	36.07744	-94.16914	City	Min Arterial	1983	19727
District 4 - Washington	26980 - GOSHEN	BLUE SPRINGS RD	E BRANCH OF RICHLAND	0.47 M NW JCT SH 45	36.10333	-93.99844	City	Maj Collector	1965	04201
District 4 - Washington	26980 - GOSHEN	E. Habberton St	CREEK	0.2 MI N OF SH 45	36.10286	-94.03453	City	Local	1998	21983
District 4 - Washington	27740 - GREENLAND	Caleb Drive	Town Ditch	0.04 MI N of Landy Place	35.996	-94.18567	City	Local	2002	22924
District 4 - Washington	34600 - JOHNSON	Elmore Street	Clear Creek Tributary	Jct of Johnson Rd&Elmore	36.13806	-94.15933	City	Local	2014	23746
District 4 - Washington	34600 - JOHNSON	Johnson Road	Clear Creek Tributary	0.42 MI E. Jct I-49	36.13611	-94.17592	City	Local	2014	23745
District 4 - Washington	34600 - JOHNSON	N Gregg Ave.	Mud Creek	0.7 MI N Jct US 71B	36.1227	-94.16292	City	Local	1998	04803
District 4 - Washington	34600 - JOHNSON	West Main Street	Flood Creek in Wash Co.	0.34 MI W HEWITT STREET	36.13406	-94.16924	City	Min Arterial	1930	19541
District 4 - Washington	34600 - JOHNSON	WILKERSON RD.	CLEAR CREEK	0.75 MI N OF VAN ASCHE	36.12786	-94.163	City	Collector	2000	04824
District 4 - Washington	38500 - LINCOLN	E. North St.	Moores Creek	0.3 M W. S. Wdngtn Blktp	35.95133	-94.40392	City	Local	2003	22773
District 4 - Washington	54940 - PRAIRIE GROVE	Calvary St.	Biscuit Branch	0.5 miles SE of Hwy 62	35.98483	-94.29067	City	Local	2012	23579
District 4 - Washington	54940 - PRAIRIE GROVE	Giles Rd	Tanner Creek	0.42 mi. N. SH 170	36.00903	-94.26809	City	Local	2002	22472
District 4 - Washington	54940 - PRAIRIE GROVE	Illinois Chapel R.	Biscuit Branch	1.30 MI E PRAIRIE GROVE	35.97878	-94.28944	City	Maj Collector	1977	19804
District 4 - Washington	63900 - SPRINGDALE	Butterfield Coach	Clear Creek	1.3 MI S US 412	36.14667	-94.09492	City	Maj Collector	1965	18335
District 4 - Washington	63900 - SPRINGDALE	Clear Creek Dr.	Hog Wild Branch	0.2MI E OF SH 265	36.14417	-94.11411	City	Local	1978	18985
District 4 - Washington	63900 - SPRINGDALE	Clear Creek Dr.	Razorback Creek	0.58MI E OF SH 265	36.14361	-94.10833	City	Local	1978	18986
District 4 - Washington	63900 - SPRINGDALE	COYOTE CROSSING RO	HAR-BAR ESTATES CANAL	0.1 M E OF JONES ROAD	36.18236	-94.20853	City	Local	1998	21982
District 4 - Washington	63900 - SPRINGDALE	E. HUNTSVILLE ST	Spring Creek	0.4 MI E SH 71B-17B	36.18861	-94.13111	City	Collector	2008	23218
District 4 - Washington	63900 - SPRINGDALE	East Meadow Street	Spring Creek	0.44 E US HWY 71	36.18417	-94.13031	City	Local	1974	19543

District 4 - Washington	63900 - SPRINGDALE	East Sanders St.	Spring Creek	0.12 E HWY 71	36.19556	-94.13611	City	Collector	1965	19544
District 4 - Washington	63900 - SPRINGDALE	Emma Avenue	Spring Creek	0.48 MI E JCT US 71-B	36.18506	-94.13039	City	Min Arterial	1974	X0625
District 4 - Washington	63900 - SPRINGDALE	FOUNDERS PARK ROAD	HAR-BAR ESTATES CANAL	0.1 M N OF US 412	36.17717	-94.20533	City	Local	1998	21980
District 4 - Washington	63900 - SPRINGDALE	FOUNDERS PARK ROAD	HAR-BAR ESTATES CANAL	0.1 M N OF US 412	36.17717	-94.20553	City	Local	1998	21981
District 4 - Washington	63900 - SPRINGDALE	George Anderson Rd	Clear Creek	0.3 MI NO. S. CITY LMTS	36.14469	-94.10397	City	Local	1945	17385
District 4 - Washington	63900 - SPRINGDALE	Ivey Lane	Creek	0.3 MI EAST SH 265	36.14858	-94.11281	City	Local	1991	21064
District 4 - Washington	63900 - SPRINGDALE	Johnson Avenue	Spring Creek	0.48 EUS 71-A	36.18639	-94.13069	City	Local	1974	20594
District 4 - Washington	63900 - SPRINGDALE	N SHILOH STREET	Spring Creek in Wash Co.	0.1 MI NE HUNTSVILLE ST.	36.19108	-94.13389	City	Local	1976	19546
District 4 - Washington	63900 - SPRINGDALE	North 40th Street	Creek	0.83 MI NO OF 40TH &US412	36.18694	-94.17431	City	Local	1997	21864
District 4 - Washington	63900 - SPRINGDALE	North Jefferson	Spring Creek	0.26 MI N HUNTSVILLE AVE	36.19208	-94.12378	City	Local	1996	21865
District 4 - Washington	63900 - SPRINGDALE	Pump Station Road	Spring Creek	0.01 MI S BENTON CO LINE	36.21047	-94.15328	City	Local	1950	17411
District 4 - Washington	63900 - SPRINGDALE	S 48TH STREET	Creek	1.27 MI SOUTH OF US 412	36.15717	-94.18408	City	Local	1997	21878
District 4 - Washington	63900 - SPRINGDALE	Shady Grove Rd.	CREEK	0.16 East of Johnson Rd.	36.14589	-94.15442	City	Collector	2010	23363
District 4 - Washington	63900 - SPRINGDALE	So. Park Avenue	Spring Creek	0.24 MI N MT VIEW AVE	36.18139	-94.12472	City	Collector	1978	19548
District 4 - Washington	63900 - SPRINGDALE	South 48th Street	Ditch	0.38 MI SOUTH OF US412	36.16989	-94.18367	City	Local	1997	21879
District 4 - Washington	67700 - TONTITOWN	Brush Creek Rd.	Brush Creek	0.02 MI W Jct Javello Rd	36.19861	-94.26733	City	Min Collector	2015	23802
District 4 - Washington	67700 - TONTITOWN	REED VALLEY	Little Wildcat Creek	2.46MI W OF SH 112	36.12994	-94.24236	City	Local	1976	17409
District 4 - Washington	67700 - TONTITOWN	W. STEELE RD.	Little Wildcat Creek	2 MI W SH 112	36.14103	-94.23681	City	Min Collector	1942	17360
District 4 - Washington	72040 - WEST FORK	McKnight Street	Creek	1.02MI SO OF SH 170	35.91153	-94.18456	City	Local	1940	17319
District 4 - Washington	72040 - WEST FORK	So. McKnight St.	Branch	0.6MI SO SH 170	35.91519	-94.18886	City	Local	1940	19600
District 9 - Benton	04660 - BELLA VISTA	Copinsay Dr	BRANCH	0.1 MI S JCT HIGHLANDS	36.45393	-94.35962	City	Local	1980	23101
District 9 - Benton	04660 - BELLA VISTA	CULLEN HILLS DRIVE	GORDON HOLLOW BRANCH	0.02 MI JCT SCOTSDALE	36.48814	-94.29864	City	Min Collector	1984	23103
District 9 - Benton	04660 - BELLA VISTA	GLASGOW ROAD	GORDON HOLLOW BRANCH	0.95 MI JCT HIGHLANDS BLV	36.474	-94.31407	City	Maj Collector	1980	23102
District 9 - Benton	04660 - BELLA VISTA	HIGHLANDS BLVD	BRANCH	2.5 MI S W SH 279	36.44206	-94.32702	City	Maj Collector	1980	23095
District 9 - Benton	04660 - BELLA VISTA	HIGHLANDS BLVD	BRANCH	4.0 MI S W S H 279_	36.45131	-94.34842	City	Maj Collector	1980	23096
District 9 - Benton	04660 - BELLA VISTA	HIGHLANDS BLVD	BRANCH	4.1 MI S W S H 279_	36.45162	-94.34915	City	Maj Collector	1980	23097
District 9 - Benton	04660 - BELLA VISTA	Highlands Blvd	BRANCH	_4.9 MI S W S H 279	36.45575	-94.36366	City	Maj Collector	1980	23098
District 9 - Benton	04660 - BELLA VISTA	Highlands Blvd	BRANCH	5.1 MI S W S H 279_	36.45636	-94.36666	City	Maj Collector	1980	23099
District 9 - Benton	04660 - BELLA VISTA	McKENZIE DRIVE	BRANCH	.05 MI S JCT SCOTSDALE DR	36.49182	-94.30303	City	Local	1980	23039
District 9 - Benton	04660 - BELLA VISTA	Mercy Way	LITTLE SUGAR CREEK	0.1 MI S US 71	36.43882	-94.23473	City	Local	1998	04711
District 9 - Benton	04660 - BELLA VISTA	SCOTSDALE DRIVE	BRANCH	1.5 M N GLASGOW RD	36.48906	-94.29873	City	Local	2015	23726
District 9 - Benton	05000 - BENTONVILLE	28TH STREET	DITCH	1.22 MI E JCT SH 71B&28TH	36.34255	-94.18878	City	Min Arterial	1996	21764
District 9 - Benton	05000 - BENTONVILLE	3RD STREET	BRANCH	.8 MI W JCT US 71&3RD ST	36.37569	-94.23733	City	Min Arterial	1995	21763
District 9 - Benton	05000 - BENTONVILLE	8 TH STREET	BRANCH	0.3M W JCT 8TH & S W I ST	36.36444	-94.22667	City	Local	2010	23724
District 9 - Benton	05000 - BENTONVILLE	BROOKSIDE DR	BRANCH	0.46MI W RAINBOW FARM RD	36.34031	-94.28024	City	Local	2005	22990
District 9 - Benton	05000 - BENTONVILLE	E. Central Ave.	BRANCH	1.4 MI E JCT N W A St	36.37105	-94.1837	City	Min Arterial	2010	X1319
District 9 - Benton	05000 - BENTONVILLE	FEATHERSTON ROAD	BRANCH	0.25 MI N JCT S H 12	36.33972	-94.24494	City	Local	2009	23321
District 9 - Benton	05000 - BENTONVILLE	GREENSPRINGS RD	BRANCH	.03 MI E JCT MORNINGSTAR	36.31941	-94.24919	City	Local	2009	23324
District 9 - Benton	05000 - BENTONVILLE	MAYFLOWER ROAD	CREEK	0.38 M S JCT SH 102	36.35159	-94.22778	City	Local	2013	23647
District 9 - Benton	05000 - BENTONVILLE	MOBERLY LANE	DITCH	.44 MI N US 71	36.34	-94.18333	City	Collector	1990	X0795
District 9 - Benton	05000 - BENTONVILLE	N. E. A STREET	CREEK	.25 MI E OF MAIN STREET	36.38589	-94.20319	City	Local	1986	19915
District 9 - Benton	05000 - BENTONVILLE	NW A STREET	CREEK	0.11 MI E. Jct US71B	36.40775	-94.21447	City	Min Arterial	1978	19703
District 9 - Benton	05000 - BENTONVILLE	S W I STREET	BRANCH	0.1 M N JCT S H 12	36.33856	-94.22235	City	Min Arterial	2013	23602
District 9 - Benton	05000 - BENTONVILLE	S W BRIGHT RD	BRANCH	0.11MI S SH 12	36.33417	-94.23602	City	Local	2006	23401
District 9 - Benton	05000 - BENTONVILLE	S W I STREET	BRANCH	0.12 M S JCT S H 102	36.35405	-94.22216	City	Min Arterial	2013	23600
District 9 - Benton	05000 - BENTONVILLE	S W I STREET	BRANCH	0.12 M S JCT S H 102	36.35344	-94.22204	City	Min Arterial	2013	23601
District 9 - Benton	05000 - BENTONVILLE	S W MORNINGSTAR RD	BRANCH	1.2 MI S SH 12	36.319	-94.24988	City	Local	2009	23323
District 9 - Benton	05000 - BENTONVILLE	S W WENTWORTH AVE	BRANCH	.07 MI E JCT MORNINGSTAR	36.32139	-94.24852	City	Local	2009	23325
District 9 - Benton	05000 - BENTONVILLE	SHELL ROAD	BRANCH	.3 M W JCT S H 12	36.33647	-94.26321	City	Maj Collector	2011	23409
District 9 - Benton	05000 - BENTONVILLE	SIMS DR.	BRANCH	5 MI N SH 102	36.368	-94.23598	City	Collector	1996	21790
District 9 - Benton	05000 - BENTONVILLE	Tiger Blvd Access	BRANCH	.03 MI S TIGER BOULEVARD	36.38871	-94.20404	City	Local	1998	22051
District 9 - Benton	05000 - BENTONVILLE	TIGER BLVD	BRANCH	1.7 M E Jct US71B	36.38938	-94.19221	City	Min Arterial	2009	23273
District 9 - Benton	05000 - BENTONVILLE	TIGER BOULEVARD	BRANCH	.02 MI W NE A St	36.38953	-94.20329	City	Local	1998	22052
District 9 - Benton	05000 - BENTONVILLE	TIGER BOULEVARD	NE A St	NE A ST & TIGER BLVD	36.38958	-94.2039	City	Local	1998	22053
District 9 - Benton	05000 - BENTONVILLE	TOWN VU	MCKISIC CREEK	.5 E CENTERTON	36.36686	-94.27083	City	Local	1970	10603
District 9 - Benton	17580 - DECATUR	ROLLER ST	Decatur Branch	0.12 ml. W Jct SH 59	36.33578	-94.46233	City	Maj Collector	1941	17797
District 9 - Benton	25680 - GENTRY	COLLINS AVE	LITTLE FLINT CREEK	.5 MI N Jct SH 59B	36.2744	-94.48466	City	Local	1982	19721
District 9 - Benton	25680 - GENTRY	Dawn Hill East Rd	FLINT CREEK	.15M S Jct Marion Lee Rd	36.23968	-94.49976	City	Maj Collector	2006	23008
District 9 - Benton	31300 - HIGHFILL	Hutchens Road	Creek	.25 M S JCT SH 12	36.30092	-94.32183	City	Collector	2013	23651
District 9 - Benton	31300 - HIGHFILL	ROCKY COMFORT RD.	LICK BRANCH	1.5 MI So. Jct SH 264	36.23918	-94.31013	City	Local	1950	10632
District 9 - Benton	31300 - HIGHFILL	ROCKY COMFORT RD.	BRANCH	AT JCT SH 264	36.25772	-94.31958	City	Local	2004	22795
District 9 - Benton	38885 - LITTLE FLOCK	LITTLE FLOCK RD.	CREEK	1.5 MI WEST OF SH 94	36.37344	-94.14983	City	Local	1971	20713
District 9 - Benton	39980 - LOWELL	COLUMBIA PLACE	BRANCH	0.1M S JCT W ROBINSON AVE	36.25983	-94.14067	City	Min Collector	2014	23725
District 9 - Benton	39980 - LOWELL	Hospitality Dr.	Branch	.3 MI. N. SH 264	36.25678	-94.14705	City	Local	2006	23105
District 9 - Benton	39980 - LOWELL	KINKADE PL	BRANCH	.3 MI N JCT APPLE BLOSSUM	36.24182	-94.14324	City	Local	1994	23104
District 9 - Benton	39980 - LOWELL	N DIXIELAND	PUPPY CREEK	0.1MI N JCT SH 264	36.2557	-94.14574	City	Local	1994	23106
District 9 - Benton	39980 - LOWELL	OLD WIRE RD	CREEK	.5 MI EAST OF US 71	36.24887	-94.11666	City	Min Arterial	1989	20711
District 9 - Benton	39980 - LOWELL	S LINCOLN STREET	PUPPY CREEK	0.5 MI S MONROE ST_	36.25042	-94.13243	City	Local	2002	22027
District 9 - Benton	39980 - LOWELL	S. GOAD SPRINGS ST	PUPPY CREEK	1MI W BETHEL HEIGHTS	36.24742	-94.15519	City	Local	1940	18920
District 9 - Benton	51600 - PEA RIDGE	PECK ROAD	SUGAR CREEK	0.1 M S JCT SUGAR CREEK R	36.4205	-94.10614	City	Min Collector	1997	23560
District 9 - Benton	58180 - ROGERS	13TH STREET	OSAGE CREEK	.48 MI S. Jct New Hope Rd	36.3051	-94.13548	City	Min Arterial	1991	21099
District 9 - Benton	58180 - ROGERS	24TH AND RAILROAD	CREEK	1.3 MI N SH 71B	36.35276	-94.15202	City	Local	1997	21930
District 9 - Benton	58180 - ROGERS	BELLVIEW ROAD	OSAGE CREEK	0.4 MI S I 540	36.29172	-94.1717	City	Local	1999	22153
District 9 - Benton	58180 - ROGERS	CREEKWOOD DR	OSAGE CREEK	0.4 MI NO US 71B	36.3398	-94.15786	City	Local	1992	X0839
District 9 - Benton	58180 - ROGERS	Dixieland Rd Rgers	OSAGE CREEK	1.25 MI NO US 71B	36.35219	-94.1432	City	Min Arterial	2015	23680

District 9 - Benton	58180 - ROGERS	EAST WALNUT STREET	S FRK OF PRAIRIE CREEK	1 MI E. of A&M RR tracks	36.33194	-94.10383	City	Local	1964	19595
District 9 - Benton	58180 - ROGERS	LAKE ATALANTA ROAD	SO FK OF PRAIRIE CREEK	SO OF LAKE ATALANTA	36.33409	-94.10336	City	Local	1955	19653
District 9 - Benton	58180 - ROGERS	METRO PARKWAY	BRANCH OSAGE CREEK	1 MI JCT S 52 STREET	36.33244	-94.1871	City	Collector	2007	23109
District 9 - Benton	58180 - ROGERS	N Horesebarn Rd	BRANCH OSAGE CREEK	.12 MI S JCT 52ND STREET	36.3293	-94.18868	City	Collector	1988	20706
District 9 - Benton	58180 - ROGERS	New Hope Rd.	OSAGE CREEK	.14 M. E I-540	36.3148	-94.18197	City	Min Arterial	1986	04531
District 9 - Benton	58180 - ROGERS	New Hope Rd.	DITCH	0.5 MI E 540	36.31389	-94.17802	City	Collector	2005	X1143
District 9 - Benton	58180 - ROGERS	PERRY ROAD	BRANCH	.1 MI W DIXIE LAND	36.30138	-94.14509	City	Local	2000	22418
District 9 - Benton	58180 - ROGERS	Promenade Blvd.	OSAGE / TURTLE CREEK	0.3 MI N SH 94	36.31933	-94.1798	City	Min Collector	2007	23141
District 9 - Benton	58180 - ROGERS	RIFE MEDICAL LANE	Blossom Way/ Osage Creek	1.16MI W Promenade Blvd	36.31246	-94.18053	City	Local	2007	23142
District 9 - Benton	58180 - ROGERS	RIFE MEDICAL LANE	Blossom Way/ Osage Creek	.26 MI S Promenade Blvd	36.30499	-94.18042	City	Local	2007	23197
District 9 - Benton	58180 - ROGERS	Pleasant Grove Rd	BRANCH	0.5 MI W JCT I 540	36.28369	-94.16489	City	Local	2009	23276
District 9 - Benton	58180 - ROGERS	Dixieland Rd	BRANCH	0.7 MI S NEW HOPE RD	36.29471	-94.14471	City	Min Arterial	2008	23274
District 9 - Benton	58180 - ROGERS	LAKE ATALANTA Rd.	LAKE ATALANTA	.1 MI E SH 12	36.3402	-94.09788	City	Local	1985	04532
District 9 - Benton	58180 - ROGERS	N 24TH ST	OSAGE CREEK	.38 M N US 71 B& SH 12	36.33963	-94.1524	City	Collector	1993	21286
District 9 - Benton	58180 - ROGERS	S 52 St	BRANCH OSAGE CREEK	0.4 MI S SH 12 & 71B	36.33076	-94.18766	City	Collector	2007	23108
District 9 - Benton	58180 - ROGERS	W OLIVE ST.	CREEK	.5 MI N US 71B	36.34149	-94.15056	City	Collector	1978	19883
District 9 - Benton	58180 - ROGERS	S 28TH PL	Blossum Way /Osage Creek	.3 MI E JCT BELLVIEW ROAD	36.29291	-94.16559	City	Local	2002	23107
District 9 - Benton	58180 - ROGERS	N 13TH ST	OSAGE CREEK	.48 MI N US 71B	36.34074	-94.13452	City	Collector	1982	X0467
District 9 - Benton	58180 - ROGERS	N. 22ND ST	OSAGE CREEK	.2 MI SO OF OLIVE STREET	36.33962	-94.14793	City	Collector	1985	19882
District 9 - Benton	58180 - ROGERS	DIXIELAND RD	OSAGE CREEK	.39 MI N US 71B	36.33971	-94.14345	City	Local	1976	19707
District 9 - Benton	58180 - ROGERS	S 1 ST STREET	BRANCH	0.3 M N JCT S H 94	36.31506	-94.11732	City	Local	2005	23522
District 9 - Benton	58180 - ROGERS	S 1ST STREET	BRANCH	0.2 MI S JCT POST RD	36.29163	-94.11799	City	Min Arterial	2005	23521
District 9 - Benton	58180 - ROGERS	S 26 TH STREET	BLOSSOM WAY CREEK	0.7 MI N PLEASANT GROVE	36.29323	-94.1582	City	Collector	2009	23342
District 9 - Benton	58180 - ROGERS	S DIXIELAND RD	OSAGE CREEK	.5 SOUTH OF SH 94	36.29769	-94.14463	City	Local	2000	22211
District 9 - Benton	58180 - ROGERS	S RAINBOW ROAD	BRANCH	2.6 M S JCT HWY 71	36.29936	-94.21183	City	Local	2006	23599
District 9 - Benton	58180 - ROGERS	SO 28TH ST.	CREEK	.1 MI SO US 71B	36.33179	-94.16164	City	Collector	1978	19881
District 9 - Benton	58180 - ROGERS	STONEY BROOK RD	Branch	0.4 MI W HORSEBARN ROAD	36.31711	-94.19494	City	Min Collector	2004	22798
District 9 - Benton	58180 - ROGERS	STONEY BROOK RD	BRANCH	0.9 MI W HORSE BARN RD	36.31734	-94.20331	City	Local	2005	22943
District 9 - Benton	58180 - ROGERS	TURTLE CREEK DRIVE	OSAGE CREEK	0.4 MI N US 71B	36.33922	-94.15737	City	Local	1992	X0838
District 9 - Benton	58180 - ROGERS	WEST OAK STREET	DITCH	.5 MI S US 71B	36.32706	-94.15437	City	Min Arterial	1986	19758
District 9 - Benton	58180 - ROGERS	WEST OLIVE STREET	CREEK	.5 MI N SH 71B	36.34168	-94.15816	City	Local	1997	21929
District 9 - Benton	58180 - ROGERS	WEST PERSIMMON ST	DITCH	.26 MI N 71B	36.33667	-94.13	City	Min Arterial	1986	19757
District 9 - Benton	62180 - SILOAM SPRINGS	COUNTRY CLUB ROAD	SAGER CREEK	.65 MI N JCT OF & 59	36.19069	-94.52327	City	Local	1977	19916
District 9 - Benton	62180 - SILOAM SPRINGS	E TAHLEQUAH ST	BRANCH	1.5 M E Jct N Mt. Olive R	36.18869	-94.51469	City	Local	2010	23343
District 9 - Benton	62180 - SILOAM SPRINGS	E TAHLEQUAH ST	BRANCH	2.4 MI S JCT MT. OLIVE	36.18822	-94.50003	City	Local	2010	23344
District 9 - Benton	62180 - SILOAM SPRINGS	E TAHLEQUAH STREET	SAGER CREEK	6 BLOCKS E OF N MT OLIVE	36.18883	-94.53549	City	Collector	1950	19016
District 9 - Benton	62180 - SILOAM SPRINGS	HICO STREET	SAGER CREEK	.57 MI N Main Street	36.19238	-94.53216	City	Local	1978	19922
District 9 - Benton	62180 - SILOAM SPRINGS	HOLLY STREET	DITCH	.3 MI N US 412	36.18011	-94.55908	City	Local	1978	19923
District 9 - Benton	62180 - SILOAM SPRINGS	MAIN STREET	SAGER CREEK	0.8 M. W. JCT SH 264	36.18377	-94.54	City	Min Arterial	1926	M1256
District 9 - Benton	62180 - SILOAM SPRINGS	MOUNT OLIVE ST	SAGER CREEK	.75 M N US 412	36.18361	-94.54133	City	Pnc Arterial Other	1985	06070
District 9 - Benton	62180 - SILOAM SPRINGS	N DOGWOOD STREET	SAGER CREEK	.5 M S HWY 43 ON DOGWOOD	36.18865	-94.55435	City	Min Arterial	1967	19017
District 9 - Benton	62180 - SILOAM SPRINGS	N MAPLE ST	SAGER CREEK	0.01 M N JCT W UNIVERSITY	36.18644	-94.54448	City	Local	2011	23524
District 9 - Benton	62180 - SILOAM SPRINGS	PROGRESS AVE.	BRANCH	0.5 MI N US 412	36.18807	-94.51107	City	Min Arterial	2008	23200
District 9 - Benton	62180 - SILOAM SPRINGS	N Carl St	BRANCH	0.5 M S Jct SH43	36.19212	-94.54977	City	Pnc Arterial Intst	2013	23650
District 9 - Benton	62180 - SILOAM SPRINGS	N Dogwood	BRANCH	0.2 M S JCT HWY 43	36.19311	-94.55423	City	Min Arterial	2013	23649
District 9 - Benton	62180 - SILOAM SPRINGS	SUE ANGLIN DR	BRANCH	0.1 M N JCT TAHLEQUAH ST	36.18945	-94.51777	City	Local	2014	23722
District 9 - Benton	62180 - SILOAM SPRINGS	UNIVERSITY STREET	SAGER CREEK	0.9 M E JCT HOLLEY ST	36.18601	-94.54307	City	Min Arterial	2013	04917
District 9 - Benton	62180 - SILOAM SPRINGS	W BENTON STREET	SAGER CREEK	4 BLOCKS W OF N MT OLIVE	36.18786	-94.55188	City	Collector	1974	19019
District 9 - Benton	62180 - SILOAM SPRINGS	W KENWOOD ST	BRANCH	0.1 M N JCT US 412	36.1744	-94.54697	City	Collector	2015	23782
District 9 - Benton	63880 - SPRINGDALE	Wagon Wheel Rd.	PUPPY CREEK	.11 M N Jct. N 56th St.	36.22507	-94.19131	City	Local	1970	10615
District 9 - Benton	63900 - SPRINGDALE	40TH ST. S.	SPRING CREEK	.69 MI S. Jct Wagon Wheel	36.21667	-94.17304	City	Local	1986	20555
District 9 - Benton	63900 - SPRINGDALE	N 56th Street	SPRING CREEK	.07 M SW Jct. Wagon Wheel	36.22401	-94.19213	City	Local	2012	23562
District 9 - Benton	63900 - SPRINGDALE	Puppy Creek Rd.	PUPPY CREEK	1 MI W BETHEL HEIGHTS	36.23433	-94.17503	City	Local	1990	20887
District 9 - Benton	63900 - SPRINGDALE	Spgdl WAGON WHL RD	BRANCH	0.5 MI E JCT I 540	36.22588	-94.16833	City	Min Arterial	2009	23275
District 9 - Benton	63900 - SPRINGDALE	Springdale Silent Grove	SPRING CREEK	0.15 MI N WASHINGTON CO _	36.21353	-94.16119	City	Collector	2003	06885
District 9 - Benton	63960 - SPRINGTOWN	Aubrey Long	EAST FLINT CREEK	1 block N hwy 12	36.26189	-94.42176	City	Local	2012	23558
District 9 - Benton	65580 - SULPHUR SPRINGS	E PATTERSON ST	BUTLER CREEK	1 BLOCK E HWY 59	36.48079	-94.4548	City	Local	1984	19723
District 9 - Benton	65580 - SULPHUR SPRINGS	RED BIRD LANE	BUTLER CREEK	6 BLOCKS W HWY 59	36.48424	-94.46517	City	Local	1940	19023
District 9 - Benton	65580 - SULPHUR SPRINGS	SUL SPR N Duff St	BUTLER CREEK	.3 MI SO JCT SH 59	36.48427	-94.46199	City	Local	1984	19724
District 9 - Benton	65580 - SULPHUR SPRINGS	White Ave	HORSE CREEK	SO W CORNER SUL SPR	36.4768	-94.46328	City	Local	1984	19725

APPENDIX F

1. NORTHWEST ARKANSAS ACTIVE TRANSPORTATION FACILITIES – REFERENCE GUIDE FOR GIS CODING, MAPPING, AND TRACKING EXISTING FACILITIES BY FACILITY TYPE
2. NORTHWEST ARKANSAS HERITAGE TRAIL PLAN



NORTHWEST ARKANSAS ACTIVE TRANSPORTATION FACILITIES

**REFERENCE GUIDE FOR GIS CODING, MAPPING, AND TRACKING
EXISTING FACILITIES BY FACILITY TYPE**

Prepared by:

Northwest Arkansas Regional Planning Commission (NWARPC)

The Bicycle Coalition of the Ozarks (BCO)

Center for Advanced Spatial Technologies (CAST)

Northwest Arkansas Council

November 18, 2014

BACKGROUND

The purpose of this document is to inform GIS professionals and trail data managers on the nomenclature of trails that the Northwest Arkansas Regional Planning Commission, the Bicycle Coalition of the Ozarks and the Northwest Arkansas Council staff developed for the **Northwest Arkansas Trails Online Map and supporting geodatabase**.

The document follows the guidance of the *“Northwest Arkansas Regional Bicycle/Pedestrian Master Plan”* ([see full report here](#)) and the Appendix of the Plan ([which can be found here](#)). The Plan was prepared by **ALTA Planning and Design for Northwest Arkansas Regional Planning Commission**.

The database structure below will be used in collecting, maintaining and mapping the trails in Northwest Arkansas. The pictures on the following pages are included to illustrate the feature types and should be used as examples in identifying the appropriate type of trails.

Trail Database Structure Example:

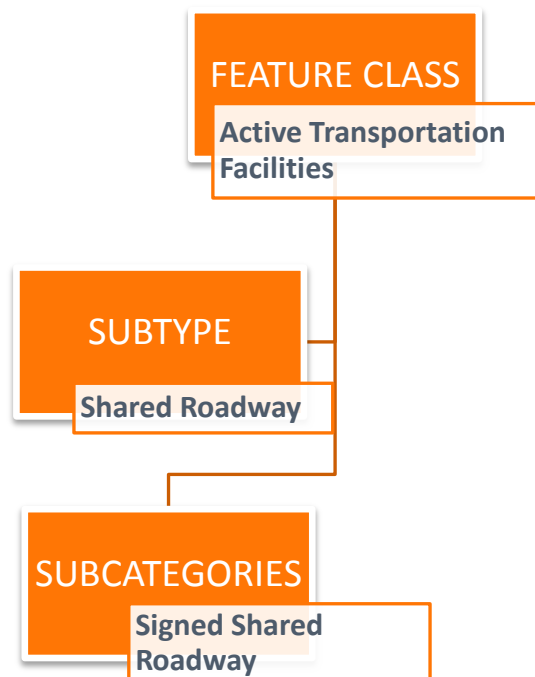


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FEATURE CLASS: ACTIVE TRANSPORTATION FACILITIES

SUBTYPES:

1. SHARED ROADWAY

SUBCATEGORIES:

- 1A – SIGNED SHARED ROADWAY
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- 1C – SHOULDER BIKEWAY

2. BIKE LANE

3. PROTECTED BIKE LANE

SUBCATEGORIES:

- 3A – BUFFERED BIKE LANE
- 3B – CYCLE TRACK

4. SHARED USE PAVED TRAIL

SUBCATEGORIES:

- 4A – OFF-STREET TRAIL
- 4B – SIDEPATH TRAIL

5. SIDEWALK

6. NEIGHBORHOOD/PARK PAVED TRAIL

7. NATURAL SURFACE TRAIL

FEATURE CLASS: ACTIVE TRANSPORTATION FACILITIES

SUBTYPES:

1. SHARED ROADWAY¹

SUBCATEGORIES:

1A – SIGNED SHARED ROADWAY:

A shared roadway with bike route signage indicating the presence of bicycles (A-57).



¹ NWA Bike/Ped Plan includes under the “**Shared Roadway**” subtype **Rural Roads, Main Streets, and Bicycle Boulevard** facility types. Due to overlapping characteristics with other facilities, we are proposing to use an attribute to denote these facilities instead of subcategories.

1B – MARKED SHARED ROADWAY:

A shared roadway with pavement markings (sharrows) designating the presence of bikes. There may or may not be bike route signage (A-58).



1C – SHOULDER BIKEWAY

A roadway with a striped shoulder, having a minimum 4ft. width to allow bike travel. Recommended to have bike route signage. Similar to bike lane, but often-found in less dense or rural areas (A-62).



2. **BIKE LANE**²

A roadway with a dedicated lane for bikes that must have a painted line separating cars from bikes and pavement markings (sharrows). There may or may not be bike route signage. (A-63)



3. **PROTECTED BIKE LANE**

SUBCATEGORIES:

3A – **BUFFERED BIKE LANE**

Bike lane separated by painted buffer to vehicle travel lanes or parking lanes. Must have pavement markings (sharrows) designating it as a bike route. There may or may not be bike route signage.



² We are dividing the “**Separated Bikeway**” category into two subtypes called “**Bike Lane**” and “**Protected Bike Lane**.” The justification is that the presence of a painted buffer or physical barrier between a cyclist and vehicular traffic significantly increases the real and perceived safety of the user to a degree that these should be displayed on maps and reported separately.

3B – CYCLE TRACK

Bike lane physically separated (plastic bollards, concrete divider, etc.) from vehicle traffic or parking lanes. Bike traffic could be one or two way. Must have pavement markings (sharrows) designating it as a bike route. There may or may not be bike route signage.



4. SHARED USE PAVED TRAIL

Shared Use Paved Trail Guidance - Width:

- 8 feet is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations.
- 10 feet is recommended in most situations and will be adequate for moderate to heavy use.
- 12 feet is recommended for heavy use situations with high concentrations of multiple users. A separate track (5' minimum) can be provided for pedestrian use.

SUBCATEGORIES:

4A – OFF-STREET TRAIL

A shared use paved trail that is not located along a street.



4B – SIDEPATH TRAIL

A shared use paved trail located adjacent to a street, but separated from the roadway by a physical barrier such as a curb, green space, plastic bollards, or concrete barriers (A-22).



5. SIDEWALK

Paved or concrete surface, adjacent to the street (A-33).



6. NEIGHBORHOOD/PARK TRAIL

A trail located in a park, residential neighborhood, or commercial development. Trails may have mixed widths and are not associated with a connected existing (or planned) system.



7. NATURAL SURFACE TRAIL

Natural Surface Trail Guidance:

- Trails can vary in width from 18 inches to 6 feet or greater; vertical clearance should be maintained at nine-feet above grade.
- Mountain bike trails are typically 18-24 inches wide and have compacted bare earth or leaf litter surfacing.
- Base preparation varies from machine-worked surfaces to those worn only by usage.
- Trail surface can be made of dirt, rock, soil, forest litter, or other native materials. Some trails use crushed stone (a.k.a. “crush and run”) that contains about 4% fines by weight, and compacts with use.
- Provide positive drainage for trail tread without extensive removal of existing vegetation; maximum slope is five percent (typical).



ATTRIBUTES (grouped by similar features)

- Bicycles Allowed – Yes/No
 - Pedestrians Allowed – Yes/No
 - Equestrians Allowed – Yes/No
 - Motorized Vehicles Allowed – Yes/No
 - Skateboards Allowed – Yes/No
-
- Razorback Greenway – Yes/No
 - Heritage Trail – Yes/No
 - Catalyst Project – Yes/No
 - Regional Network – Yes/No
-
- Facility Status – Existing/Planned/Under Construction
 - Facility Description- Razorback Greenway/Heritage Trail/Catalyst Project/Regional Network/Bicycle Blvd./MAIN Street/ADA Field Checked/Build Year/QAQC In Progress
-
- Single Track – Yes/No
 - Double Track – Yes/No
 - Difficulty Rating – To be determined using IMBA or other ratings
 - Width – Rounded to nearest foot
 - Lights – Yes/No (lit at night)
-
- Surface Type – Hard Surface / Soft Surface
 - Surface Material – Concrete/Asphalt/Dirt/Other
 - Condition – the condition of the facility
-
- Maintenance Owner – Name of entity responsible of maintenance
 - Adopt Cleanup – name of group who adopted cleanup of facility

Notes: Note to every subtype and/or subcategory
NA will be used when “Not Applicable”

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Northwest Arkansas Heritage Trail Plan

“A regional network of bicycle and pedestrian facilities that connects Northwest Arkansas citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other.”

The Northwest Arkansas Heritage Trail Plan is part of the 2040 Metropolitan Transportation Plan and the routes are all reflected in the NWA Regional Bicycle and Pedestrian Master Plan

The 2040 Metropolitan Transportation Plan was prepared by the Northwest Arkansas Regional Planning Commission in cooperation with the Arkansas State Highway and Transportation Department and the Federal Highway Administration.

Version III of the NWA Heritage Trail Plan was in the 2035 Northwest Arkansas Regional Transportation Plan adopted by a unanimous vote of the Northwest Arkansas Transportation Study (NARTS) Policy Committee on April 7, 2011.

Version II of the NWA Heritage Trail Plan was in the 2030 Northwest Arkansas Regional Transportation Plan, adopted by a unanimous vote of the Northwest Arkansas Transportation Study (NARTS) Policy Committee on April 20, 2006.

Version I of the NWA Heritage Trail Plan was adopted as Amendment Five to the 2025 Regional Transportation Plan for Metropolitan Northwest Arkansas by a unanimous vote of the NARTS Policy Committee on October 28, 2002.

The NARTS Policy Committee consists of the highest elected official of each jurisdiction in the NARTS area or their appointed representative.

Quote from the 2040 Metropolitan Transportation Plan:

“All jurisdictions making major improvements to roads shown in the NWA Regional Bicycle and Pedestrian Master Plan should make every effort to include bicycle and pedestrian facilities.”

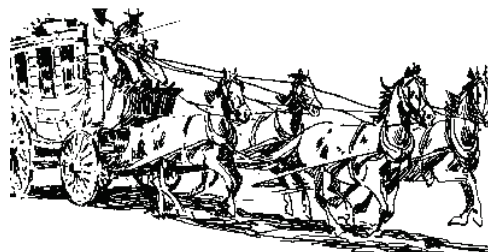
Historic Background and Significance of the Regional Routes

Trail of Tears



The term “Trail of Tears” signifies the various routes used for the forced removal of five civilized Native American Indian tribes from their homelands in the east, to the Indian Territory, today’s eastern Oklahoma. The removal took place from 1837 to 1839. Eleven of the Cherokee removal parties traveled through Northwest Arkansas on the “State Road” that ran from Springfield to Fort Smith through Fayetteville. The road followed the general route of what would later be called the Telegraph Road, entering the state just north of the Pea Ridge Park and tracking southwest toward Fayetteville. These parties turned west, some in the Bentonville area, and some in the Springdale/Fayetteville area toward their final destination of Tahlequah, Oklahoma. One party entered NW Arkansas in the Hindsville area, and travelled through south Fayetteville and Cane Hill. Another party came up from the Fort Smith area and entered Indian Territory near Evansville. Based on the diaries of party leaders some of the specific dates and camp locations of the traveling Cherokees are known.. The Richard Taylor contingent camped at the Elk Horn Tavern site in today’s Pea Ridge Military Park on March 18, 1839. Then according to a party leader’s diary: “Traveled 15 miles to Cross Hollows, ate dinner at Homeslys, and came on 5 miles to Fitzgerald’s”. On March 21, 1839, the diary entry records “Thursday 21, cloudy and cool, passed through Fayetteville...got a mean meal at the Brick Tavern”. Further research is needed to further delineate the full picture of removal routes through NW Arkansas. As these routes are discerned they will be added to the Heritage Trail Plan. The Trail of Tears is also a National Historic Trail and all work regarding new route determinations and signage will be conducted in a cooperative effort with the National Park Service.

Butterfield Overland Mail Route



In 1858 John Butterfield began operating the longest stagecoach run in the history of the world. Butterfield’s mail coaches ran from Tipton, Missouri to San Francisco, right through Northwest Arkansas. The mileage of the route was approximately 2,800 miles. Coaches were to run each way twice a week. Having 25 days to make each run, the coaches traveled day and night to meet this deadline. There were stage stops every 20

miles or so to change teams. The first westbound Butterfield Stage stopped at Callaghan's Station in present day Rogers on September 18, 1858, a Saturday morning. It then ran south through Cross Hollows on the way to Fitzgerald's Station in modern day Springdale (then Shiloh). The stage arrived in Fayetteville at 11:00 a.m. that Saturday morning and left at 10 minutes till noon on the way south toward the rugged Boston Mountains on the way to Van Buren and Fort Smith. Of the route from Fayetteville to Fort Smith it was said by one of the first riders, "I might say the road was steep, rugged, jagged, rough, and mountainous and then wish for more impressive words". This first westbound stage arrived in San Francisco on October 10, 1858, one day ahead of schedule. The Butterfield Stagecoach ran from 1858 till 1861. The National Park Service has conducted a feasibility study regarding awarding a National Historic Trail designation for the Butterfield Overland Mail Route. Hopefully this status will be confirmed by an act of congress in 2016 or 2017.

Civil War Troop Movements

The Battle of Pea Ridge

On February 13, 1862 the Missouri State Guard under General Price retreated from Springfield, Missouri due to an unexpected winter campaign initiated by General Curtis of the Union Army. In the midst of fierce winter storms, 8000 Confederate troops with an almost endless wagon train trudged down the Telegraph Road to join their rebel counterparts in Arkansas. The Union Army gave a relentless pursuit resulting in the first Civil War battle in Arkansas on February 17, 1862 at Little Sugar Creek on the Telegraph Road. The Confederate troops finally made it to Cross Hollows for their first night's rest since leaving Springfield. The Arkansas Confederate commander at Camp Cross Hollows, General McCulloch, advised a further retreat to the Boston Mountains near Strickler in southern Washington County. Here they were joined by General Van Dorn's troops from Van Buren and amassed an army of approximately 16,000 men, the largest concentration of Confederate troops west of the Mississippi. The Union Army of the Southwest, which consisted of approximately 10,500 men, had settled into a defensive position along Little Sugar Creek and McKissick Creek in northern Benton County. Van Dorn ordered his men to move against the Union Army on March 4th, 1862. Van Dorn's army, along with its massive supply train, marched up the Telegraph Road to Fayetteville and then up the Elm Springs Road to Bentonville amidst another fierce winter storm. These two armies collided in one of the largest Civil War battles west of the Mississippi, the Battle of Pea Ridge.

The Battle of Prairie Grove

Following the Battle of Pea Ridge the two armies that fought there moved east, essentially abandoning Arkansas. Two new armies were organized, the Confederate Trans-Mississippi Army under General Thomas C. Hindman and the Union Army of the Frontier under General John M. Schofield. By the fall of 1862 the Confederates were concentrated in the Fort Smith area while the Union Army was split in two with half of it on Flint Creek at what is now Siloam Springs, Arkansas and the other half at Springfield, Missouri.

In November of 1862, Confederate cavalry was foraging around Cane Hill, Arkansas. General Blunt moved his troops down the Military Road/Line Road that connected Fort Scott, Kansas and Fort Smith, Arkansas. At Cincinnati he turned east to Rhea's Mill and then south to Cane Hill where he attacked the rebel cavalry. After the battle, Blunt decided to stay in Cane Hill. On December 1 the entire Confederate army, about 12,000 men began crossing the Arkansas River and December 3 they began moving north on Telegraph Road and then Cove Creek Road, hoping to destroy Blunt's 5,000 Union troops at Cane Hill. When Blunt learned of the Confederate advance he sent a telegraph to General Francis J. Herron, the Union commander in Springfield. In one of the great marches of the Civil War, Herron's troops marched south on Telegraph Road, covering about 130 miles in three and a half days. On December 6, 1862, the two armies clashed at Prairie Grove on the Fayetteville-Cane Hill Road in the last major battle to occur in northwest Arkansas.

Guerrilla Warfare Routes

These routes indicate significant Civil War routes in western Benton and Washington counties. The Guerrilla Warfare Routes were added in October of 2013 after extensive research by the Heritage Trail Partners. For the full time span of the war, the menace of Guerilla activity had as much or more impact on the citizens of NW Arkansas as the two major battles.

The routes associated with these three historic events make up the primary network of the Northwest Arkansas Heritage Trail Plan.

Plan Overview:

Washington and Benton Counties offer a unique opportunity for non-automotive and recreational travel throughout the area. Our region includes national forests, state parks, recreational areas, cultural assets, and significant historic sites.

The NWA Heritage Trail Plan is a part of a regional network of bicycle and pedestrian facilities that connects NW Arkansas citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other.

By implementing a region-wide network of bike and pedestrian facilities, the public has access to healthy and safe alternatives to automotive travel. This system also provides opportunities to experience the historic and natural environments of the area. As a result, the overall quality of life, economy, and health of the region is being enhanced.

Travel by bicycle and walking are becoming increasingly important to American lifestyles. Facilities to encourage these activities must be attractive, user friendly, and safe.

Scope:

This plan is a part of a regional network for proposed bicycle and pedestrian facilities within the two counties of Northwest Arkansas. The entire network can be seen, at a minimum, as a bicycle route with improvements, providing safety for bicyclists. Within the more populated areas, where pedestrian traffic is anticipated, the improvements also accommodate safe pedestrian travel. This regional system is designed to connect the emerging master trail plans of the region's cities. By tying into the regional and local trails plans, the NWA Heritage Trail Plan provides linkage to recreational sites, parks, historic sites, museums, schools, work centers and retail shopping.

The entire regional trail network is an extensive system that includes off road and with road bicycle and pedestrian facilities. The Heritage Trail Plan is primarily a "with road" component of the regional system that utilizes historic roads in the area. It can also be promoted as an auto tour and is in fact a component of a larger statewide Heritage Trail. The research of historic routes is ongoing. As routes are added or altered by the Arkansas Department of Parks and Tourism or the National Park Service, these changes will be reflected on the NWA Heritage Trail Plan.

Goals:

- Develop a regional network of bicycle and pedestrian facilities utilizing historic roads and linking to the full regional trail plan.
- Create travel and recreational opportunities by providing access to the region's attractions.
- Enhance economic development opportunities through the promotion of heritage-based tourism.
- Promote awareness among local residents of the region's abundant resources for recreational, historic, and cultural interests.
- Promote the health benefits associated with outdoor activities.
- Work with local jurisdictions and AHTD to promote discussion of new public funding sources to support the development and continuing maintenance of the regional trail network.

Objectives:

- Improve existing facilities to make them more accessible, usable, and enjoyable
 - Improve maintenance
 - Promote volunteerism
 - Clear, concise and unified signage
- Develop new facilities to provide safe travel for bicycles and pedestrians.
 - Link to existing trails
 - Create loop trails
 - Provide connections between communities, parks, and other key destinations.
 - Establish desired design guidelines for access, safety, and enjoyment
- Ensure that individual trail plans and the NWA Heritage Trail Plan are consistent with each other.
- Promote shared use of resources by using public lands in the best manner possible

- Shared transportation corridors
 - Multiple-use paths
 - Facilities within existing public right-of-way
- Provide bicycle and pedestrian access to scenic vistas, historic sites, and points of interest.
- Provide for viewing stations, rest areas, turnouts, and interpretative signs.
- Build public awareness and support for bicycle and pedestrian facilities.
 - Proper road signs
 - Create descriptive brochures
 - Posting maps and trailhead bulletin boards
 - Publishing individual route guides
 - Planning promotional events
- Pursue federal, state and private grants and resources to assist local jurisdictions in implementing the plan.
 - Grants-in-aid project
 - Federal transportation bill
 - Donations/trail sponsors
 - Adopt-a-trail programs and volunteer workday
- Incorporate bicycle and pedestrian routes into regional tourism marketing and promotion.
 - Chambers of Commerce
 - Trade shows
 - Convention and visitors bureaus
 - Museums and schools
- Promote safety and education programs for bicyclists, pedestrians, and motorists

Bicycle and Pedestrian Facility Cross Sections:

There is not a single cross section that fits all the needs of the NWA Heritage Trail Plan. Currently, parts of the Plan range from unpaved county roads to major arterials in central commercial districts. Also, many of the jurisdictions will be developing their own master trail plan and the Heritage Trail Plan should work in conjunction with the cities' own plans. In considering cross sections, it is good to remember the purpose of the Plan, which is to facilitate bicycle and pedestrian traffic in the safest and most user-friendly way possible. Also, any transportation improvement that utilizes federal money must meet ASHTO guidelines.

On-Road Bicycle Facilities:

- Bicycle lanes on streets with curbs should be at least 5 feet in width
- On rural roads with no curbs, an 8 foot shoulder makes an ideal bike route and also serves the needs of motorists with mechanical problems to pull completely off the road
- On rural roads where an 8 foot shoulder is not possible a 5 foot shoulder should be the minimum considered for bicycle safety

Pedestrian Facilities:

- Sidewalks should be at least 6 foot wide.

Multiuse Facilities: (parallel to the roadway or off road)

- A multiuse facility shared by bicycles and pedestrians should be at least 10 feet wide but 12 foot is preferred. Multi-use side paths can also be utilized instead of bike lanes as indicated in local cities trail plans and the NWA Bicycle and Pedestrian Master Plan.

Special Case Accommodation for Bicycles:

- When a multi-use facility parallels a road, or when ROW problems make a 5 foot bike lane impossible, accommodation should still be made for bicycles in the road way. A minimum consideration for bicycle safety is to have a road width where a motorist can safely pass a bicycle without having to cross into the on-coming traffic lane. This Plan specifically recommends at least a 14 foot outside lane for minimum bicycle safety.

How to Use This Plan:**1. As a Guide for Trail Planning and Development:**

This plan shows the historic connections necessary for connectivity between the individual trail plans of the region's cities.

2. As Justification For Funding Requests:

Administrators of grant-in-aid programs, foundations, philanthropic organizations and other funding sources look favorably on projects that are part of a published and adopted regional plan. Cities and trail advocacy groups should therefore use the plan as they seek support and assistance in their trail development and improvement efforts.

Northwest Arkansas Heritage Trail Plan

Points of Interest Along The Route

Butterfield Stage Coach Stops

Callaghan's Station, Rogers
Fitzgerald's Station, Springdale
Old Courthouse, Fayetteville
Parks Station, south of Hogeeye

Trail of Tears Sites

Elkhorn Tavern
Cross Hollows
Springdale Marker
Fayetteville Marker

Civil War Sites

Pea Ridge National Military Park
Prairie Grove State Park
Pott's Hill
Cross Hollows
Dunigan's Farm
Camp Mudtown
Camp Elm Springs
Camp Osage Prairie
Camp Stephens
McKissick's Springs – Centerton
Eagle Hotel – Bentonville
Confederate Monument – Bentonville
Ben McCulloch Monument – City of Pea Ridge
Headquarters House – Fayetteville
Confederate Cemetery- Fayetteville
National Cemetery - Fayetteville

Downtowns

Bentonville
Rogers
Springdale
Fayetteville
Elm Springs
Cave Springs
Centerton
Pea Ridge Avoca
Goshen
Greenland
West Fork
Farmington
Winslow

Recreational Areas

Lake Wedington
Lake Sequoyah
Prairie Creek
Horseshoe Bend
Hickory Creek
Beaver Lake State Park
Hobbs State Management Area
Devil's Den State Park

Museums

Peel House
Shiloh Museum
Rogers Historical Museum
U of A Museum
Lowell Historical Museum

Trail Systems

Bentonville Downtown
Lake Bella Vista
Lake Fayetteville
Fayetteville Historic Walk

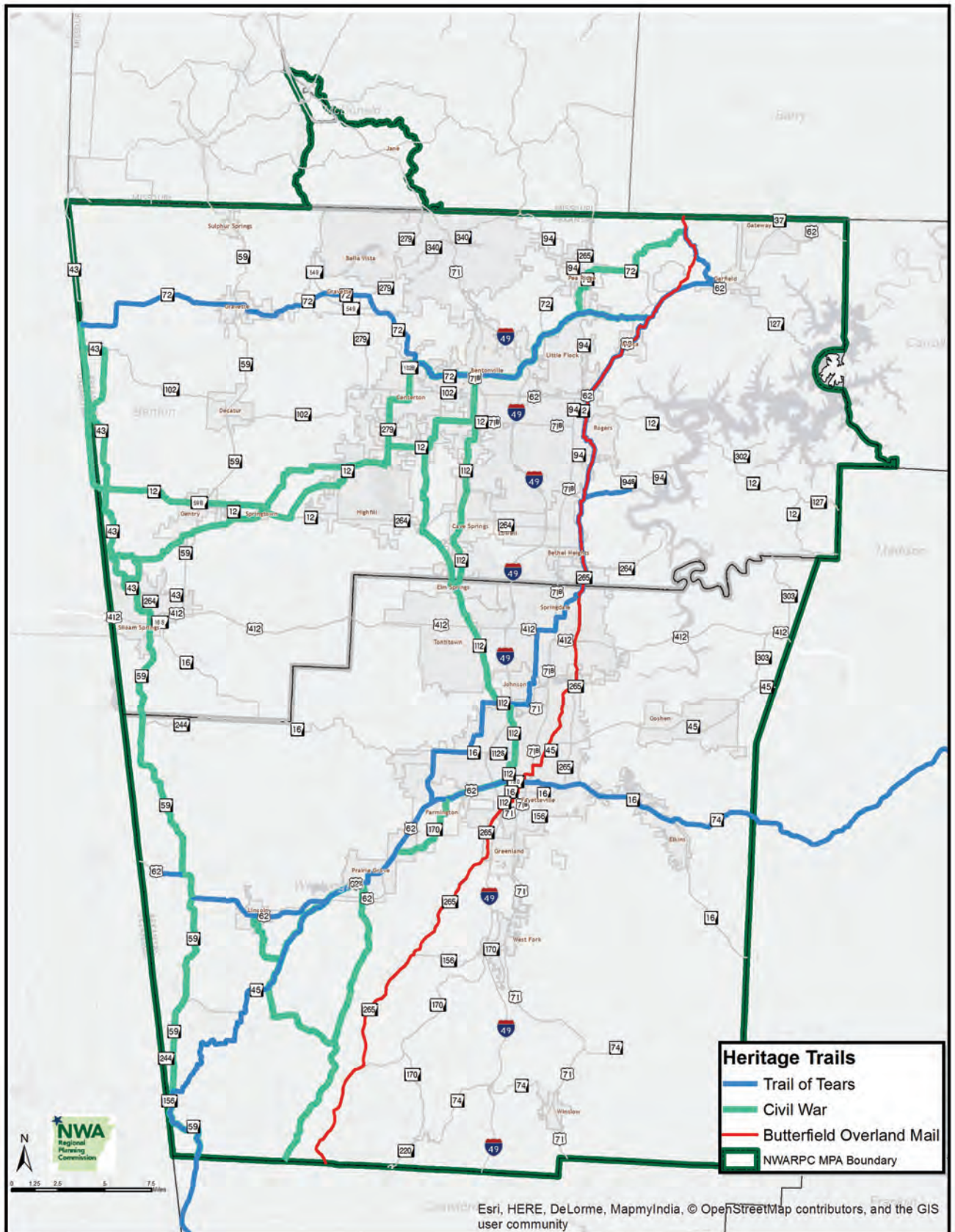
Area Attractions

War Eagle Mill
Jones Center for Families
Rodeo of the Ozarks

Colleges

U of A
NWA Community College
NWA Technical Institute

HERITAGE TRAIL MAP



APPENDIX G

PART 1: SYSTEM PERFORMANCE REPORT

PART 2: PERFORMANCE MEASURES AND TARGET SETTING FOR 2019

PART 3: TRANSIT ASSET MANAGEMENT PLANS

PART 4: FY2018 BUSES AND BUS FACILITIES INFRASTRUCTURE

PROGRAM (49 U.S.C. 5339) FUNDING FOR OZARK REGIONAL TRANSIT

PART 1: SYSTEM PERFORMANCE REPORT

To amend the NWA 2040 MTP to include the NARTS System Performance Report 2018:

The NARTS System Performance Report, as part of the federal performance requirements, presents the condition and performance of the transportation system with respect to performance measures, and records performance targets and progress achieved in meeting the targets.

The NARTS System Performance Report is the initial documentation for the NARTS MPO. By working with ARDOT, MODOT and other planning partners to acquire sufficient data to assess initial performance, subsequent reports will contain comparisons to evaluate progress made in achieving target.



NARTS - SYSTEM PERFORMANCE REPORT DECEMBER 2018

SYSTEM PERFORMANCE REPORT OVERVIEW

MAP-21, and as continued by the FAST Act, was the first transportation reauthorization bill requiring target setting coordination between State DOTs, MPOs, and transit agencies on national performance measures. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. Additionally, the metropolitan transportation plan, per 23 CFR 450.324 subpart (f)(3) and (f)(4), is required to include a description of the performance measures and performance targets used in assessing the performance of the transportation system and a system performance report with subsequent updates evaluating the condition and performance of the transportation system. Background information on all of the performance measures required in the FAST Act can be found in the NWA 2040 MTP Chapter 8. Facility Design, Management and Operations, and System Performance, while a complete explanation of performance measures and targets and system performance can be found in APPENDIX G PART 2 PERFORMANCE MEASURES AND TARGETS.

PERFORMANCE TARGETS

On September 26, 2018 the RPC/Policy Committee adopted Resolution #2018-13 to support the ARDOT and MoDOT established performance targets for safety, pavement condition, bridge condition and travel time reliability.

The graphic below illustrates the adopted performance measure targets for calendar years 2018 and 2019.

SAFETY	MoDOT CY 2018	MoDOT CY 2019	ARDOT CY 2018	ARDOT CY 2019
Number of Fatalities	857.7	872.3	555	543
Fatality Rate per 100 Million VMT	1.163	1.16	1.662	1.615
Number of Serious Injuries	4,559.3	4,433.8	3,470.0	3,637.0
Serious Injury Rate per 100 Million VMT	6.191	6.168	10.419	10.824
Number of Non-Motorized Fatalities and Serious Injuries	431.9	445.4	149	170
PAVEMENTS	MoDOT 2-year	MoDOT 4-year	ARDOT 2-year	ARDOT 4-year
Percentage of Interstate Pavements in Good Condition		77.5%		79.0%
Percentage of Interstate Pavements in Poor Condition		0.0%		5.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	48.0%	44.0%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	10.0%	12.0%
BRIDGE	MoDOT 2-year	MoDOT 4-year	ARDOT 2-year	ARDOT 4-year
Percent of NHS bridges by deck area classified as Good condition	30.9%	30.9%	50.0%	50.0%
Percent of NHS bridges by deck area classified as Poor condition	7.1%	7.1%	4.0%	6.0%
TRAVEL TIME RELIABILITY	MoDOT 2-year	MoDOT 4-year	ARDOT 2-year	ARDOT 4-year
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	88.9%	87.1%	91.0%	89.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS		87.8%		90.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.28	1.30	1.45	1.52

SAFETY TARGETS

ARKANSAS

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed that integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This Vision and strategy are consistent with the TZD National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor’s Highway Safety Association (GHSA).

The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements. Performance goals can be found in the SHSP for the following federally mandated performance measures:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

Relevant primary emphasis areas under Infrastructure and Operational Improvements include roadway departure, intersections, work zones, railroad crossings as well as incident management and data collection and analysis. Safety projects included in the STIP were identified to address the critical and primary emphasis areas in support of the SHSP performance goals. They were identified through a data-driven process, and are in conformance with the HSIP requirements. The data-driven process includes:

- Evaluation of the safety performance of an area
- Identification of appropriate countermeasures that would address one or more SHSP primary emphasis areas
- Determination of benefits vs. cost

These projects are intended to have a positive effect on the State’s highway safety performance and moving toward achieving the performance goals identified in the SHSP. The evaluation of safety effectiveness for these projects is conducted annually through the annual HSIP report.

MISSOURI

Safety is MoDOT's primary goal for Missouri's citizens and MoDOT workers so everyone goes home safe every day. MoDOT's 2016-2019 Strategic Highway Safety Plan (SHSP) titled *Missouri's Blueprint – A Partnership Toward Zero Deaths* serves as the strategic plan for agencies and organizations working to improve roadway safety and reduce fatalities and serious injuries on Missouri's transportation system. The Blueprint identifies emphasis areas and corresponding strategies safety partners have agreed have the most potential to save lives and reduce injuries. The Blueprint takes a holistic approach to improving safety by considering countermeasures from the four "E's": education, enforcement, engineering and emergency services. The Missouri Coalition for Roadway Safety (MCRS) leads the implementation of these efforts alongside a number of safety partners including MPOs, RPCs, community leaders, health care providers, legislators, educators, law enforcement, emergency responders, engineers and concerned citizens. The ultimate goal for Missouri is to have zero traffic fatalities. An interim goal of 700 or fewer fatalities by 2020 has been identified to help evaluate the efforts and strategies implemented. Using the same collaborative approach in developing the new Blueprint goals, MODOT coordinated with planning partners on these safety targets.

PAVEMENT AND BRIDGE TARGETS

PAVEMENT PERFORMANCE TARGETS:

In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing pavement performance on the National Highway System (NHS). The following is a list of the required performance measures for pavements.

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

ARKANSAS

The Current Condition and 2- and 4-Year Pavement Performance Targets for the non-Interstate NHS pavements were developed in accordance with the methodology presented in Appendix C of FHWA Computation Procedure for the Pavement Condition Measures (FHWA-HIF-18-022) for use during the "transition" period. This methodology was also used to establish the Current Condition for Interstate pavements in Arkansas. Based on the Discussion of Section 490.105(e)(7) Phase-in Requirements for Interstate Pavement Measures the 4-Year Pavement Performance Target for Arkansas' Interstate pavements were estimated. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, Interstate projects that are anticipated to be completed by 2021, estimated deterioration rates for Interstate pavements, and the anticipated level of available funding.

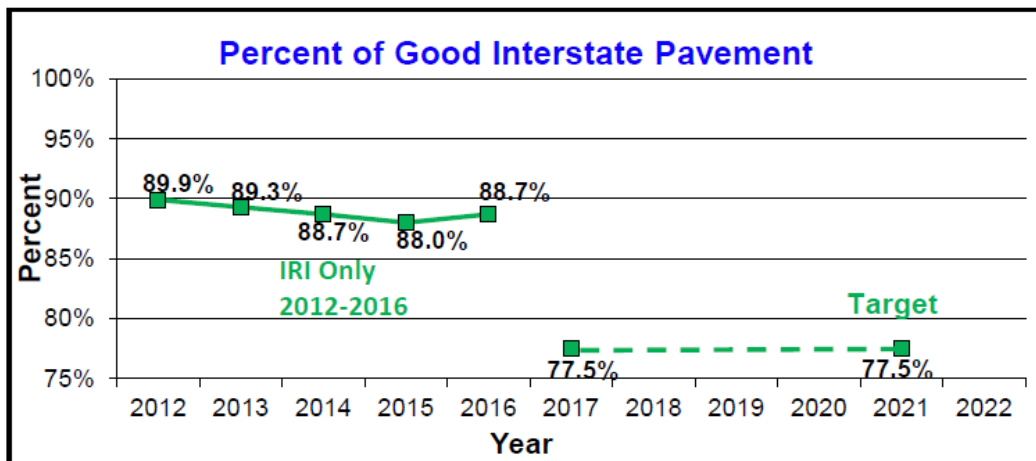
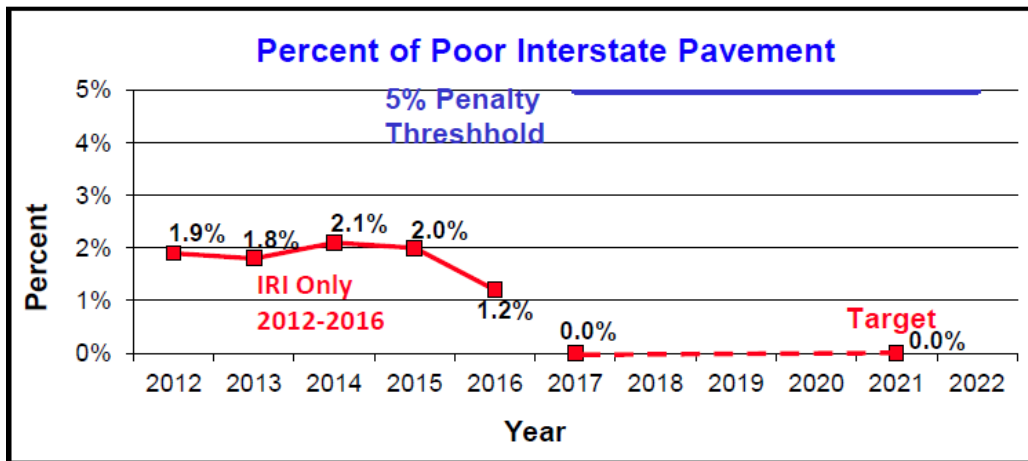
The proposed targets are not intended to be "aspirational", but rather reflect a "realistic" approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are less than optimal. The targets represent what is attainable if

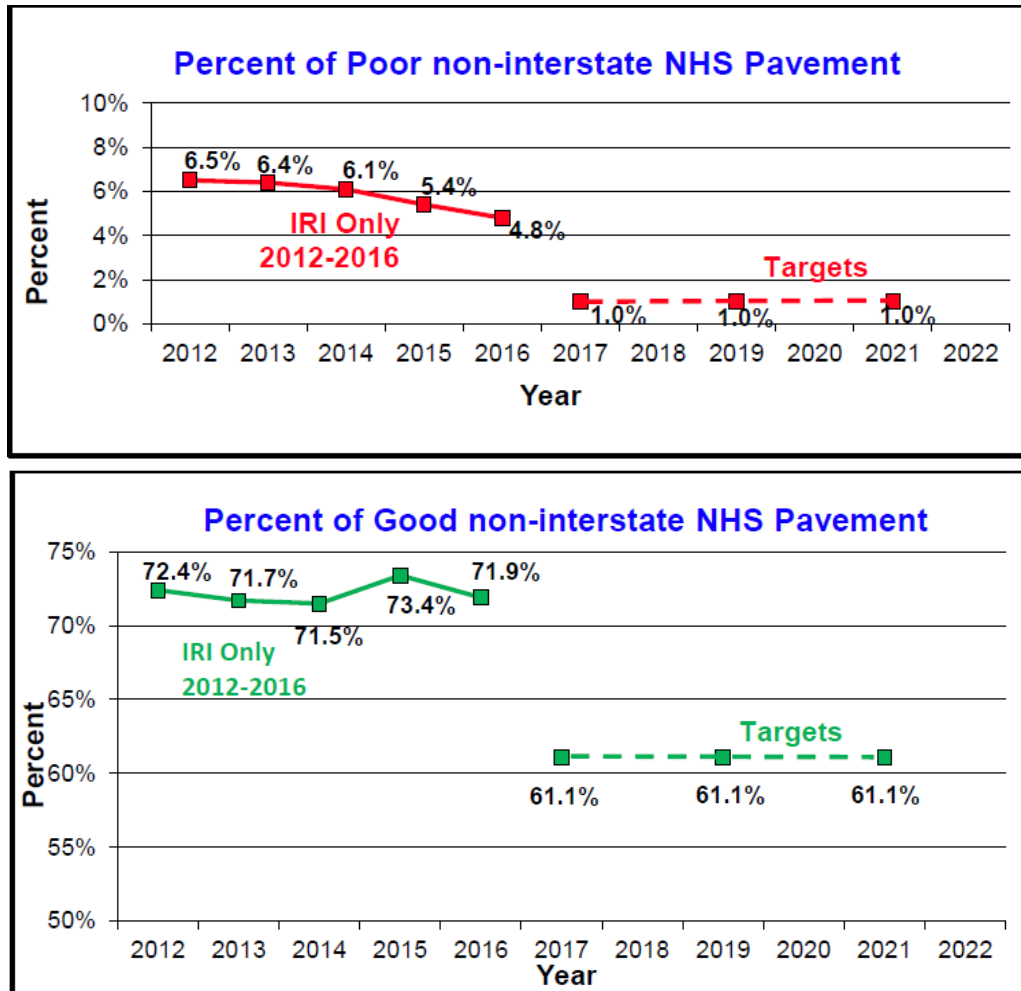
the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of Interstate pavements in Good condition	N/A	79%
Percent of Interstate pavements in Poor condition	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	10%	12%

MISSOURI

The following graphics illustrate MoDOTs targets by type of pavement:





BRIDGE PERFORMANCE TARGETS:

In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing bridge performance on the National Highway System (NHS). The following is a list of the required performance measures for bridges.

- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

ARKANSAS

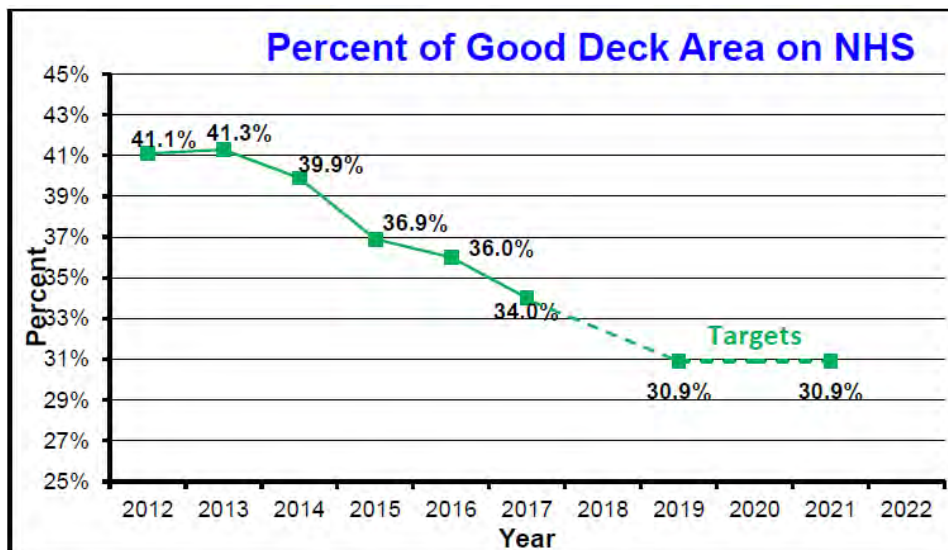
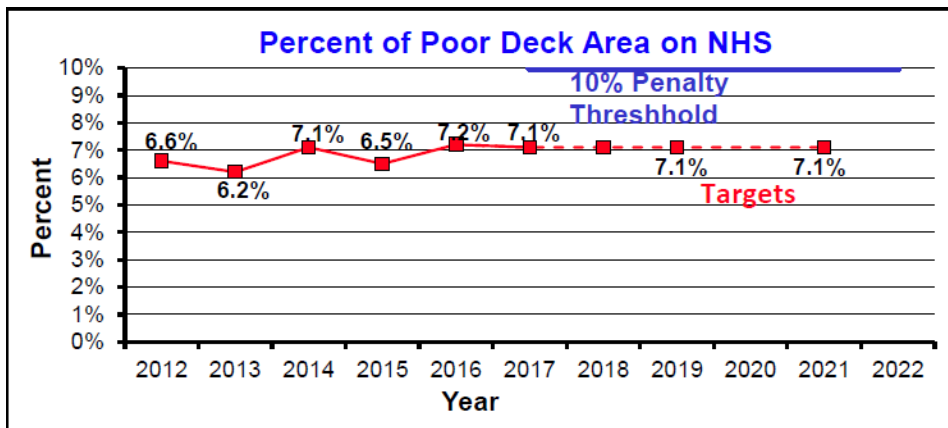
The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing bridge infrastructure in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of NHS bridges by deck area classified as Good condition	50%	50%
Percent of NHS bridges by deck area classified as Poor condition	4%	6%

It should be noted that the shift toward bridge preservation in the last couple of years should enable the Department to stay below 10 percent of NHS bridges classified as poor for the state-wide bridge inventory at the anticipated \$90 million funding level according to the model. Future model calibrations will allow better performance forecasting, which would enable ARDOT to adjust funding and/or strategies to stay below the penalty threshold for NHS bridges.

MISSOURI

The following graphics illustrate MoDOT's bridge performance targets:



TRAVEL TIME RELIABILITY AND FREIGHT RELIABILITY TARGETS

TRAVEL TIME RELIABILITY

In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing system performance on the Interstate and non-Interstate National Highway System (NHS). The following is a list of the required performance measures for travel time reliability.

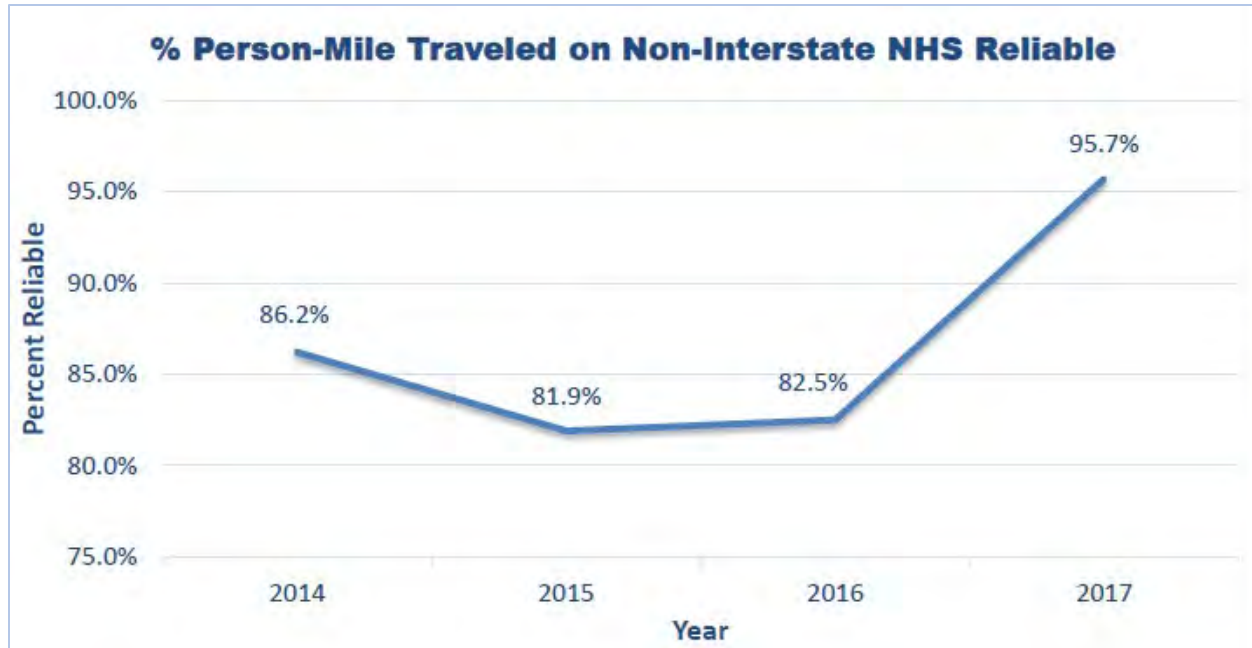
- Percent of Person-Miles Traveled on the Interstate that are Reliable
- Percent of Person-Miles Traveled on the non-interstate NHS that are Reliable

ARKANSAS

In order to develop the performance targets, the current and past travel time reliability conditions were reviewed for Interstates and non-Interstate NHS. Travel times on Arkansas' Interstates and non-Interstate NHS are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between sources, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstate and non-Interstate NHS systems. These project limits were identified and all TMCs within the project limits were considered unreliable to account for the workzones. For large construction projects, additional TMCs located near the project or on logical diversion routes were also considered unreliable. To account for the growth of traffic, TMCs located in urban areas that are currently reliable but have a LOTTR of 1.4 or greater (and no improvements planned) were considered unreliable as well.





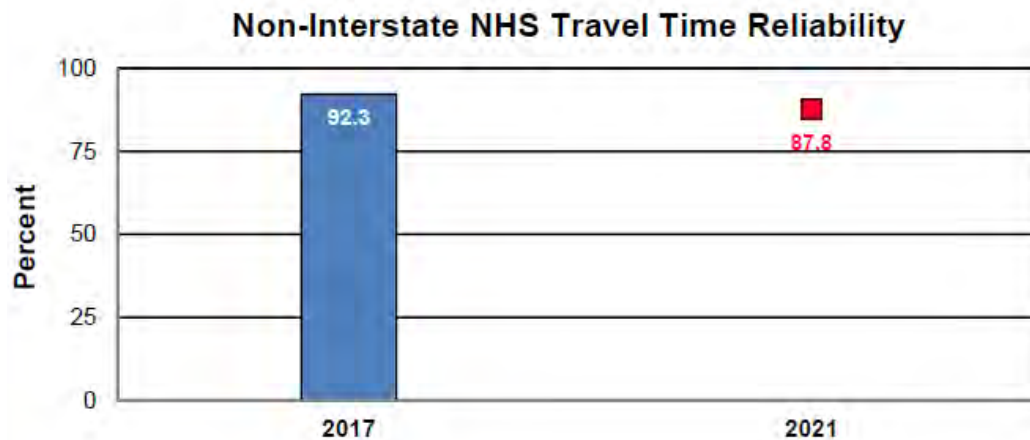
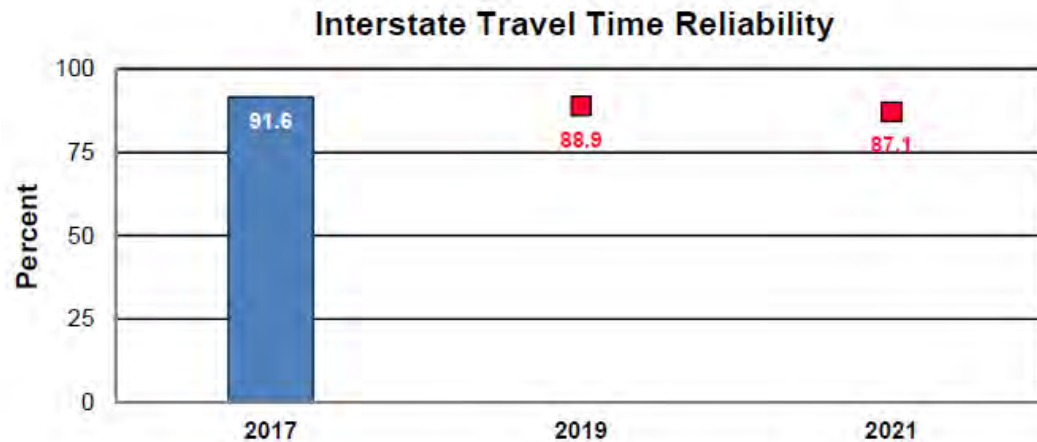
The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect travel such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated traffic growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	90%

MISSOURI

The following graphics illustrate MoDOT’s travel time reliability targets on both interstate and non-interstate systems.



FREIGHT TRAVEL TIME RELIABILITY

In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

- Truck Travel Time Reliability on the Interstate

ARKANSAS

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstates. All TMCs within the anticipated project limits were assigned an assumed TTTR of 5 to account for a potential decrease in reliability for those segments during construction. TTTR of 5 represents the travel time on the worst day of the week is five times greater than the travel time on an average day. Based on a freight trend analysis (Arkansas State Freight Plan, 2017), it is anticipated that the freight growth by truck will increase by 44 percent by 2040. To account for the anticipated growth, the maximum TTTR for each TMC was increased by five percent. It is anticipated with additional data becoming available and analytics continuously to improve, estimates would become more refined in the future.

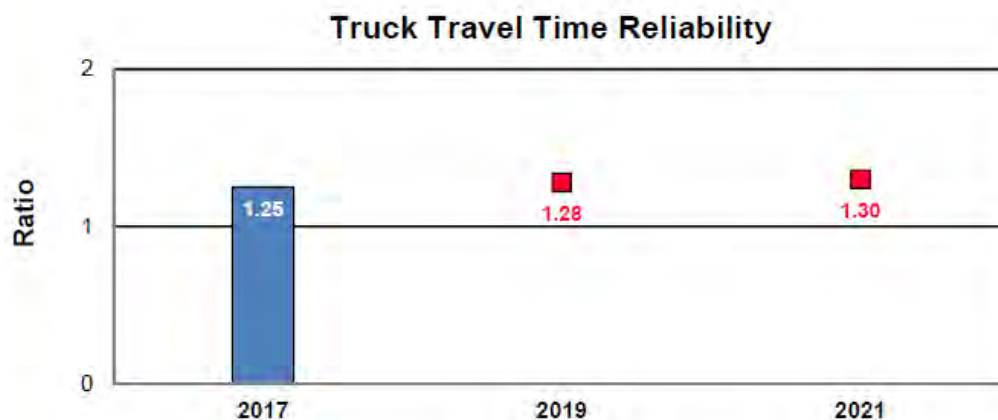


The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect freight movement such as the economy, trade policies, population growth, and land development patterns. The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Truck Travel Time Reliability on the Interstate System	1.45	1.52

MISSOURI

The following graphic illustrates MoDOT’s truck travel time reliability targets on both interstate and non-interstate systems.



TRANSIT SYSTEM PERFORMANCE REPORT

On July 6, 2012 the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal transportation bill was signed into law. The law provided for over \$105 billion in surface transportation programs for FY2013 and FY2014. With the approval of MAP-21 came many changes for transit systems across the nation and introduced Transit Asset Management (TAM). TAM is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a *State of Good Repair* (SGR). On September 30, 2015, FTA published the TAM Notice of Proposed Rulemaking which ultimately led to agencies being required to submit Transit Asset Management (TAM) Plans by October 1, 2018.

On April 4, 2018, the NWARPC passed a resolution to sponsor the TAM plan for the region, which includes both Ozark Regional Transit and Razorback Transit. While each agency within the MPO will have their own individual plan due to the difference in services provided and replacement needs, the NWARPC has adopted performance measures that both agencies will seek to meet or exceed.

On September 26, 2018 the RPC/Policy Committee approved Resolution #2018-12 to adopt the MPO sponsored Transit Asset Management Plans and establish one region-wide State of Good Repair performance target for the transit providers in Northwest Arkansas. As part of each plan five performance measures and targets were addressed to maintain assets in a State of Good Repair.

A Transit Asset Management Plan 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 TAM Plan, 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 an 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).

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.
- Equipment: Equipment evaluated per FTA requirements in both ORT and Razorback TAM Plans, is all non-revenue service vehicles regardless of value, and any owned equipment with a cost of over \$50,000 in acquisition value.
- Facilities: Facilities are any structure used in providing public transportation where ORT and Razorback Transit own and have a direct capital responsibility.

The following table summarizes the assets by category for both ORT and Razorback Transit.

	Asset Category	Total Number	Average Age	Average Mileage	Average Value
Razorback Transit	Revenue Vehicles*	31	7.2	156,742	\$202,400
	<i>BU - Bus</i>	25	7.1	175,726	\$244,035
	<i>CU - Cutaway Bus</i>	6	7.6	77,641	\$28,920
	Equipment*	2	6	58,483	\$21,791
	<i>Non-Revenue/Service Automobile</i>	1	7.3	66,096	\$16,738
	<i>Trucks and other Rubber Tire Vehicles</i>	1	4.7	50,869	\$26,844
	Facilities	3	24.3	N/A	\$1,281,260
	<i>Administration**</i>	1	27	N/A	\$130,756
	<i>Maintenance**</i>	1	27	N/A	\$523,024
	<i>Passenger Facilities</i>	1	19	N/A	\$3,190,000
Ozark Regional Transit	Revenue Vehicles*	46	7.3	184,537	\$52,817
	<i>BU – Bus</i>	14	13.0	352,680	\$105,475
	<i>CU - Cutaway Bus</i>	23	4.5	99,440	\$34,679
	<i>MV - Mini-van</i>	9	5.6	140,454	\$17,257
	Equipment*	10	14.9	149,691	\$9,397
	<i>Non-Revenue/Service Automobile</i>	6	14.4	179,776	\$3,076
	<i>Trucks and other Rubber Tire Vehicles</i>	4	15.5	104,563	\$18,878
	Facilities**	4	25.5	N/A	\$305,476
	<i>Administration</i>	1	33.0	N/A	\$318,828
	<i>Maintenance</i>	3	23.0	N/A	\$298,358

The following are NWARPC supported Transit Asset Management Plan Targets, as adopted by RPC/Policy Committee on September 26, 2018.

MPO SPONSORED TRANSIT ASSET MANAGEMENT PLAN		Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
		Revenue Vehicles					
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB		BU - Bus	25%	25%	20%	20%	20%
		CU - Cutaway Bus	25%	25%	20%	20%	20%
		MV - Mini-van	25%	25%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB		BU - Bus	25%	25%	20%	20%	20%
		CU - Cutaway Bus	25%	25%	20%	20%	20%
		MV - Mini-van	25%	25%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale		BU - Bus	25%	25%	20%	20%	20%
		CU - Cutaway Bus	25%	25%	20%	20%	20%
		MV - Mini-van	25%	25%	20%	20%	20%
MPO SPONSORED TRANSIT ASSET MANAGEMENT PLAN		Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
		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	50%	50%	50%	50%	50%
MPO SPONSORED TRANSIT ASSET MANAGEMENT PLAN		Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
		Equipment					
Condition Score - % of Facilities that score below 2.0 on the TERM Scale		Administration	25%	25%	25%	25%	25%
		Maintenance	25%	25%	25%	25%	25%
		U of A	25%	25%	25%	25%	25%
		Passenger Facilities					

NWARPC supported Transit Asset Management Plan Targets FY2019 -FY2023

CONCLUSION

The NARTS System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This Report is the initial documentation of performance measures and performance targets, and as such does not provide comparisons with other reports. By working with NARTS' planning partners, ARDOT and MoDOT, to acquire sufficient data to assess initial performance, subsequent reports will contain comparisons to evaluate progress made in achieving the performance targets.

Ultimately, as part of the federal performance requirements, NARTS will begin to monitor the performance measures and targets, with the goal of establishing and strengthening reporting structures and processes for effective system performance reporting while engaging the public and planning partners on key performance issues.

PART 2: PERFORMANCE MEASURES AND TARGET SETTING FOR 2019

To amend the NWA 2040 MTP to include performance measures and targets:

Map-21 and the FAST Act require that States, MPOs, and operators of public transportation establish targets in key national performance areas to document expectations for future performance and to coordinate targets to ensure consistency. Additionally, MPOs must reflect those targets in the metropolitan transportation plan.

This Part 2 amends into the NWA 2040 MTP the performance measures and targets as shown in the NARTS FFY 2019-2022 TIP; specifically

- ARDOT and MODOT Safety measures and targets
- ARDOT and MODOT Pavement Condition measures and targets
- ARDOT and MODOT Bridge Condition measures and targets
- ARDOT and MODOT Travel Time Reliability and Freight Reliability.

6/7/2018

Concur: John D. Bennett
Date: 6-12-2018

TARGET SETTING FOR 2019

SAFETY

PERFORMANCE MEASURES



In accordance with 23 CFR 490.207, the national performance measures for State Departments of Transportation (DOTs) to use in managing the Highway Safety Improvement Program (HSIP) for all public road are shown below.

Performance Measures
Number of Fatalities
Rate of Fatalities (per 100 million vehicle miles traveled)
Number of Serious Injuries
Rate of Serious Injuries (per 100 million vehicle miles traveled)
Number of Non-Motorized Fatalities and Serious Injuries

DATA SOURCES

Fatality Data: Fatality Analysis Reporting System (FARS).

Serious Injury Data: State motor vehicle crash database. Definition for "Suspected Serious Injury (A)" from the *Model Minimum Uniform Crash Criteria* (MMUCC) 4th edition must be used by April 15, 2019.

Number of Non-motorized Fatalities and Non-motorized Serious Injuries: FARS and State motor vehicle crash database. Fatalities with attribution codes for pedestrian, bicyclist, other cyclist, and person on personal conveyance are included. Serious injuries are associated with pedestrians or pedalcyclists as defined in *American National Standard Manual on Classification of Motor Vehicle Traffic Accidents* (ANSI D16.1-2007).

Volume Data: State Vehicle Miles Traveled (VMT) data is derived from the Highway Performance Monitoring System (HPMS).

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all public roads.
- Must establish statewide annual targets by June 30th of each year and report targets by August 31st of each year in the HSIP Report.
- State DOTs shall coordinate with the State Highway Safety Office to set identical targets on three common performance measures (Number of Fatalities, Rate of Fatalities, and Number of Serious Injuries).
- State DOTs shall coordinate with MPOs when establishing targets, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT annual target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

METHODOLOGY

Through extensive coordination with the Arkansas Highway Safety Office, FHWA, NHTSA, all MPOs, and other stakeholders, a methodology to determine the targets was developed. This methodology is similar to the previous year's methodology.

The first step in the methodology was to calculate the moving average for the last five years. A moving average "smooths" the variation from year to year, which accounts for variation of the data. The actual data numbers shown in Attachment A. Next, an average of each value was calculated.

Performance – Moving Averages						
	2008- 2012	2009- 2013	2010- 2014	2011- 2015	2012- 2016	Average
Number of Fatalities	576	555	530	526	525*	542
Rate of Fatalities	1.731	1.667	1.583	1.557	1.528	1.613
Number of Serious Injuries	3,392	3,311	3,203	3,115	3,073	3,219
Rate of Serious Injuries	10.200	9.938	9.564	9.231	8.961	9.579
Number of Non-Motorized Fatalities and Serious Injuries	144	141	145	140	141*	142
Note: *The preliminary fatality number in FARS shows 545 for 2016, which is used for the 2012-2016 moving average calculation. The FARS data typically get adjusted prior to being finalized. As a result, the National Safety Council (NSC) data for 2016 is reviewed to determine the level of adjustment to account for potential corrections made to the FARS data later in the year. The NSC fatality number shows 560 for 2016.						

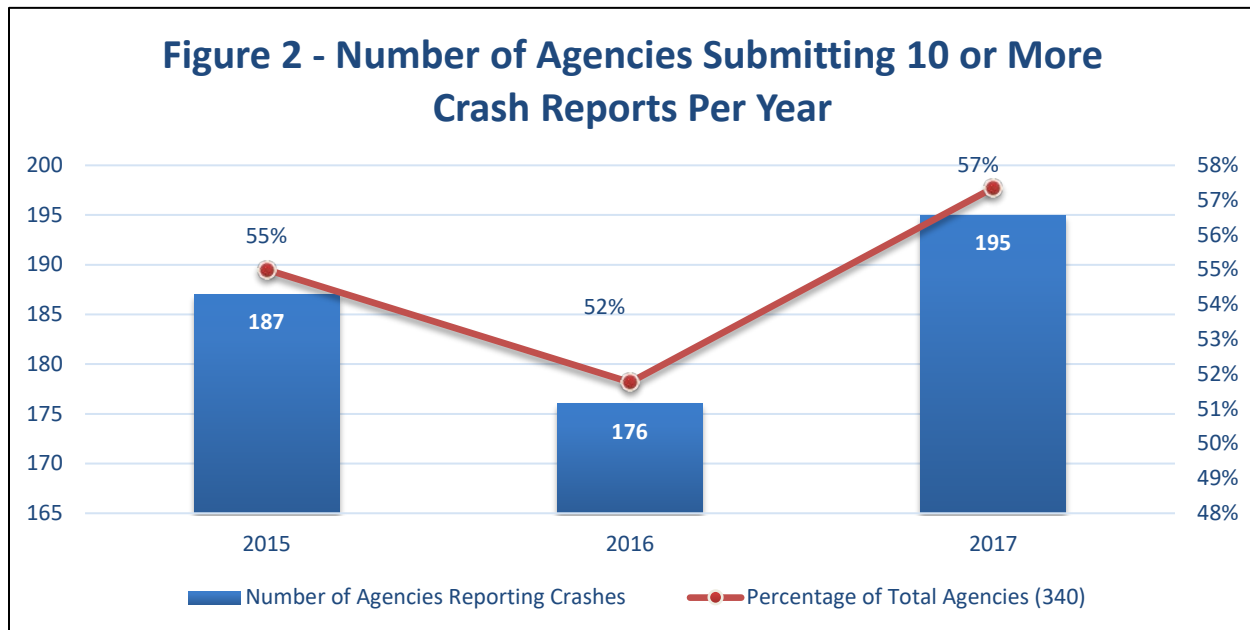
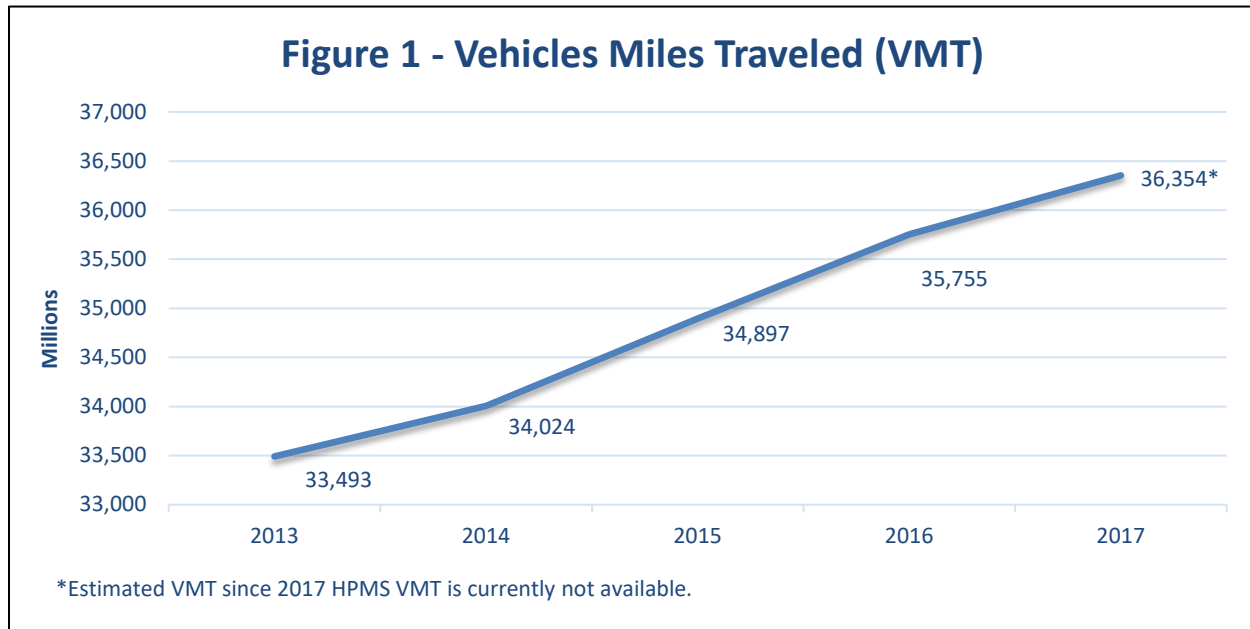
Once the average of the moving averages was calculated for each performance measure, external factors were considered to determine if and how they would impact safety performance. These **external factors** include the following:

- The recent state legalization of medical marijuana.
- The possible increase in speed limit on freeways/expressways.
- Update to the definition of Suspected Serious Injury in 2017.
- Continued increase in vehicle miles traveled (see Figure 1).

In addition to the above external factors, crash reporting is another major consideration. As shown in Figure 2, the number of crashes being captured in the database has been increasing, which impacts serious

injury crash data. Fatal crash data is not as greatly impacted because FARS reporting system. These **crash reporting factors** include the following:

- The phased rollout of the eCrash system statewide.
- Increased emphasis by the Arkansas State Police to ensure crash reporting compliance.



Note: According to the Arkansas State Police, there should be a total of 340 law enforcement agencies reporting crashes.

In addition to these identified factors, statistical analysis of the data was conducted. Although using a five-year moving average accounts for data variation, there is a need to consider additional **statistical factors** that account for variability of data. As shown in Attachment B, the variation of the non-motorized fatalities and serious injuries data is greater than the other four performance measures.

TARGETS

Based on the methodology described above, targets for each of the five performance measures along with the factors considered are shown below.

2019 Performance Targets						
	Avg.	Application of Factors			Adjust.	Target
		External	Crash Reporting	Statistical		
Number of Fatalities	542	YES	NO	NO	+0.13%	543
Rate of Fatalities	1.613	YES	NO	NO	+0.13%	1.615
Number of Serious Injuries	3,219	YES	YES	NO	+13%	3,637
Rate of Serious Injuries	9.579	YES	YES	NO	+13%	10.824
Number of Non-Motorized Fatalities and Serious Injuries	142	YES	YES	YES	+20%	170

A comparison of the averages, adjustments, and targets for 2018 and 2019 is shown below. The 2018 numbers are from last year's report.

Performance Targets – Comparison						
	2018 Average	2018 Adjust.	2018 Target	2019 Average	2019 Adjust.	2019 Target
Number of Fatalities	555	--	555	542	+0.13%	543
Rate of Fatalities	1.662	--	1.662	1.613	+0.13%	1.615
Number of Serious Injuries	3,305	+5.0%	3,470	3,219	+13%	3,637
Rate of Serious Injuries	9.923	+5.0%	10.419	9.579	+13%	10.824
Number of Non-Motorized Fatalities and Serious Injuries	142	+5.0%	149	142	+20%	170

FHWA ASSESSMENT

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2018, the assessment will be made by comparing the actual 2014-2018 performance to the 2018 targets and the 2012-2016 baseline performance. At least four of the five targets must be either met (i.e., equal to or less than the target) or is better than the baseline performance to make significant progress. As shown in the following table, it is predicted that the Department will meet all of the targets except the number of non-motorized fatalities and serious injuries, and therefore be considered by FHWA as having "made significant progress."

Estimated Performance Assessment						
	2014-2018 Average	2018 Targets	2012-2016 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	513.2 ¹	555	528 ³	Yes	Yes	YES (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.439 ¹	1.662	1.528 ³	Yes	Yes	
Number of Serious Injuries	2,943.6 ²	3,470	3,073	Yes	Yes	
Rate of Serious Injuries	8.310 ²	10.419	8.961	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	156.2 ²	149	141	No	No	
Notes:						
¹ Value is based on the actual fatality numbers for 2014 and 2015, the preliminary NSC numbers for 2016 and 2017, and an assumed number for 2018. <i>Example: Number of Fatalities = (470+550+560+493+493)/5=513.2</i>						
² Value is based on the actual serious injury numbers for 2014-2016, the preliminary number for 2017, and an assumed number for 2018. <i>Example: Number of Serious Injuries = (3,154+2,888+3,032+2,822+2,822)/5=2,943.6</i>						
³ Value is calculated assuming the final 2016 fatality number will resemble the preliminary NSC number, which is 560.						

6/7/2018

For 2019, FHWA will conduct a similar assessment in December 2020 using the five-year average of 2015-2019 and a baseline of 2013-2017. To get an idea of the performance that needs to be achieved in order to meet the 2019 performance targets, the analysis shown below was conducted. These values are also shown in Attachment C.

- Average annual total number of fatalities for 2018 and 2019: **556** or less
- Average total rate of fatalities for 2018 and 2019: **1.810** or less
- Average annual total number of serious injuries for 2018 and 2019: **4,723** or less
- Average total rate of serious injuries for 2018 and 2019: **14.801** or less
- Average annual total non-motorized fatality/serious injuries for 2018 and 2019: **200** or less

ATTACHMENT A

Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2008	600	1.809	3,471	10.466	163
2009	596	1.798	3,693	11.139	123
2010	571	1.704	3,331	9.942	138
2011	551	1.672	3,239	9.829	149
2012	560	1.671	3,226	9.624	147
2013	498	1.487	3,066 ⁴	9.154 ⁴	149
2014	470	1.381	3,154	9.270	141
2015	550	1.576	2,888 ⁴	8.276 ⁴	112
2016	545 ¹	1.524 ¹	3,032	8.480	154
2017	493 ²	1.356 ^{2,3}	2,822 ⁵	7.763 ^{3,5}	187 ⁵

Notes:

¹Preliminary 2016 FARS number. The NSC fatality number is 560 for 2016.

²Preliminary 2017 FARS number is not available as of 6/4/2018. The preliminary NSC fatality number is 493 for 2017.

³Calculation is based on the estimated VMT since 2017 HPMS VMT is currently not available.

⁴Value is different than the value shown in last year's safety target setting report due to a correction made to the crash database. The 2013 serious injury number was changed from 3,070 to 3,066; the 2015 serious injury number was changed from 3,594 to 2,888 (as of 6/4/2018).

⁵Value is based on the preliminary 2017 crash database as of 6/4/2018.

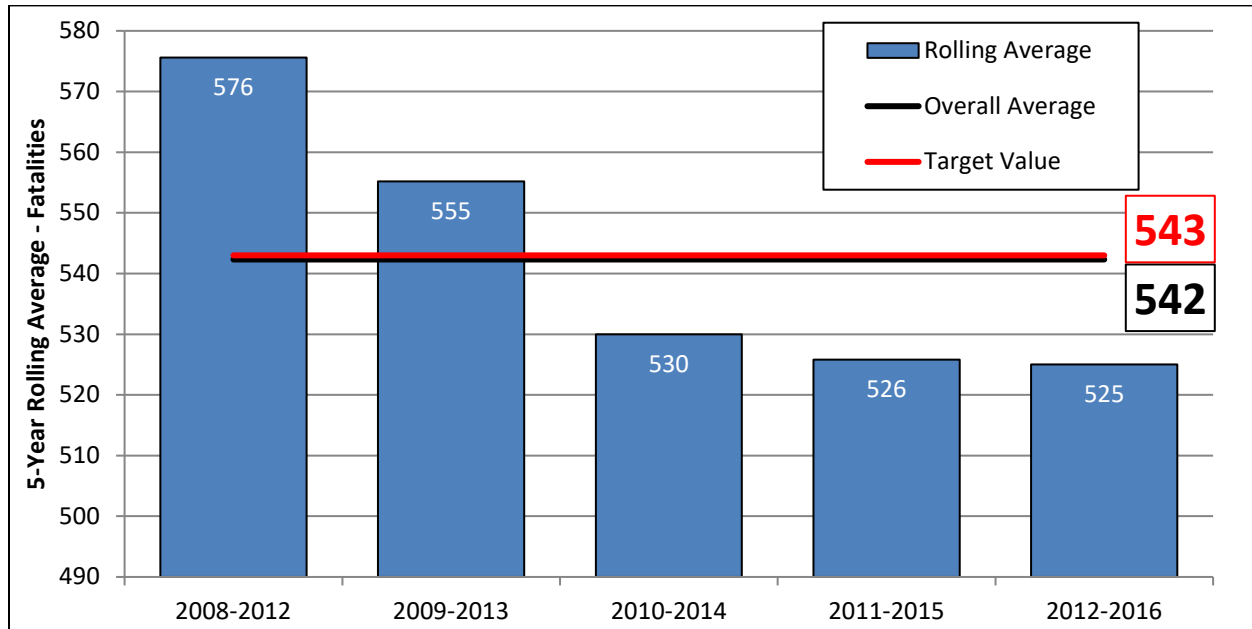
ATTACHMENT B

Data Variability Analysis

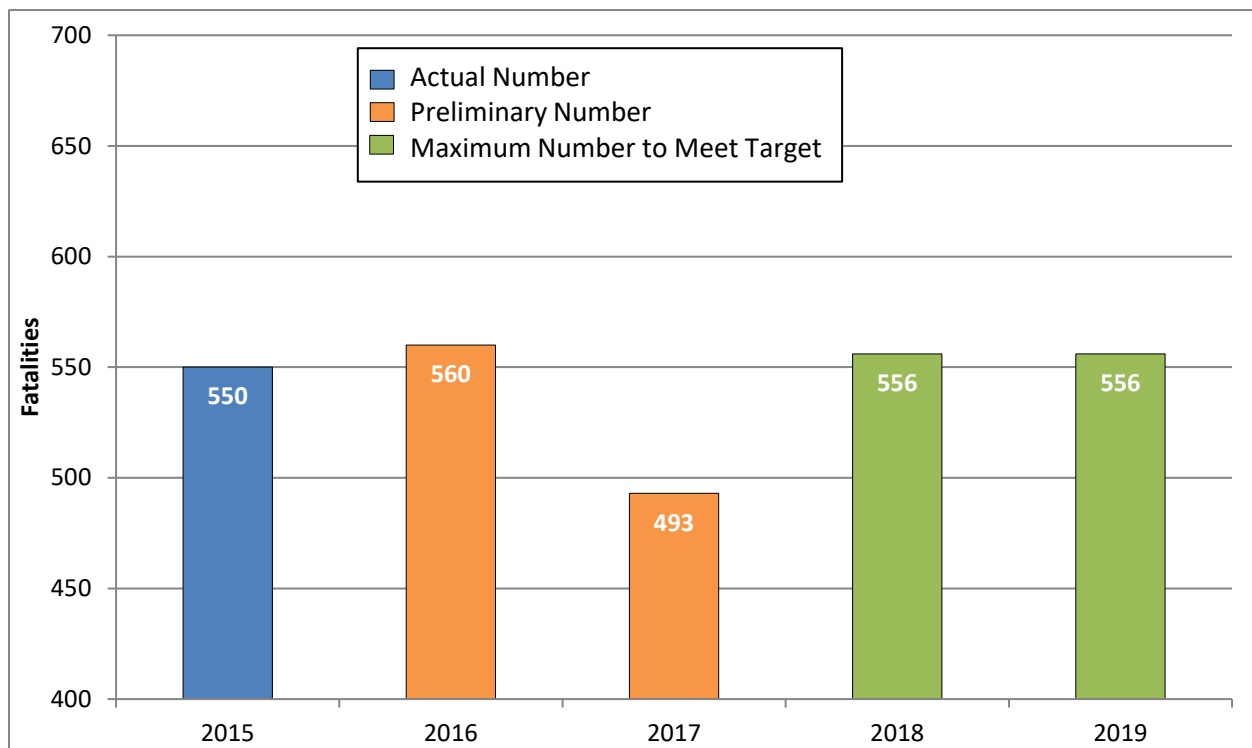
Number of Fatalities			
2012	560	Mean Standard Deviation Coefficient of Variation	525 35 0.07
2013	498		
2014	470		
2015	550		
2016	545		
Rate of Fatalities			
2012	1.671	Mean Standard Deviation Coefficient of Variation	1.528 0.096 0.06
2013	1.487		
2014	1.381		
2015	1.576		
2016	1.524		
Number of Serious Injuries			
2012	3,226	Mean Standard Deviation Coefficient of Variation	3,073 115 0.04
2013	3,066		
2014	3,154		
2015	2,888		
2016	3,032		
Rate of Serious Injuries			
2012	9.624	Mean Standard Deviation Coefficient of Variation	8.961 0.505 0.06
2013	9.154		
2014	9.270		
2015	8.276		
2016	8.480		
Number of Non-Motorized Fatalities and Serious Injuries			
2012	147	Mean Standard Deviation Coefficient of Variation	141 15 0.11
2013	149		
2014	141		
2015	112		
2016	154		

ATTACHMENT C

HSIP 2019 Target – Number of Fatalities



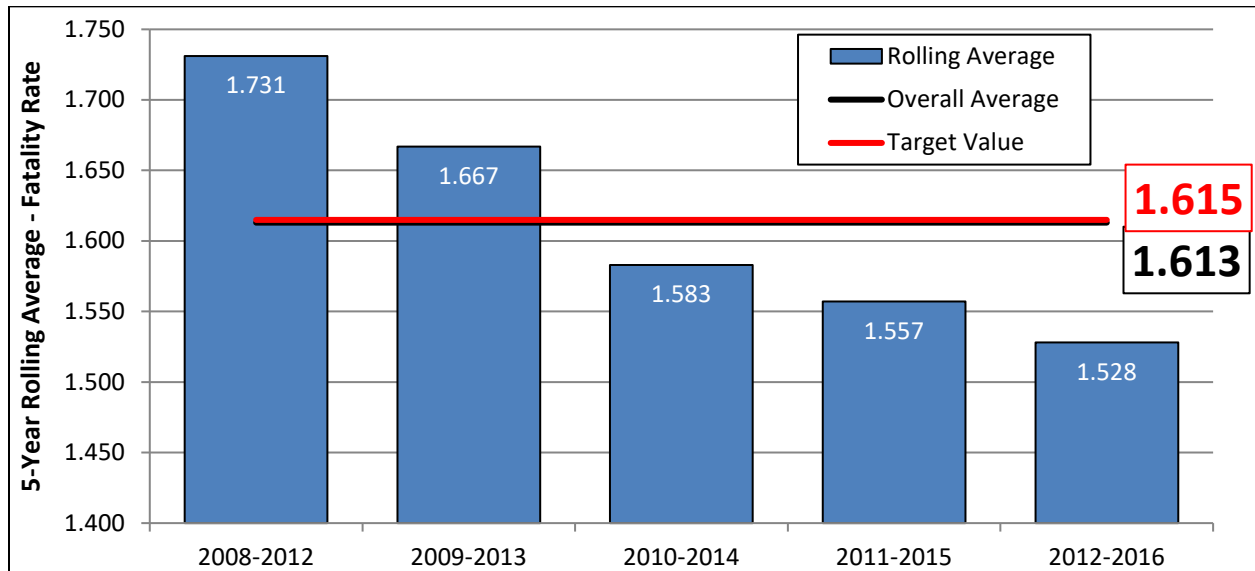
Maximum Numbers to Meet Target – Number of Fatalities



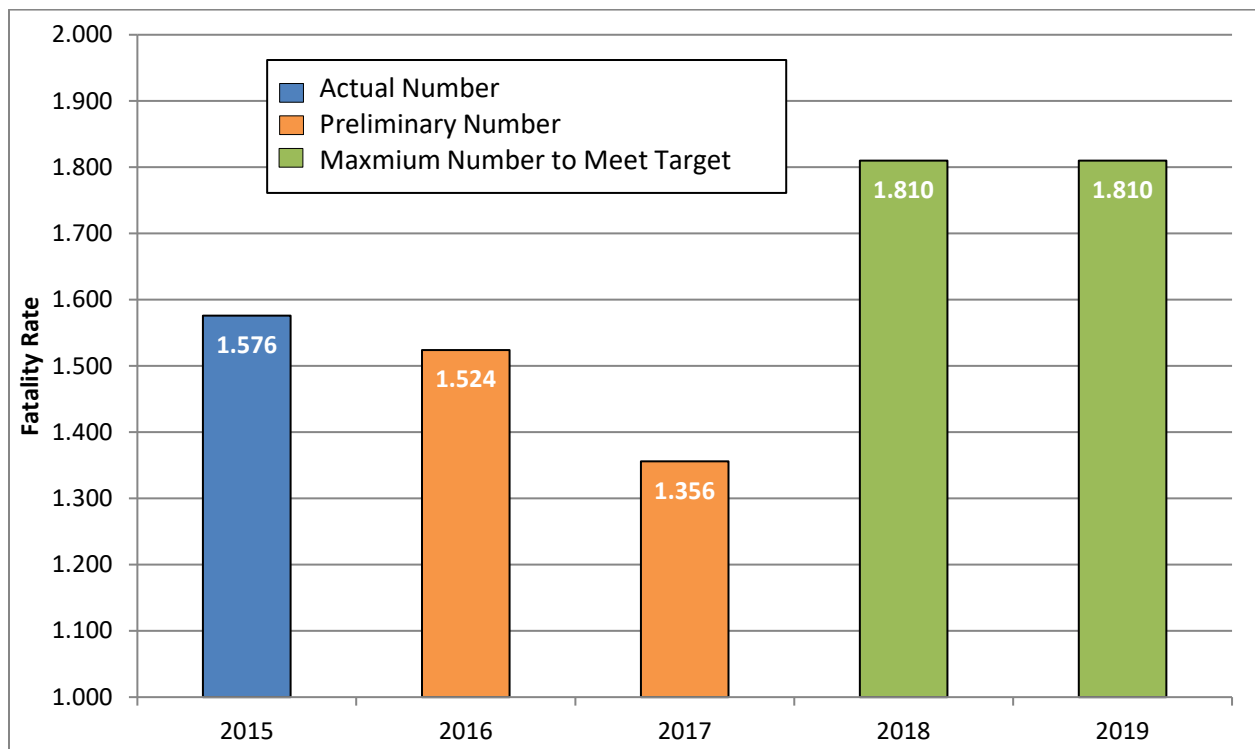
Note:

Maximum numbers are determined based on the actual fatality numbers for 2014 and 2015, and the preliminary NSC numbers for 2016 and 2017.

HSIP 2019 Target – Fatality Rate



Maximum Numbers to Meet Target – Fatality Rate

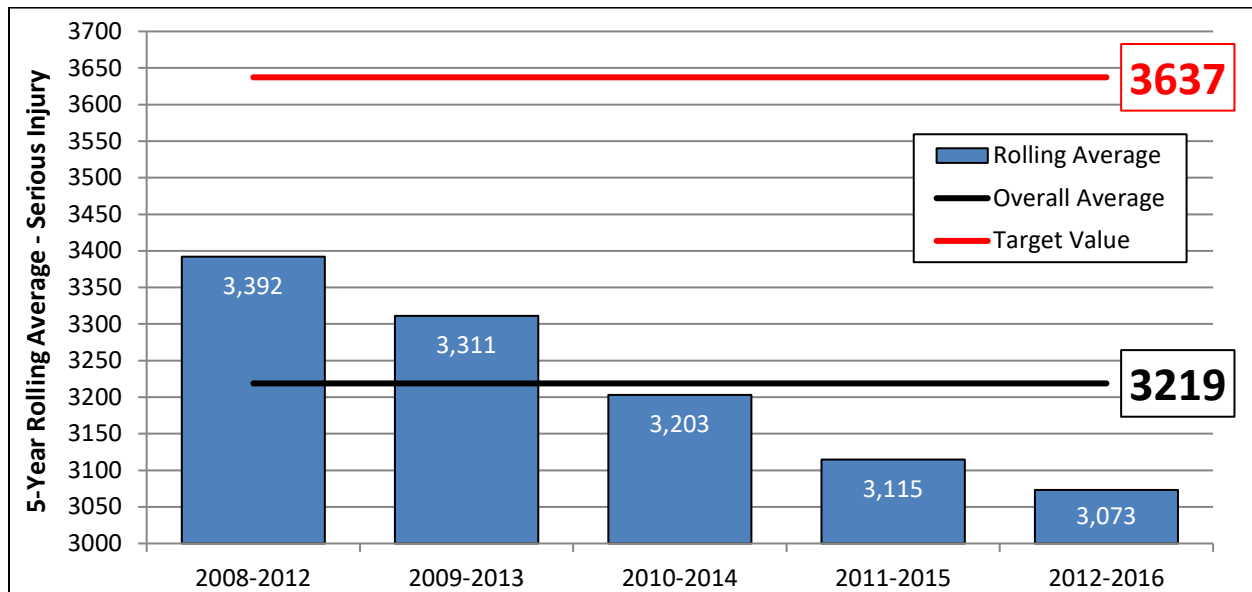


Notes:

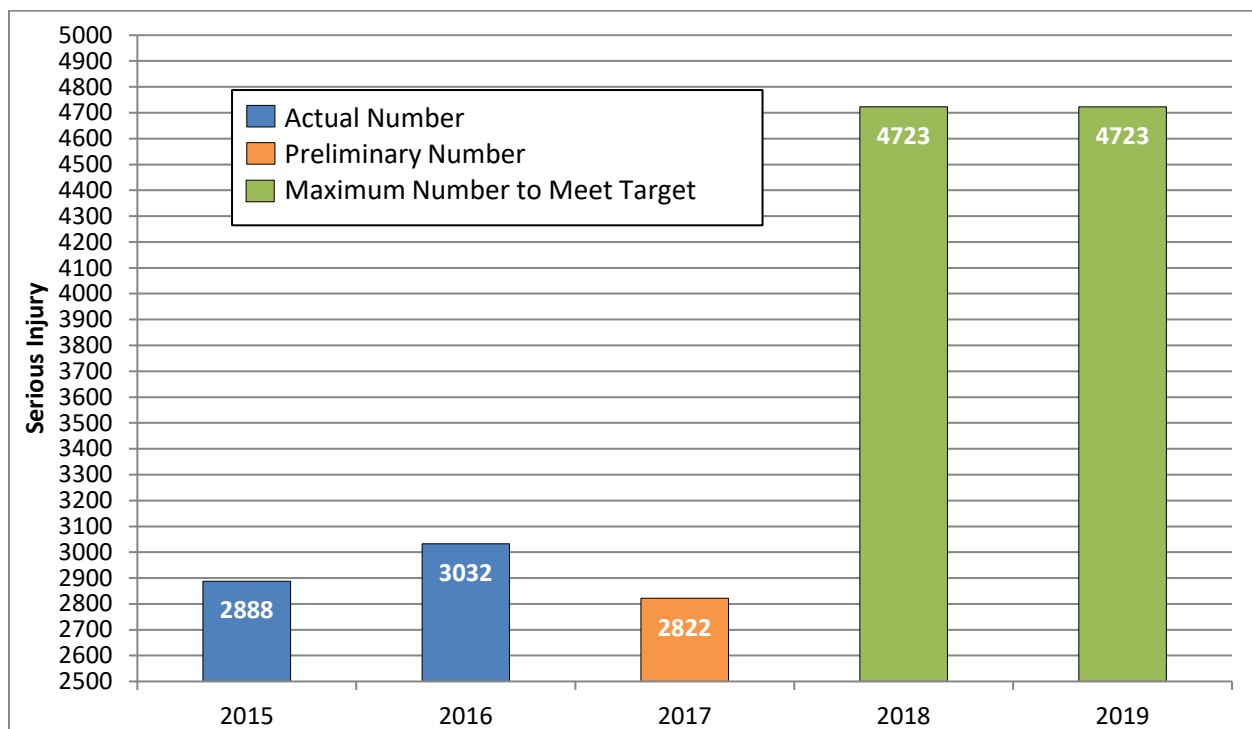
Maximum rates are determined based on:

- The actual fatality numbers for 2014 and 2015, and the preliminary NSC numbers for 2016 and 2017.
- The actual FHWA HPMS VMTs for 2014-2016 and the Department's VMT estimation for 2017.
- VMTs for 2018 and 2019 are assumed the same as 2017.

HSIP 2019 Target – Number of Serious Injuries



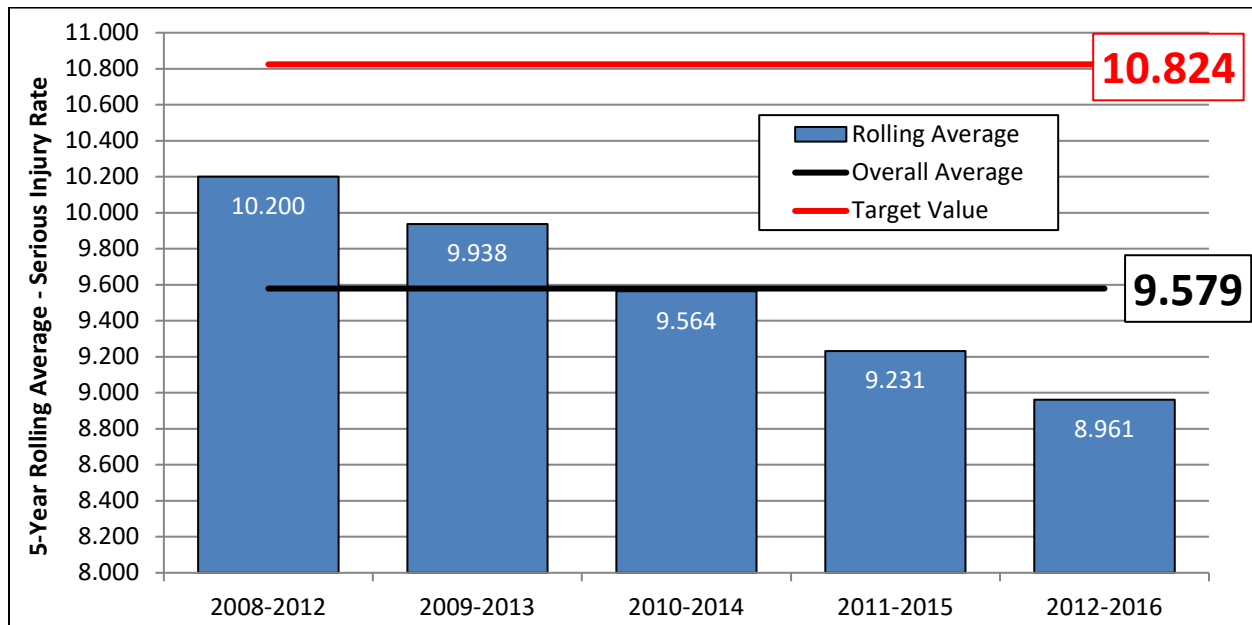
Maximum Numbers to Meet Target – Number of Serious Injuries



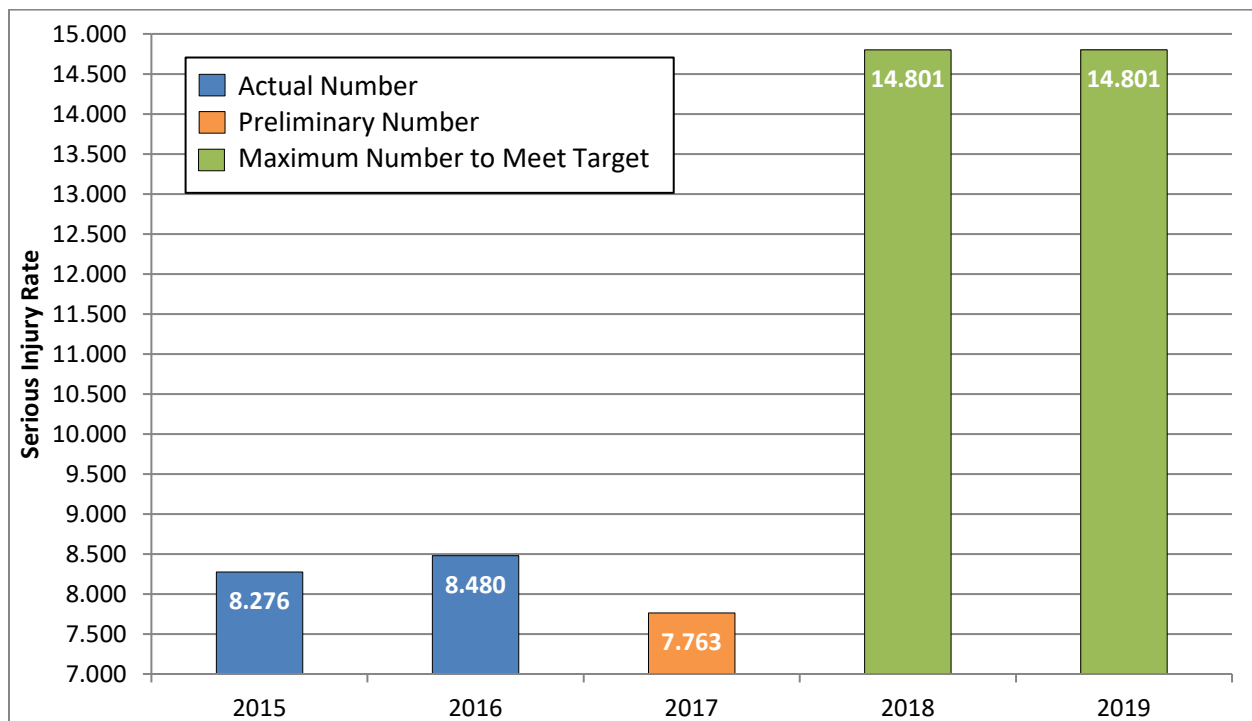
Note:

Maximum numbers are determined based on the actual serious injury numbers for 2014-2016, and the preliminary number for 2017.

HSIP 2019 Target – Serious Injury Rate



Maximum Numbers to Meet Target – Serious Injury Rate

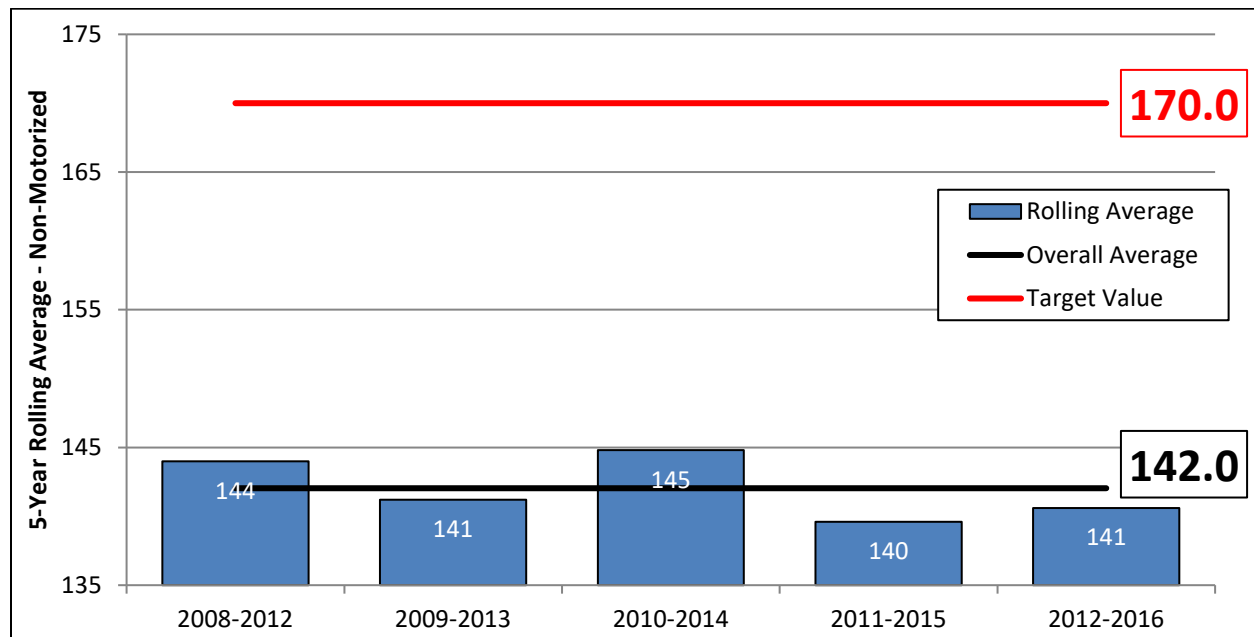


Notes:

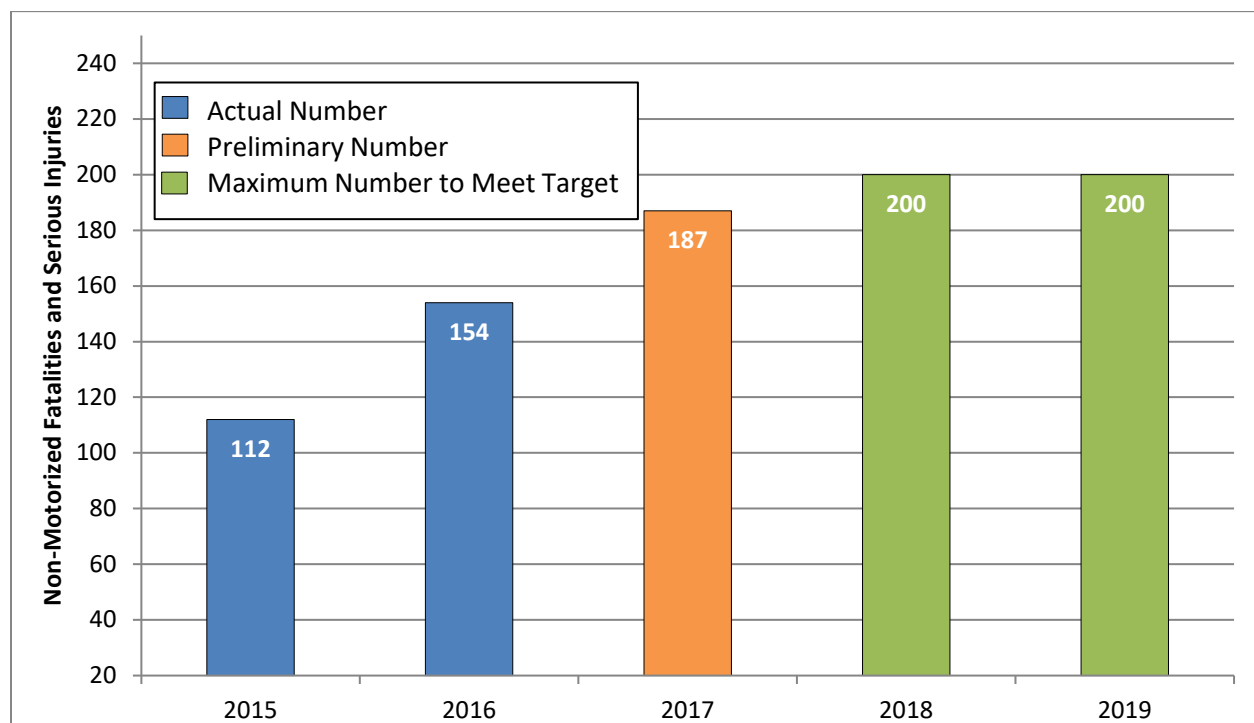
Maximum rates are determined based on:

- The actual serious injury numbers for 2014-2016, and the preliminary number for 2017.
- The actual FHWA HPMS VMTs for 2014-2016 and the Department's VMT estimation for 2017.
- VMTs for 2018 and 2019 are assumed the same as 2017.

HSIP 2019 Target – Number of Non-Motorized Fatalities and Serious Injuries



Maximum Numbers to Meet Target – Number of Non-Motorized Fatal and Serious Injuries



Note:

Maximum numbers are determined based on the actual serious injury numbers for 2014-2016, and the preliminary number for 2017.

2.5 System Performance Report

2.5.1 Safety Targets

FAST Act/MAP-21 is the first transportation reauthorization bill requiring target setting coordination between state DOTs, MPOs and transit agencies on national performance measures. As shown in Table 2-4, targets were coordinated by MoDOT with MPOs, FHWA and National Highway Traffic Safety Administration for five safety performance measures using five-year rolling averages for calendar year 2018. The most recent measures and targets for Missouri are identified in the state's Highway Safety Improvement Program (HSIP) report and the Highway Safety Plan (HSP), approved in November 2017.

TABLE 2-4 – SAFETY PERFORMANCE MEASURES AND TARGETS

Performance Measure	5-Year Rolling Average (2012-2016)	5-Year Rolling Average Statewide Target for CY2018
Number of Fatalities	834	858
Fatality Rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877	4,559
Serious Injury Rate per 100 Million VMT	6.884	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431	432

Source: MoDOT

Safety is MoDOT's primary goal for Missouri citizens and MoDOT workers so everyone goes home safe every day. MoDOT's 2016-2020 Strategic Highway Safety Plan (SHSP) titled [Missouri's Blueprint – A Partnership Toward Zero Deaths](#) serves as the strategic plan for agencies and organizations working to improve roadway safety and reduce fatalities and serious injuries on Missouri's transportation system. The Blueprint identifies emphasis areas and corresponding strategies safety partners have agreed have the most potential to save lives and reduce injuries. The Blueprint takes a holistic approach to improving safety by considering countermeasures from the four "E's": education, enforcement, engineering, and emergency services. The Missouri Coalition for Roadway Safety (MCRS) leads the implementation of these efforts alongside a number of safety partners including MPOs, RPCs, community leaders, health care providers, legislators, educators, law enforcement, emergency responders, engineers and concerned citizens. The ultimate goal of the Blueprint is to have zero traffic fatalities in Missouri. An interim goal of 700 or fewer fatalities by 2020 has been identified to help evaluate the efforts and strategies implemented. Using the same collaborative approach in developing the new Blueprint goals, MoDOT coordinated with planning partners on these safety targets.

2.5.2 Safety Performance Report

Missouri has seen a 25 percent reduction in fatalities from 2005-2016, from 1,257 in 2005 to 947 in 2016. In recent years however, Missouri has seen an increase in fatalities from 826 in 2012 to 947 in 2016. The graphs below depict the safety data on fatalities and serious injuries.

FIGURE 2-5 – NUMBER OF FATALITIES BY CALENDAR YEAR

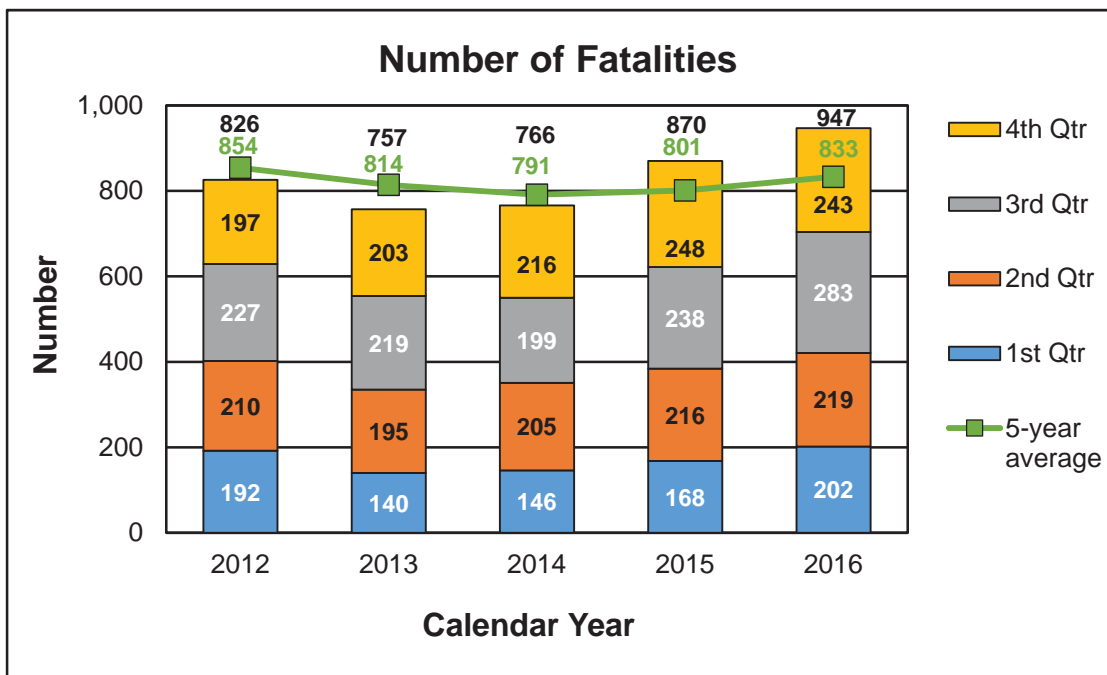


FIGURE 2-6 – RATE OF FATALITIES BY CALENDAR YEAR

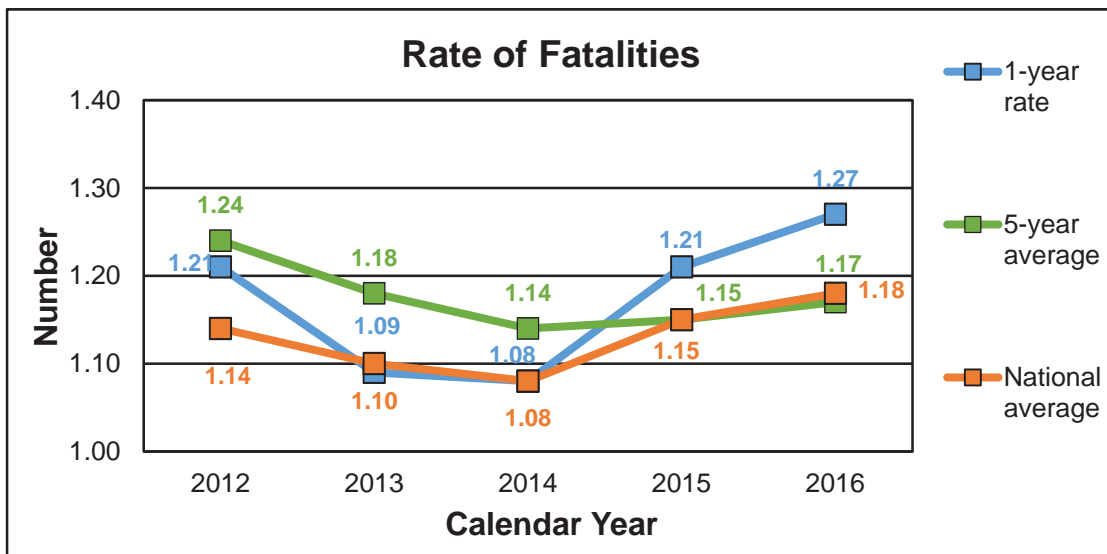


FIGURE 2-7 – NUMBER OF SERIOUS INJURIES BY CALENDAR YEAR

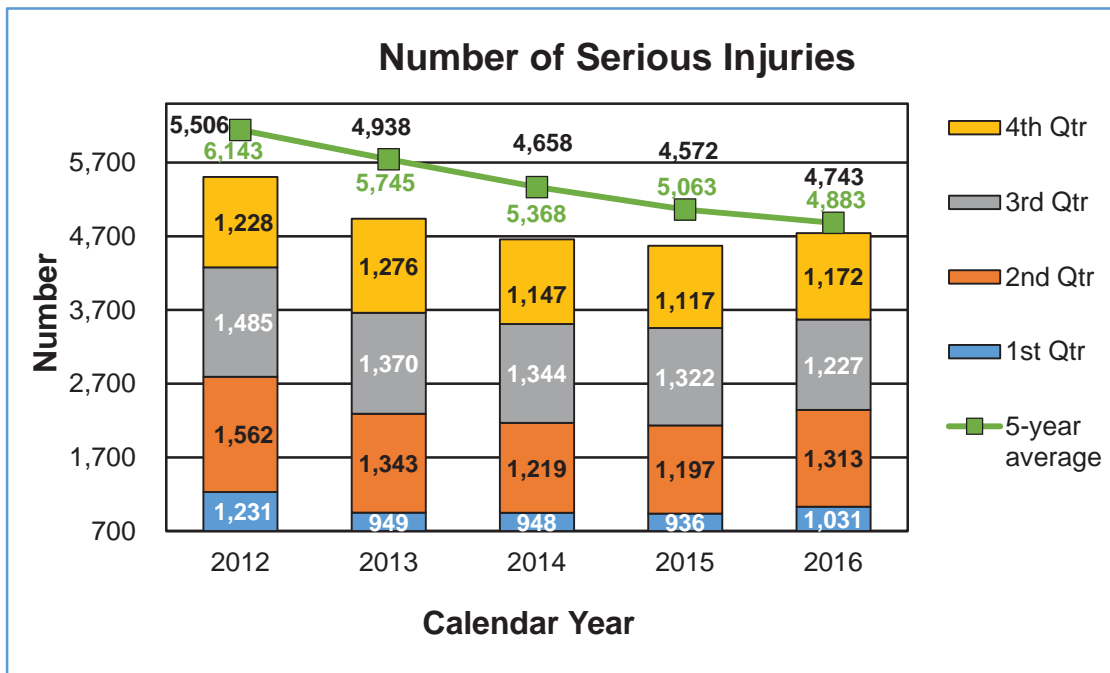


FIGURE 2-8 – RATE OF SERIOUS INJURIES BY CALENDAR YEAR

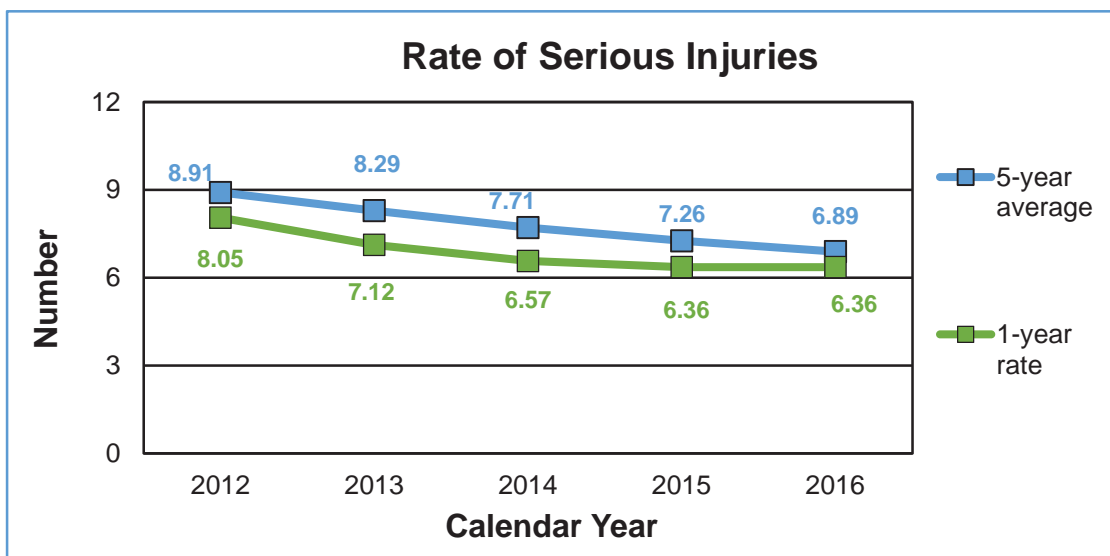


FIGURE 2-9 – PEDESTRIAN FATALITIES AND SERIOUS INJURIES BY CALENDAR YEAR

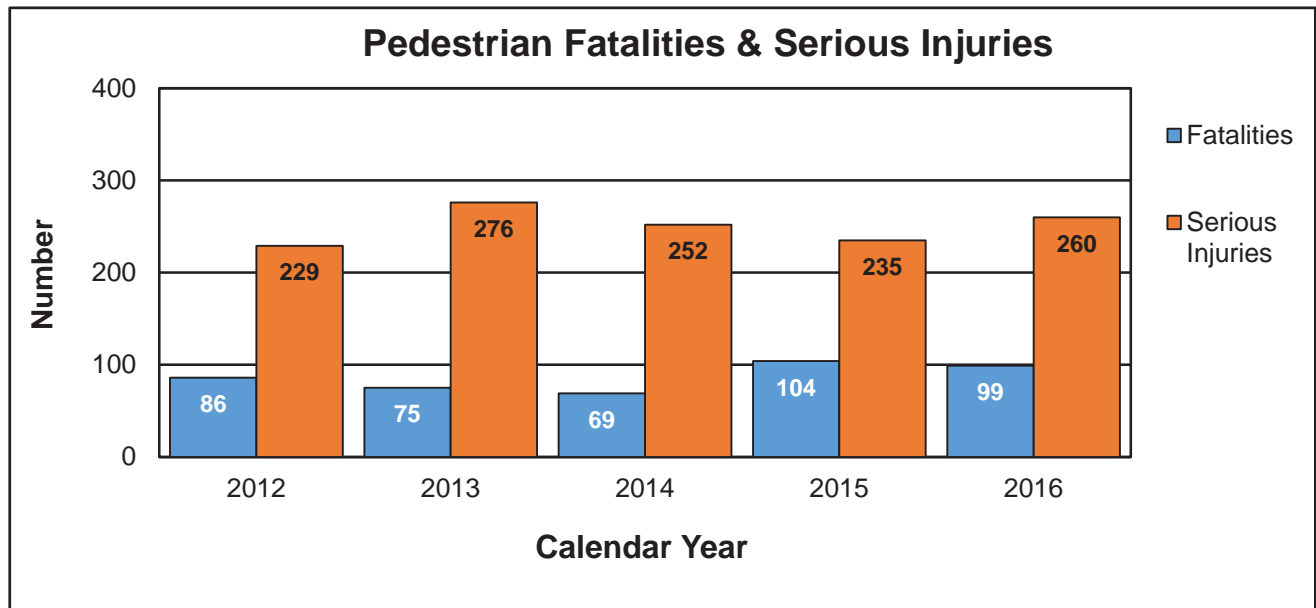
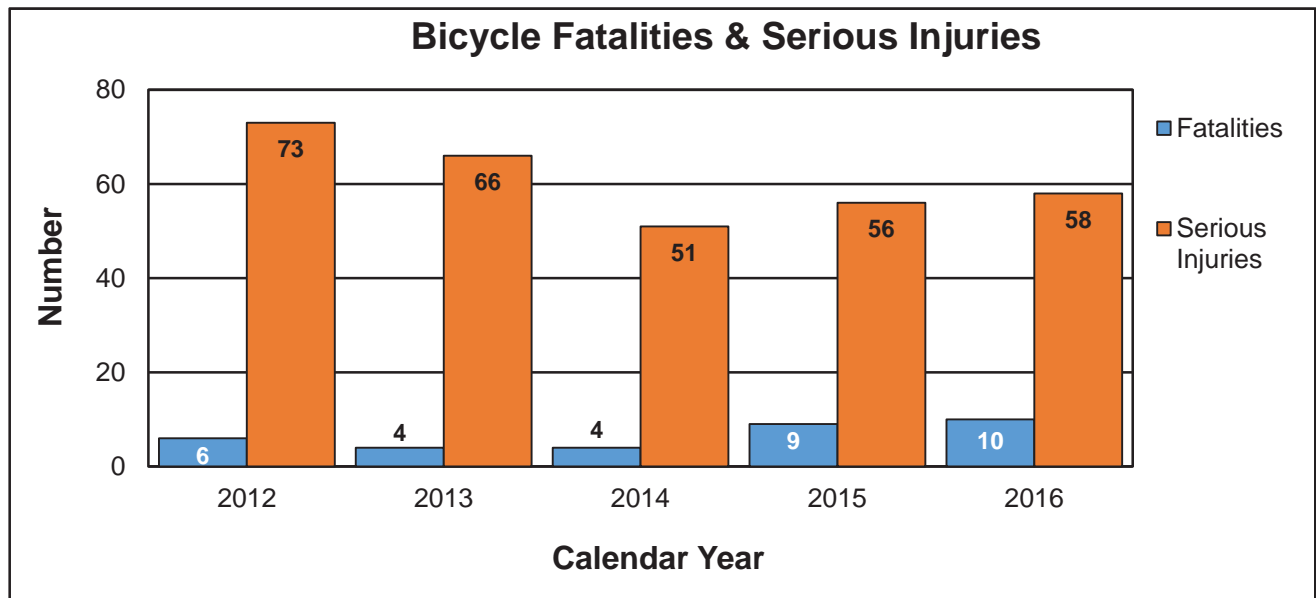


FIGURE 2-10 – BICYCLE FATALITIES AND SERIOUS INJURIES BY CALENDAR YEAR



MoDOT looks for systemic safety issues and determines what can be done to mitigate them. MoDOT engages in significant public outreach efforts using four key disciplines of traffic safety: engineering, enforcement, education and emergency response. While these efforts have proven to save lives, the safety of Missouri's roadways continues to decline due to driver behaviors.

Between 2014-2016, 63 percent of drivers and occupants killed in Missouri crashes were unrestrained. Properly wearing a seat belt or using a child restraint is the single most effective way to prevent death and reduce injury in a crash, yet only 84 percent of Missourians use seat belts, which places Missouri 40th in the nation.



To reverse the trend, MoDOT launched a campaign in 2017 called [Buckle Up, Phone Down \(BUPD\)](#) to increase the percentage of seat belt usage and minimize the amount of distracted driving. The primary message of this campaign is: use a seat belt each and every time while either driving or riding in a vehicle and hands-free use of the phone, if needed, when driving. MoDOT has challenged the general public, local schools, community leaders, along with businesses and others to take the [Buckle Up, Phone Down](#) challenge by signing a commitment to make Missouri roads safe.

PAVEMENTS

PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing pavement performance on the National Highway System (NHS). The following is a list of the required performance measures for pavements.

Performance Measures
Percent of Interstate pavements in Good condition
Percent of Interstate pavements in Poor condition
Percent of non-Interstate NHS pavements in Good condition
Percent of non-Interstate NHS pavements in Poor condition

CONDITION BASED PERFORMANCE MEASURES

Data Collection Requirements:

- Starting January 1, 2018, pavement data collected on the Interstate must include International Roughness Index (IRI), percent cracking, rutting, and faulting. This data must be reported in the Highway Performance Monitoring System (HPMS) by April 15, 2019. This data will be gathered and re-submitted every year on a full extent basis.
- The same requirements become effective for non-Interstate NHS pavement data beginning January 1, 2020 with a HPMS report date of June 15, 2021. This data will be gathered and re-submitted at least every two years on a full extent basis.

Pavement Condition Determination:

Asphalt Pavement	Jointed Concrete Pavement (JCP)	Continuously Reinforced Concrete Pavement (CRCP)
IRI	IRI	IRI
Rutting	Faulting	--
Cracking %	Cracking %	Cracking %

- Good: All measures are in good condition
- Poor: 2 or more measures are in poor condition
- Fair: Everything else

Pavement Condition Thresholds:

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

TARGET SETTING REQUIREMENTS**State DOTs:**

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstates by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- The minimum acceptable condition for interstate pavements is no more than 5% in poor condition. FHWA will make this determination using the data in HPMS by June 15 of each year. Any State DOT that does not meet the minimum condition will be required to obligate a portion of its National Highway Preservation Program (NHPP) and Surface Transportation Program (STP) funds to address interstate pavement conditions. The first assessment will occur in June 2019.

METHODOLOGY

The Current Condition and 2- and 4-Year Pavement Performance Targets for the non-Interstate NHS pavements were developed in accordance with the methodology presented in Appendix C of *FHWA*

Computation Procedure for the Pavement Condition Measures (FHWA-HIF-18-022) for use during the “transition” period. This methodology was also used to establish the Current Condition for Interstate pavements in Arkansas. Based on the *Discussion of Section 490.105(e)(7) Phase-in Requirements for Interstate Pavement Measures* the 4-Year Pavement Performance Target for Arkansas’ Interstate pavements was estimated. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, Interstate projects that are anticipated to be completed by 2021, estimated deterioration rates for Interstate pavements, and the anticipated level of available funding.

Performance Rating	
	Current*
Percent of Interstate pavements in Good condition	77%
Percent of Interstate pavements in Poor condition	4%
Percent of non-Interstate NHS pavements in Good condition	52%
Percent of non-Interstate NHS pavements in Poor condition	8%
* Condition rating based on ARDOT’s 2017 HPMS pavement dataset.	

TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of Interstate pavements in Good condition	N/A	79%
Percent of Interstate pavements in Poor condition	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	10%	12%

BRIDGE

PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing bridge performance on the National Highway System (NHS). The following is a list of the required performance measures for bridges.

Performance Measures
Percent of NHS bridges by deck area classified as Good condition
Percent of NHS bridges by deck area classified as Poor condition

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and bridge length culverts.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.
 - If the lowest rating is greater than or equal to 7, the structure is classified as good.
 - If it is less than or equal to 4, the classification is poor.
 - Structures rated below 7 but above 4 will be classified as fair.
- Deck area is computed using structure length, and deck width or approach roadway width (for bridge length culverts).

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on-ramps and off-ramps connected to the NHS, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

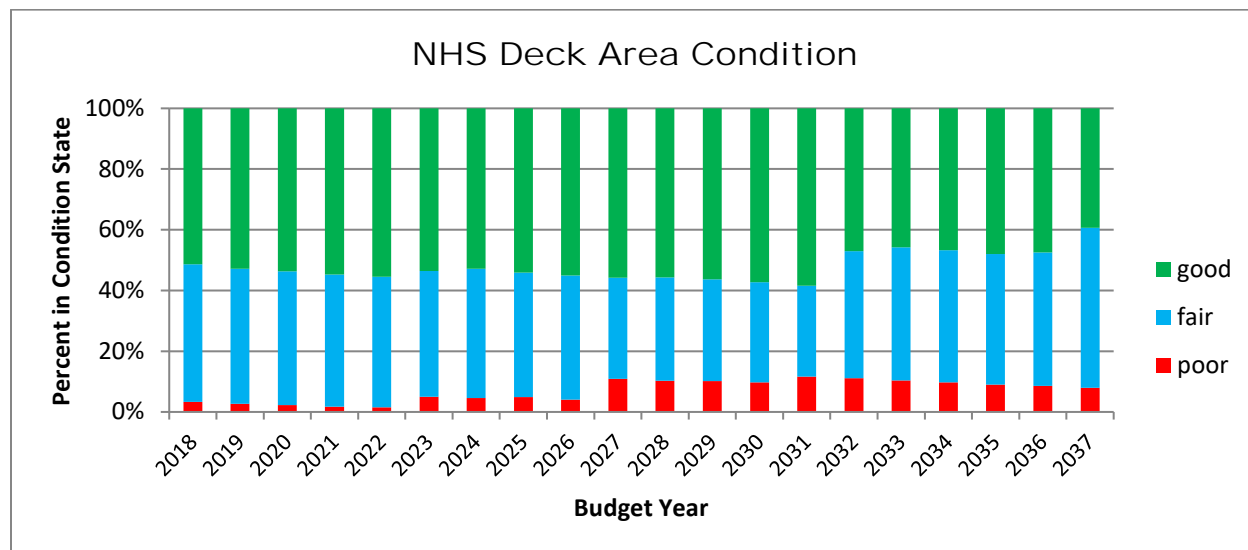
Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- If for three consecutive years more than 10% of a State DOT's NHS bridges total deck area is classified as Poor, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds to eligible bridge projects on the NHS.

METHODOLOGY

In order to develop the performance targets, a bridge model is required to forecast future conditions based on anticipated funding. In October of 2015, Heavy Bridge Maintenance (HBM) entered into an agreement to use Deighton's dTIMS software as ARDOT's bridge modeling platform¹.

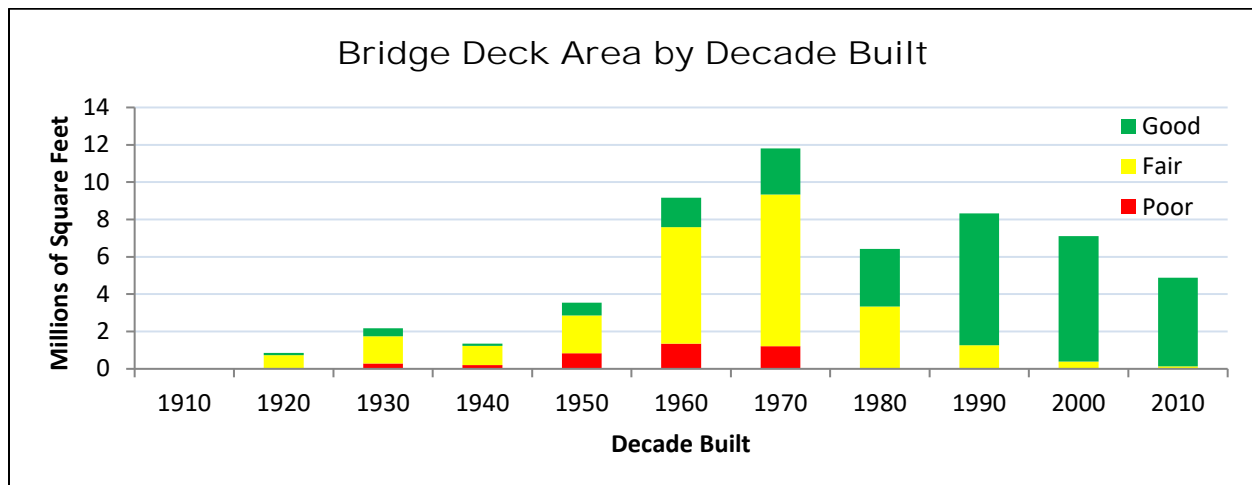
Based on a \$90-million budget for all state-owned bridges, the model provides a 20-year condition forecast² for NHS bridges as shown below:



¹ While the model is still being refined, the projections seem reasonable and the proposed performance targets are based on those projections.

² The bridge model does not consider the additional funding made available for the 30 Crossing project. The 30 Crossing project will address over one percent of the poor deck area currently in the NHS bridges.

As shown in the 20-year condition forecast chart, the poor deck area is currently at 3.3 percent while the good deck area is at 51.3 percent. There is a jump in percent poor deck area in 10 years. This jump can be explained by the large inventory of bridges that were built in the 1960s and 1970s (as shown in the following figure) and will reach the end of their 50-year design life within the next 10 years. With additional planned model calibration, the jump may be less severe. However, additional deck area could be rated poor earlier than year 2027.



TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing bridge infrastructure in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of NHS bridges by deck area classified as Good condition	50%	50%
Percent of NHS bridges by deck area classified as Poor condition	4%	6%

It should be noted that the shift toward bridge preservation in the last couple of years should enabled the Department to stay below 10 percent of NHS bridges classified as poor for the state-wide bridge inventory at the anticipated 90-million funding level according to the model. Future model calibrations will allow better performance forecasting, which would enable ARDOT to make adjustments in funding and/or strategies to stay below the penalty threshold for NHS bridges.

BRIDGE

PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- ✓ % of NHS bridges by deck area classified as in Good condition
- ✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



BRIDGE

PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

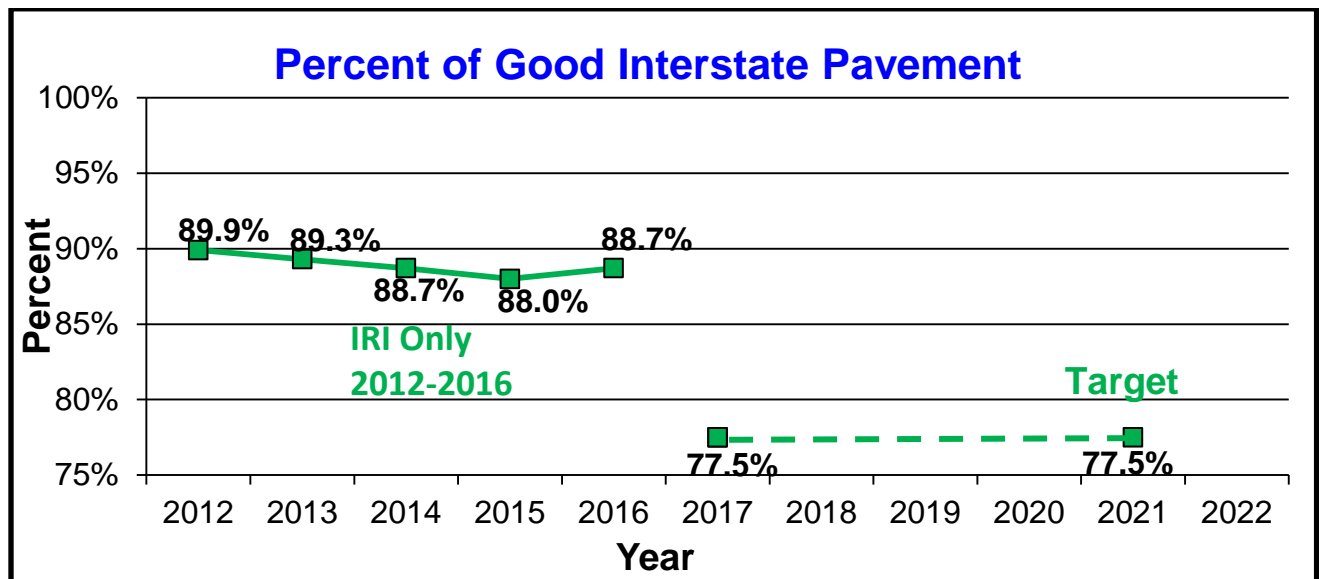
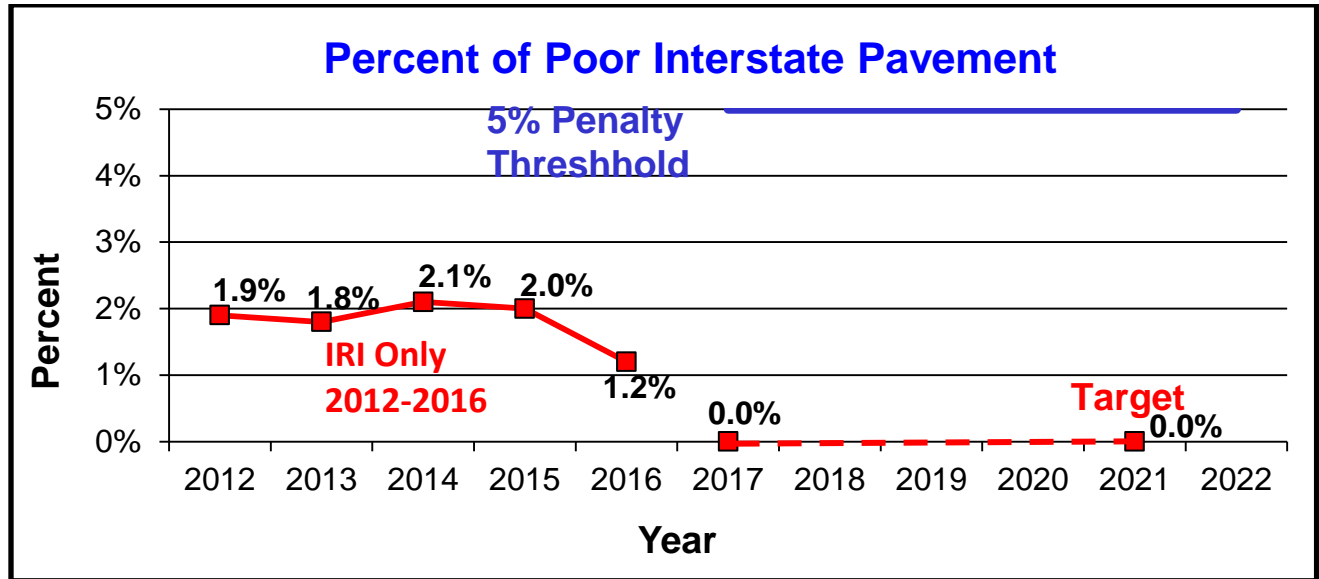
- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.



MoDOT PM2 Targets

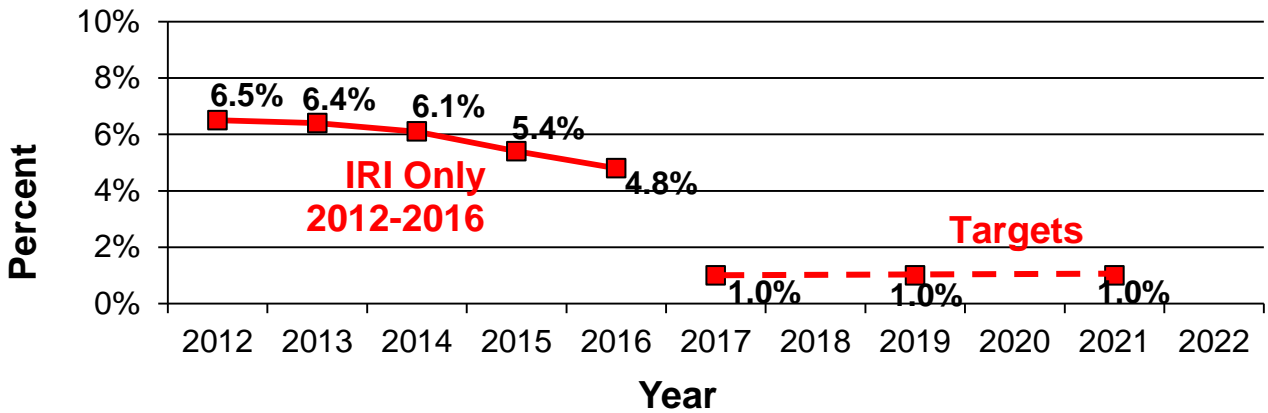
May 20, 2018



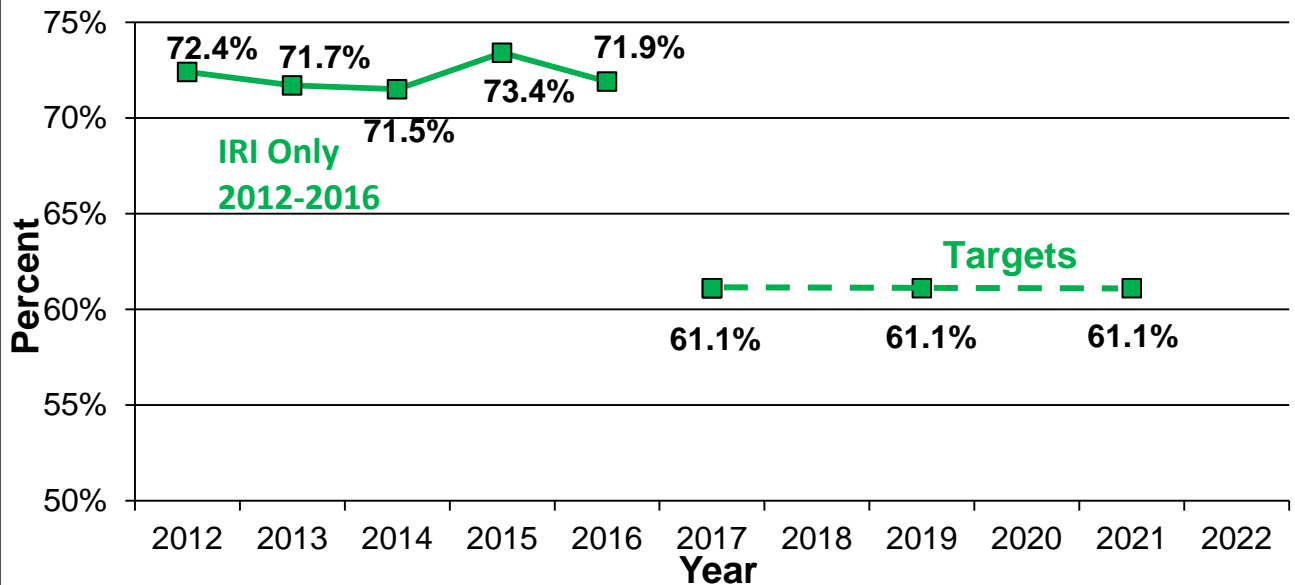
MoDOT PM2 Targets

May 20, 2018

Percent of Poor non-interstate NHS Pavement

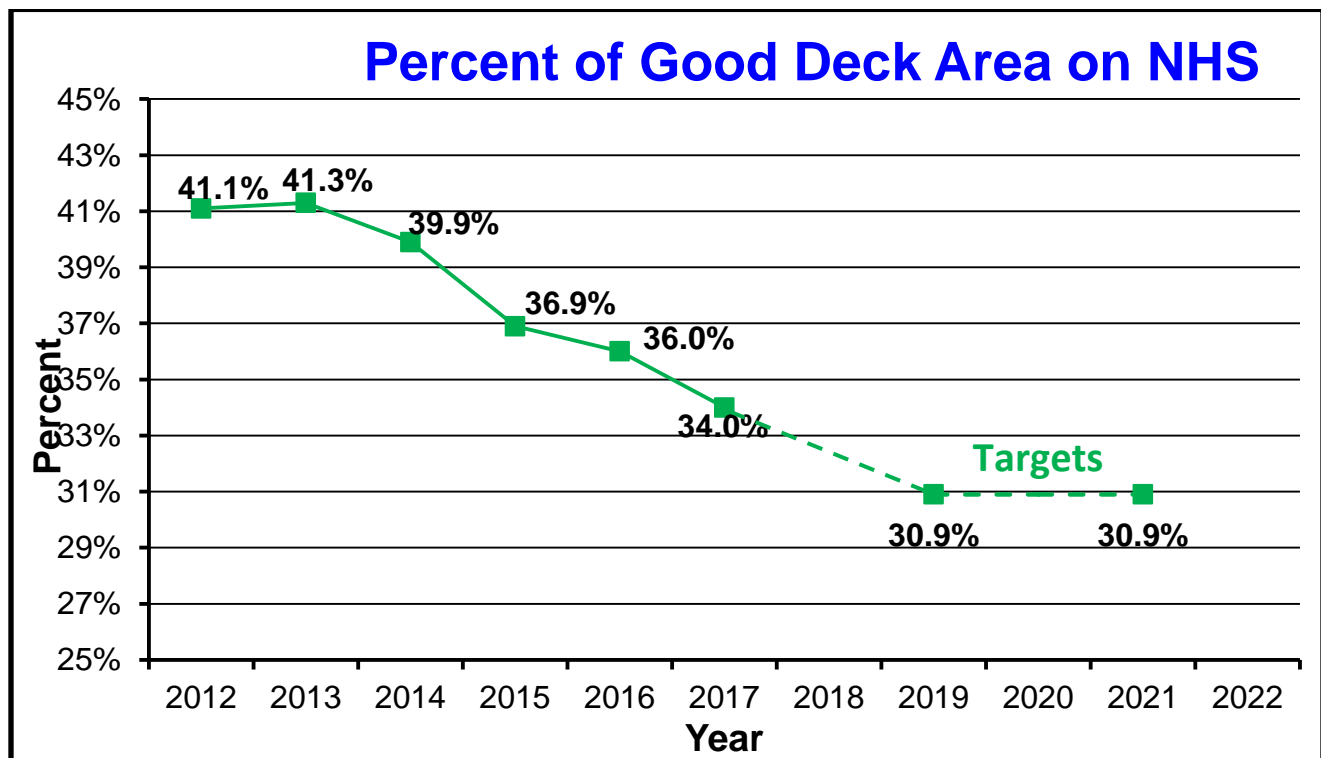
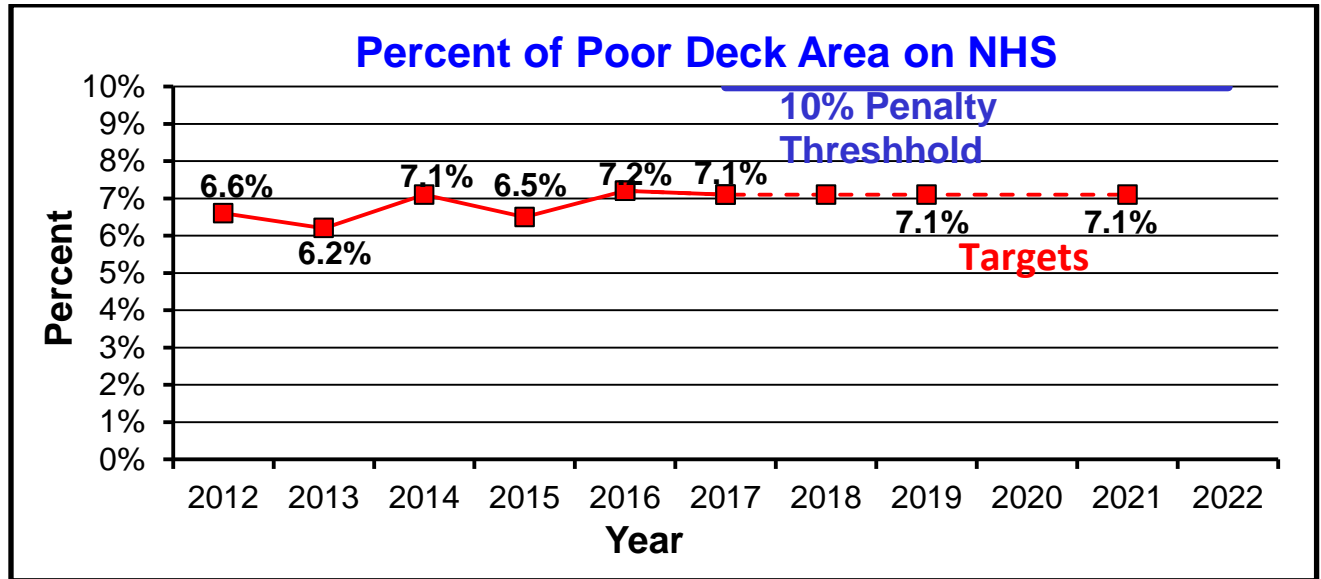


Percent of Good non-interstate NHS Pavement



MoDOT PM2 Targets

May 20, 2018



TRAVEL TIME RELIABILITY PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing system performance on the Interstate and non-Interstate National Highway System (NHS). The following is a list of the required performance measures for travel time reliability.

Performance Measures
Percent of Person-Miles Traveled on the Interstate that are Reliable
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on the Level of Travel Time Reliability (LOTTR) which is defined as the ratio of the longer travel time (80th percentile) to a “normal” travel time (50th percentile) using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- A LOTTR will be calculated for each of the following time periods for each segment of highway, known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
- If any one of the four time periods has a LOTTR above 1.5, then the TMC will be considered unreliable.
- All TMCs will have their length multiplied by the average daily traffic and a vehicle occupancy factor of 1.7 (released by FHWA on 4/27/2018) to determine the person-miles traveled on that TMC. Then the reliable TMCs will be summed and divided by the total person-miles traveled.

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

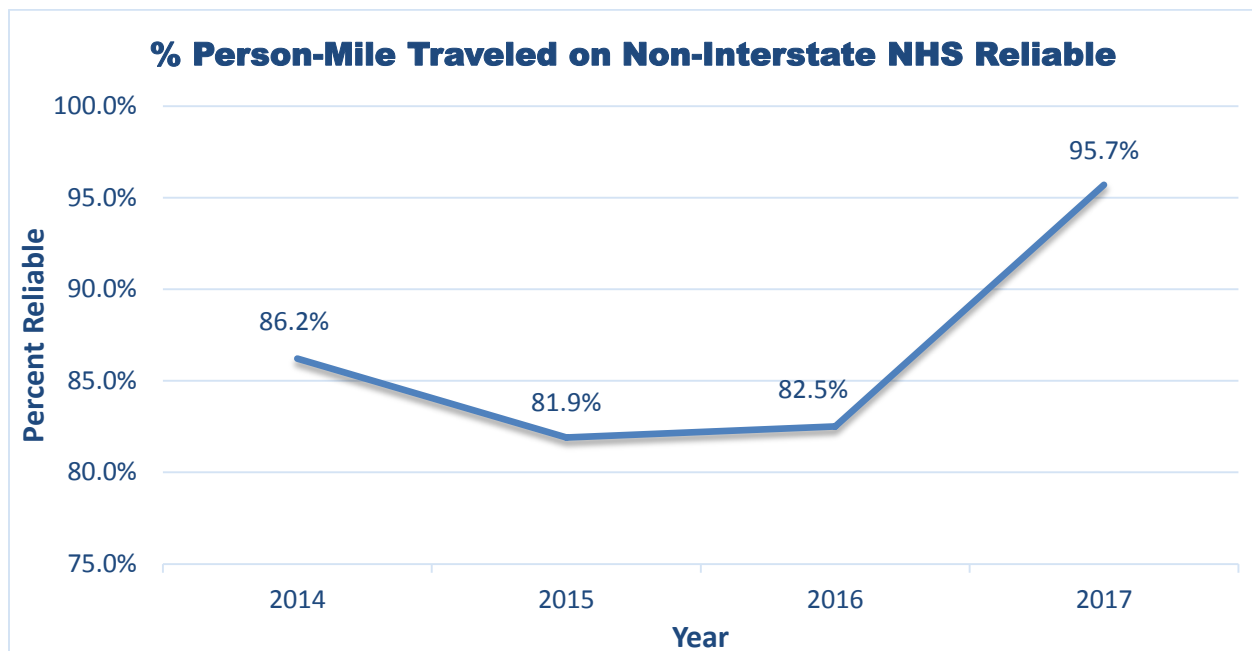
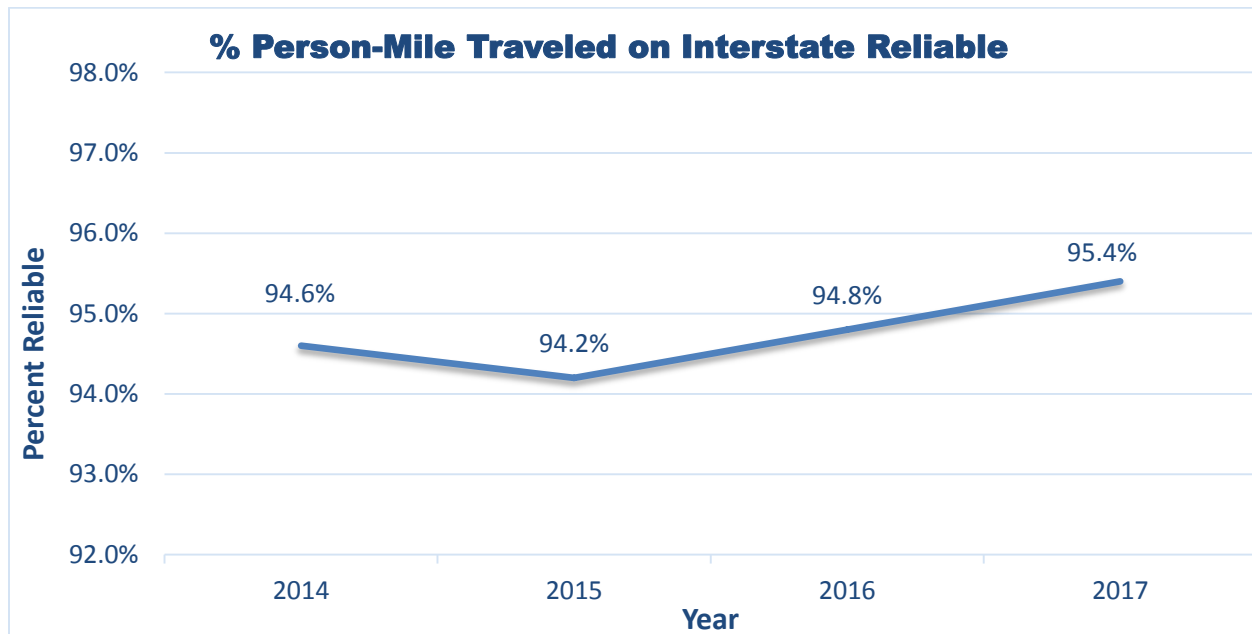
Other information

- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.
- State DOT targets will be set based on four years of data (2014-2017) and only one year of data (2017) from the current vendor.
- As of March 2018, nationally there is 93 percent data coverage for Interstates and 53 percent for non-Interstate NHS.
- Population growth and increasing travels will affect travel time reliability, particularly in fast growing urban areas.
- A large construction program on the Interstate system could result in multiple major workzones. This scenario would have an effect on the reliability on the Interstates and non-Interstate routes.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets.

METHODOLOGY

In order to develop the performance targets, the current and past travel time reliability conditions were reviewed for Interstates and non-Interstate NHS. As shown on the figures on the next page, travel times on Arkansas' Interstates and non-Interstate NHS are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstate and non-Interstate NHS systems. These project limits were identified and all TMCs within the project limits were considered unreliable to account for the workzones. For large construction projects, additional TMCs located near the project or on logical diversion routes were also considered unreliable. To account for the growth of traffic, TMCs located in urban areas that are currently reliable but have a LOTTR of 1.4 or greater (and no improvements planned) were considered unreliable as well.



TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect travel such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated traffic growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	90%

FREIGHT RELIABILITY PERFORMANCE MEASURE



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

Performance Measure
Truck Travel Time Reliability on the Interstate System

CONDITION BASED PERFORMANCE MEASURES

- Measure is based on the Truck Travel Time Reliability (TTTR) Index.
- The TTTR is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent.
- The TTTR will be calculated for each of the following five time periods for each segment of Interstate known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
 - 8:00 PM-6:00 AM All Days
- The maximum TTTR for each TMC will be multiplied by the length of the TMC. Then the sum of all length-weighted segments divided by the total length of Interstate will generate the TTTR Index.

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all Interstates.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust the 4-year target at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other Information:

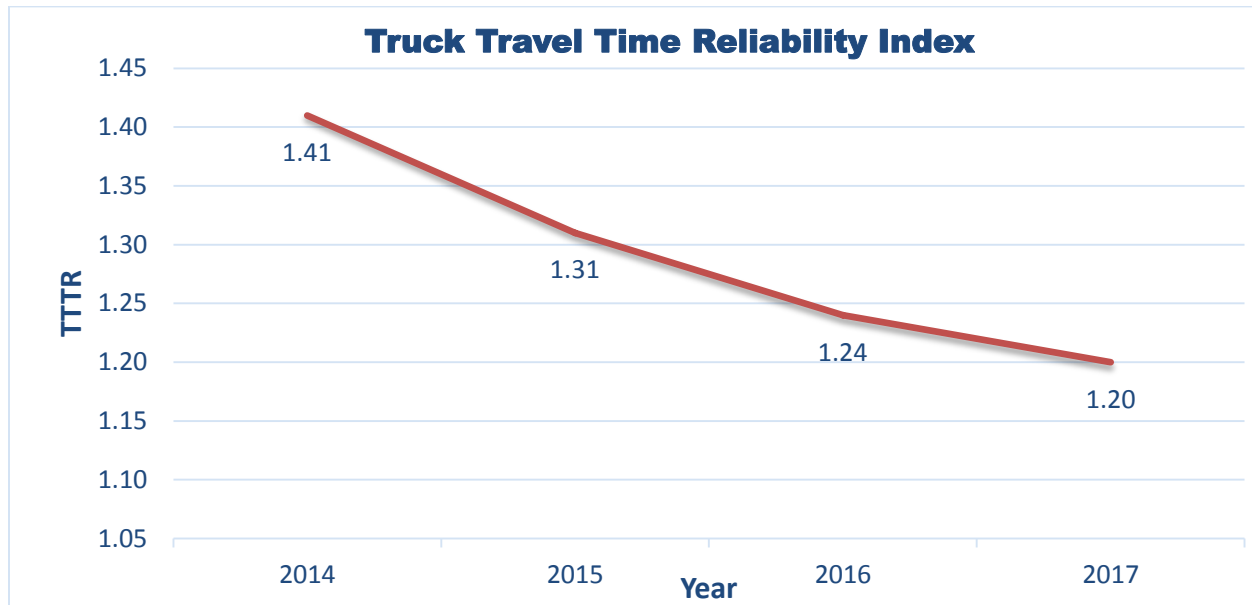
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in data processing.
- As of March 2018, nationally there is 85 percent freight probe data coverage for Interstates.
- Population growth and increasing travel will affect travel time reliability, particularly in fast growing urban areas.
- Urban congestion often affects freight reliability. For example, twenty of the highest 40 TTTR segments in Arkansas are located on urban Interstates where very little truck traffic exists.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report an identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets.

METHODOLOGY

In order to develop the performance targets, the current and past truck travel time reliability was reviewed for the Interstate system. As shown on the figure on the next page, truck travel times on Arkansas' Interstates are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstates. All TMCs within the anticipated project limits were assigned an assumed TTTR of 5 to account for a potential decrease in reliability for those segments during construction. TTTR of 5 represents the travel time on the worst day of the week

is five times greater than the travel time on an average day. Based on a freight trend analysis (Arkansas State Freight Plan, 2017), it is anticipated that the freight growth by truck will increase by 44 percent by 2040. To account for the anticipated growth, the maximum TTTR for each TMC was increased by five percent.



It is anticipated with additional data becoming available and analytics continuously to improve, estimates would become more refined in the future.

TARGETS

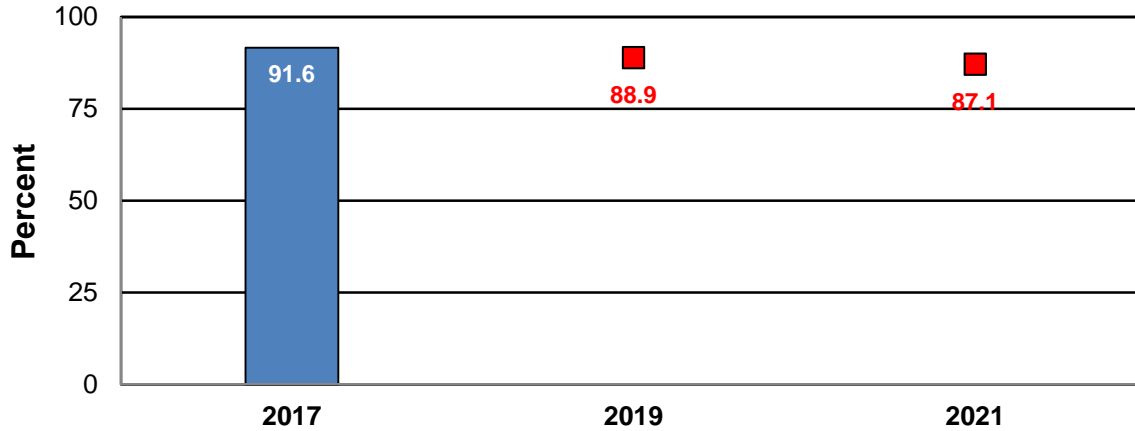
The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect freight movement such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

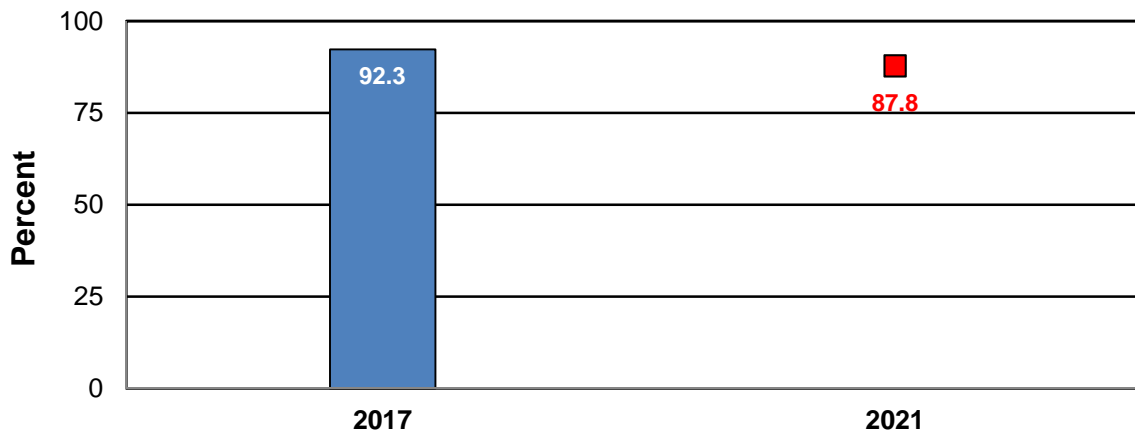
Performance Targets		
	2-year	4-year
Truck Travel Time Reliability on the Interstate System	1.45	1.52

MoDOT PM3 Targets
May 20, 2018

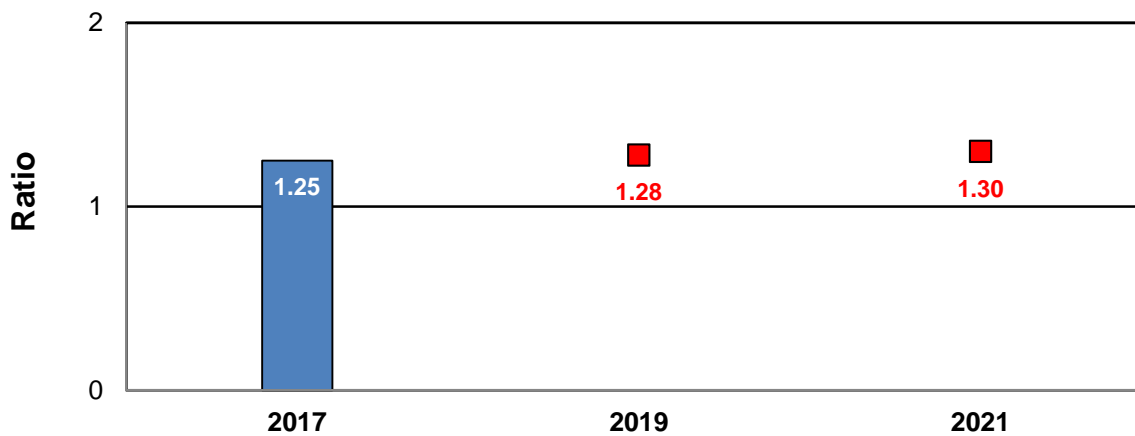
Interstate Travel Time Reliability



Non-Interstate NHS Travel Time Reliability



Truck Travel Time Reliability

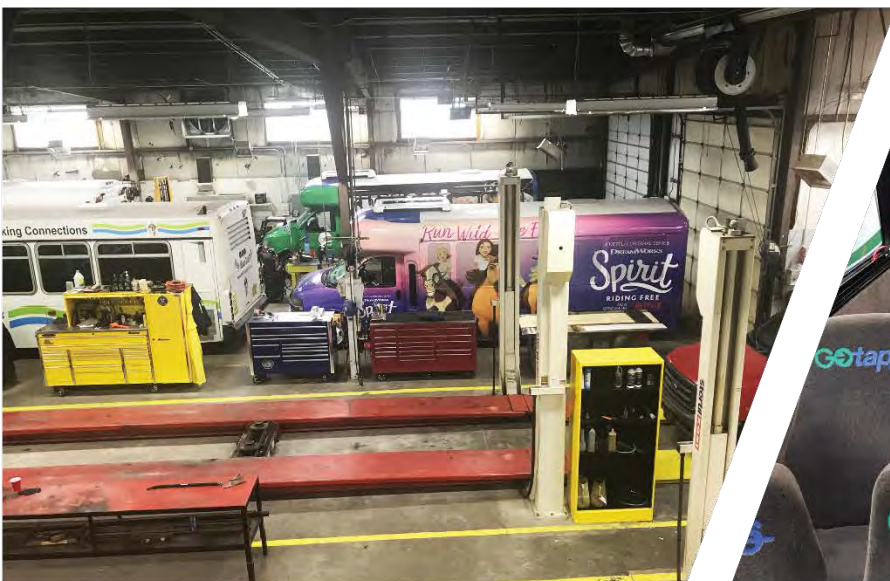


PART 3: TRANSIT ASSET MANAGEMENT PLANS

To amend the NWA 2040 MTP to include Transit Asset Management (TAM) Plans for Ozark Regional Transit (ORT) and Razorback Transit:

The Federal Transit Administration (FTA) (49 CFR 625.25) requires FTA recipients to develop asset management plans for their public transportation assets.

On April 4, 2018, the NWARPC passed a resolution to sponsor the TAM Plan for the region, which includes ORT and Razorback Transit. While each agency has its own individual plan due to differences in services provided and replacement needs, the NWARPC has adopted performance targets that both agencies will seek to meet or exceed. These plans, measures and targets must be reflected in the MTP.



OZARK REGIONAL TRANSIT 2018 TRANSIT ASSET MANAGEMENT PLAN

Approval Page

(Insert Resolution)

Acknowledgements

TAM Plan Development:

- *Ozark Regional Transit staff for their assistance during the asset inventory and data acquisition stages and overall plan development*
- *Tim Conklin, NWARPC Assistant Director*
- *T. Greg Nation, ArDOT Public Transportation Administrator*
- *Danny Chidester, ArDOT Transportation Specialist*
- *Joel Gardner, Executive Director*

Current Ozark Regional Transit Board of Directors:

- *Mike Lanier, Madison County (Chairman)*
- *Melissa Reeves, City of Springdale*
- *Don Marr, City of Fayetteville*
- *Neal Elliot, Benton County*
- *Ethan Hunter, City of Rogers*

Other Partners:

- *City of Bentonville*
- *Washington County*
- *Carroll County*

Prepared by:



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Revision History

Date	Activity	Signature Authorizing Changes	Comments

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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
ORT	Ozark Regional Transit
SGR	State of Good Repair
TAM	Transit Asset Management
TAMP	Transit Asset Management Plan
TERM	Transit Economics Requirements Model

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transit Asset Management (TAM): The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

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

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

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

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

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

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

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

Executive Summary

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

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

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

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

Metropolitan Planning Organization (MPO) Coordination

On April 4, 2018, the Northwest Arkansas Regional Planning Commission (NWARPC) passed a resolution to sponsor the TAM plan for the region, which includes both Ozark Regional Transit and Razorback Transit. While each agency within the NWARPC will have their own individual plan due to the difference in services provided and replacement needs, the NWARPC has adopted performance measures that both agencies will seek to meet or exceed as seen in the SGR summary on page vii of this Executive Summary and in Section 6 of this TAM plan. In addition, a combined investment prioritization has also been included in Appendix D of this document.

Transit Asset Management Plan (TAMP) Policy

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

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

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

Asset Information

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

- **Rolling Stock**: All owned and operated revenue service vehicles used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. ORT currently utilizes forty-six (46) vehicles in the provision of public transportation, fourteen (14) buses, twenty-three (23) cutaways, and nine (9) minivans.
- **Equipment**: Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any ORT owned equipment with a cost of over \$50,000 in acquisition value. ORT does not have any equipment that exceeds an acquisition value of \$50,000, but does use ten (10) service vehicles that are included in the plan.
- **Facilities**: Facilities are any structure used in providing public transportation where ORT owns and has a direct capital responsibility. Facilities utilized, but not necessarily owned or operated, by ORT include: maintenance and administrative buildings that have an acquisition cost greater than \$50,000. At the time of this report, ORT only owns, operates, and has a direct capital responsibility for its Administration Office, Maintenance Garage, Wash Bay, and Fueling Station.

SGR Summary

ORT has implemented several performance measures as part of this TAMP to ensure that a SGR is obtained and maintained to continue to provide safe and efficient transportation services. Below are the performance measures and the tables on the following pages show the current level of SGR and the planned investment and level of SGR achieved for each category.

1. Revenue Vehicles

- a. Age – less than 20-25% of revenue vehicles within a particular asset class that have exceeded their age ULB
- b. Mileage – less than 20-25% of revenue vehicles within a particular asset class that have exceeded their mileage ULB
- c. Cumulative Condition Score – less than 20-25% of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale

2. Equipment

- a. Non-Revenue Vehicles - less than 50% of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale

3. Facilities

- a. Condition Score - less than 25% of Facilities that score below 2.0 on the TERM Scale

Executive Summary: Annual State of Good Repair Performance Targets

Asset Category		Current	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	<i>BU - Bus</i>	57.1%	25%	25%	20%	20%	20%
	<i>CU - Cutaway Bus</i>	8.7%	25%	25%	20%	20%	20%
	<i>MV - Mini-van</i>	44.4%	25%	25%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	<i>BU - Bus</i>	42.9%	25%	25%	20%	20%	20%
	<i>CU - Cutaway Bus</i>	8.7%	25%	25%	20%	20%	20%
	<i>MV - Mini-van</i>	44.4%	25%	25%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>BU - Bus</i>	64.3%	25%	25%	20%	20%	20%
	<i>CU - Cutaway Bus</i>	26.1%	25%	25%	20%	20%	20%
	<i>MV - Mini-van</i>	44.4%	25%	25%	20%	20%	20%
Equipment							
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	<i>Non-Revenue/Service Vehicle</i>	80%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	<i>Administration</i>	0%	25%	25%	25%	25%	25%
	<i>Maintenance</i>	0%	25%	25%	25%	25%	25%

Executive Summary: Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %*
FY2019	\$4,120,000	\$34,245	\$0	74.5%
FY2020	\$405,000	\$128,440	\$0	90.0%
FY2021	\$270,000	\$121,635	\$0	100.0%
FY2022	\$270,000	\$37,920	\$0	100.0%
FY2023	\$395,000	\$0	\$0	100.0%
Total:	\$5,460,000	\$322,240	\$0	\$5,782,240

**SGR% is based off the average of the SGR of the three categories*

ORT is not currently in a State of Good Repair, but will be able to achieve SGR in facilities and revenue vehicles in FY2019. ORT will be able to meet equipment SGR in FY2020. From FY2019 to FY2023, the ORT will have an estimated \$6,386,210 available in capital funding to replace or enhance vehicles, equipment and facilities. Over that five year period, ORT will need to expend \$5,782,240 in order to maintain a state of good repair for all asset categories, leaving a remainder of \$603,970 to meet expansion or replacement needs.

Section I: TAM Overview

I.1 TAM Origins

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

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

ORT 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 ORT will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. ORT's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2018 to 9/30/2022) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in FFY2019, and ending four years later on FFY 2022. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations occurring at ORT.

I.2 TAMP Elements

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

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

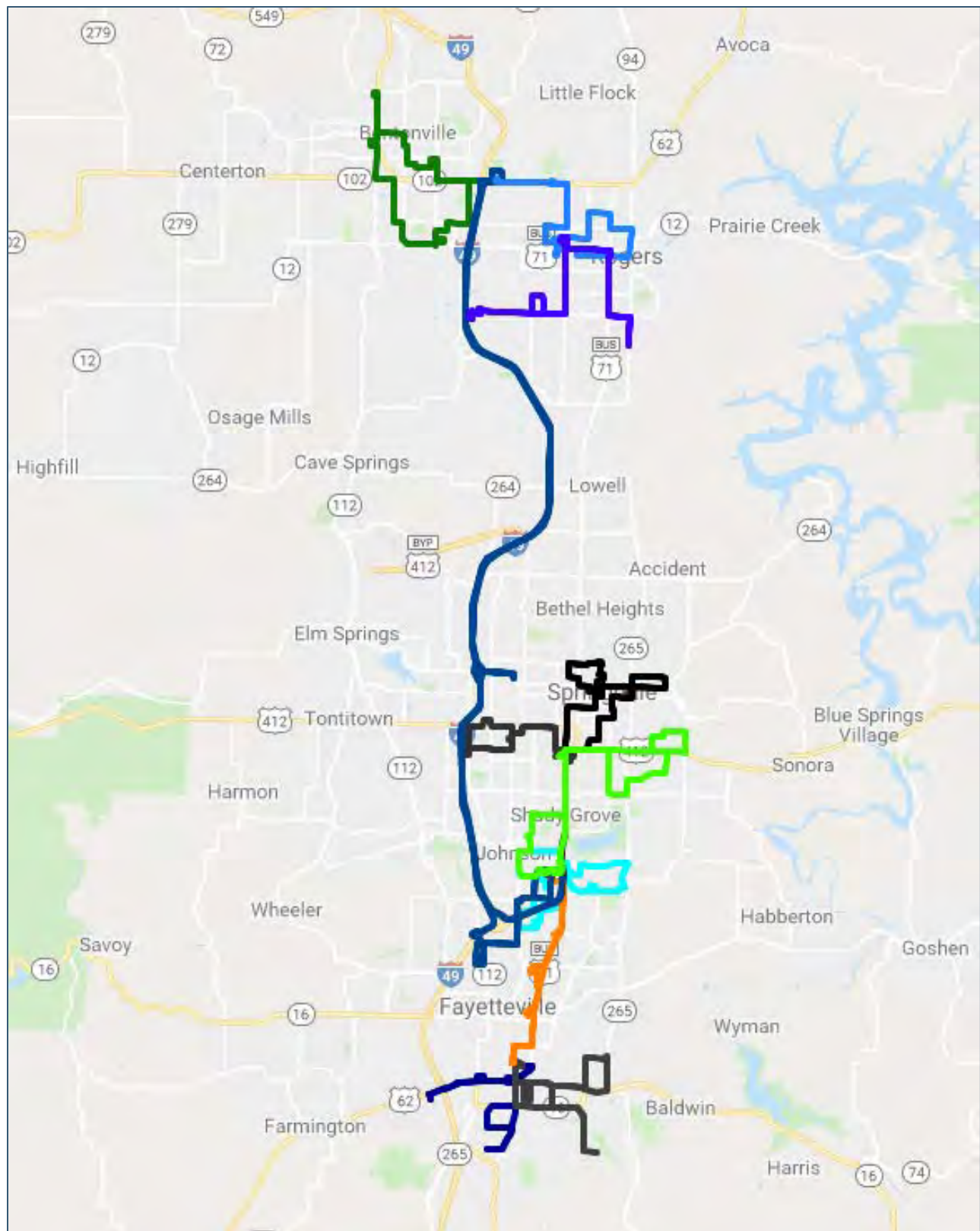
I.3 Agency Overview and Service Area

ORT provides transportation open to the general public in Fayetteville (4 fixed routes), Bentonville (1 fixed route), Rogers (2 fixed routes), Springdale (3 fixed routes) and one express route along I-49 from Fayetteville to Bentonville. ORT organization performs fixed route and origin to destination transportation services as well as a limited charter service by advance request. The fixed route service consists of a network of six (6) core routes that travel the major avenues and some residential areas within the city.

All fixed route buses are equipped with lifts for mobility devices. The base fare for a one-way trip is \$1.25 with bulk tickets and monthly passes available. Information on the fixed route system and service availability, is available at <https://www.ozark.org/schedules-maps>. Figure I.1 on shows the ORT system map.

ORT provides curbside service for passengers with qualifying disabilities (Paratransit) and/or passengers travelling outside the fixed route coverage area (Demand/Response). Paratransit and Demand Response services are available from 6:00 a.m. to 7:30 p.m. Monday through Friday. The base fare for a one-way trip is \$2.50 for paratransit and demand response. Information on the paratransit and demand response system is available at <https://www.ozark.org/ada-demand-response/ada-demand-response-info>.

Figure 1.1 ORT System Map



1.3.1 ORT Fire Damage

On January 10, 2017 at about 1:10 a.m., twenty buses and two buildings were destroyed by a fire which has left ORT with a largely repurposed fleet to meet the transit needs until replacement vehicles can be ordered. ORT has been able to procure vehicles from all over the Southern and Eastern United States in order to limit the interruption of service to those who need it.

Due to the destruction of 20 buses by the fire, it has left ORT in a very poor State of Good Repair. ORT has applied for several grants in order to replace the destroyed buses, but acquiring both the funds and the buses is a time consuming process. ORT has been successful in obtaining a \$3.6 million grant from FTA to replace a portion of the fleet and those funds are reflected in the investment prioritization of this plan.

Figure 1.2 Buses Destroyed by January 10, 2017 Fire



1.4 Accountable Executive

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

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

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

ORT has designated Joel Gardner, ORT Executive 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 ORT owns, operates, and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities.

2.1 Data Collection

On Saturday, April 21, 2018, TranSystems staff performed an on-site inspection, inventory and condition assessment of all TAM related assets described in the previous subsection. Prior to the on-site visit, TranSystems staff and ORT staff coordinated on the assets and current inventory that qualify under the TAM Plan. The three components of the asset inventory required as part of the TAM Plan are:

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

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

2.2.1 Asset Inventory Information

Table 2.1: Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value
Revenue Vehicles*	46	7.3	184,537	\$52,817
<i>BU – Bus</i>	14	13.0	352,680	\$105,475
<i>CU - Cutaway Bus</i>	23	4.5	99,440	\$34,679
<i>MV - Mini-van</i>	9	5.6	140,454	\$17,257
Equipment*	10	14.9	149,691	\$9,397
<i>Non-Revenue/Service Automobile</i>	6	14.4	179,776	\$3,076
<i>Trucks and other Rubber Tire Vehicles</i>	4	15.5	104,563	\$18,878
Facilities**	4	25.5	N/A	\$305,476
<i>Administration</i>	1	33.0	N/A	\$318,828
<i>Maintenance</i>	3	23.0	N/A	\$298,358

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

**Values based on the 2015 appraisal with a 2.5% annual appreciation

2.2.2 Rolling Stock Inventory

Rolling stock is an ORT owned and operated revenue service vehicle used in the provision of providing public transportation and includes vehicles used to primarily transport passengers. The Rolling Stock Inventory also includes any third-party rolling stock assets.

Table 2.2: Rolling Stock Inventory

Year	Date in Service	Months in Service as of: 04/2018	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Ownership
2015	4/1/2014	48	BU	Glaval/Concorde II	3FRNF6FL2FV554734	311	61,571	25-35	D	N/A	FR-Revenue	ORT
2015	4/1/2014	48	BU	Glaval/Concorde II	3FRNF6FL0FV554732	310	71,069	25-35	D	N/A	FR-Revenue	ORT
2015	4/1/2014	48	BU	Glaval/Concorde II	3FRNF6FL9FV554733	309	78,260	25-35	D	N/A	FR-Revenue	ORT
2010	6/1/2010	94	BU	Gillig/Low Floor	1GB9G5AG2A1136481	Springfield 271	211,824	30-40	D	WC	FR-Revenue	ORT
2010	6/1/2010	94	BU	Gillig/Low Floor	1GB9G5AGXA1136986	Springfield 273	219,432	30-40	D	WC	FR-Revenue	ORT
2001	3/1/2001	205	BU	Orion/Bus	1VH5F3N2316501614	Athens 269	310,463	30-40	D	WC	FR-Revenue	ORT
2003	2/1/2003	182	BU	Gillig/Phantom	15GCB201231111863	Pennsylvania 1508	369,939	30-40	D	WC	FR-Contingency	ORT
2001	3/1/2001	205	BU	Orion/Bus	1VH5F3N2116501613	Athens 268	409,401	30-40	D	WC	FR-Revenue	ORT
2003	5/1/2004	167	BU	NABI/Bus	1N94161423A140326	DART 5747	503,933	30-40	D	WC	FR-Revenue	ORT
1997	11/1/1997	245	BU	Gillig/Phantom	15GCD2010V1088502	Razorback 025	521,243	30-40	D	WC	FR-Contingency	ORT
1997	12/1/1997	244	BU	Gillig/Phantom	15GCD2011V1088511	Razorback 030	523,373	30-40	D	WC	FR-Contingency	ORT
2001	6/1/2001	202	BU	Gillig/Low Floor	15GGE181611090410	Key West 807	550,000	30-40	D	WC	FR-Contingency	ORT
2001	6/1/2001	202	BU	Gillig/Low Floor	15GGE181811090408	Key West 805	550,452	30-40	D	WC	FR-Contingency	ORT
2001	6/1/2001	202	BU	Gillig/Low Floor	15GGE181811090411	Key West 808	556,557	30-40	D	WC	FR-Contingency	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG1HN002695	695	6,640	20-30	G	WC	FR-Revenue	ORT

Table 2.2A: Rolling Stock Inventory Continued

Year	Date in Service	Months in Service as of: 04/2018	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Ownership
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG0HN002705	692	7,806	20-30	G	WC	FR-Revenue	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG7HN002636	688	8,856	20-30	G	WC	FR-Revenue	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG6HN002322	693	9,000	20-30	G	WC	FR-Revenue	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG9HN002458	689	9,267	20-30	G	WC	FR-Revenue	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG2HN002527	691	9,863	20-30	G	WC	FR-Revenue	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG4HN002450	694	10,811	20-30	G	WC	FR-Revenue	ORT
2017	4/1/2017	12	CU	Ford/E-450	IFDFE4FS4HDC51518	686	12,786	20-25	G	WC	DR-Revenue	ORT
2017	11/1/2017	5	CU	Chevrolet/Arboc	IHA6GUBG8HN002502	690	13,060	20-30	G	WC	FR-Revenue	ORT
2017	4/1/2017	12	CU	Ford/E-450	IFDFE4FS6HDC51519	687	14,080	20-25	G	WC	DR-Revenue	ORT
2017	5/1/2017	11	CU	Ford/E-450	IFDFE4FS2HDC51517	685	21,957	20-25	G	WC	DR-Revenue	ORT
2006	10/1/2005	150	CU	Chevrolet/Express 3500	IGBJG31U661128088	EOA 105	58,308	20-30	G	WC	FR-Revenue	ORT
2015	2/1/2015	38	CU	Glaval/E-450	IFDXE4FS0FDA27812	683	103,620	20-30	CNG	WC	FR-Revenue	ORT
2015	2/1/2015	38	CU	Glaval/E-450	IFDXE4FS7FDA27810	681	121,073	20-30	CNG	WC	FR-Revenue	ORT
2010	7/1/2009	105	CU	Ford/EI Dorado	IFDFE45S09DA89888	Wichita 28	146,064	20-30	G	WC	FR-Revenue	Lease
2010	7/1/2009	105	CU	Ford/EI Dorado	IFDFE45S29DA89889	Wichita 27	171,045	20-30	G	WC	FR-Revenue	Lease
2010	7/1/2009	105	CU	Ford/EI Dorado	IFDFE45S99DA89887	Wichita 29	182,005	20-30	G	WC	FR-Revenue	Lease
2009	5/1/2009	107	CU	Ford/E-450	IFDFE45S69DA72299	Kentucky 601	196,870	20-30	G	WC	FR-Contingency	ORT
2010	7/1/2009	105	CU	Ford/EI Dorado	IFDFE45S19DA89883	Wichita 939	203,558	20-30	G	WC	FR-Revenue	Lease
2010	7/1/2009	105	CU	Ford/EI Dorado	IFDFE45S59DA89885	Wichita 941	216,090	20-30	G	WC	FR-Revenue	Lease

Table 2.2B: Rolling Stock Inventory Continued

Year	Date in Service	Months in Service as of: 04/2018	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Ownership
2008	11/1/2007	125	CU	Ford/Glaval Titan II	1FDXE45S58DA54492	Pelivan 078	228,915	20-30	G	WC	FR-Revenue	Lease
2010	7/1/2009	105	CU	Ford/EI Dorado	1FDFE45S69DA89877	Wichita 933	254,725	20-30	G	WC	FR-Revenue	Lease
2010	12/1/2010	88	CU	Ford/E-450	1FDFE4FS0BDA49249	677	280,721	20-30	G	WC	FR-Revenue	ORT
2016	6/1/2015	34	MV	Mobility Ventures/MV-I	57WMD2C60GM100311	520	35,952	15-20	G	WC	DR-Revenue	ORT
2016	6/1/2015	34	MV	Mobility Ventures/MV-I	57WMD2C62GM100021	516	38,631	15-20	G	WC	DR-Revenue	ORT
2016	7/1/2015	33	MV	Mobility Ventures/MV-I	57WMD2C62GM100245	519	38,976	15-20	G	WC	DR-Revenue	ORT
2016	7/1/2015	33	MV	Mobility Ventures/MV-I	57WMD2C61GM100172	518	54,363	15-20	G	WC	DR-Revenue	ORT
2016	6/1/2015	34	MV	Mobility Ventures/MV-I	57WMD2C63GM100125	517	55,495	15-20	G	WC	DR-Revenue	ORT
2010	11/1/2009	101	MV	Dodge/Grand Caravan SE	2D4RN4DE7AR185017	512	237,341	15-20	G	WC	DR-Revenue	ORT
2007	11/1/2006	137	MV	Chevrolet/Uplander	1GBDVI3187D155352	508	255,416	15-20	G	WC	DR-Revenue	ORT
2010	11/1/2009	101	MV	Dodge/Grand Caravan SE	2D4RN4DE3AR185015	510	271,363	15-20	G	WC	DR-Revenue	ORT
2010	11/1/2009	101	MV	Dodge/Grand Caravan SE	2D4RN4DE7AR197930	515	276,548	15-20	G	WC	DR-Revenue	ORT

Table 2.3: Vehicles Slated for Disposition

The table below shows vehicles that are currently owned by ORT, but are slated for disposition by the end of the year, are not part of the replacement plan, and are not part of the investment prioritization. Any eligible proceeds from the sale of the vehicles will be used to aid in the funding of the investment prioritization plan of this document found in Section 5 of this TAMP.

Vehicle ID	Year	Fuel	Make	Model	VIN
265	2005	DIESEL	Champion	CTS FE CT380RLM	4UZAACBV55CU73341
266	2005	DIESEL	Champion	CTS FE CT380RLM	4UZAACBV55CU73342
267	2005	DIESEL	Champion	CTS FE CT380RLM	4UZAACBV55CU73343
268	2005	DIESEL	Champion	CTS FE CT380RLM	4UZAACBV55CU73344
303	2008	DIESEL	International	Krystal	IHVBTAA8H644216
305	2008	DIESEL	International	Krystal	IHVBTAA8H653265
407	2012	DIESEL	International	3200	5WEASSKL2DJ145281
702	2010	DIESEL	MCI	D4505	1M86DMEA1AP059267
703	2010	DIESEL	MCI	D4505	1M16DMEA3AP059268
511	2010	GAS	DODGE	CARAVAN SE	2D4RN4DE5AR185016
514	2010	GAS	DODGE	CARAVAN SE	2D4RN4DE8AR245337
Alabama 2001	2000	Diesel	Orion	Bus	1VH6H2C24Y6600352
Alabama 2027	2000	Diesel	Orion	Bus	1VH6H2C22Y6600379

2.2.3 Equipment Inventory

Equipment evaluated per FTA requirements in this TAMP is all non-revenue service vehicles regardless of value and any ORT 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. ORT does not utilize or operate any third-party non-revenue service vehicle equipment assets. ORT does not utilize or operate any third-party non-revenue service vehicle equipment assets.

Table 2.4: Equipment Inventory

Year	Date in Service	Months in Service as of: 04/2018	Asset Class	Make / Model	VIN / Serial Number	Agency Vehicle Number / Asset Tag	Mileage	Fuel Type	Vehicle Use	Original Purchase Price
1994	5/1/1994	287	TR	Ford/F-350 Truck	1FTJW36M4REA13204	98	108,667	D	Support	1994
2004	2/1/2004	170	TR	Ford/F-350 Truck	1FDWW37P04EC48380	99	58,594	D	Support	2004
2005	7/1/2005	153	AO	Chevrolet/Impala	2G1WF52KX59291469	100	176,042	G	Support	2005
1995	2/1/1995	278	TR	Ford/F-150 Truck	1FTEF14Y8SNA84908	101	238,287	G	Support	1995
2004	7/1/2004	165	SV	Chevrolet/Suburban	3GNFK16Z54G222221	102	209,883	G	Support	2004
2002	2/1/2002	194	VN	Dodge/Ram Wagon - B3500	2B5WB35Y82K117260	103	176,676	G	Support	2002
2002	4/1/2002	192	VN	Dodge/Ram Wagon - B3500	2B5WB35Y42K132807	104	119,356	G	Support	2002
2017	6/1/2017	10	TR	Dodge/Ram Crew	3C6UR5CJ8HG741052	106	12,702	G	Support	2017
2004	5/1/2004	167	VN	Ford/E-350 Van	1FTSS34L14HB01421	669	202,879	G	Support	2004
2004	5/1/2004	167	VN	Ford/E-350 Van	1FTSS34L34HB01422	670	193,822	G	Support	2004

2.2.4 Facility Inventory

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

Table 2.5: 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	2423A East Robinson Avenue Springdale, AR 72764	1985	N/A	4,500	Fixed Route and Paratransit	ORT	100%
Maintenance Garage	Maintenance Facility	2423B East Robinson Avenue Springdale, AR 72764	2015	N/A	9,000	Fixed Route and Paratransit	ORT	100%
Wash Bay	Maintenance Facility	2423C East Robinson Avenue Springdale, AR 72764	1985	N/A	4,000	Fixed Route and Paratransit	ORT	100%
Fueling Station	Maintenance Facility	2423D East Robinson Avenue Springdale, AR 72764	1985	N/A	N/A	Fixed Route and Paratransit	ORT	100%

Section 3: Asset Condition Assessment

3.1 Asset Condition Assessment Overview

ORT 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 0.0 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 ORT 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 ORT TAM Plan is to keep our assets in a SGR through setting these targets, and optimizing the capital investment plan to achieve these targets. Failure to achieve or maintain a SGR leads to:

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

- Lower system performance and eventually lower customer satisfaction

Table 3.1: FTA TERM Rating Scale

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

3.3 Condition Assessment by Asset Category

3.3.1 Rolling Stock Condition Assessment

The TAMP Rolling Stock condition assessments were completed by TranSystems staff. The TAMP Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which ORT owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAMP for rolling stock assets for which ORT does not own the rolling stock asset, the rolling stock asset is owned by a third party, and/or where ORT does not have a direct capital responsibility for the rolling stock asset. However, for the purposes of NTD reporting (Inventory and Condition Submittal), all ORT owned and third party owned rolling stock assets (regardless of direct capital responsibility) are assigned an asset condition rating.

In addition, due to the damage caused by the fire detailed in Section I of this plan, all leased vehicles will need to be replaced by 100% owned ORT 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 04/2018	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2001	3/1/2001	205	BU	Orion/Bus	1VH5F3N2316501614	Athens 269	310,463	30-40	D	WC	FR-Revenue	1.0
2003	2/1/2003	182	BU	Gillig/Phantom	15GCB201231111863	Pennsylvania 1508	369,939	30-40	D	WC	FR-Contingency	1.0
2001	3/1/2001	205	BU	Orion/Bus	1VH5F3N2116501613	Athens 268	409,401	30-40	D	WC	FR-Revenue	1.0
2003	5/1/2004	167	BU	NABI/Bus	1N94161423A140326	DART 5747	503,933	30-40	D	WC	FR-Revenue	1.0
1997	11/1/1997	245	BU	Gillig/Phantom	15GCD2010V1088502	Razorback 025	521,243	30-40	D	WC	FR-Contingency	1.0
1997	12/1/1997	244	BU	Gillig/Phantom	15GCD2011V1088511	Razorback 030	523,373	30-40	D	WC	FR-Contingency	1.0
2001	6/1/2001	202	BU	Gillig/Low Floor	15GGE181611090410	Key West 807	550,000	30-40	D	WC	FR-Contingency	1.0
2001	6/1/2001	202	BU	Gillig/Low Floor	15GGE181811090408	Key West 805	550,452	30-40	D	WC	FR-Contingency	1.0
2001	6/1/2001	202	BU	Gillig/Low Floor	15GGE181811090411	Key West 808	556,557	30-40	D	WC	FR-Contingency	1.0
2010	6/1/2010	94	BU	Gillig/Low Floor	1GB9G5AG2A1136481	Springfield 271	211,824	30-40	D	WC	FR-Revenue	3.5
2010	6/1/2010	94	BU	Gillig/Low Floor	1GB9G5AGXA1136986	Springfield 273	219,432	30-40	D	WC	FR-Revenue	3.5
2015	4/1/2014	48	BU	Glaval/Concorde II	3FRNF6FL2FV554734	311	61,571	25-35	D	N/A	FR-Revenue	4.0
2015	4/1/2014	48	BU	Glaval/Concorde II	3FRNF6FLOFV554732	310	71,069	25-35	D	N/A	FR-Revenue	4.0
2015	4/1/2014	48	BU	Glaval/Concorde II	3FRNF6FL9FV554733	309	78,260	25-35	D	N/A	FR-Revenue	4.0
2010	12/1/2010	88	CU	Ford/E-450	1FD4E4FS0BDA49249	677	280,721	20-30	G	WC	FR-Revenue	1.0
2008	11/1/2007	125	CU	Ford/Glaval Titan II	1FDXE45S58DA54492	Pelivan 078	228,915	20-30	G	WC	FR-Revenue	1.3
2010	7/1/2009	105	CU	Ford/EI Dorado	1FD4E45S69DA89877	Wichita 933	254,725	20-30	G	WC	FR-Revenue	1.5
2009	5/1/2009	107	CU	Ford/E-450	1FD4E45S69DA72299	Kentucky 601	196,870	20-30	G	WC	FR-Contingency	1.8
2010	7/1/2009	105	CU	Ford/EI Dorado	1FD4E45S19DA89883	Wichita 939	203,558	20-30	G	WC	FR-Revenue	1.8
2010	7/1/2009	105	CU	Ford/EI Dorado	1FD4E45S59DA89885	Wichita 941	216,090	20-30	G	WC	FR-Revenue	1.8


Table 3.2A Rolling Stock Condition Assessment Continued

Year	Date in Service	Months in Service 04/2018	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2006	10/1/2005	150	CU	Chevrolet/Express 3500	1GBJG31U661128088	EOA 105	58,308	20-30	G	WC	FR-Revenue	2.0
2010	7/1/2009	105	CU	Ford/EI Dorado	1FDFE45S29DA89889	Wichita 27	171,045	20-30	G	WC	FR-Revenue	2.0
2010	7/1/2009	105	CU	Ford/EI Dorado	1FDFE45S99DA89887	Wichita 29	182,005	20-30	G	WC	FR-Revenue	2.0
2010	7/1/2009	105	CU	Ford/EI Dorado	1FDFE45S09DA89888	Wichita 28	146,064	20-30	G	WC	FR-Revenue	2.1
2015	2/1/2015	38	CU	Glaval/E-450	1FDXE4FS7FDA27810	681	121,073	20-30	CNG	WC	FR-Revenue	2.8
2015	2/1/2015	38	CU	Glaval/E-450	1FDXE4FS0FDA27812	683	103,620	20-30	CNG	WC	FR-Revenue	3.0
2017	4/1/2017	12	CU	Ford/E-450	1FDFE4FS4HDC51518	686	12,786	20-25	G	WC	DR-Revenue	4.5
2017	4/1/2017	12	CU	Ford/E-450	1FDFE4FS6HDC51519	687	14,080	20-25	G	WC	DR-Revenue	4.5
2017	5/1/2017	11	CU	Ford/E-450	1FDFE4FS2HDC51517	685	21,957	20-25	G	WC	DR-Revenue	4.5
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG1HN002695	695	6,640	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG0HN002705	692	7,806	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG7HN002636	688	8,856	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG6HN002322	693	9,000	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG9HN002458	689	9,267	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG2HN002527	691	9,863	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG4HN002450	694	10,811	20-30	G	WC	FR-Revenue	4.8
2017	11/1/2017	5	CU	Chevrolet/Arboc	1HA6GUBG8HN002502	690	13,060	20-30	G	WC	FR-Revenue	4.8
2007	11/1/2006	137	MV	Chevrolet/Uplander	1GBDVI3187D155352	508	255,416	15-20	G	WC	DR-Revenue	1.0
2010	11/1/2009	101	MV	Dodge/Grand Caravan SE	2D4RN4DE7AR185017	512	237,341	15-20	G	WC	DR-Revenue	1.2
2010	11/1/2009	101	MV	Dodge/Grand Caravan SE	2D4RN4DE3AR185015	510	271,363	15-20	G	WC	DR-Revenue	1.2

Table 3.2B Rolling Stock Condition Assessment Continued

Year	Date in Service	Months in Service 04/2018	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2010	11/1/2009	101	MV	Dodge/Grand Caravan SE	2D4RN4DE7AR197930	515	276,548	15-20	G	WC	DR-Revenue	1.2
2016	7/1/2015	33	MV	Mobility Ventures/MV-I	57WMD2C61GM100172	518	54,363	15-20	G	WC	DR-Revenue	3.9
2016	6/1/2015	34	MV	Mobility Ventures/MV-I	57WMD2C63GM100125	517	55,495	15-20	G	WC	DR-Revenue	3.9
2016	6/1/2015	34	MV	Mobility Ventures/MV-I	57WMD2C60GM100311	520	35,952	15-20	G	WC	DR-Revenue	4.0
2016	6/1/2015	34	MV	Mobility Ventures/MV-I	57WMD2C62GM100021	516	38,631	15-20	G	WC	DR-Revenue	4.0
2016	7/1/2015	33	MV	Mobility Ventures/MV-I	57WMD2C62GM100245	519	38,976	15-20	G	WC	DR-Revenue	4.0

Figure 3.1: Sample Revenue Vehicle Inventory and Condition Form Front


ORT OZARK REGIONAL TRANSIT

Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: _____

Inventory Date: _____

Make: _____

Model: _____

Year: _____

ID/Serial Number/VIN: _____

Mileage: _____

Date in Service: _____

Vehicle Location: _____

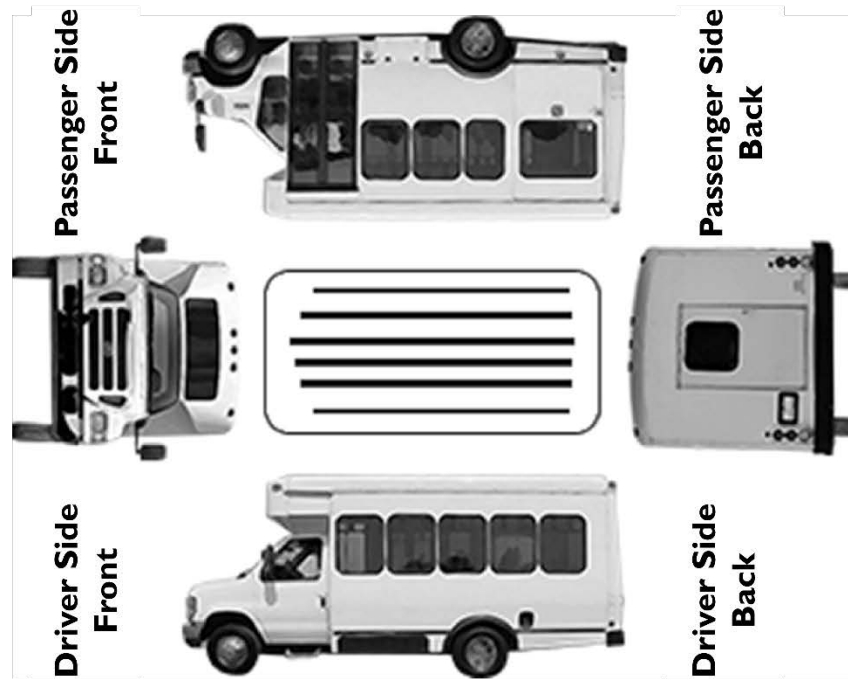
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: _____

Additional Vehicle Comments:

Figure 3.2: Sample Revenue Vehicle Inventory and Condition Form Back



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

3.3.2 Equipment Condition Assessment

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

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

Table 3.3 details the condition assessment for each of the assets that need to be included as part of the TAMP.

Table 3.3 Equipment Condition Assessment

Item #	Classification	Item	Service Start Year	Age	Quantity	Status	Replacement Cost	Condition Rating
98	Maintenance Vehicle	Ford/F-350 Truck	5/1/1994	23.9	1	In-Service	\$37,920	1.5
99	Maintenance Vehicle	Ford/F-350 Truck	2/1/2004	14.2	1	In-Service	\$37,920	2.0
100	Staff Vehicle	Chevrolet/Impala	7/1/2005	12.8	1	In-Service	\$27,895	1.2
101	Maintenance Vehicle	Ford/F-150 Truck	2/1/1995	23.2	1	In-Service	\$34,245	1.0
102	Staff Vehicle	Chevrolet/Suburban	7/1/2004	13.8	1	In-Service	\$50,200	1.5
103	Staff Vehicle	Dodge/Ram Wagon - B3500	2/1/2002	16.2	1	In-Service	\$33,515	1.0
104	Staff Vehicle	Dodge/Ram Wagon - B3500	4/1/2002	16.0	1	In-Service	\$33,515	1.3
106	Staff Vehicle	Dodge/Ram Crew	6/1/2017	0.8	1	In-Service	\$33,515	4.9
669	Staff Vehicle	Ford/E-350 Van	5/1/2004	13.9	1	In-Service	\$33,515	1.1
670	Staff Vehicle	Ford/E-350 Van	5/1/2004	13.9	1	In-Service	\$33,515	1.2

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 ORT owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which ORT does not own the asset, the facility asset is owned by a third party, and/or where ORT does not have a direct capital responsibility for the facility asset.

However, for the purposes of NTD reporting (Inventory and Condition Submittal), all ORT 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 ORT owned facility assets with a direct capital responsibility are assigned a facility asset condition rating.

At the time of this report, ORT only owns, operates, and has a direct capital responsibility for its Administration Building, Maintenance Building, Wash Bay, and Fueling Station in Springdale, Arkansas.


Each condition assessment inspection will take place in March/April of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Director of Maintenance and an ORT staff member, with results and data reported to ORT 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	2423A East Robinson Avenue Springdale, AR 72764	1985	N/A	4,500	Fixed Route and Paratransit	ORT	100%	3.82
Wash Bay	Maintenance Facility	2423A East Robinson Avenue Springdale, AR 72764	1985	N/A	4,000	Fixed Route and Paratransit	ORT	100%	4.10
Fueling Station	Maintenance Facility	2423A East Robinson Avenue Springdale, AR 72764	1985	N/A	N/A	Fixed Route and Paratransit	ORT	100%	4.13
Maintenance Garage	Maintenance Facility	2423A East Robinson Avenue Springdale, AR 72764	2015	N/A	9,000	Fixed Route and Paratransit	ORT	100%	4.39

Figure 3.3: Sample Facility Inventory and Condition Form Front


OZARK REGIONAL TRANSIT

Facility Inventory & Condition Assessment Form

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

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

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

Figure 3.4: Sample Facility Inventory and Condition Form Back

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

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

3.4 Asset Condition Assessment Results

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

3.4.1 Revenue Vehicle Condition Assessment Results

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

- **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, 27 of the 46 vehicles (58.7%) have a condition rating of 2 or higher.

The FY2019 target for a condition evaluation is 75% with a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the Useful Life Benchmark (ULB) for the asset class. Each asset class for revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.5.

Table 3.5 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Bus	14 Years	14	9	64.3%
Cutaway	10 Years	23	2	8.7%
Minivan	8 Years	9	4	44.4%
Totals:		46	15	32.6%

The Age Score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.6.

Table 3.6 Age 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 target for an age evaluation is 75% of the asset class with remaining useful life. As seen in Table 3.5, 31 of the 46 vehicles (67.4%) have a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that ORT has for the lifecycle of the asset class. Table 3.6 shows the ULB for mileage specific to our agency.

Table 3.7 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Bus	500,000 miles	14	6	42.9%
Cutaway	250,000 miles	23	2	8.7%
Minivan	200,000 miles	9	4	44.4%
Totals:		46	12	26.1%

The mileage score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.8.

Table 3.8 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 target for a mileage evaluation is 75% of the asset class with remaining useful life. As seen in Table 3.8, 34 of the 46 vehicles (73.9%) have a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

- **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 75% of the asset class with a score 2 or higher (max score of 5). As seen in Table 3.10, 27 of the 46 vehicles (58.7%) have a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

3.4.2 Revenue Vehicle State of Good Repair Summary

The Table 3.9 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 3.10.

Table 3.9 Revenue Vehicle SGR by Asset Class

Asset Class	SGR Minimum Score	# of Vehicles	# Below ULB	% Below SGR
Bus	2.0	14	9	64.3%
Cutaway	2.0	23	6	26.1%
Minivan	2.0	9	4	44.4%
Totals:		46	19	41.3%

Table 3.10A Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Average Condition Rating
BU	Gillig/Phantom	Razorback 025	1.0	1997	11/1/1997	245	14	145.8%	1.00	521,243	500,000	104.2%	(21,243)	1.00	1.0
BU	Gillig/Phantom	Razorback 030	1.0	1997	12/1/1997	244	14	145.2%	1.00	523,373	500,000	104.7%	(23,373)	1.00	1.0
BU	Gillig/Low Floor	Key West 807	1.0	2001	6/1/2001	202	14	120.2%	1.00	550,000	500,000	110.0%	(50,000)	1.00	1.0
BU	Gillig/Low Floor	Key West 805	1.0	2001	6/1/2001	202	14	120.2%	1.00	550,452	500,000	110.1%	(50,452)	1.00	1.0
BU	Gillig/Low Floor	Key West 808	1.0	2001	6/1/2001	202	14	120.2%	1.00	556,557	500,000	111.3%	(56,557)	1.00	1.0
BU	Orion/Bus	Athens 268	1.0	2001	3/1/2001	205	14	122.0%	1.00	409,401	500,000	81.9%	90,599	2.00	1.3
BU	NABI/Bus	DART 5747	1.0	2003	5/1/2004	167	14	99.4%	2.00	503,933	500,000	100.8%	(3,933)	1.00	1.3
BU	Orion/Bus	Athens 269	1.0	2001	3/1/2001	205	14	122.0%	1.00	310,463	500,000	62.1%	189,537	3.00	1.7
BU	Gillig/Phantom	Pennsylvania 1508	1.0	2003	2/1/2003	182	14	108.3%	1.00	369,939	500,000	74.0%	130,061	3.00	1.7
BU	Gillig/Low Floor	Springfield 271	3.5	2010	6/1/2010	94	14	56.0%	3.00	211,824	500,000	42.4%	288,176	4.00	3.5
BU	Gillig/Low Floor	Springfield 273	3.5	2010	6/1/2010	94	14	56.0%	3.00	219,432	500,000	43.9%	280,568	4.00	3.5
BU	Glaval/Concorde II	311	4.0	2015	4/1/2014	48	14	28.6%	4.00	61,571	500,000	12.3%	438,429	5.00	4.3
BU	Glaval/Concorde II	310	4.0	2015	4/1/2014	48	14	28.6%	4.00	71,069	500,000	14.2%	428,931	5.00	4.3
BU	Glaval/Concorde II	309	4.0	2015	4/1/2014	48	14	28.6%	4.00	78,260	500,000	15.7%	421,740	5.00	4.3
CU	Ford/Glaval Titan II	Pelivan 078	1.3	2008	11/1/2007	125	10	104.2%	1.00	228,915	250,000	91.6%	21,085	2.00	1.4
CU	Ford/El Dorado	Wichita 933	1.5	2010	7/1/2009	105	10	87.5%	2.00	254,725	250,000	101.9%	(4,725)	1.00	1.5
CU	Ford/E-450	677	1.0	2010	12/1/2010	88	10	73.3%	3.00	280,721	250,000	112.3%	(30,721)	1.00	1.7
CU	Ford/E-450	Kentucky 601	1.8	2009	5/1/2009	107	10	89.2%	2.00	196,870	250,000	78.7%	53,130	2.00	1.9
CU	Ford/El Dorado	Wichita 939	1.8	2010	7/1/2009	105	10	87.5%	2.00	203,558	250,000	81.4%	46,442	2.00	1.9
CU	Ford/El Dorado	Wichita 941	1.8	2010	7/1/2009	105	10	87.5%	2.00	216,090	250,000	86.4%	33,910	2.00	1.9

Table 3.10B Revenue Vehicle Cumulative Condition, Age, and Mileage Scores Continued

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Average Condition Rating
CU	Ford/EI Dorado	Wichita 27	2.0	2010	7/1/2009	105	10	87.5%	2.00	171,045	250,000	68.4%	78,955	3.00	2.3
CU	Ford/EI Dorado	Wichita 29	2.0	2010	7/1/2009	105	10	87.5%	2.00	182,005	250,000	72.8%	67,995	3.00	2.3
CU	Ford/EI Dorado	Wichita 28	2.1	2010	7/1/2009	105	10	87.5%	2.00	146,064	250,000	58.4%	103,936	3.00	2.4
CU	Chevrolet/Express 3500	EOA 105	2.0	2006	10/1/2005	150	10	125.0%	1.00	58,308	250,000	23.3%	191,692	5.00	2.7
CU	Glaval/E-450	681	2.8	2015	2/1/2015	38	10	31.7%	4.00	121,073	250,000	48.4%	128,927	4.00	3.6
CU	Glaval/E-450	683	3.0	2015	2/1/2015	38	10	31.7%	4.00	103,620	250,000	41.4%	146,380	4.00	3.7
CU	Ford/E-450	686	4.5	2017	4/1/2017	12	10	10.0%	5.00	12,786	250,000	5.1%	237,214	5.00	4.8
CU	Ford/E-450	687	4.5	2017	4/1/2017	12	10	10.0%	5.00	14,080	250,000	5.6%	235,920	5.00	4.8
CU	Ford/E-450	685	4.5	2017	5/1/2017	11	10	9.2%	5.00	21,957	250,000	8.8%	228,043	5.00	4.8
CU	Chevrolet/Arboc	695	4.8	2017	11/1/2017	5	10	4.2%	5.00	6,640	250,000	2.7%	243,360	5.00	4.9
CU	Chevrolet/Arboc	692	4.8	2017	11/1/2017	5	10	4.2%	5.00	7,806	250,000	3.1%	242,194	5.00	4.9
CU	Chevrolet/Arboc	688	4.8	2017	11/1/2017	5	10	4.2%	5.00	8,856	250,000	3.5%	241,144	5.00	4.9
CU	Chevrolet/Arboc	693	4.8	2017	11/1/2017	5	10	4.2%	5.00	9,000	250,000	3.6%	241,000	5.00	4.9
CU	Chevrolet/Arboc	689	4.8	2017	11/1/2017	5	10	4.2%	5.00	9,267	250,000	3.7%	240,733	5.00	4.9
CU	Chevrolet/Arboc	691	4.8	2017	11/1/2017	5	10	4.2%	5.00	9,863	250,000	3.9%	240,137	5.00	4.9
CU	Chevrolet/Arboc	694	4.8	2017	11/1/2017	5	10	4.2%	5.00	10,811	250,000	4.3%	239,189	5.00	4.9
CU	Chevrolet/Arboc	690	4.8	2017	11/1/2017	5	10	4.2%	5.00	13,060	250,000	5.2%	236,940	5.00	4.9
MV	Chevrolet/Uplander	508	1.0	2007	11/1/2006	137	8	142.7%	1.00	255,416	200,000	127.7%	(55,416)	1.00	1.0
MV	Dodge/Grand Caravan SE	512	1.2	2010	11/1/2009	101	8	105.2%	1.00	237,341	200,000	118.7%	(37,341)	1.00	1.1
MV	Dodge/Grand Caravan SE	510	1.2	2010	11/1/2009	101	8	105.2%	1.00	271,363	200,000	135.7%	(71,363)	1.00	1.1

Table 3.10C Revenue Vehicle Cumulative Condition, Age, and Mileage Scores Continued

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Average Condition Rating
MV	Dodge/Grand Caravan SE	515	1.2	2010	11/1/2009	101	8	105.2%	1.00	276,548	200,000	138.3%	(76,548)	1.00	1.1
MV	Mobility Ventures/MV-I	518	3.9	2016	7/1/2015	33	8	34.4%	4.00	54,363	200,000	27.2%	145,637	4.00	4.0
MV	Mobility Ventures/MV-I	517	3.9	2016	6/1/2015	34	8	35.4%	4.00	55,495	200,000	27.7%	144,505	4.00	4.0
MV	Mobility Ventures/MV-I	520	4.0	2016	6/1/2015	34	8	35.4%	4.00	35,952	200,000	18.0%	164,048	5.00	4.3
MV	Mobility Ventures/MV-I	516	4.0	2016	6/1/2015	34	8	35.4%	4.00	38,631	200,000	19.3%	161,369	5.00	4.3
MV	Mobility Ventures/MV-I	519	4.0	2016	7/1/2015	33	8	34.4%	4.00	38,976	200,000	19.5%	161,024	5.00	4.3

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 ORT owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools.

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

3.4.3.1 Non-Revenue Vehicles

The non-revenue vehicles will be scored the same way as the revenue vehicles. The priority for replacement will not be as high as the revenue vehicles as they are not transporting passengers and the target will be set lower to ensure that they are not being prioritized. ORT only has 10 staff/maintenance vehicles, so a change in one vehicle causes a 10% change in the results. This makes generalizations based on aggregate statistics less useful. Setting a target for this vehicle class should recognize that they do not carry passengers, so there is less risk associated with their State of Good Repair conditions.

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

- **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, 2 of the 10 vehicles (20.0%) have a condition rating of 2 or higher.

The target for a condition evaluation is 50% with a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the Useful Life Benchmark (ULB) for the asset class. Each asset class for non-revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.11.

Table 3.11 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	# of Vehicles	# Below ULB	% Below ULB
Automobile	8 Years	1	1	100%
SUV	8 Years	1	1	100%
Truck	14 Years	4	3	75%
Van	8 Years	4	4	100%
Totals:		10	9	90%

The age score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.12.

Table 3.12 Age 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

According to Table 3.11, 1 of the 10 vehicles (10.0%) have a condition rating of 2 or higher. The target for the age condition evaluation is 50% with a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that ORT has for the lifecycle of the asset class. Table 3.13 shows the ULB for mileage specific to our agency.

Table 3.13 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# Below ULB	% Below ULB
Automobile	150,000 miles	1	1	100%
SUV	200,000 miles	1	1	100%
Truck	200,000 miles	4	1	25%
Van	200,000 miles	4	1	25
Totals:		10	4	40%

The Age Score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.14.

Table 3.14 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

According to Table 3.13, 6 of the 10 vehicles (60.0%) have a condition rating of 2 or higher. The target for the age condition evaluation is 50% with a condition rating of 2 or higher. The fleet currently meets this benchmark.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale will be averaged to determine a cumulative score for each asset. According to Table 3.15, 2 of the 10 vehicles (20.0%) have a condition rating of 2 or higher. The target for the age condition evaluation is 50% with a condition rating of 2 or higher. The fleet does not currently meet this benchmark and will be addressed in the investment prioritization section of this plan.

Table 3.15 Non-Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Average Condition Rating
TR	Ford/F-150 Truck	101	1.0	1995	2/1/1995	278	14	165.5%	1.00	238,287	200,000	119.1%	(38,287)	1.00	1.00
VN	Ford/E-350 Van	669	1.1	2004	5/1/2004	167	8	174.0%	1.00	202,879	200,000	101.4%	(2,879)	1.00	1.03
AO	Chevrolet/Impala	100	1.2	2005	7/1/2005	153	8	159.4%	1.00	176,042	150,000	117.4%	(26,042)	1.00	1.07
SV	Chevrolet/Suburban	102	1.5	2004	7/1/2004	165	8	171.9%	1.00	209,883	200,000	104.9%	(9,883)	1.00	1.17
VN	Dodge/Ram Wagon - B3500	103	1.0	2002	2/1/2002	194	8	202.1%	1.00	176,676	200,000	88.3%	23,324	2.00	1.33
VN	Ford/E-350 Van	670	1.2	2004	5/1/2004	167	8	174.0%	1.00	193,822	200,000	96.9%	6,178	2.00	1.40
VN	Dodge/Ram Wagon - B3500	104	1.3	2002	4/1/2002	192	8	200.0%	1.00	119,356	200,000	59.7%	80,644	3.00	1.77
TR	Ford/F-350 Truck	98	1.5	1994	5/1/1994	287	14	170.8%	1.00	108,667	200,000	54.3%	91,333	3.00	1.83
TR	Ford/F-350 Truck	99	2.0	2004	2/1/2004	170	14	101.2%	1.00	58,594	200,000	29.3%	141,406	4.00	2.33
TR	Dodge/Ram Crew	106	4.9	2017	6/1/2017	10	14	6.0%	5.00	12,702	200,000	6.4%	187,298	5.00	4.97

3.4.3.2 Other Equipment

ORT 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 ORT owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which ORT does not own the asset, the facility asset is owned by a third party, and/or where ORT 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).

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

Table 3.16 Facility Condition Assessment Summary

Facility Description	Asset Classification	Condition Rating
Administrative Office	Administrative Facility	3.82
Wash Bay	Maintenance Facility	4.10
Fueling Station	Passenger Facility	4.13
Maintenance Garage	Maintenance Facility	4.39

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. ORT 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 ORT Decision Support and Capital Asset Investment Planning Process.

Table 4.1 ORT 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:

- ORT Fleet Maintenance Program
- 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, ORT 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 ORT encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. ORT'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 ORT 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

For the purposes of procuring revenue vehicles and equipment, ORT follows the ORT Purchasing Policies and Procedures that was amended in December 2016. The plan details the various bid types and thresholds that they follow in compliance with FTA Guidelines, including all of the required federal clauses. In general, ORT issues a request for proposal on any large fleet addition, or will work with other agencies in the region to coordinate on option contracts to replace their fleet.

4.1.2 Maintenance Strategy

Pre-trip inspections: Each vehicle will be inspected at the start of each shift by a driver trained in the procedure. A walk-around will be performed with a vehicle pre-trip checklist and any irregularities reported to the Mechanic before the vehicle leaves the lot. Please see Attachments for Pre-Trip Inspection checklist.

Basic Service Routines: Per the recommendations of the chassis, bus body, and wheelchair lift manufacturers, and the additional recommendations of the transit mechanic, a thorough preventive maintenance schedule will be established and followed for each vehicle. At or before the recommended mileage intervals, the transit mechanic will perform all the elements of maintenance due at that mileage. Please see Attachments for Preventive Maintenance Schedules and Standard Operating Procedures.

Vehicle Cleaning: Interior cleaning and sweeping of each in-service vehicle will be performed at the end of each shift by the vehicle driver or the designated service worker. Vehicle exteriors will be washed on a weekly basis or more frequently, as needed.

Vehicle Repairs: The need for a vehicle repair may be discovered during a pre-trip inspection, preventive maintenance inspection, or breakdown. The mechanic will determine warranty coverage for the system requiring attention, and if appropriate, pursue warranty repairs with the vendor, bus or chassis manufacturer, or authorized warranty outlet. The transit mechanic will determine whether the repair can be accomplished in-house, or because of the need for special diagnostic expertise or equipment, will be assigned to a subcontractor.

Documentation and Analysis: Vehicle condition will be regularly documented through pre-trip inspections and problems discovered on the road will be documented on a Driver Vehicle Inspection Report by the driver. In addition, all vehicle maintenance and repair activity and costs will be documented. Vehicle data will be organized for summary and analysis.

4.1.3 Disposal Strategy

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

Section 5: Investment Prioritization

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

5.1 Investment Prioritization Process

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

5.1.1 Replacement Cost Summary

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

Table 5.1 Replacement Cost Amounts by Asset Class

Asset Class	FTA Age ULB	Mileage ULB	Replacement Cost
Bus (BU)	14 Years	500,000	\$395,000
Medium Duty Bus (BU-M)	14 Years	500,000	\$250,000
Cutaway – Rural (CU-R)	10 Years	200,000	\$57,000
Cutaway – Urban (CU-U)	10 Years	200,000	\$135,000
Minivan (MV)	8 Years	200,000	\$40,000

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

5.1.2 Capital Budget

ORT is committed to using the funds we receive in the most efficient manner to maintain and improve the safe operation of our system. Over the past three years, ORT has spent on average \$557,242 (FY2014-\$375,228; FY2015-\$1,157,859; FY2016-\$138,640). ORT has received the capital funds from multiple state and federal programs including: Sections 5307, 5339, and 5310.

5.1.3 Revenue Vehicle Replacement Prioritization

Table 5.2 details the replacement of ORT assets by year in order to achieve a minimum SGR. The current revenue vehicle fleet SGR is 58.7% according to the cumulative condition score.

Table 5.2 Revenue Vehicle Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number*	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
2007	MV	Chevrolet/Uplander	508	255,416	1.0	\$40,000	\$40,000					\$40,000
2001	BU	Gillig/Low Floor	Key West 805	550,452	1.0	\$395,000	\$395,000					\$435,000
2001	BU	Gillig/Low Floor	Key West 807	550,000	1.0	\$395,000	\$395,000					\$830,000
2001	BU	Gillig/Low Floor	Key West 808	556,557	1.0	\$395,000	\$395,000					\$1,225,000
1997	BU	Gillig/Phantom	Razorback 025	521,243	1.0	\$395,000	\$395,000					\$1,620,000
1997	BU	Gillig/Phantom	Razorback 030	523,373	1.0	\$395,000	\$395,000					\$2,015,000
2010	MV	Dodge/Grand Caravan SE	510	271,363	1.1	\$40,000	\$40,000					\$2,055,000
2010	MV	Dodge/Grand Caravan SE	512	237,341	1.1	\$40,000	\$40,000					\$2,095,000
2010	MV	Dodge/Grand Caravan SE	515	276,548	1.1	\$40,000	\$40,000					\$2,135,000
2001	BU	Orion/Bus	Athens 268	409,401	1.3	\$395,000	\$395,000					\$2,530,000
2003	BU	NABI/Bus	DART 5747	503,933	1.3	\$395,000	\$395,000					\$2,925,000
2008	CU-U	Ford/Glaval Titan II	Pelivan 078	228,915	1.4	\$135,000	\$135,000					\$3,060,000
2010	CU-U	Ford/EI Dorado	Wichita 933	254,725	1.5	\$135,000	\$135,000					\$3,195,000
2010	CU-U	Ford/E-450	677	280,721	1.7	\$135,000	\$135,000					\$3,330,000
2001	BU	Orion/Bus	Athens 269	310,463	1.7	\$395,000	\$395,000					\$3,725,000
2003	BU	Gillig/Phantom	Pennsylvania 1508	369,939	1.7	\$395,000	\$395,000					\$4,120,000
2009	CU-U	Ford/E-450	Kentucky 601	196,870	1.9	\$135,000		\$135,000				\$4,255,000
2010	CU-U	Ford/EI Dorado	Wichita 939	203,558	1.9	\$135,000		\$135,000				\$4,390,000
2010	CU-U	Ford/EI Dorado	Wichita 941	216,090	1.9	\$135,000		\$135,000				\$4,525,000
2010	CU-U	Ford/EI Dorado	Wichita 27	171,045	2.3	\$135,000			\$135,000			\$4,660,000

Table 5.2A Revenue Vehicle Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number*	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
2010	CU-U	Ford/EI Dorado	Wichita 29	182,005	2.3	\$135,000			\$135,000			\$4,795,000
2010	CU-U	Ford/EI Dorado	Wichita 28	146,064	2.4	\$135,000				\$135,000		\$4,930,000
2006	CU-U	Chevrolet/Express 3500	EOA 105	58,308	2.7	\$135,000				\$135,000		\$5,065,000
2010	BU	Gillig/Low Floor	Springfield 271	211,824	3.5	\$395,000					\$395,000	\$5,460,000
2010	BU	Gillig/Low Floor	Springfield 273	219,432	3.5	\$395,000						\$5,460,000
2015	CU-U	Glaval/E-450	681	121,073	3.6	\$135,000						\$5,460,000
2015	CU-U	Glaval/E-450	683	103,620	3.7	\$135,000						\$5,460,000
2016	MV	Mobility Ventures/MV-I	517	55,495	4.0	\$40,000						\$5,460,000
2016	MV	Mobility Ventures/MV-I	518	54,363	4.0	\$40,000						\$5,460,000
2015	BU-M	Glaval/Concorde II	309	78,260	4.3	\$250,000						\$5,460,000
2015	BU-M	Glaval/Concorde II	310	71,069	4.3	\$250,000						\$5,460,000
2015	BU-M	Glaval/Concorde II	311	61,571	4.3	\$250,000						\$5,460,000
2016	MV	Mobility Ventures/MV-I	516	38,631	4.3	\$40,000						\$5,460,000
2016	MV	Mobility Ventures/MV-I	519	38,976	4.3	\$40,000						\$5,460,000
2016	MV	Mobility Ventures/MV-I	520	35,952	4.3	\$40,000						\$5,460,000
2017	CU-R	Ford/E-450	685	21,957	4.8	\$57,000						\$5,460,000
2017	CU-R	Ford/E-450	686	12,786	4.8	\$57,000						\$5,460,000
2017	CU-R	Ford/E-450	687	14,080	4.8	\$57,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	688	8,856	4.9	\$135,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	689	9,267	4.9	\$135,000						\$5,460,000

Table 5.2B Revenue Vehicle Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number*	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
2017	CU-U	Chevrolet/Arboc	690	13,060	4.9	\$135,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	691	9,863	4.9	\$135,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	692	7,806	4.9	\$135,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	693	9,000	4.9	\$135,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	694	10,811	4.9	\$135,000						\$5,460,000
2017	CU-U	Chevrolet/Arboc	695	6,640	4.9	\$135,000						\$5,460,000
Total							\$4,120,000	\$405,000	\$270,000	\$270,000	\$395,000	\$5,460,000

*Cells highlighted in blue are used in the Section 5311 Rural Public Transportation Services

Table 5.3 Revenue Vehicle Replacement Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2019	\$4,157,242	\$4,120,000	93.4%
FY2020	\$557,242	\$405,000	100.0%
FY2021	\$557,242	\$270,000	100.0%
FY2022	\$557,242	\$270,000	100.0%
FY2023	\$557,242	\$395,000	100.0%
Total:	\$6,386,210	\$5,460,000	

5.1.4 Equipment Replacement Prioritization

Table 5.4 shows the replacement of ORT equipment assets by year in order to achieve a minimum SGR. The current equipment SGR is 80%.

Table 5.4 Equipment Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
1995	TR	Ford/F-150 Truck	101	238,287	1.0	\$34,245	\$34,245					\$34,245
2002	VN	Dodge/Ram Wagon - B3500	103	176,676	1.0	\$33,515		\$33,515				\$67,760
2004	VN	Ford/E-350 Van	669	202,879	1.1	\$33,515		\$33,515				\$101,275
2005	AO	Chevrolet/Impala	100	176,042	1.2	\$27,895		\$27,895				\$129,170
2004	VN	Ford/E-350 Van	670	193,822	1.2	\$33,515		\$33,515				\$162,685
2002	VN	Dodge/Ram Wagon - B3500	104	119,356	1.3	\$33,515			\$33,515			\$196,200
1994	TR	Ford/F-350 Truck	98	108,667	1.5	\$37,920			\$37,920			\$234,120
2004	SV	Chevrolet/Suburban	102	209,883	1.5	\$50,200			\$50,200			\$284,320
2004	TR	Ford/F-350 Truck	99	58,594	2.0	\$37,920				\$3,920		\$288,240
2017	TR	Dodge/Ram Crew	106	12,702	4.9	\$33,515						\$288,240
Total							\$34,245	\$128,440	\$121,635	\$3,920	\$0	\$288,240

Table 5.5 Equipment Replacement Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2019	\$37,242	\$34,245	30.0%
FY2020	\$152,242	\$128,440	70.0%
FY2021	\$287,242	\$121,635	100.0%
FY2022	\$287,242	\$37,920	100.0%
FY2023	\$162,242	\$0	100.0%
Total:	\$926,210	\$322,240	

5.1.5 Facility Replacement Prioritization

Table 5.4 details the replacement of ORT facility assets by year in order to achieve a minimum SGR. The current facility SGR is 100%. No major facility investments are planned over the life of this TAMP.

Table 5.6 Facility Investment Prioritization

Facility Description	Asset Classification	Year Built	Condition Rating	2018 Investment	2019 Investment	2020 Investment	2021 Investment	2022 Investment	Total Investment
Administrative Office	Administrative Facility	1985	3.82	\$0	\$0	\$0	\$0	\$0	\$0
Wash Bay	Maintenance Facility	1985	4.10	\$0	\$0	\$0	\$0	\$0	\$0
Fueling Station	Passenger Facility	1985	4.13	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance Garage	Maintenance Facility	2015	4.39	\$0	\$0	\$0	\$0	\$0	\$0

Table 5.7 Facility Investment Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2019	\$2,997	\$0	100%
FY2020	\$23,802	\$0	100%
FY2021	\$165,607	\$0	100%
FY2022	\$249,322	\$0	100%
FY2023	\$162,242	\$0	100%
Total:	\$603,970	\$0	

5.1.6 Asset Replacement Prioritization Summary

ORT plans to make an investment of \$6,386,210 over the next five year period in order to obtain and maintain a State of Good Repair. Table 5.7 summarizes the overall investment made by asset category that keeps ORT in SGR. Table 5.8 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 %*
FY2019	\$4,120,000	\$34,245	\$0	74.5%
FY2020	\$405,000	\$128,440	\$0	90.0%
FY2021	\$270,000	\$121,635	\$0	100.0%
FY2022	\$270,000	\$37,920	\$0	100.0%
FY2023	\$395,000	\$0	\$0	100.0%
Total:	\$5,460,000	\$322,240	\$0	\$5,782,240

**SGR% is based off the average of the SGR of the three categories*

Table 5.9 Asset Replacement Summary Costs by Asset Class

Funding Available	\$4,157,242	\$557,242	\$557,242	\$557,242	\$557,242
Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles	\$4,120,000	\$405,000	\$270,000	\$270,000	\$395,000
<i>BU - Bus</i>	\$3,555,000	\$0	\$0	\$0	\$395,000
<i>BU-M - Bus (Medium Duty)</i>	\$0	\$0	\$0	\$0	\$0
<i>CU-U - Cutaway Bus (Urban)</i>	\$405,000	\$405,000	\$270,000	\$270,000	\$0
<i>CU-R - Cutaway Bus (Rural)</i>	\$0	\$0	\$0	\$0	\$0
<i>MV - Mini-van</i>	\$160,000	\$0	\$0	\$0	\$0
Equipment	\$34,245	\$128,440	\$121,635	\$37,920	\$0
<i>Non-Revenue/Service Automobile</i>	\$0	\$128,440	\$83,715	\$0	\$0
<i>Trucks and other Rubber Tire Vehicles</i>	\$34,245	\$0	\$37,920	\$37,920	\$0
Facilities	\$0	\$0	\$0	\$0	\$0
<i>Administration</i>	\$0	\$0	\$0	\$0	\$0
<i>Maintenance</i>	\$0	\$0	\$0	\$0	\$0
<i>Parking Structures</i>	\$0	\$0	\$0	\$0	\$0
<i>Passenger Facilities</i>	\$0	\$0	\$0	\$0	\$0
Funding Expenditures	\$4,154,245	\$533,440	\$391,635	\$307,920	\$395,000

ORT is not currently in a State of Good Repair, but will be able to achieve SGR in facilities and revenue vehicles in FY2019. ORT will be able to meet equipment SGR in FY2020. From FY2019 to FY2023, the ORT will have an estimated \$6,386,210 available in capital funding to replace or enhance vehicles, equipment and facilities. Over that five year period, ORT will need to expend \$5,782,240 in order to maintain a state of good repair for all asset categories, leaving a remainder of \$603,970 to meet expansion or replacement needs.

Section 6: Annual Performance Targets

This section lists the process, data sources, and methodology used in the development of the FTA requirement for ORT to set annual SGR performance targets. As stated in Section 3.2 of this plan, a State of Good Repair is defined as the condition in which a capital asset is able to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR. Due to this, each asset is individually conditionally assessed. The SGR policy for ORT 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)?

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

Within three months before the effective date of October 1, 2018, ORT shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the September meeting of ORT 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, ORT also used the FTA performance measure criteria, and the financial resources from all sources ORT reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a quarterly basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD. Table 6.1 shows the annual SGR performance targets for each asset type.

Table 6.1 Annual State of Good Repair Performance Targets

Asset Category		Current	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	57.1%	25%	25%	20%	20%	20%
	CU - Cutaway Bus	8.7%	25%	25%	20%	20%	20%
	MV - Mini-van	44.4%	25%	25%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	BU - Bus	42.9%	25%	25%	20%	20%	20%
	CU - Cutaway Bus	8.7%	25%	25%	20%	20%	20%
	MV - Mini-van	44.4%	25%	25%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	BU - Bus	64.3%	25%	25%	20%	20%	20%
	CU - Cutaway Bus	26.1%	25%	25%	20%	20%	20%
	MV - Mini-van	44.4%	25%	25%	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	80%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	0%	25%	25%	25%	25%	25%
	Maintenance	0%	25%	25%	25%	25%	25%

Section 7: National Transit Database (NTD) Reporting

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

- Inventory of assets
- SGR performance targets for the next fiscal year
- Condition inspection assessments and performance measures of capital assets
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of ORT'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.

ORT 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 IT/System Information Director has been designated by the Accountable Executive to complete the NTD reporting.

As part of the NTD reporting process, ORT 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 ORT to aid in the planning process.

Section 8: Plan Updates

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

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

Appendix A: Rolling Stock Inspection Forms



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Glaval

Model: Concorde II

Year: 2015

ID/Serial Number/VIN: 309 / 3FRNF6FL9FV554733

Mileage: 78,260

Date in Service: 01/01/2014

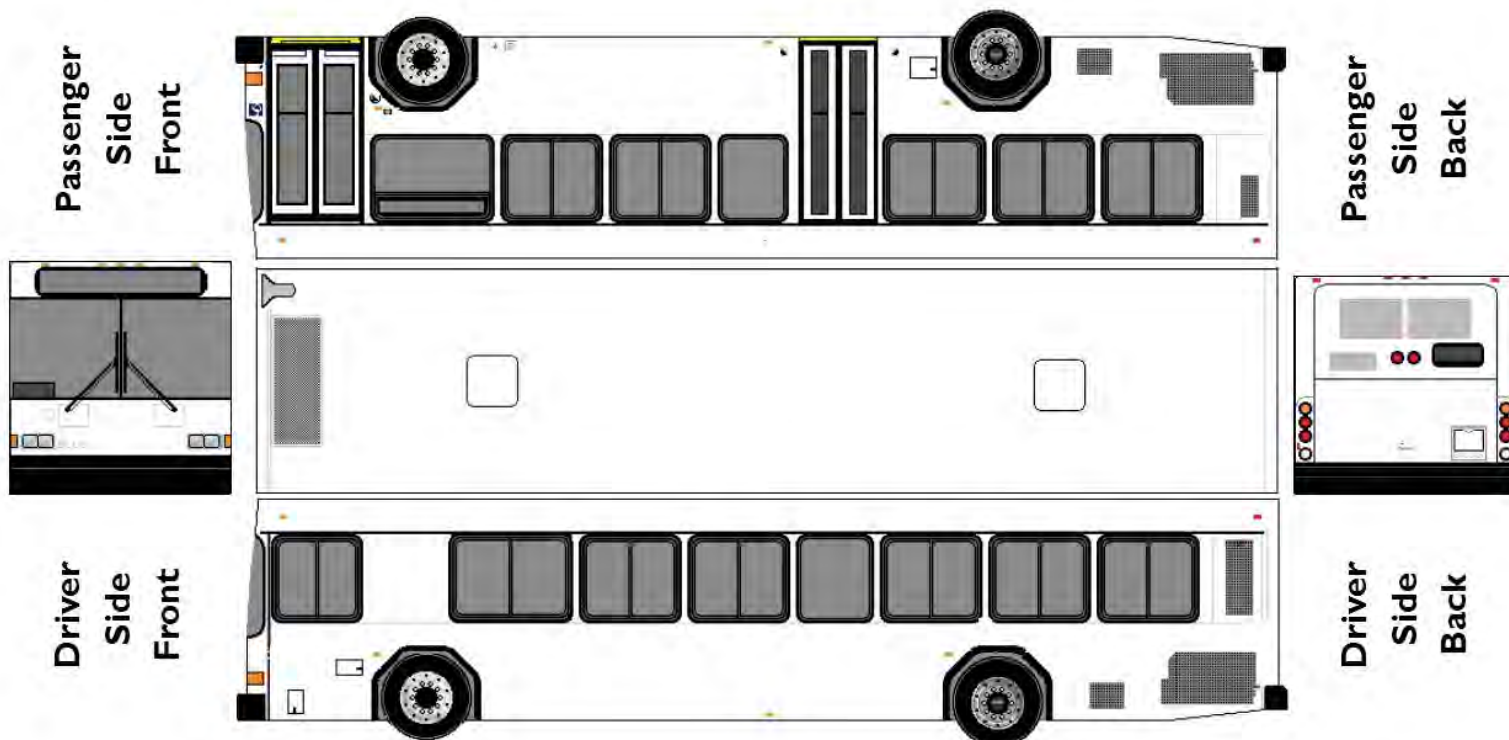
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Glaval

Model: Concorde II

Year: 2015

ID/Serial Number/VIN: 310 / 3FRNF6FL0FV554732

Mileage: 71,069

Date in Service: 01/01/2014

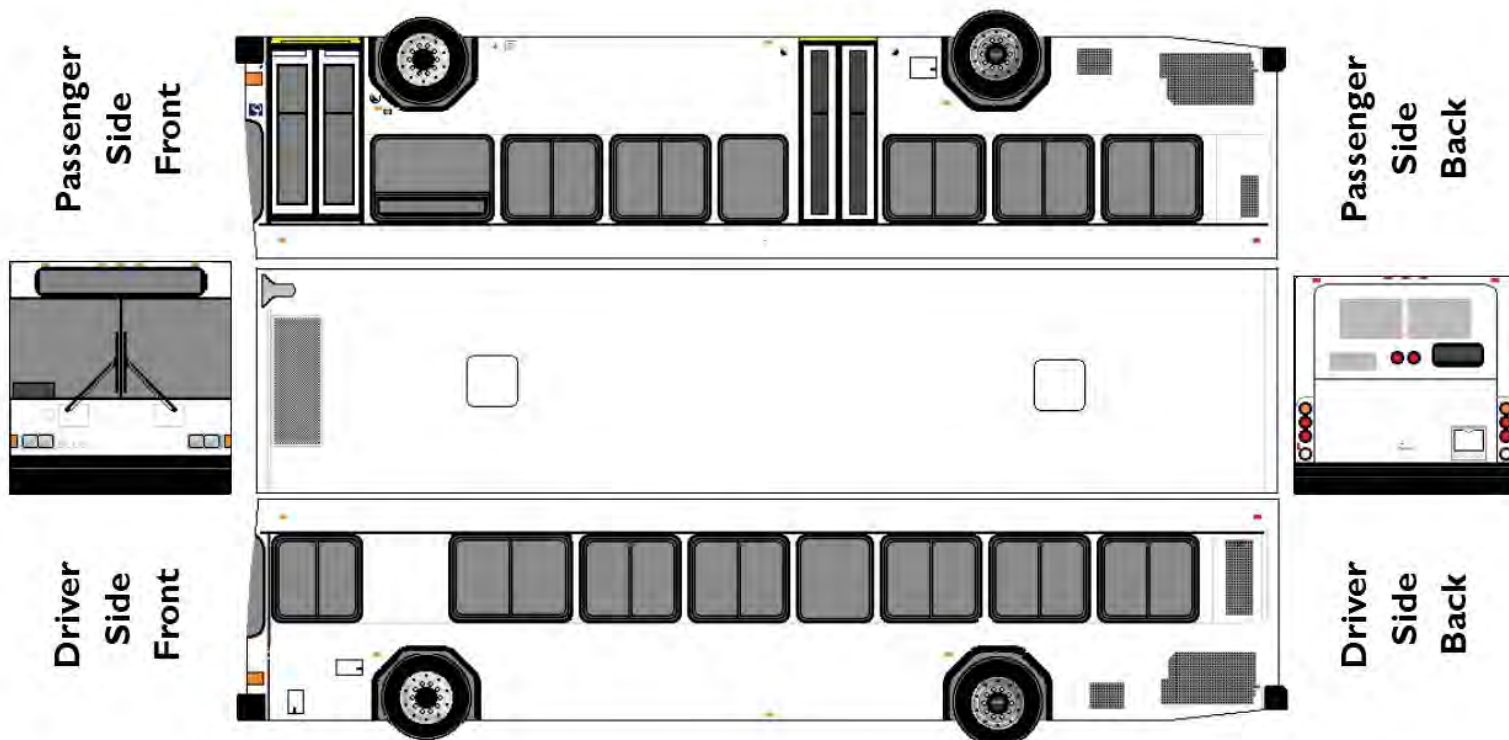
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Glaval

Model: Concorde II

Year: 2015

ID/Serial Number/VIN: 311 / 3FRNF6FL2FV554734

Mileage: 61,571

Date in Service: 01/01/2014

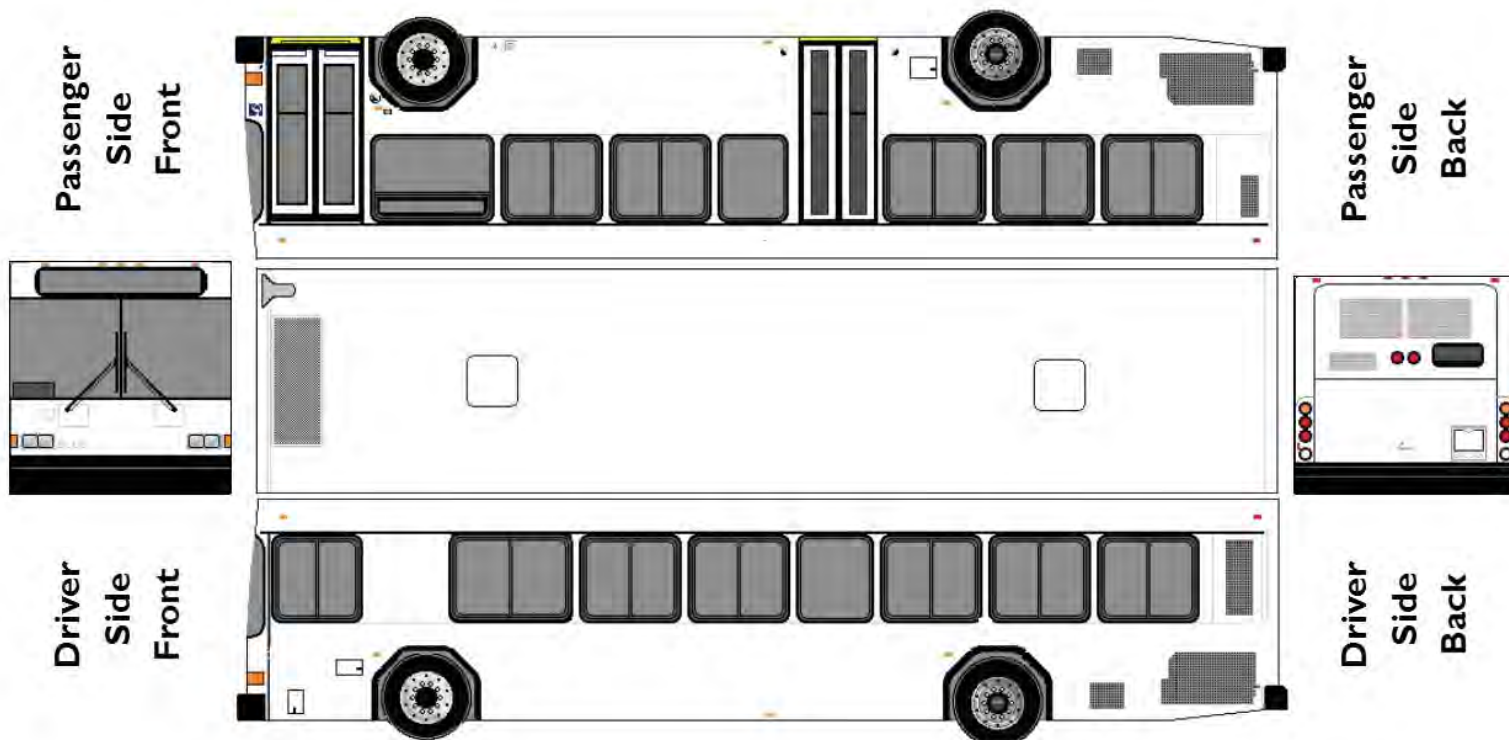
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Orion

Model: Bus

Year: 2001

ID/Serial Number/VIN: Athens 268 / 1VH5F3N2116501613

Mileage: 409,401

Date in Service: 03/01/2001

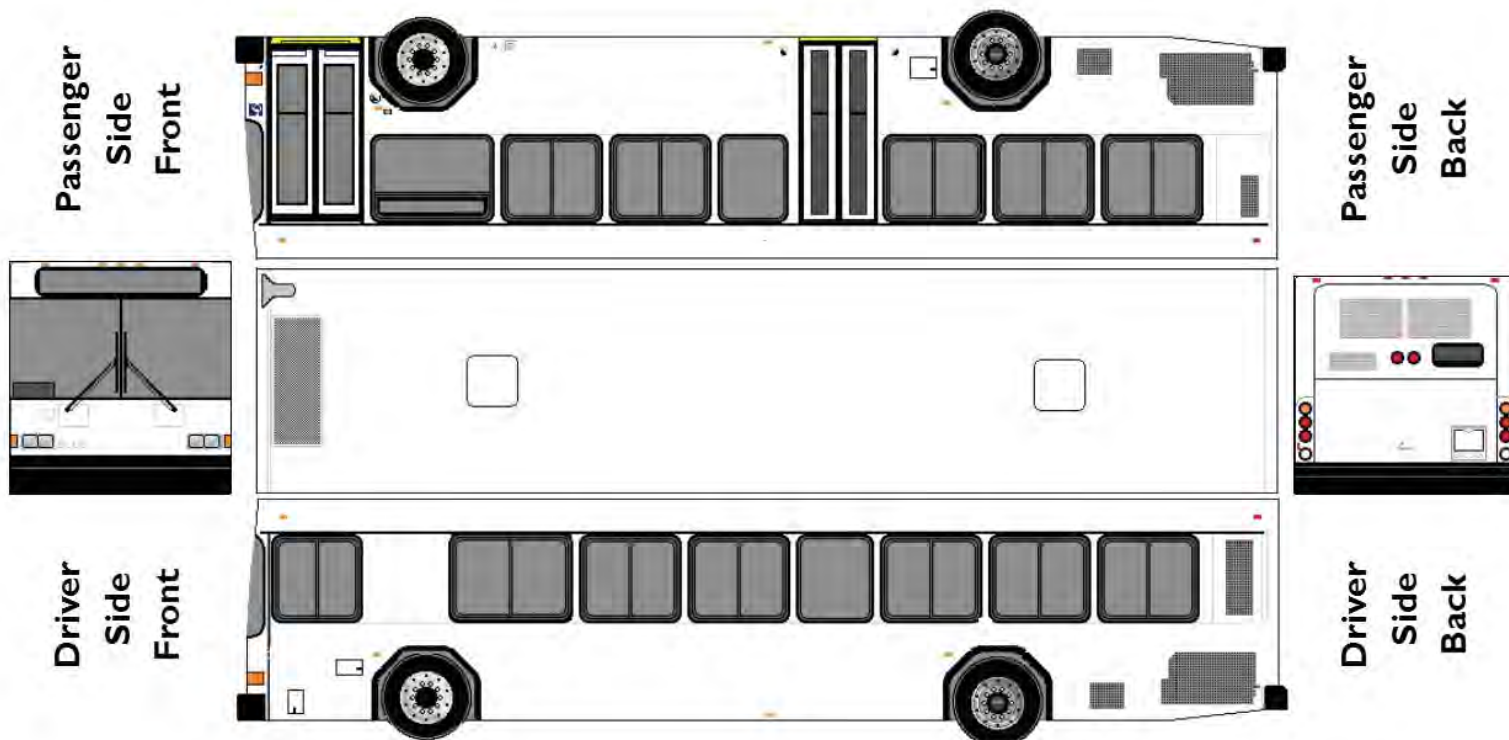
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Orion

Model: Bus

Year: 2001

ID/Serial Number/VIN: Athens 269 / 1VH5F3N2316501614

Mileage: 310,463

Date in Service: 03/01/2001

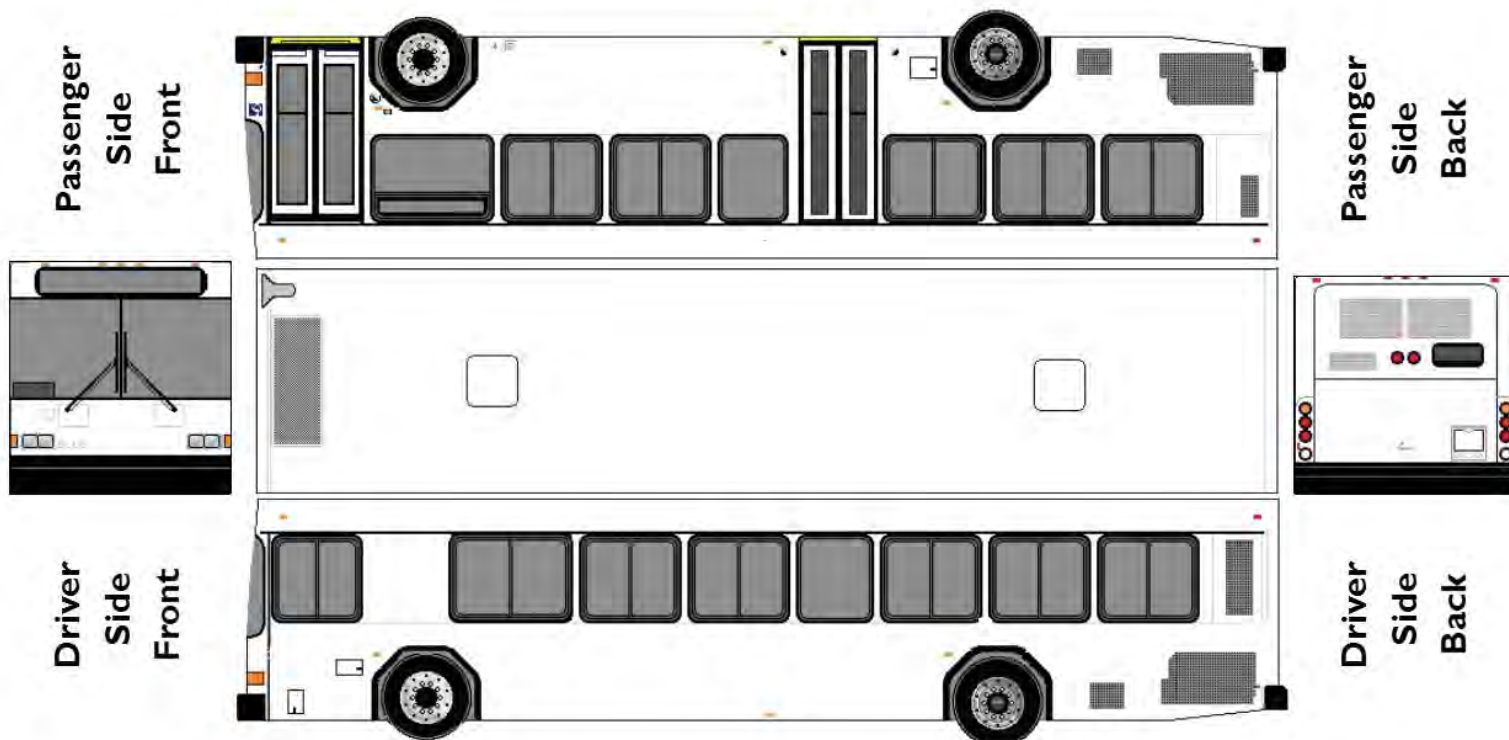
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Low Floor

Year: 2001

ID/Serial Number/VIN: Key West 805 / 15GGE181811090408

Mileage: 550,452

Date in Service: 6/1/2001

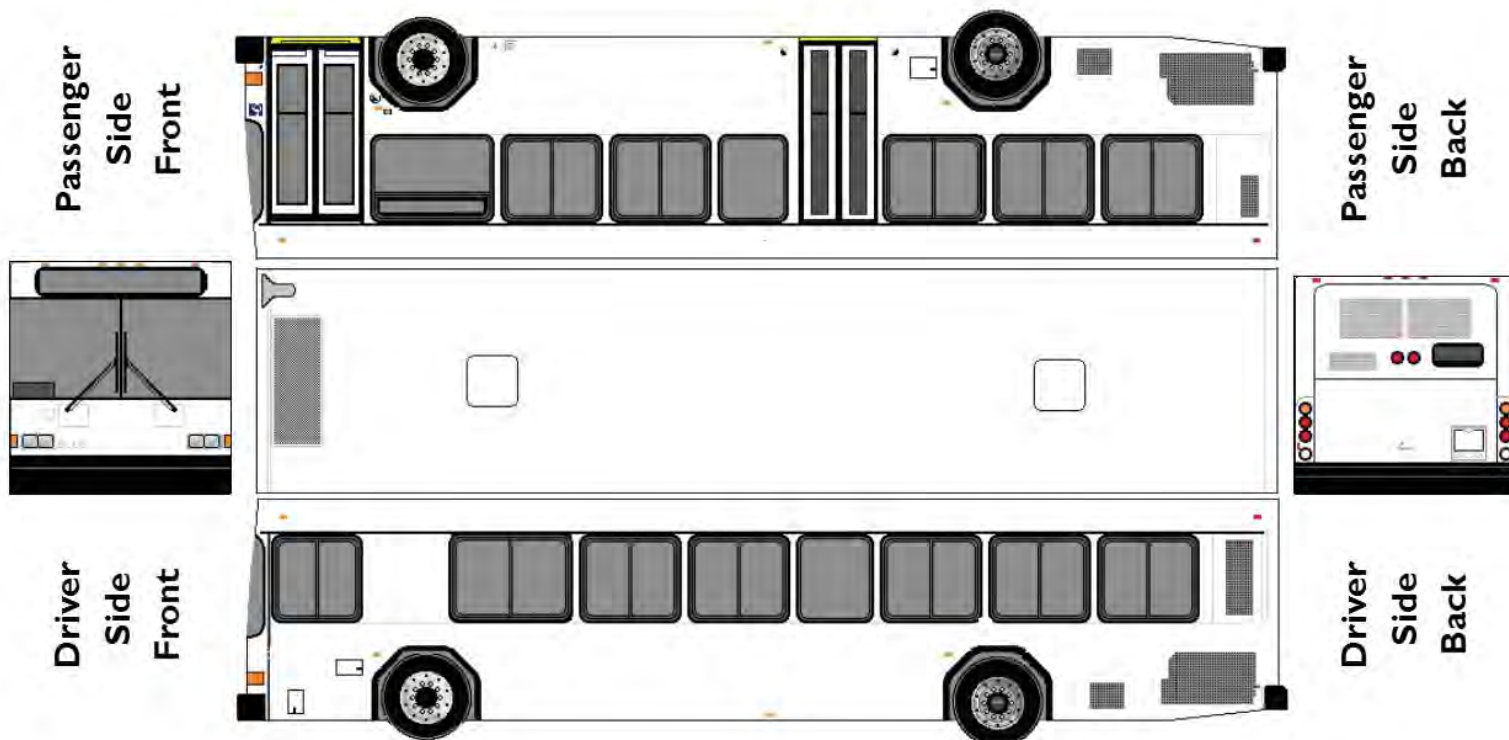
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Low Floor

Year: 2001

ID/Serial Number/VIN: Key West 807 / 15GGE181611090410

Mileage: 550,000

Date in Service: 6/1/2001

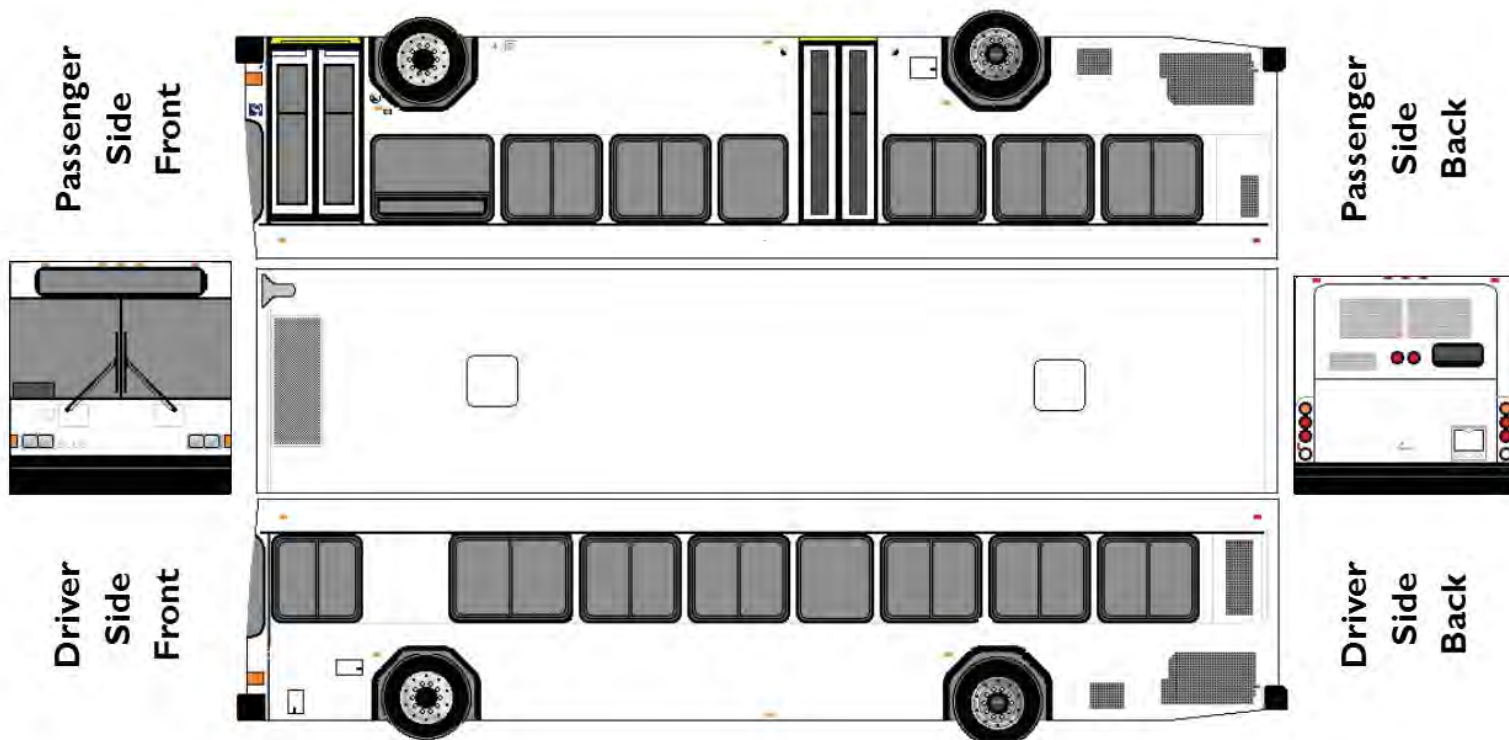
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Low Floor

Year: 2001

ID/Serial Number/VIN: Key West 808 / 15GGE181811090411

Mileage: 556,557

Date in Service: 6/1/2001

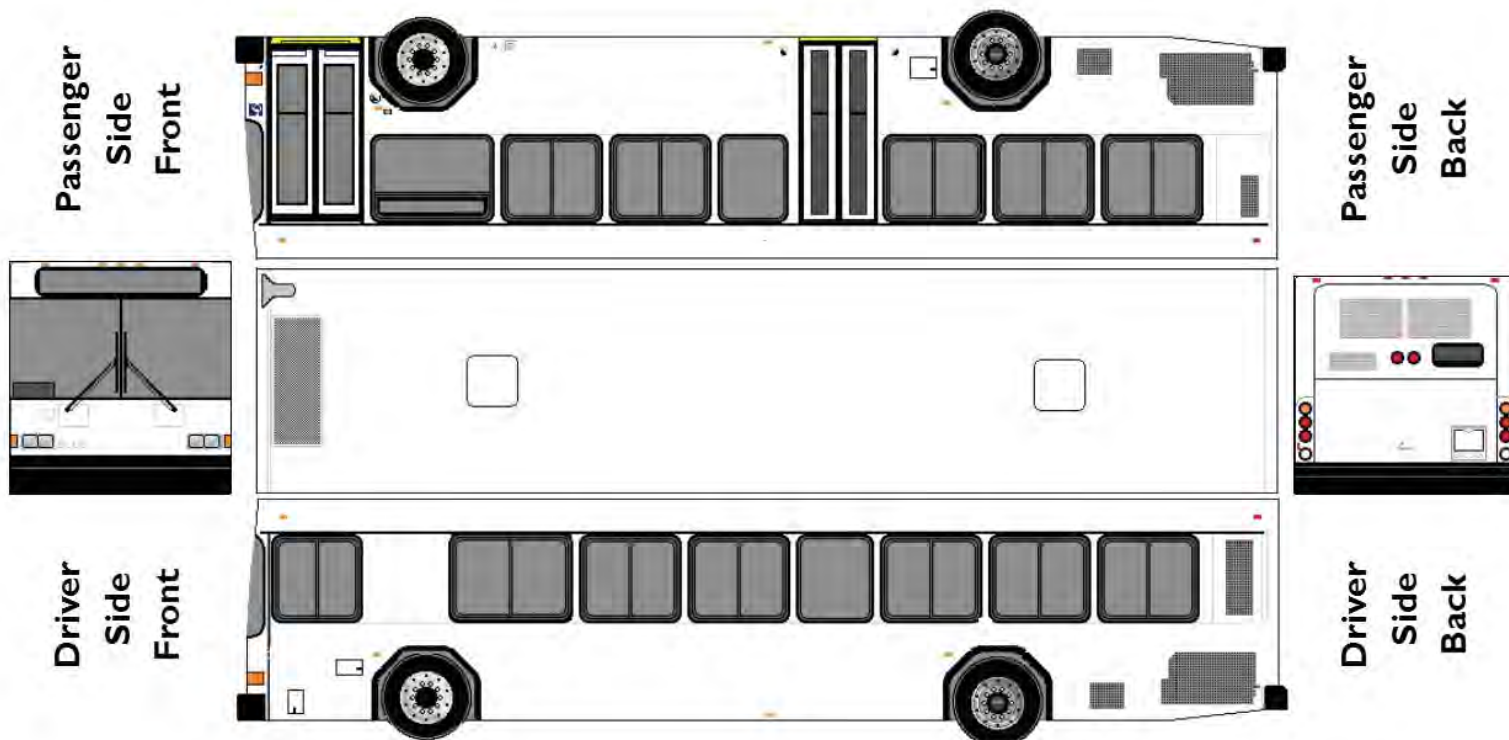
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Phantom

Year: 2003

ID/Serial Number/VIN: Pennsylvania 1508 / 15GCB201231111863

Mileage: 369,939

Date in Service: 02/01/2003

Vehicle Location: Springdale, AR

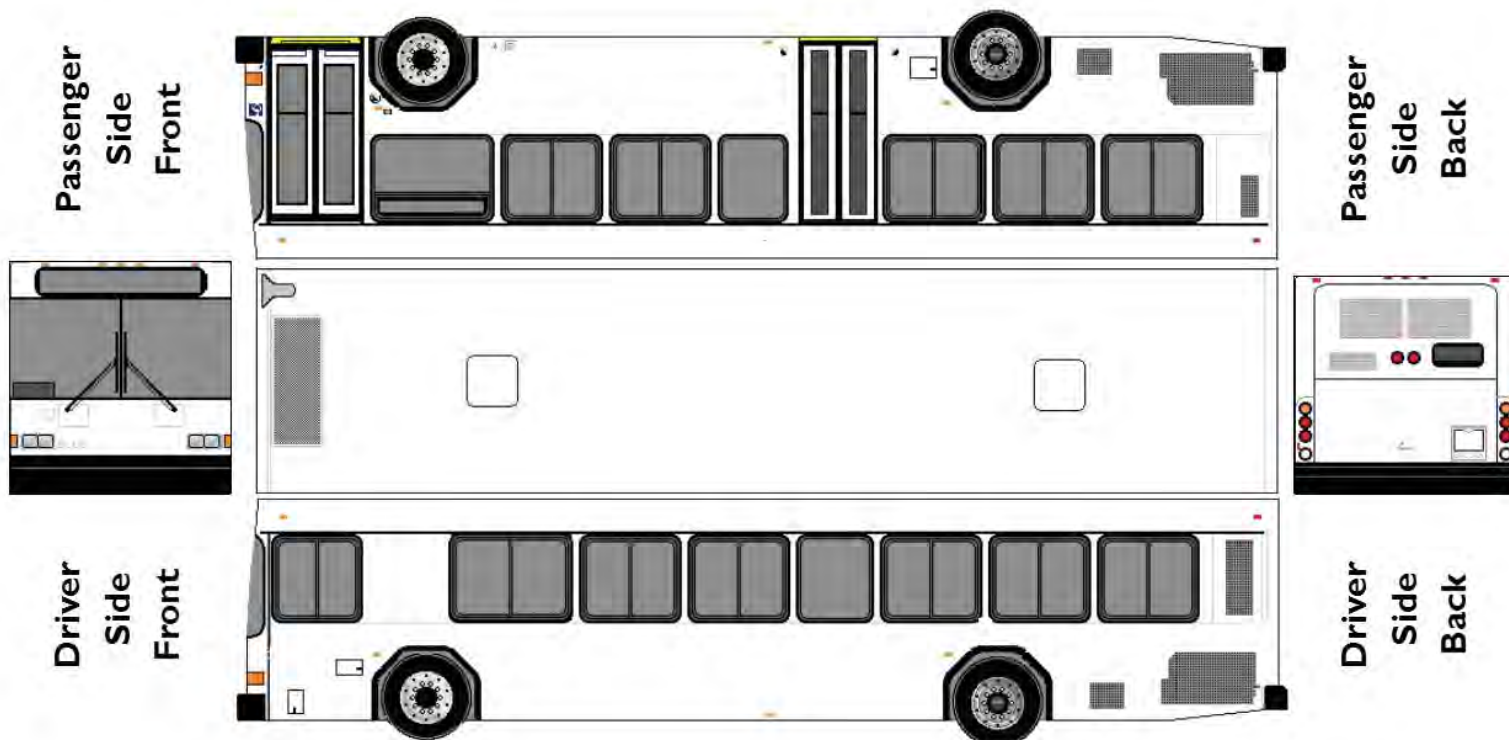
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:

Lift not working



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Phantom

Year: 1997

ID/Serial Number/VIN: Razorback 025 / 15GCD2010V1088502

Mileage: 521,243

Date in Service: 11/1/1997

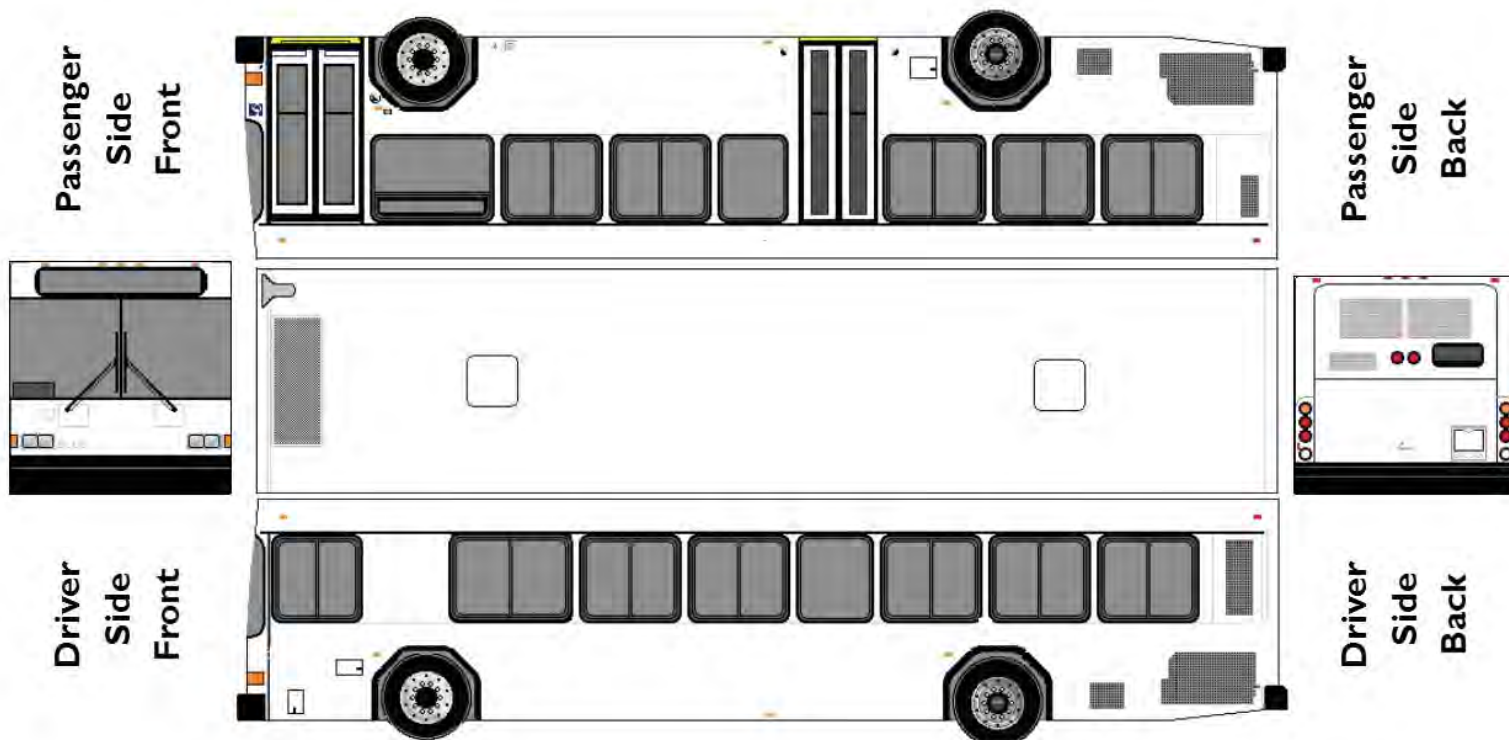
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Phantom

Year: 1997

ID/Serial Number/VIN: Razorback 030 / 15GCD2011V1088511

Mileage: 523,373

Date in Service: 12/1/1997

Vehicle Location: Springdale, AR

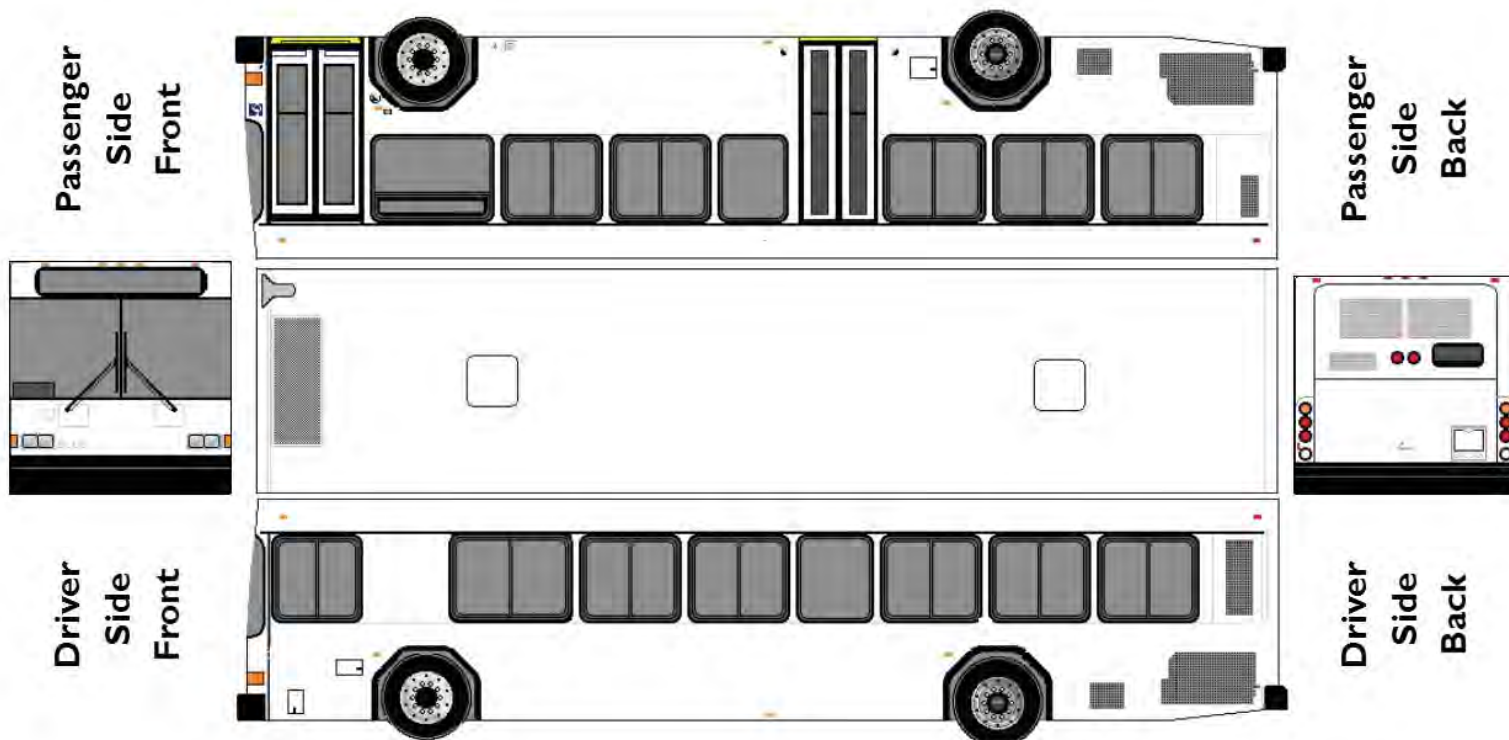
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:

Lift not working



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Low Floor

Year: 2010

ID/Serial Number/VIN: Springfield 271 / 1GB9G5AG2A1136481

Mileage: 211,824

Date in Service: 6/1/2010

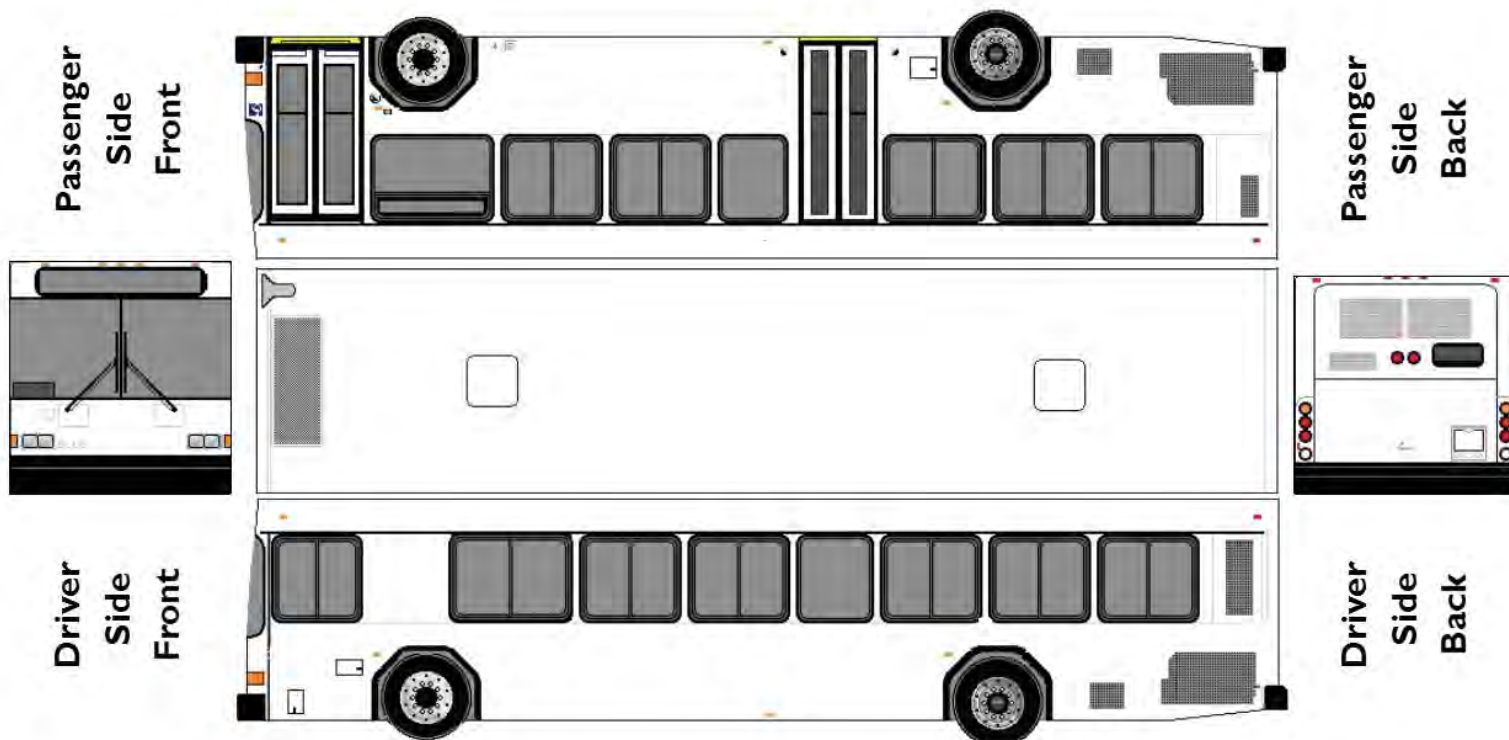
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 3.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Gillig

Model: Low Floor

Year: 2010

ID/Serial Number/VIN: Springfield 273 / 1GB9G5AGXA1136986

Mileage: 219,432

Date in Service: 6/1/2010

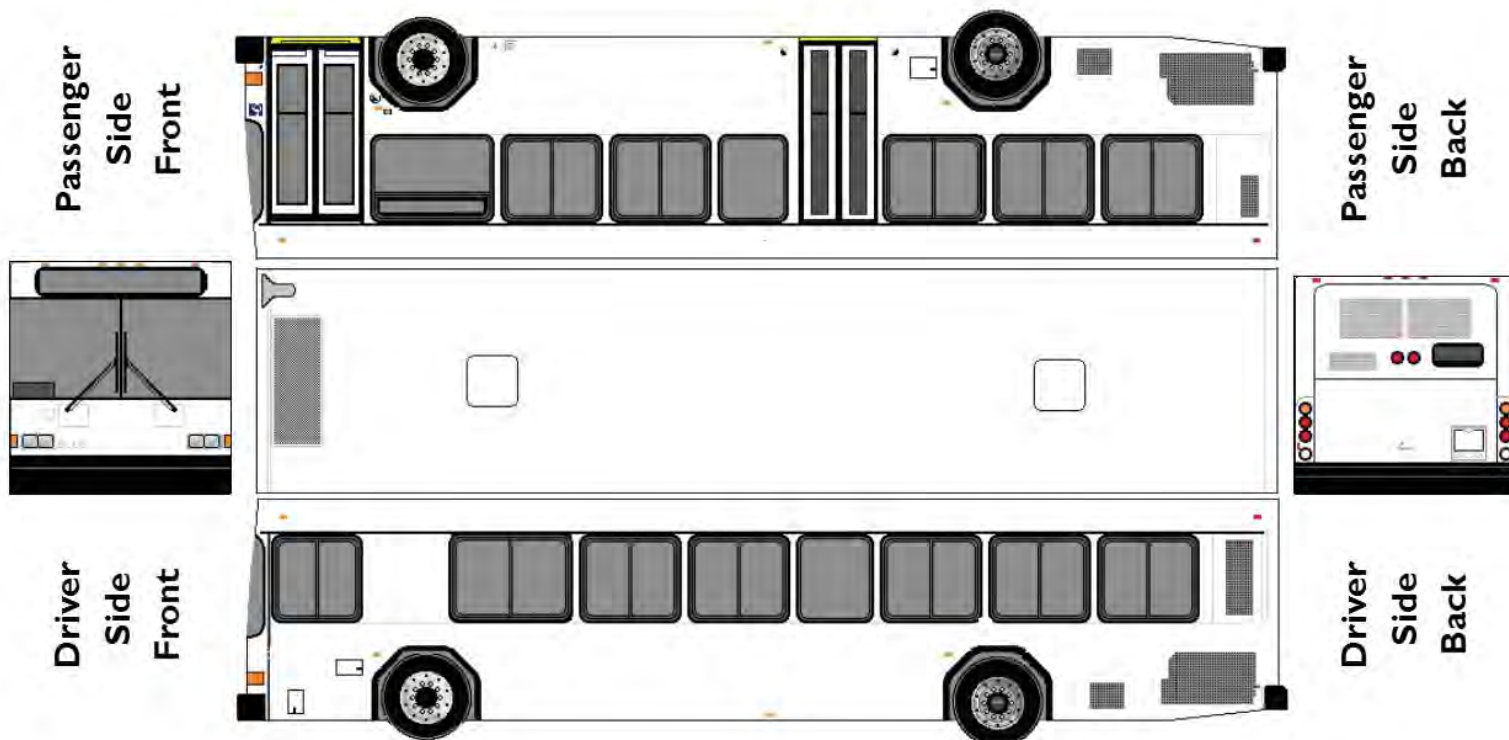
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 3.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: E-450

Year: 2010

ID/Serial Number/VIN: 677 / 1FDFE4FS0BDA49249

Mileage: 280,721

Date in Service: 12/1/2010

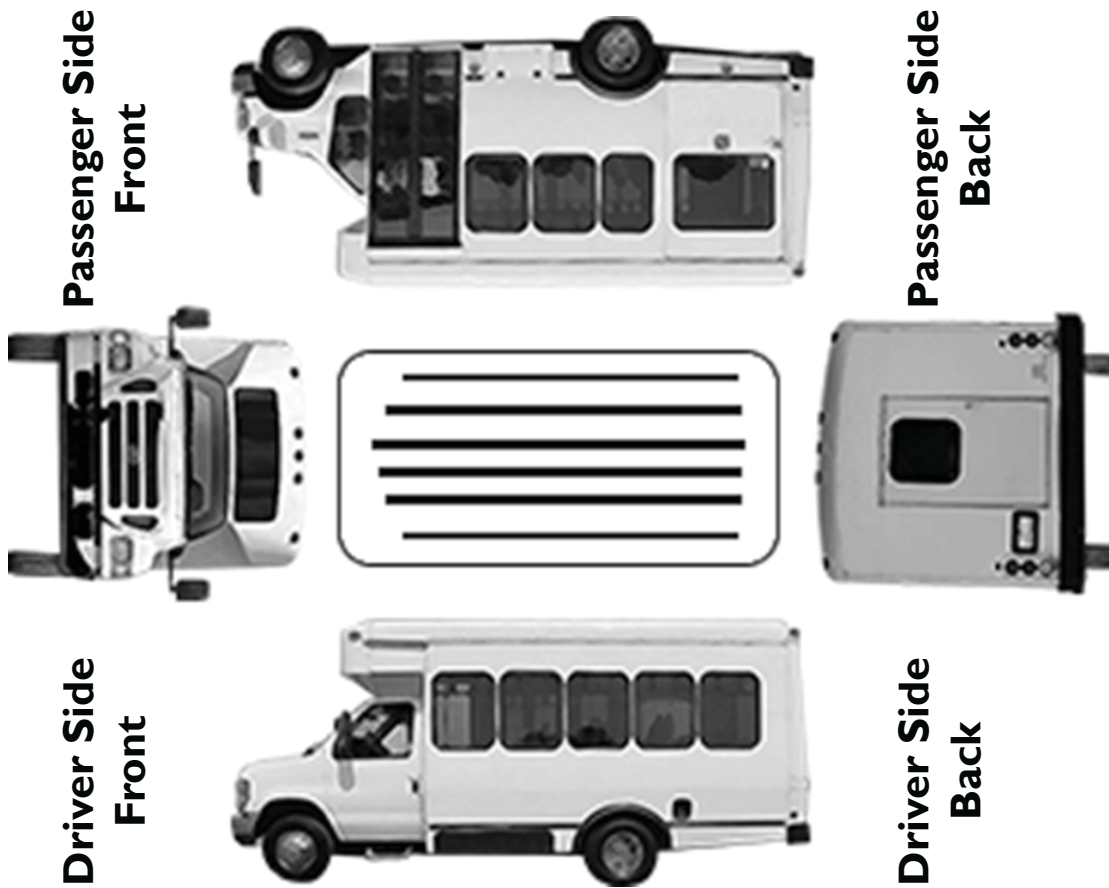
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford E-450

Model: Glaval

Year: 2015

ID/Serial Number/VIN: 681 / 1FDXE4FS7FDA27810

Mileage: 121,073

Date in Service: 2/1/2015

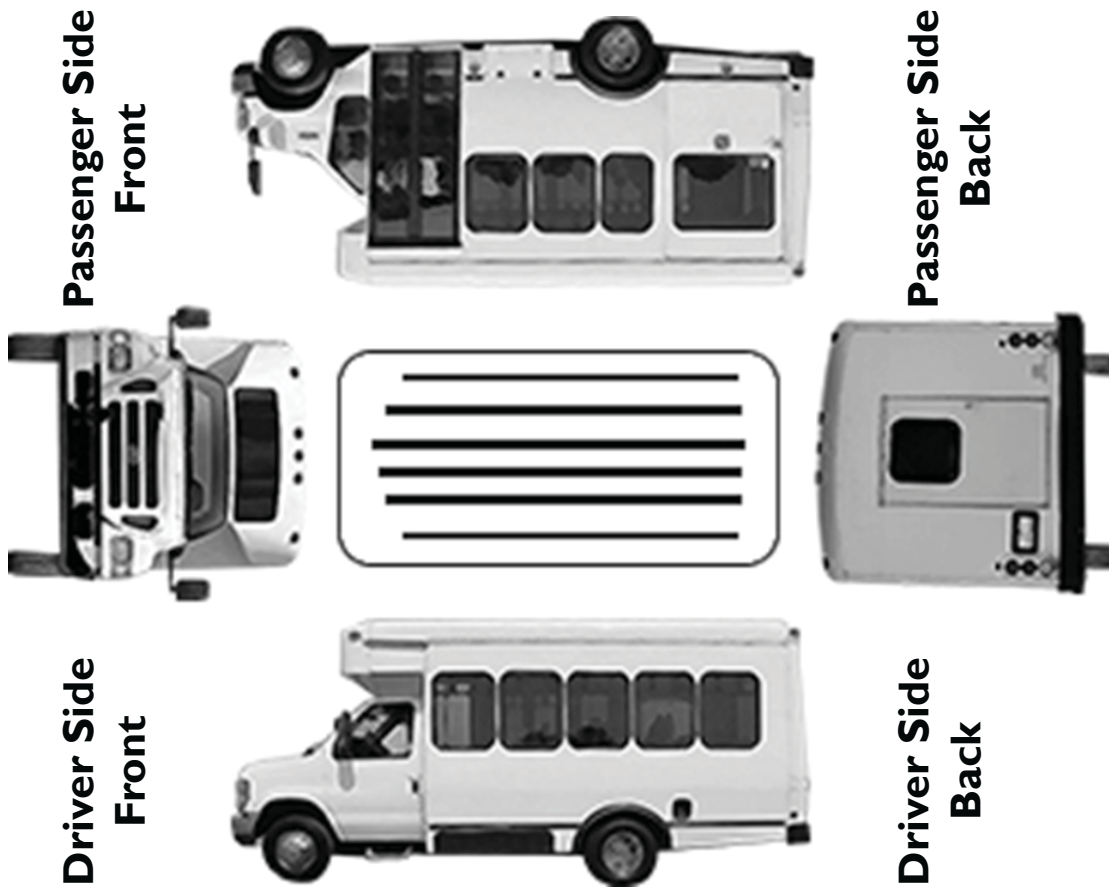
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 2.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford E-450

Model: Glaval

Year: 2015

ID/Serial Number/VIN: 683 / 1FDXE4FS0FDA27812

Mileage: 103,620

Date in Service: 2/1/2015

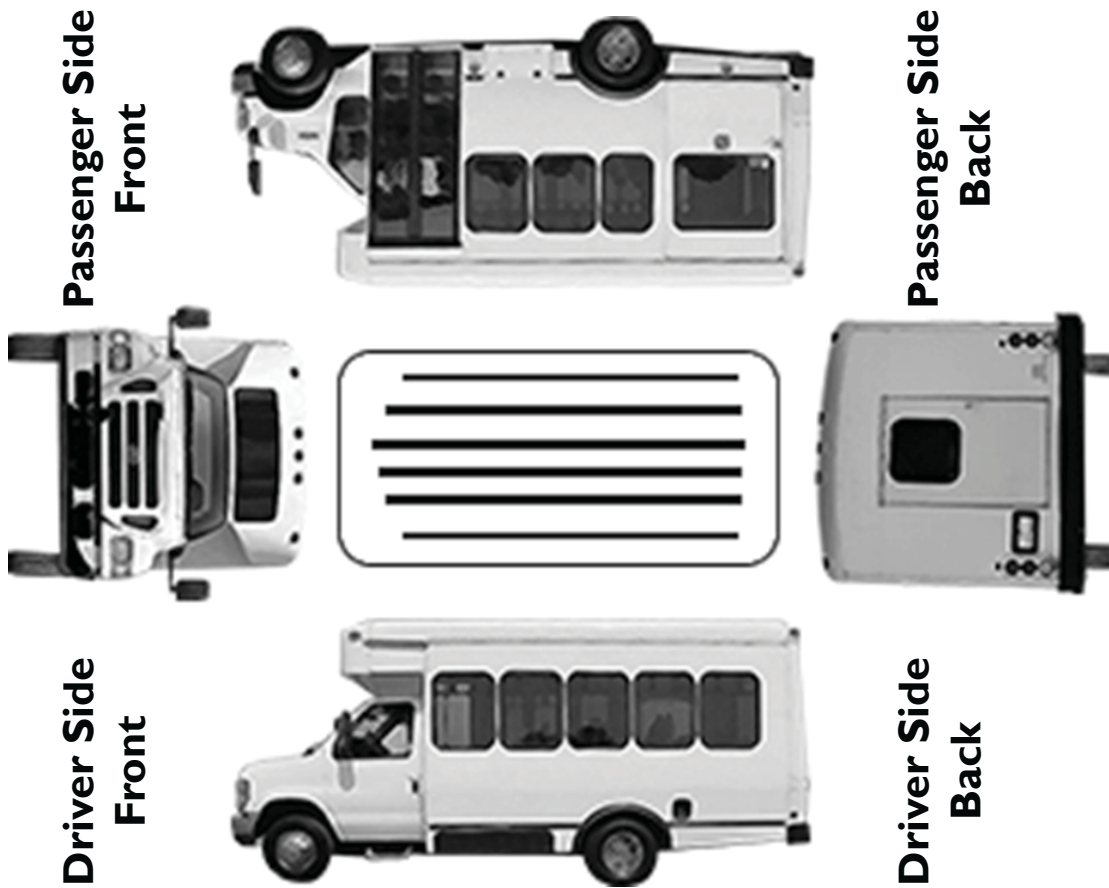
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 3.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: E-450

Year: 2017

ID/Serial Number/VIN: 685 / 1FDFE4FS2HDC51517

Mileage: 21,957

Date in Service: 5/1/2017

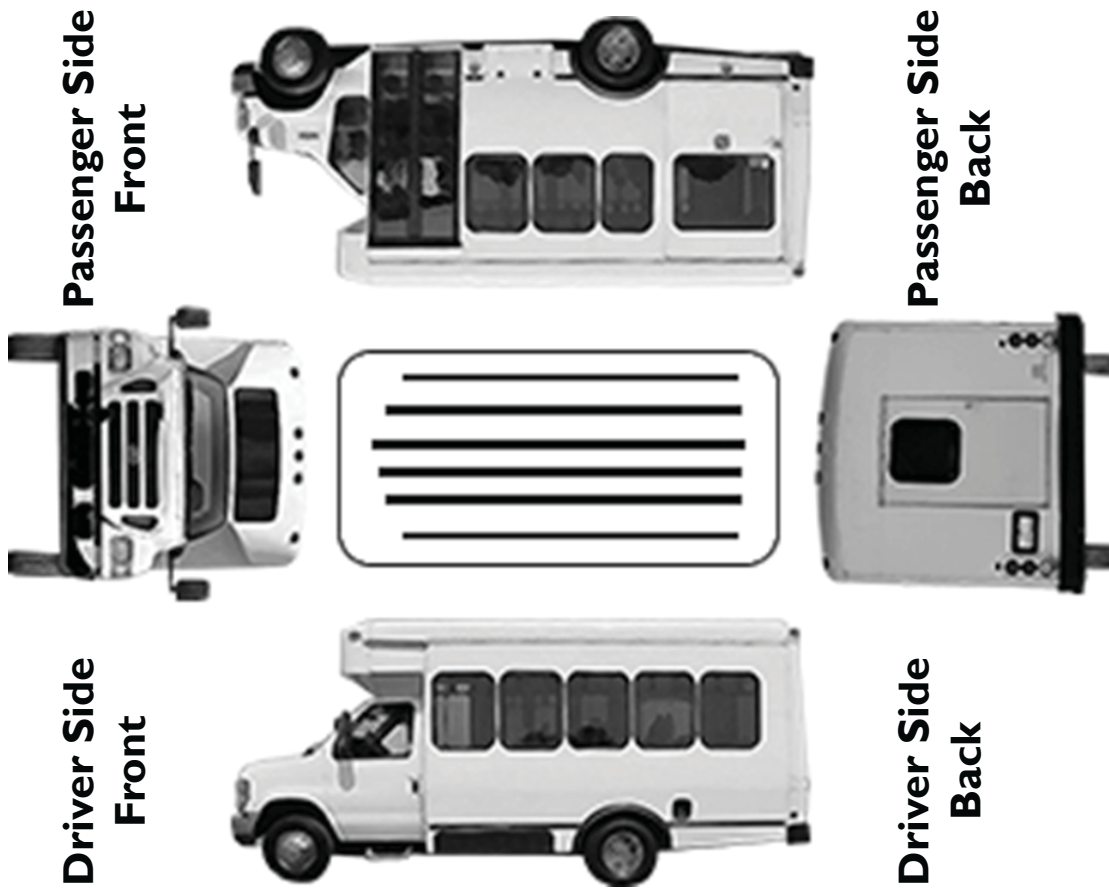
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: E-450

Year: 2017

ID/Serial Number/VIN: 686 / 1FDFE4FS4HDC51518

Mileage: 12,786

Date in Service: 4/1/2017

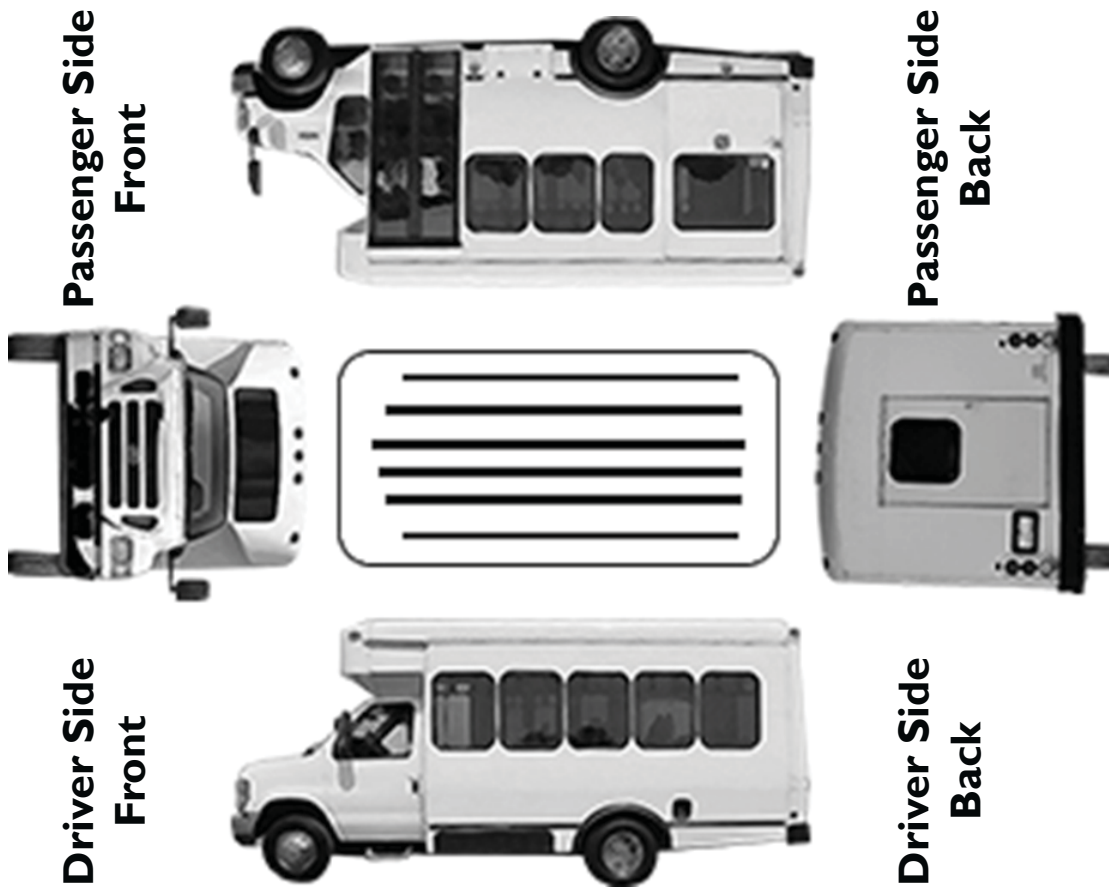
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: E-450

Year: 2017

ID/Serial Number/VIN: 687 / 1FDFE4FS6HDC51519

Mileage: 14,080

Date in Service: 4/1/2017

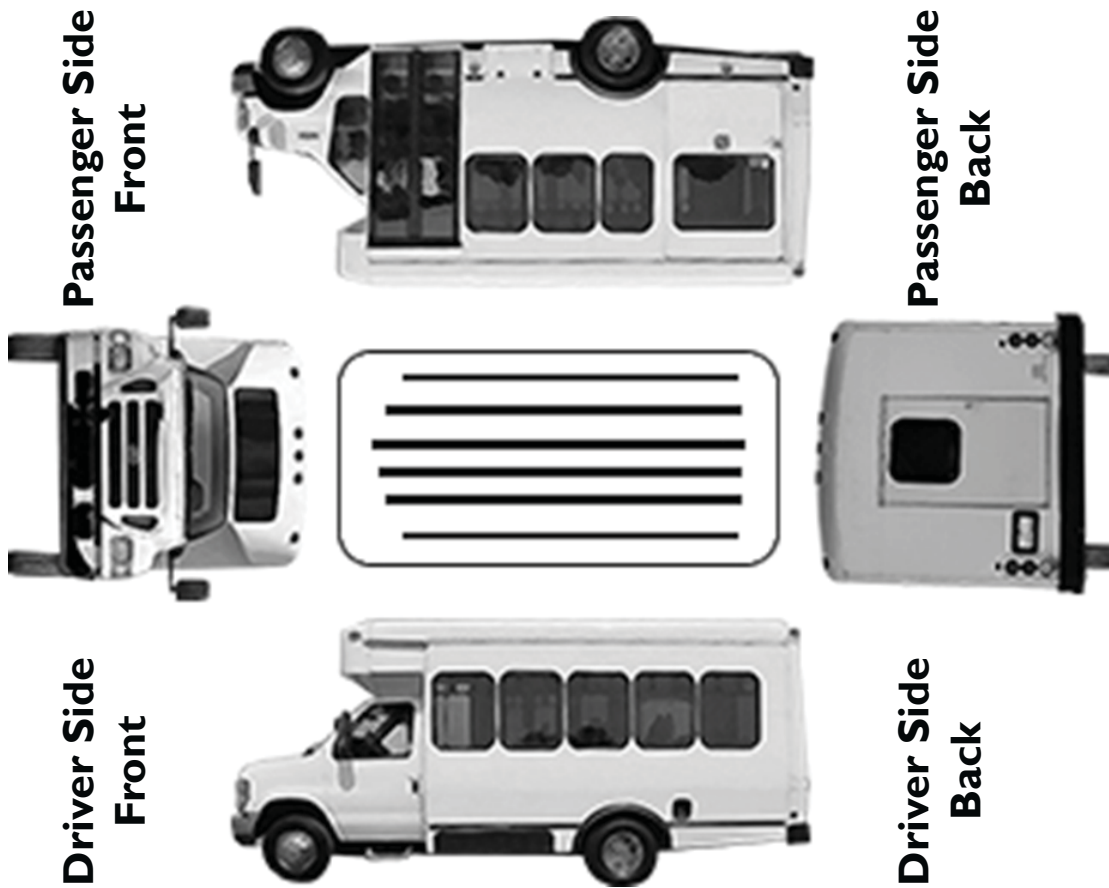
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 688 / 1HA6GUBG7HN002636

Mileage: 8,856

Date in Service: 11/1/2017

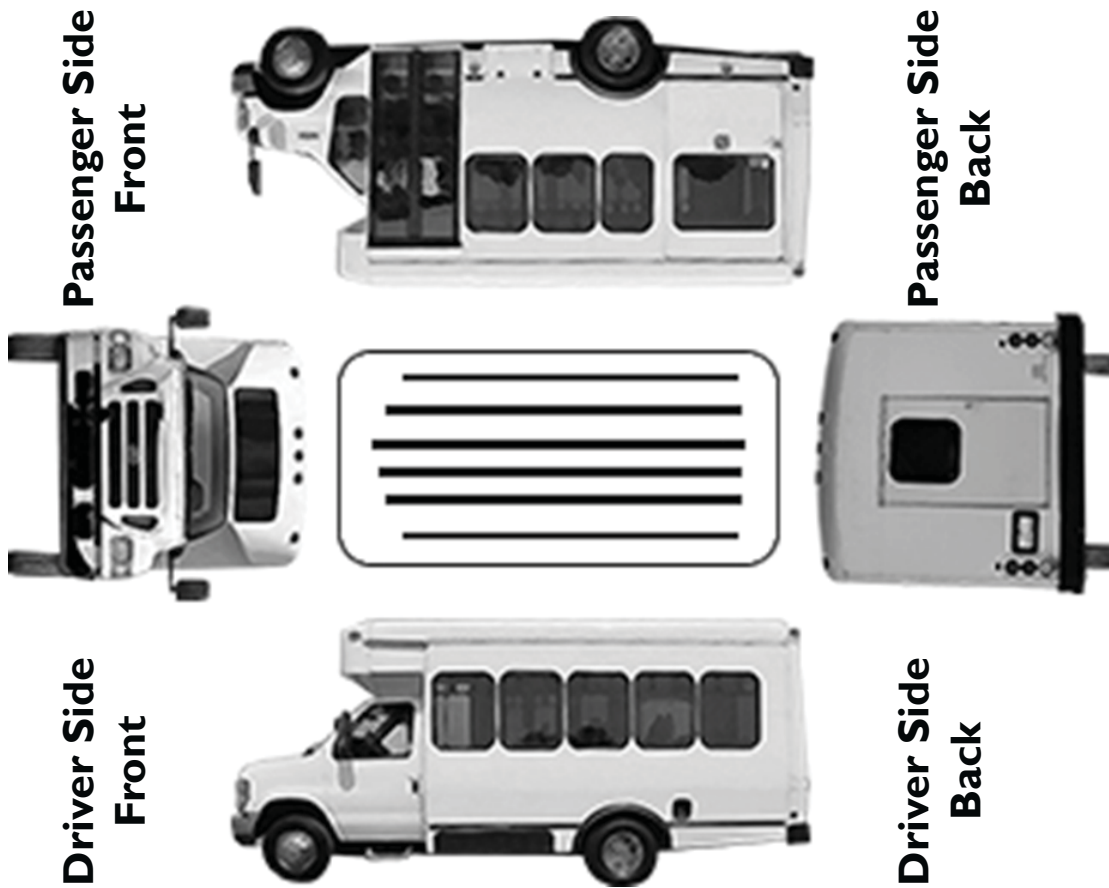
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 689 / 1HA6GUBG9HN002458

Mileage: 9,267

Date in Service: 11/1/2017

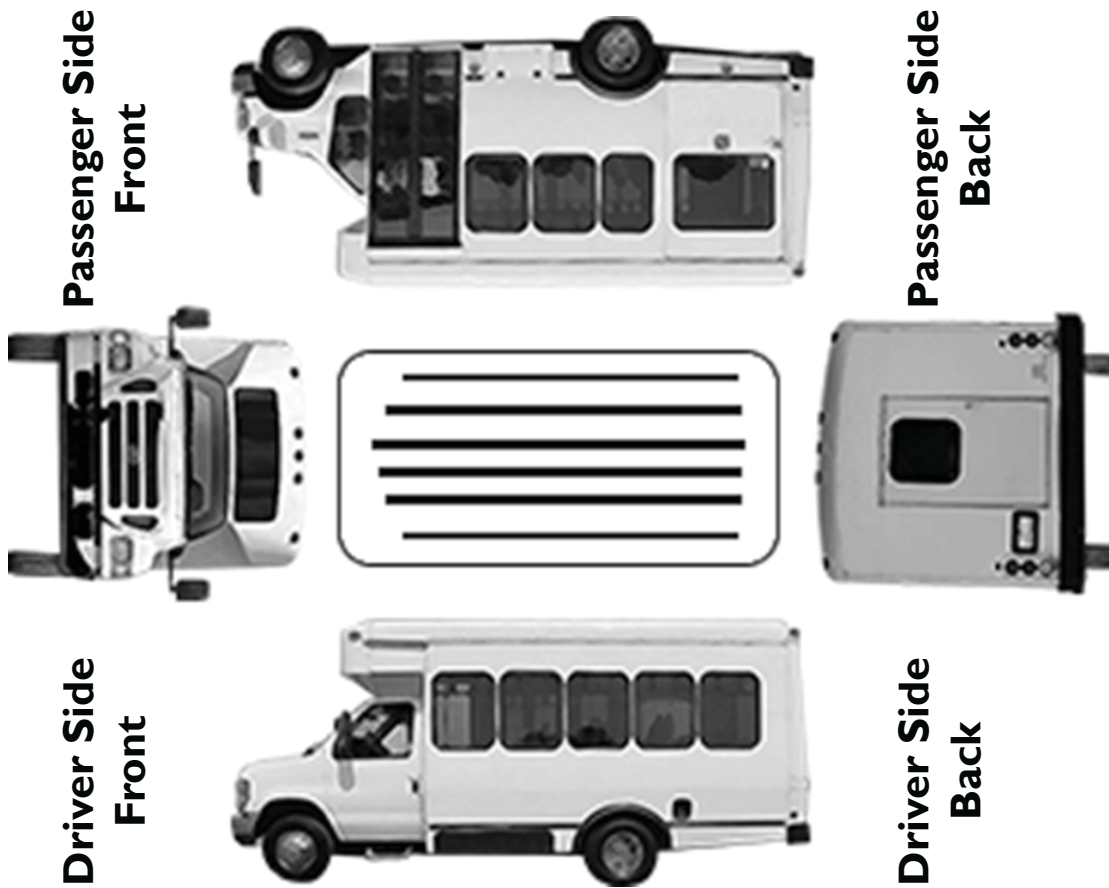
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 690 / 1HA6GUBG8HN002502

Mileage: 13,060

Date in Service: 11/1/2017

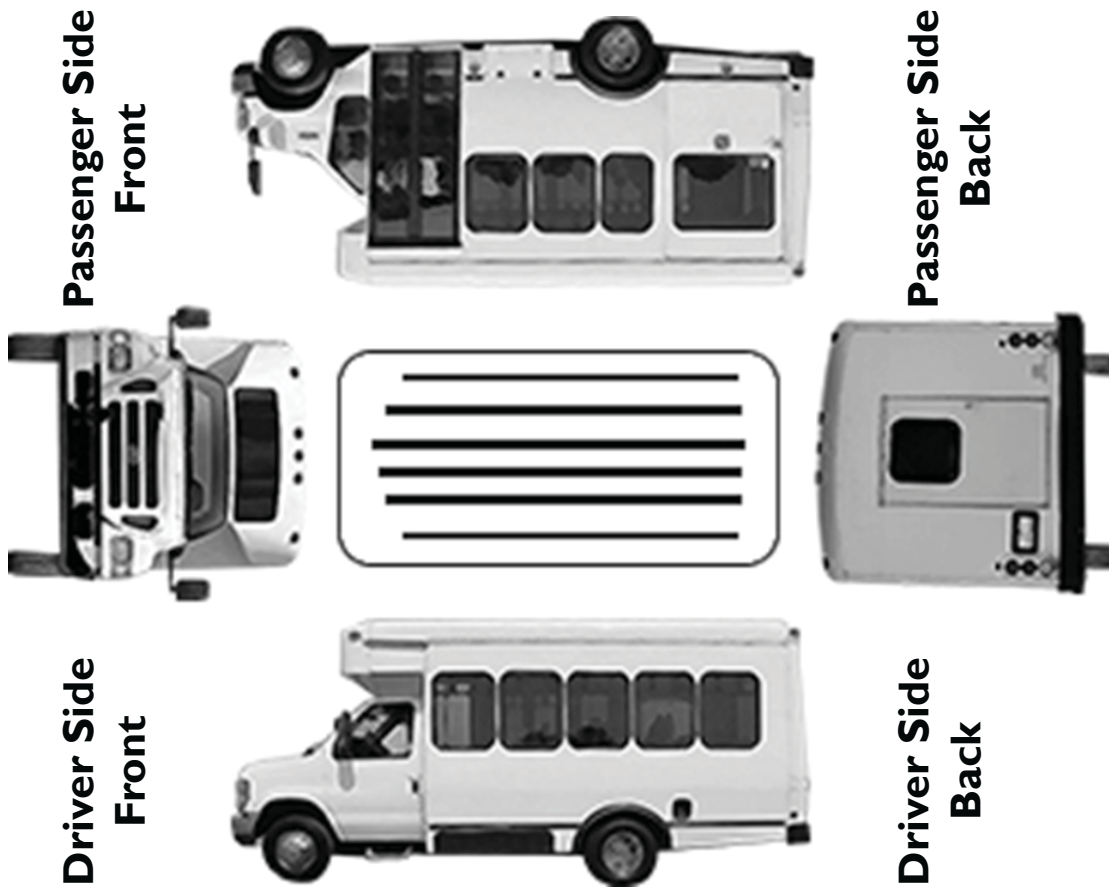
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 691 / 1HA6GUBG2HN002527

Mileage: 9,863

Date in Service: 11/1/2017

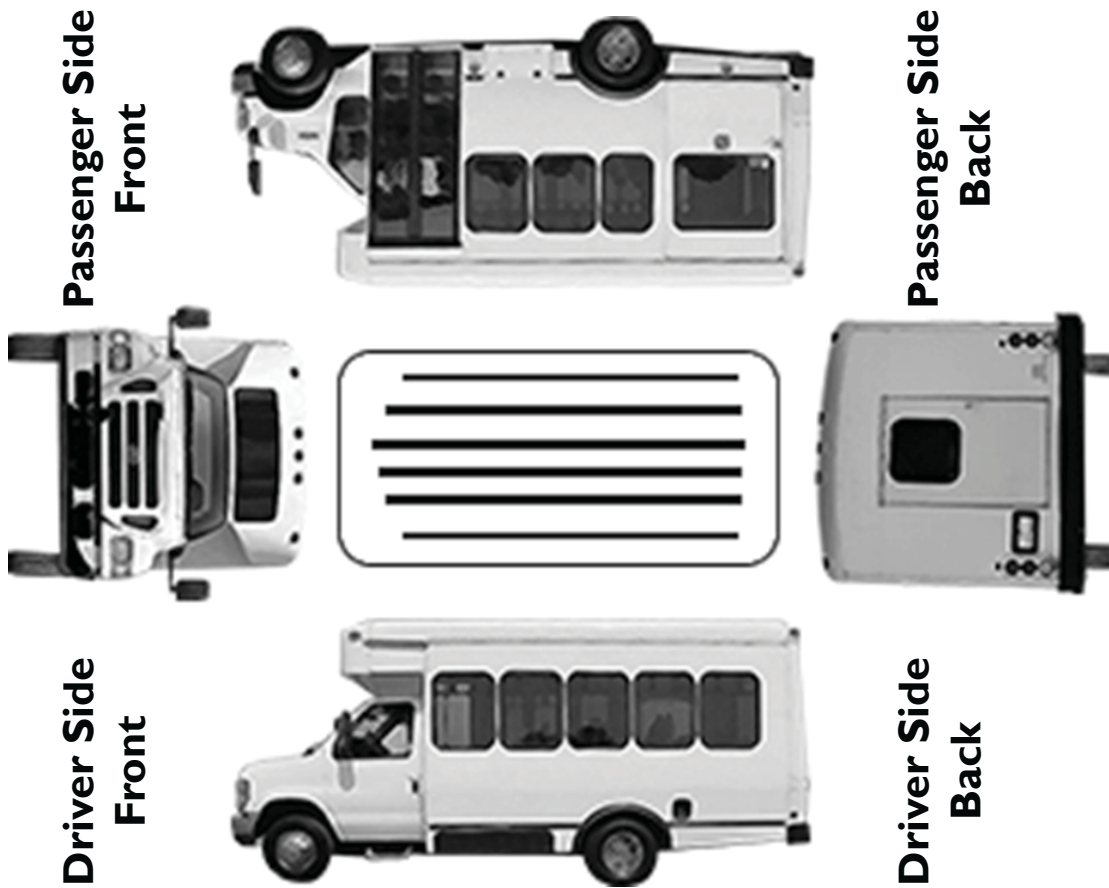
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 692 / 1HA6GUBG0HN002705

Mileage: 7,806

Date in Service: 11/1/2017

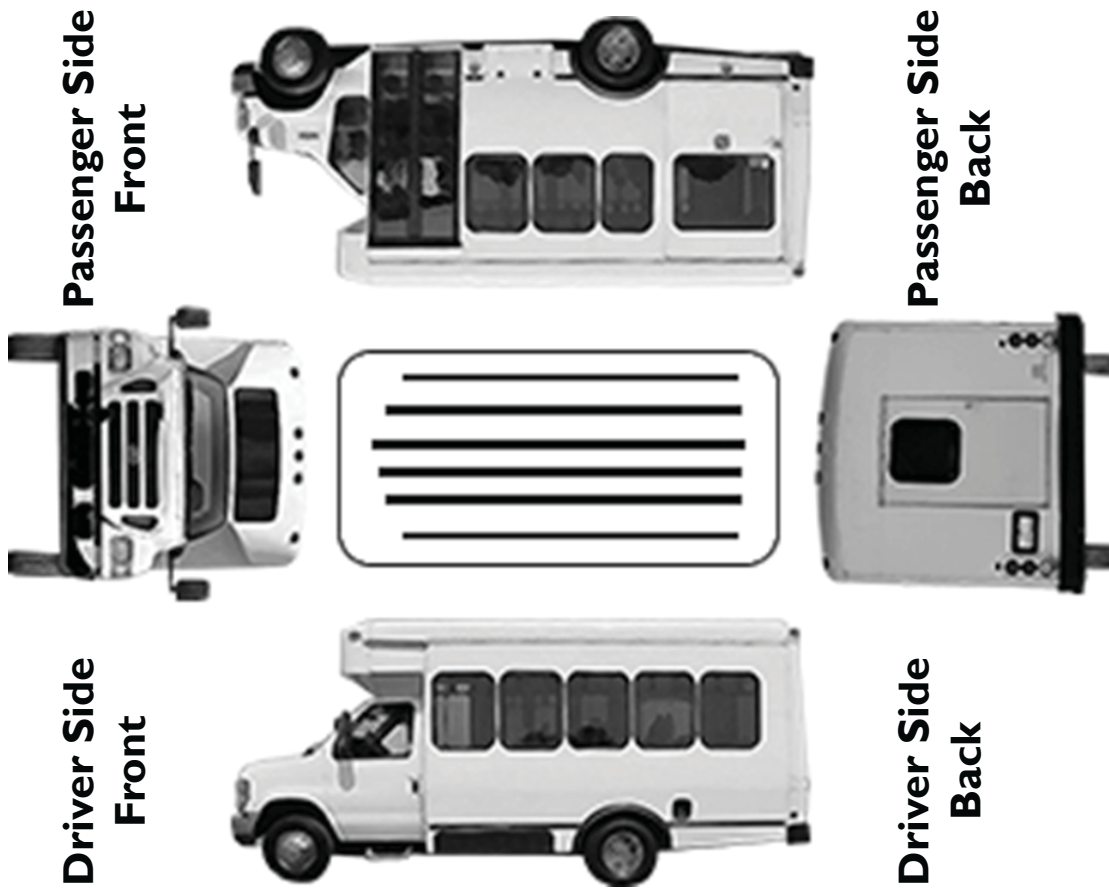
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 693 / 1HA6GUBG6HN002322

Mileage: 9,000

Date in Service: 11/1/2017

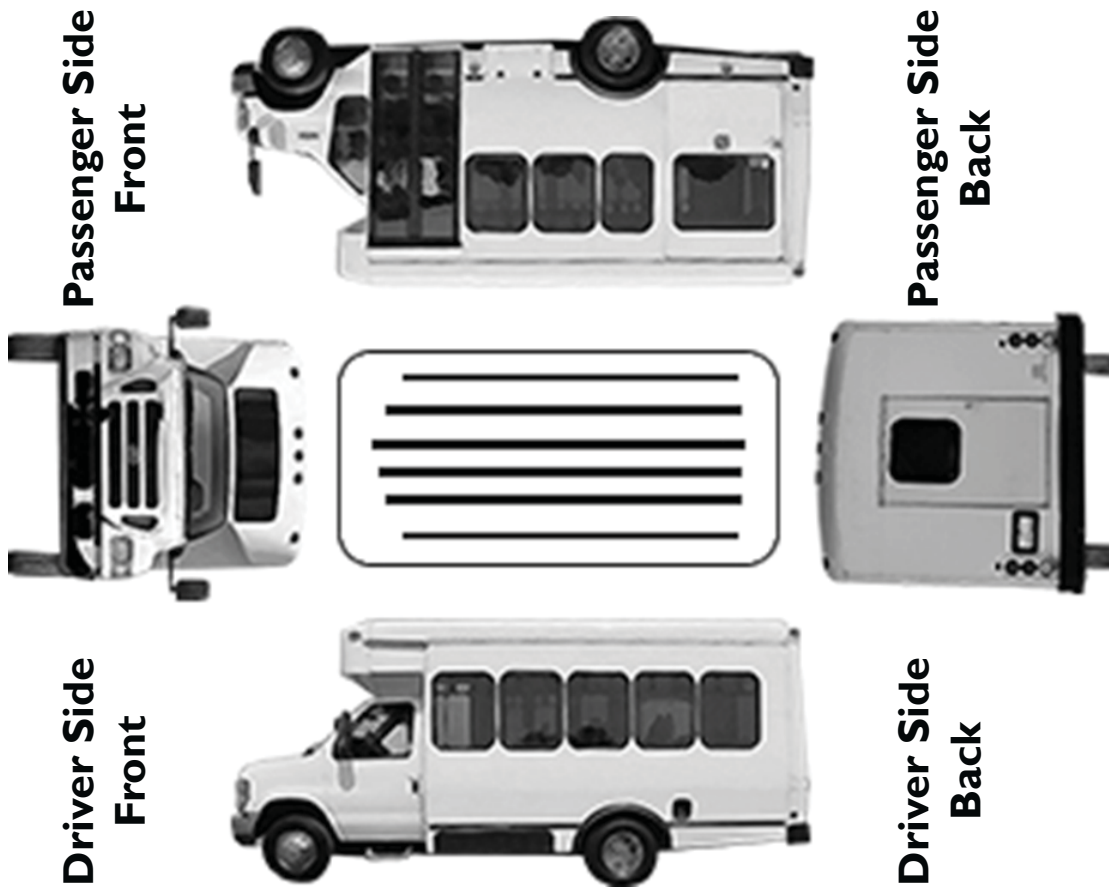
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 694 / 1HA6GUBG4HN002450

Mileage: 10,811

Date in Service: 11/1/2017

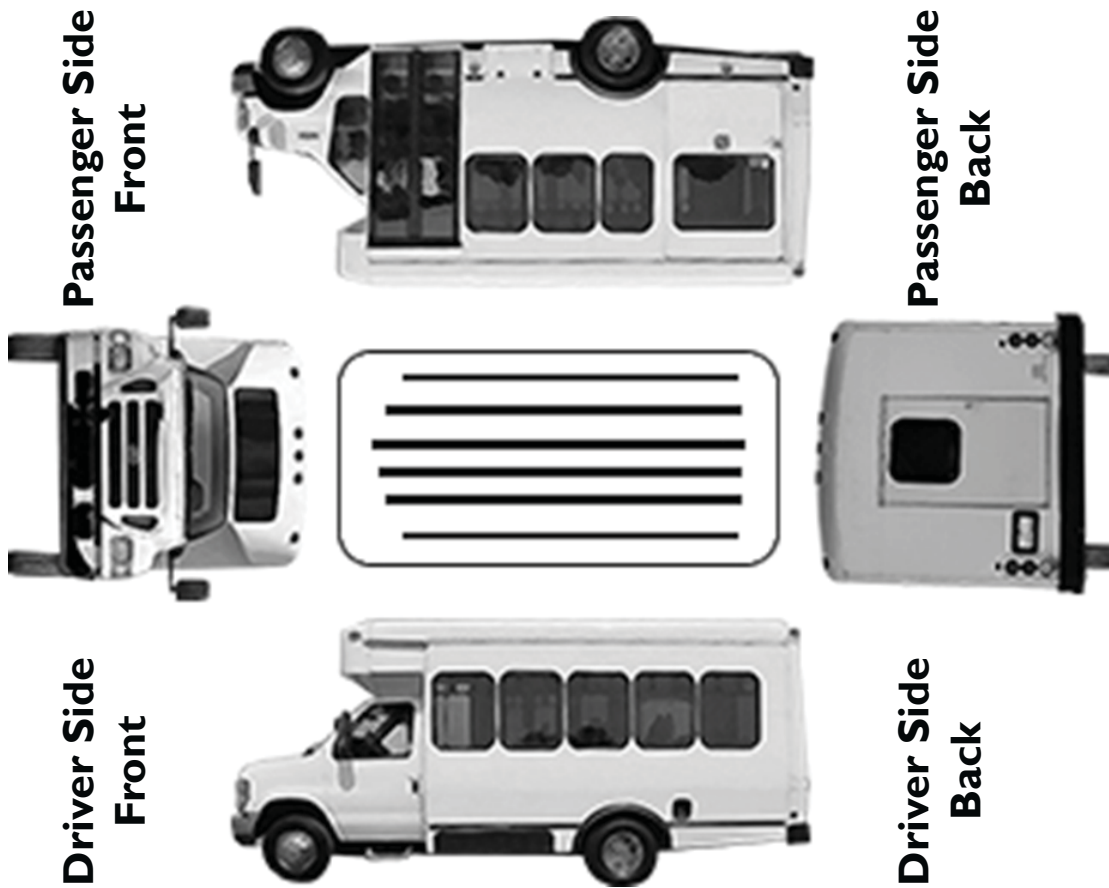
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Arboc

Year: 2017

ID/Serial Number/VIN: 695 / 1HA6GUBG1HN002695

Mileage: 6,640

Date in Service: 11/1/2017

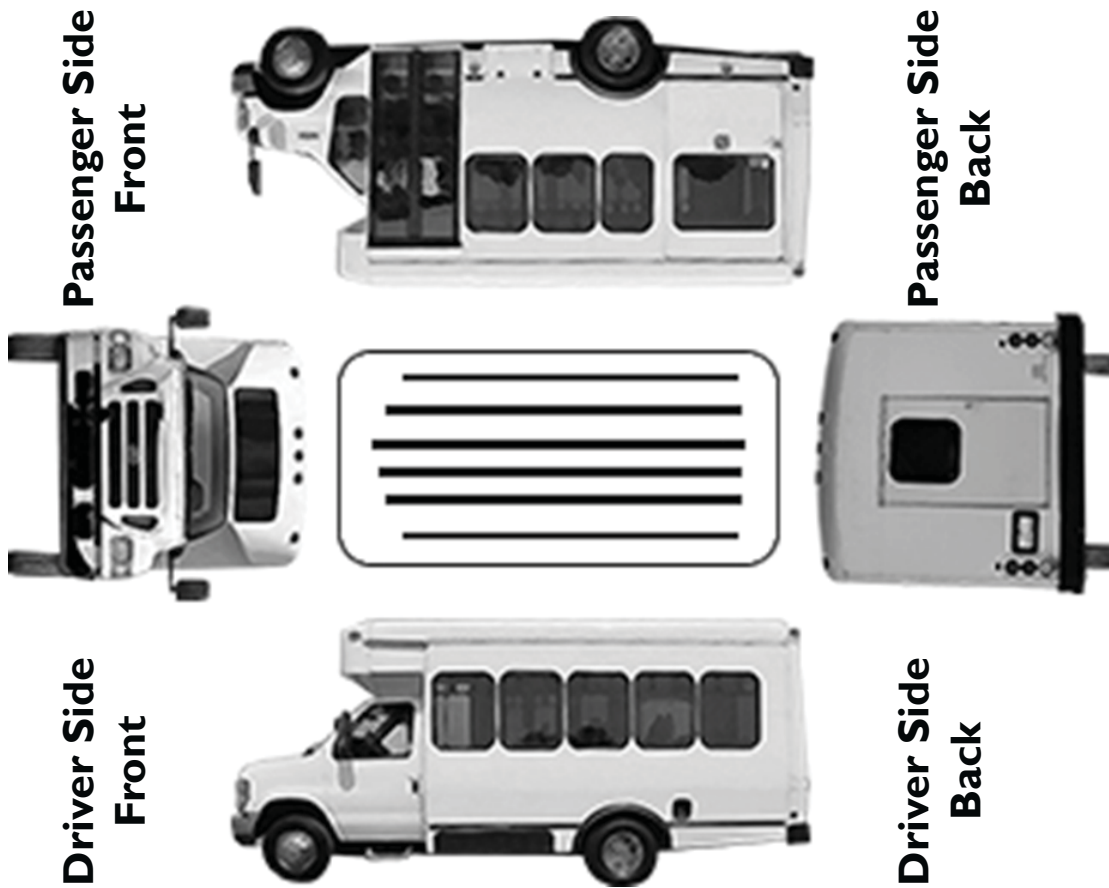
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Express 3500

Year: 2006

ID/Serial Number/VIN: EOA 105 / 1GBJG31U661128088

Mileage: 58,308

Date in Service: 10/1/2005

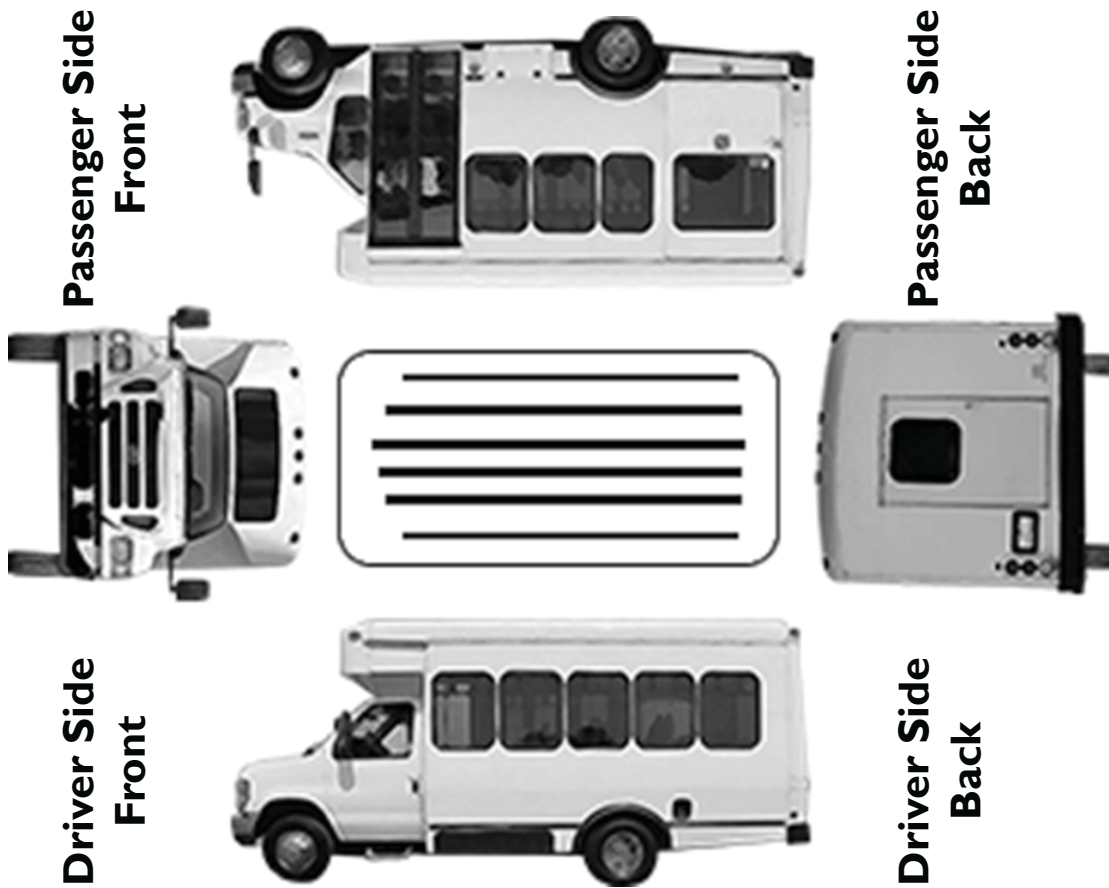
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 2

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: E-450

Year: 2009

ID/Serial Number/VIN: Kentucky 601 / 1FDFE45S69DA72299

Mileage: 196,870

Date in Service: 04/01/2009

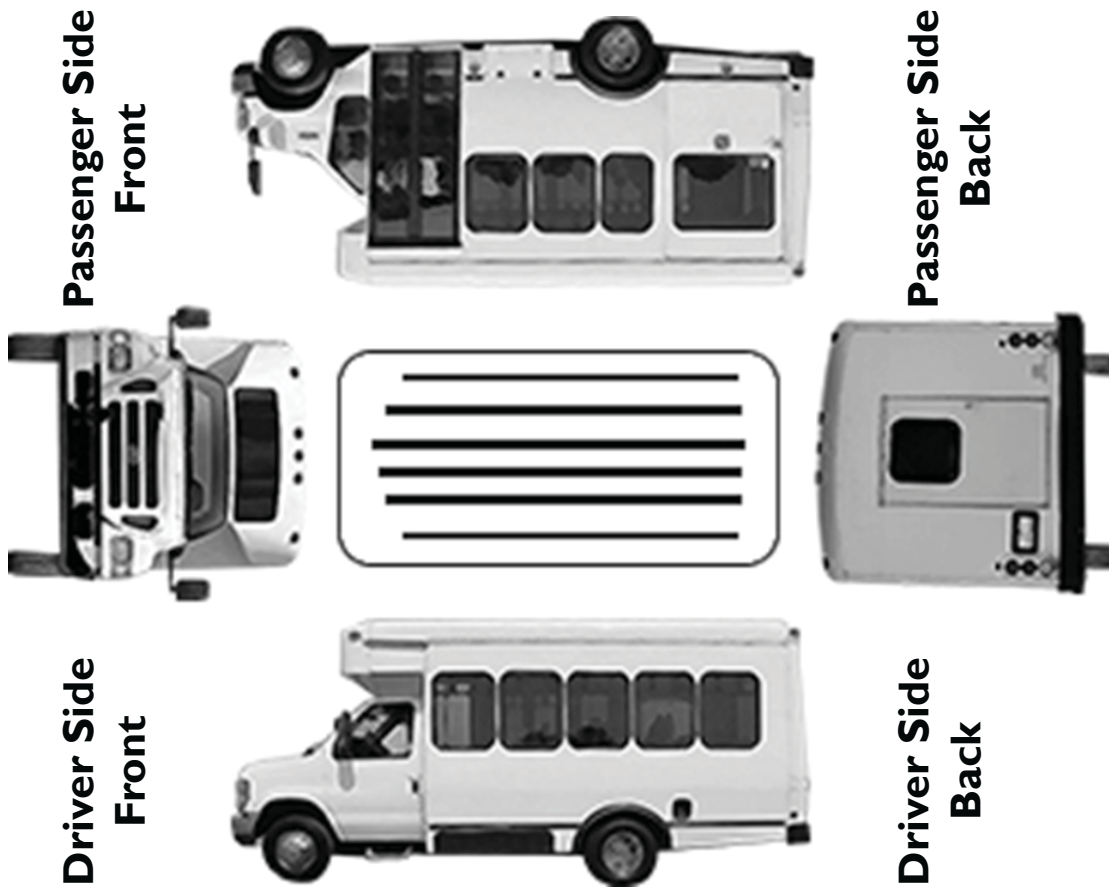
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: Glaval Titan II

Year: 2008

ID/Serial Number/VIN: Pelivan 078 / 1FDXE45S58DA54492

Mileage: 228,915

Date in Service: 11/1/2007

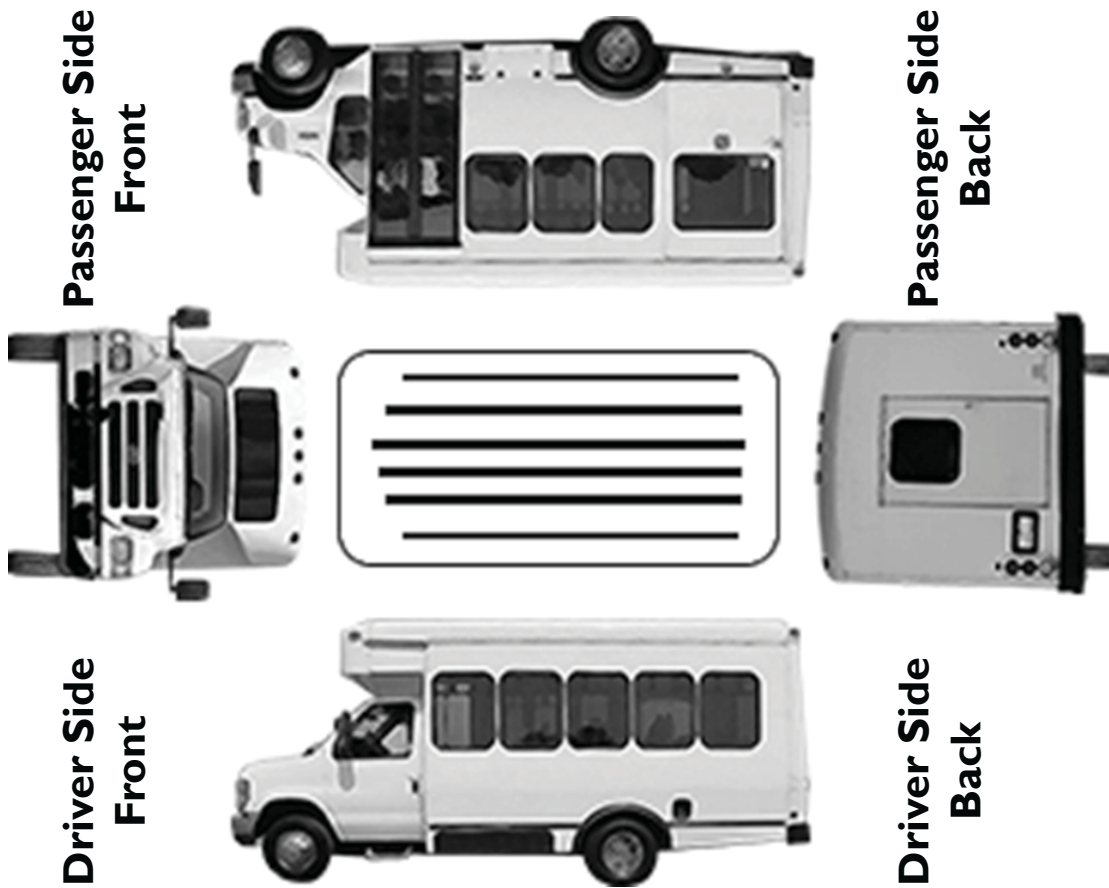
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.3

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: El Dorado

Year: 2010

ID/Serial Number/VIN: Wichita 27 / 1FDFE45S29DA89889

Mileage: 171,045

Date in Service: 07/01/2009

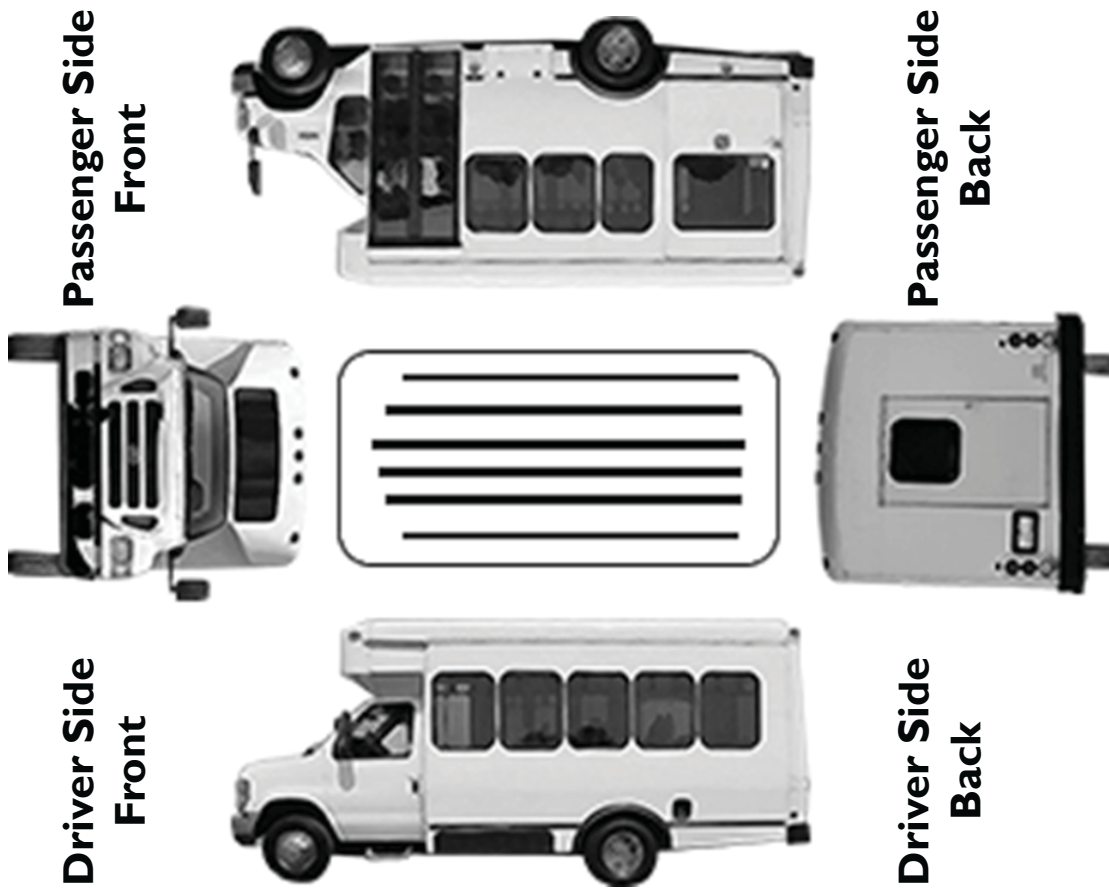
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 2.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: El Dorado

Year: 2010

ID/Serial Number/VIN: Wichita 28 / 1FDFE45S09DA89888

Mileage: 146,064

Date in Service: 07/01/2009

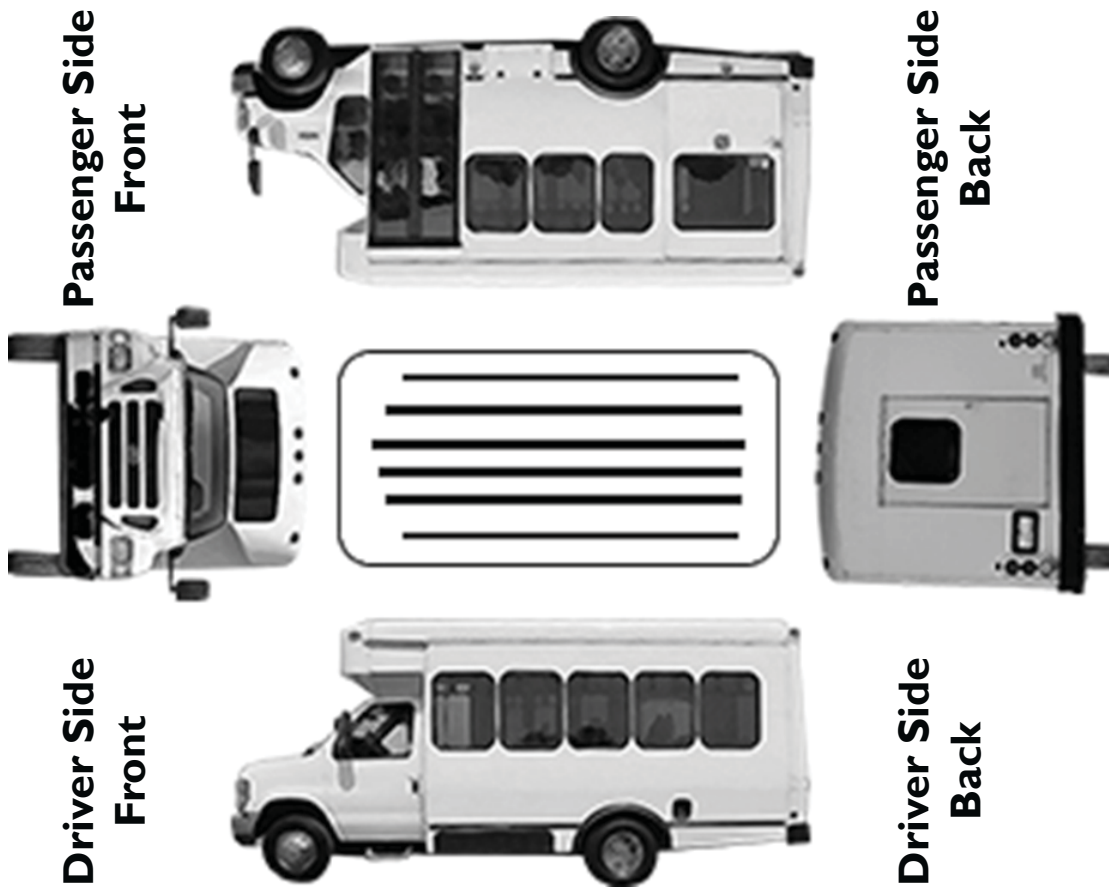
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 2.1

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: El Dorado

Year: 2010

ID/Serial Number/VIN: Wichita 29 / 1FDFE45S99DA89887

Mileage: 182,005

Date in Service: 07/01/2009

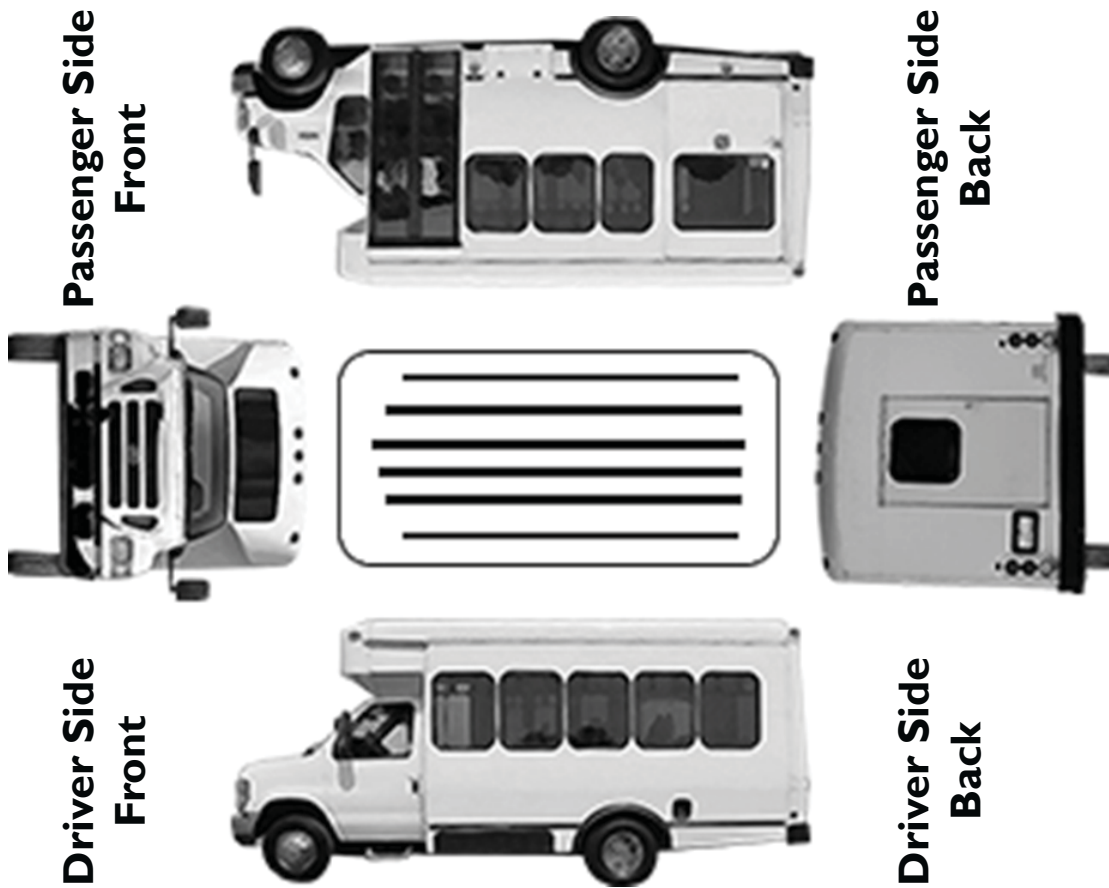
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 2.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: El Dorado

Year: 2010

ID/Serial Number/VIN: Wichita 933 / 1FDFE45S69DA89877

Mileage: 254,725

Date in Service: 07/01/2009

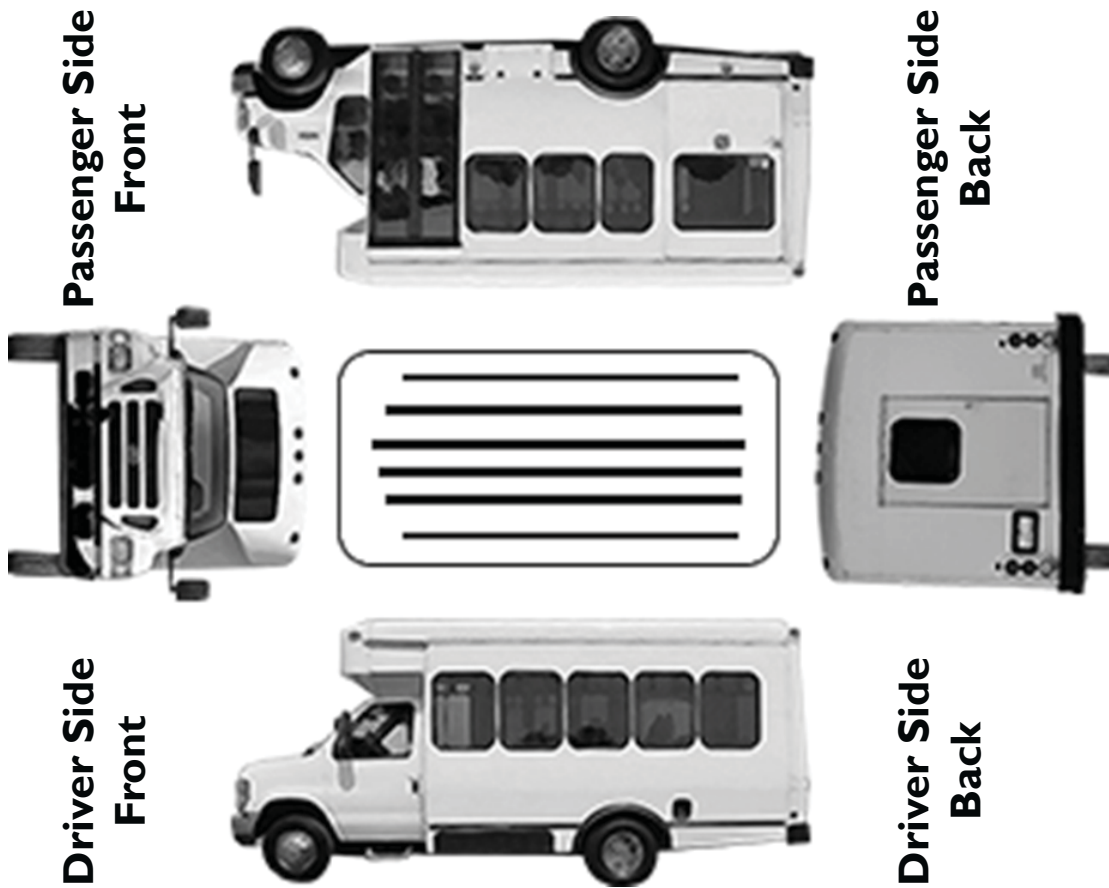
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.5

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: El Dorado

Year: 2010

ID/Serial Number/VIN: Wichita 939 / 1FDFE45S19DA89883

Mileage: 203,558

Date in Service: 07/01/2009

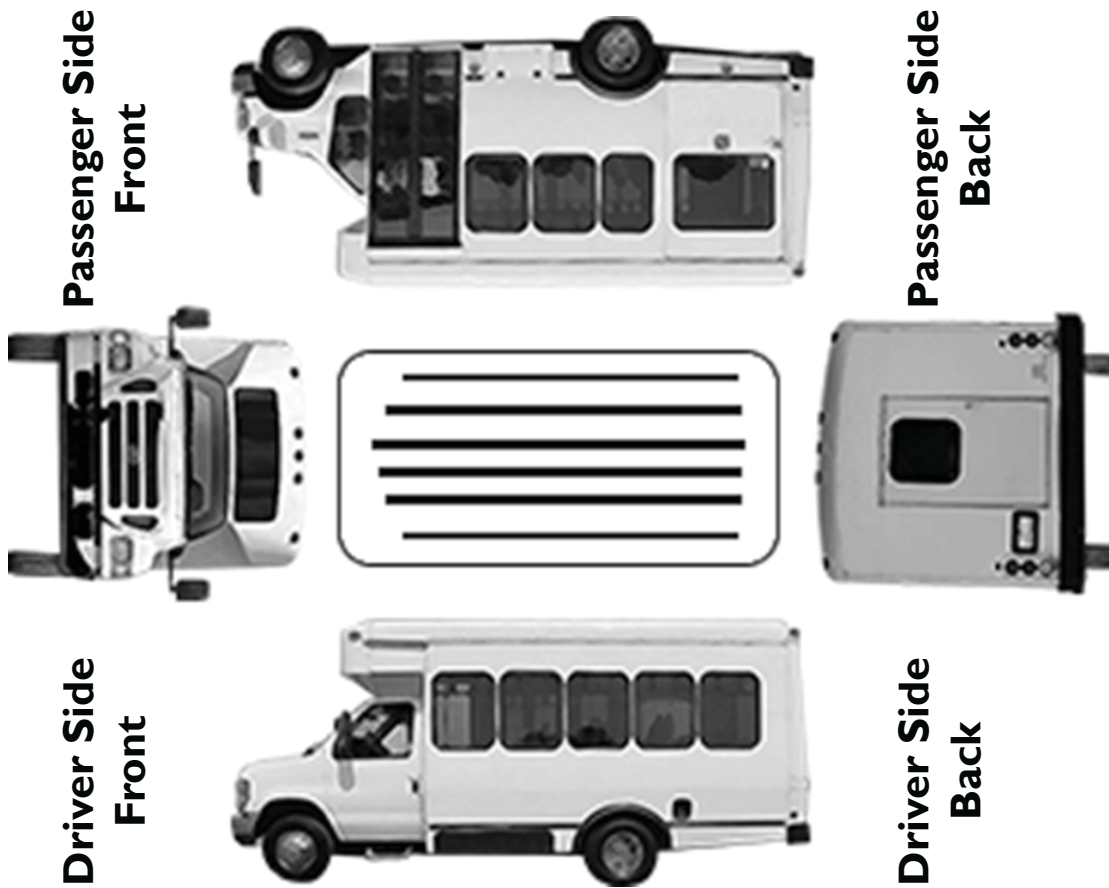
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Ford

Model: El Dorado

Year: 2010

ID/Serial Number/VIN: Wichita 941 / 1FDFE45S59DA89885

Mileage: 216,090

Date in Service: 07/01/2009

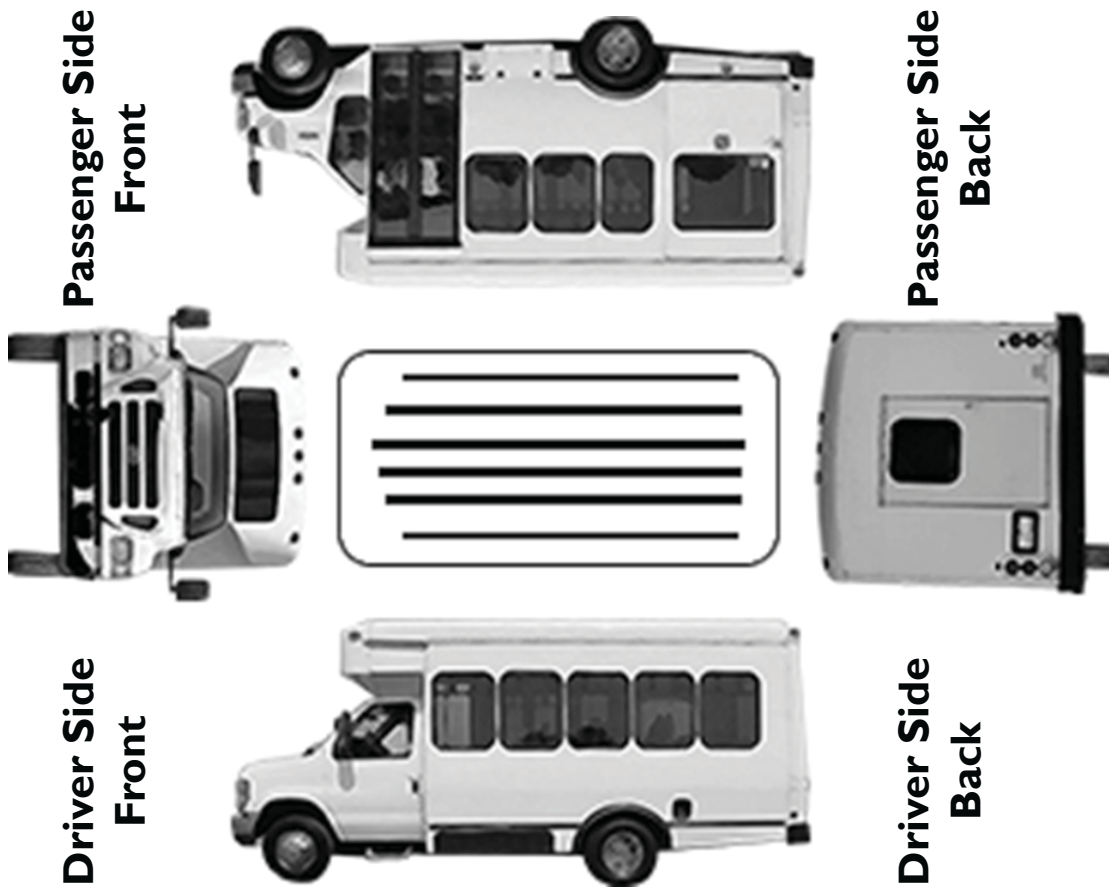
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 1.8

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: NABI

Model: Bus

Year: 2003

ID/Serial Number/VIN: DART 5747 / 1N94161423A140326

Mileage: 503,933

Date in Service: 05/01/2004

Vehicle Location: Springdale, AR

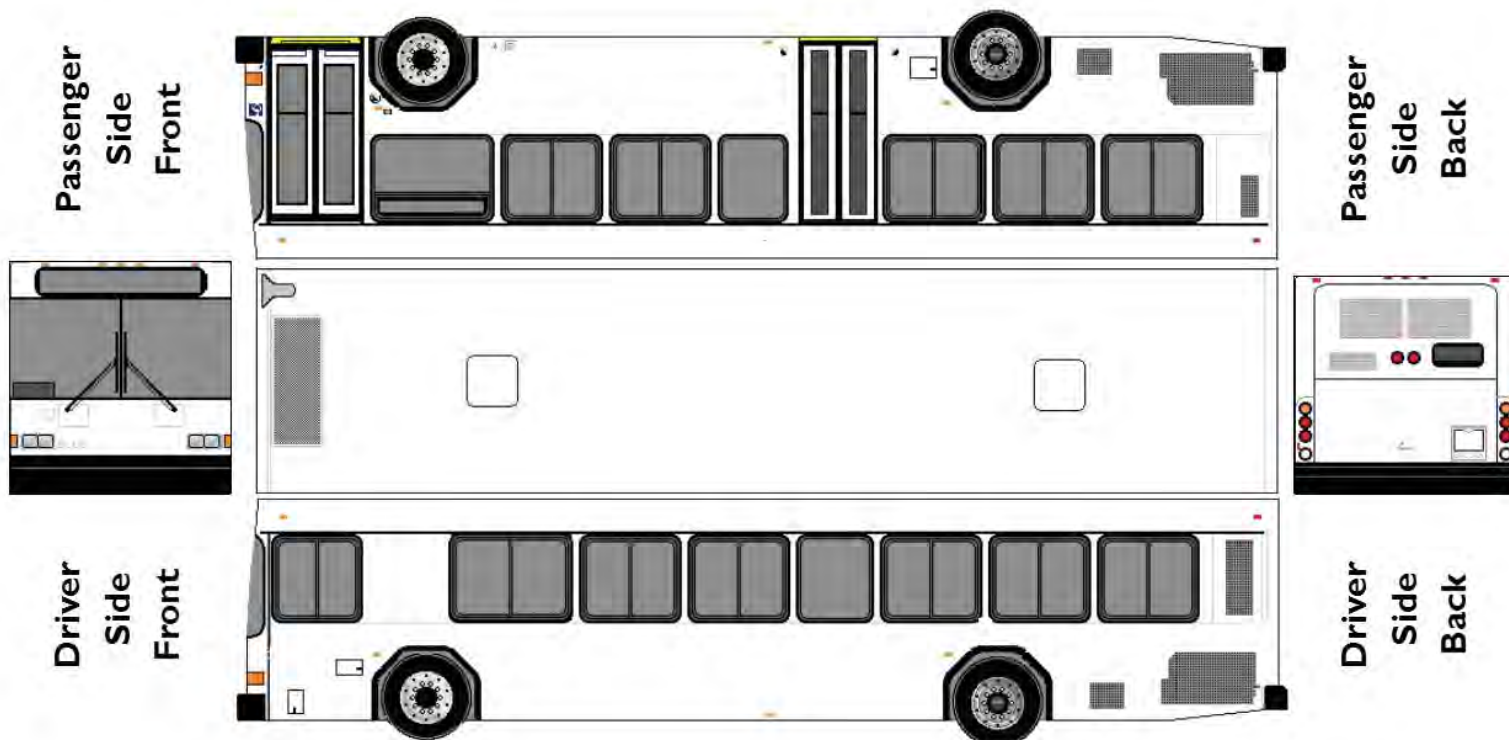
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:

Lift not working



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Chevrolet

Model: Uplander

Year: 2007

ID/Serial Number/VIN: 508 / 1GBDVI3187D155352

Mileage: 255,416

Date in Service: 11/1/2006

Vehicle Location: Springdale, AR

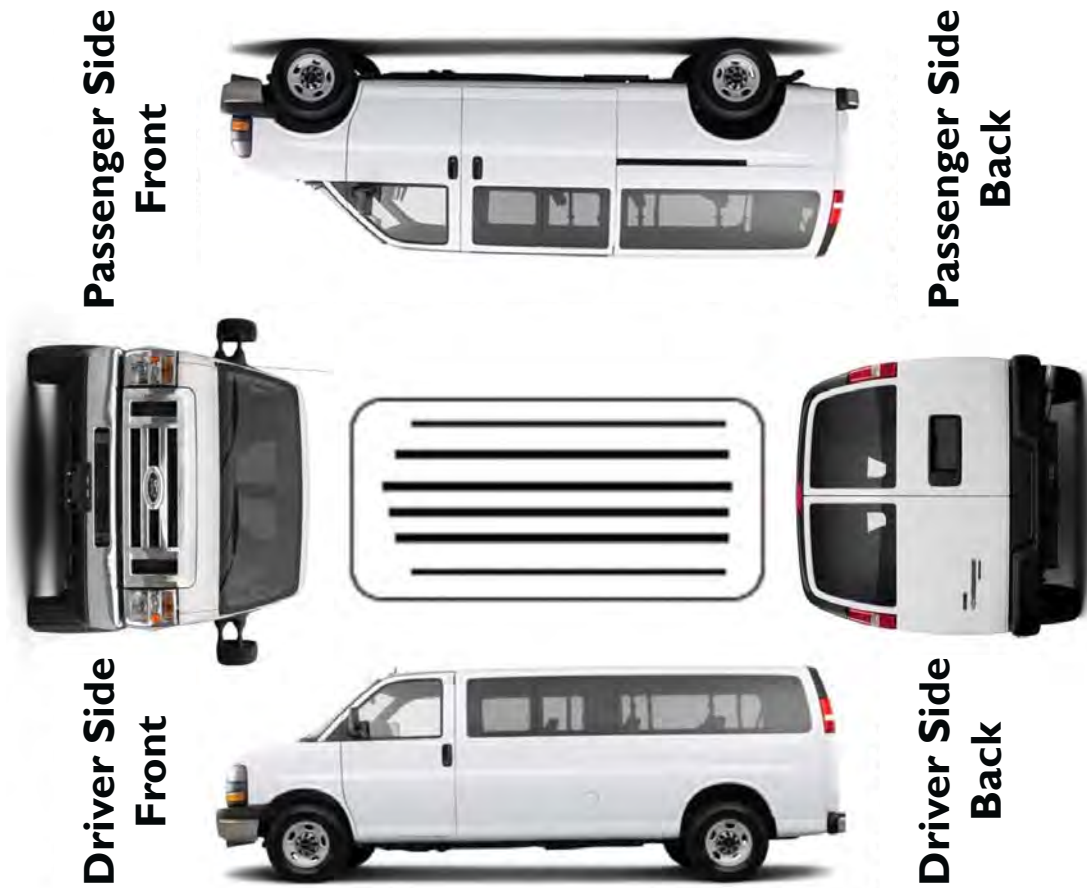
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input checked="" type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.0

Additional Vehicle Comments:

Vehicle is past its useful life.



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Dodge

Model: Grand Caravan SE

Year: 2010

ID/Serial Number/VIN: 510 / 2D4RN4DE3AR185015

Mileage: 271,363

Date in Service: 11/1/2009

Vehicle Location: Springdale, AR

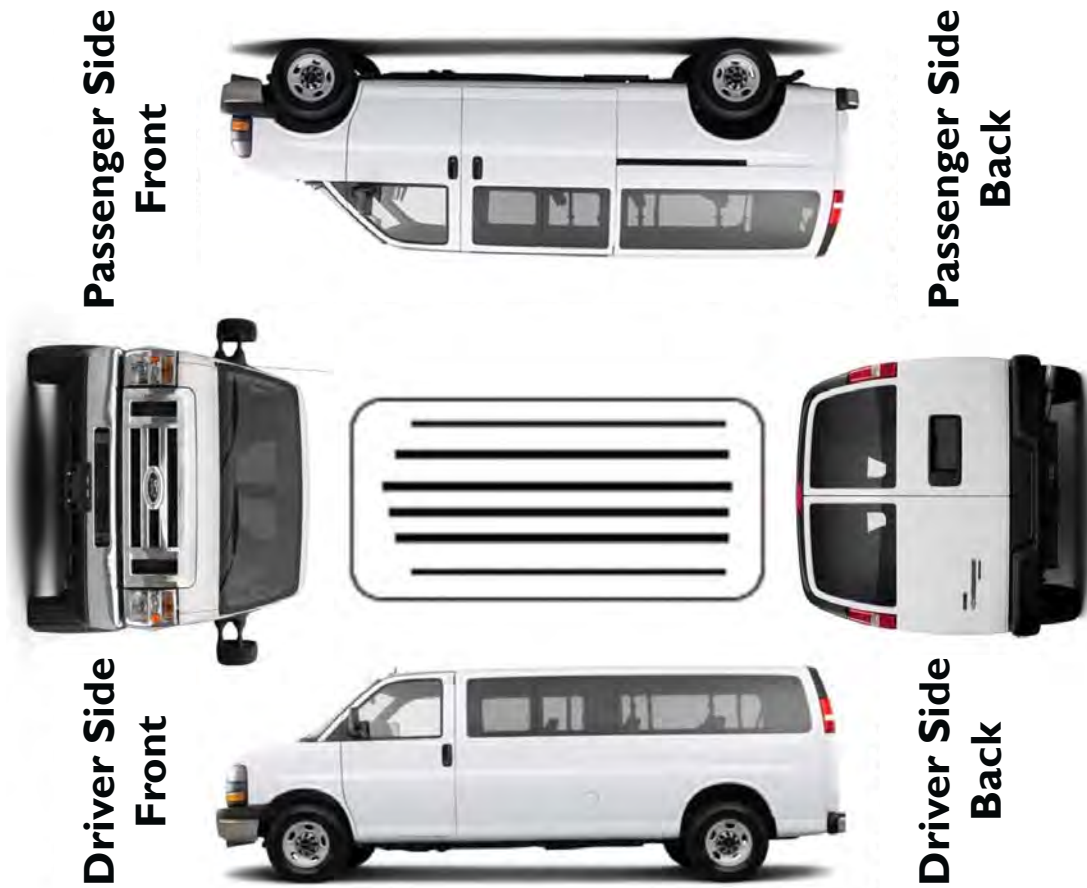
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input checked="" type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.2

Additional Vehicle Comments:

Vehicle is past its useful life.



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Dodge

Model: Grand Caravan SE

Year: 2010

ID/Serial Number/VIN: 512 / 2D4RN4DE7AR185017

Mileage: 237,341

Date in Service: 11/1/2009

Vehicle Location: Springdale, AR

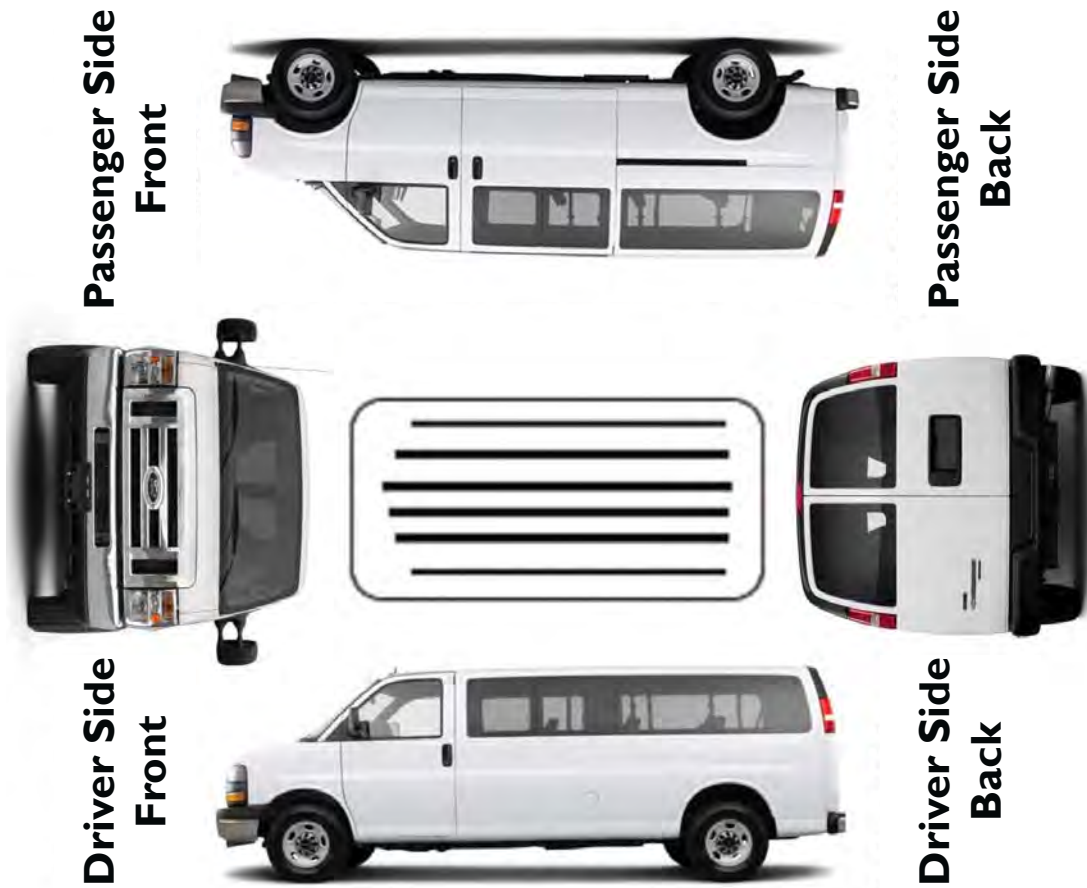
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input checked="" type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.2

Additional Vehicle Comments:

Vehicle is past its useful life.



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Dodge

Model: Grand Caravan SE

Year: 2010

ID/Serial Number/VIN: 515 / 2D4RN4DE7AR197930

Mileage: 276,548

Date in Service: 11/1/2009

Vehicle Location: Springdale, AR

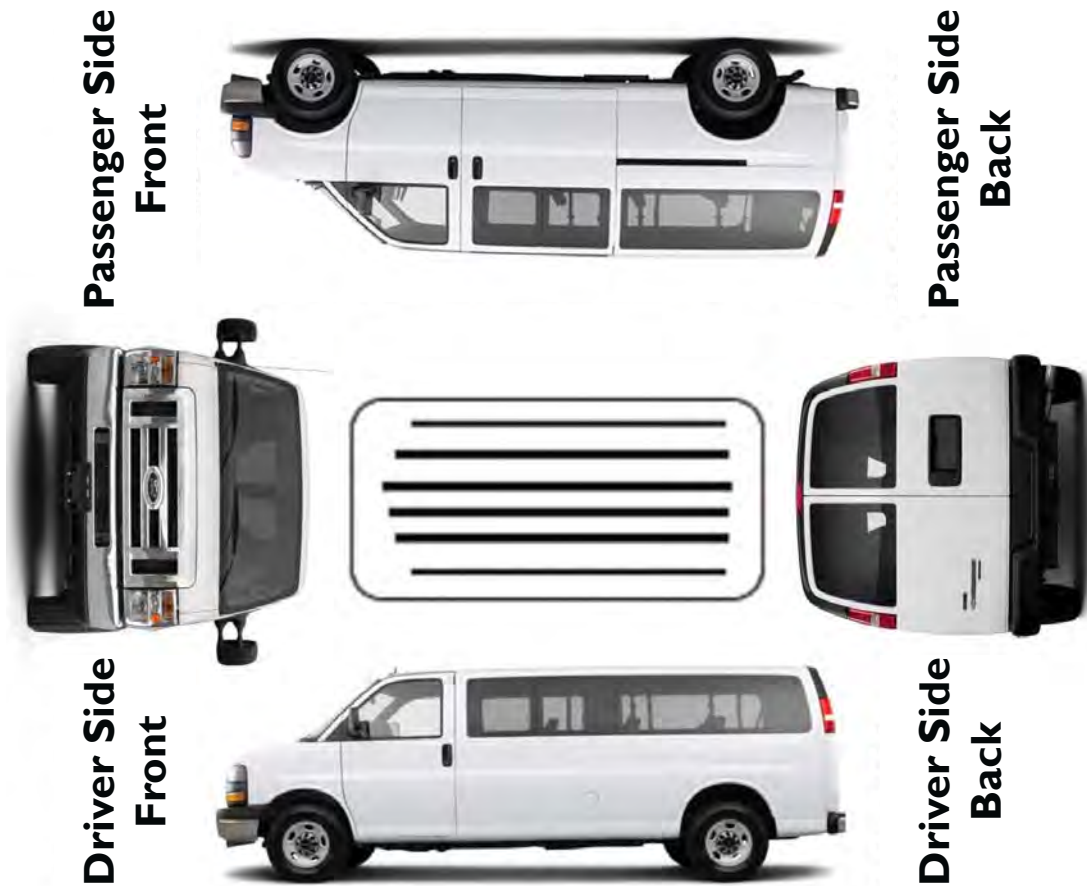
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input checked="" type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: 1.2

Additional Vehicle Comments:

Vehicle is past its useful life.



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Mobility Ventures

Model: MV-1

Year: 2016

ID/Serial Number/VIN: 516 / 57WMD2C62GM100021

Mileage: 38,631

Date in Service: 06/01/2015

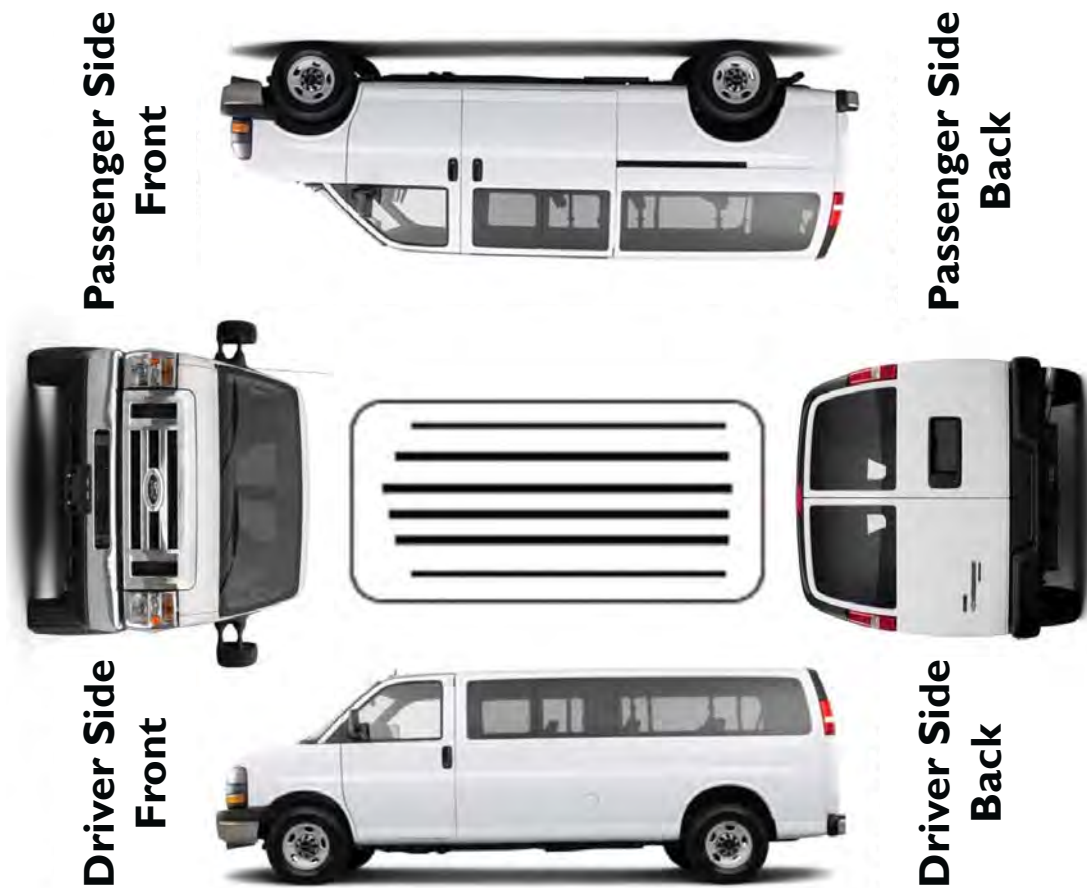
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Mobility Ventures

Model: MV-1

Year: 2016

ID/Serial Number/VIN: 517 / 57WMD2C63GM100125

Mileage: 55,495

Date in Service: 06/01/2015

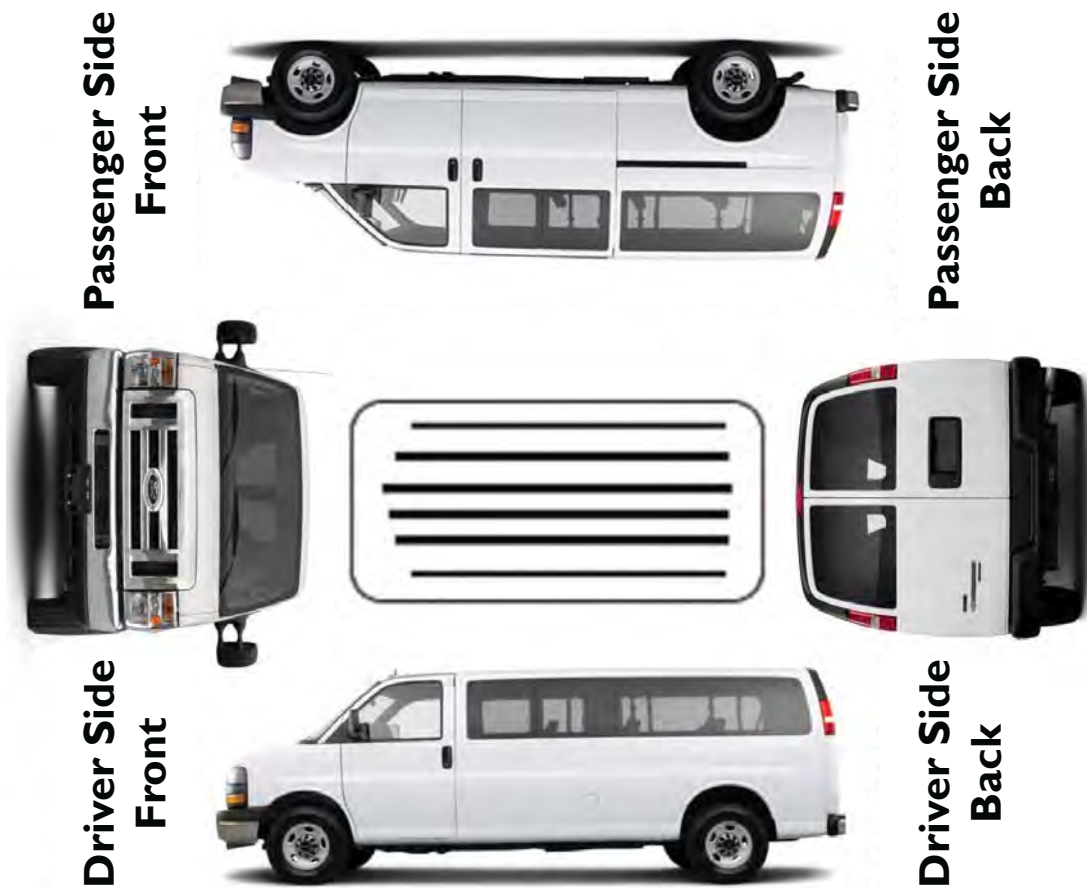
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 3.9

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Mobility Ventures

Model: MV-1

Year: 2016

ID/Serial Number/VIN: 518 / 57WMD2C61GM100172

Mileage: 54,363

Date in Service: 07/01/2015

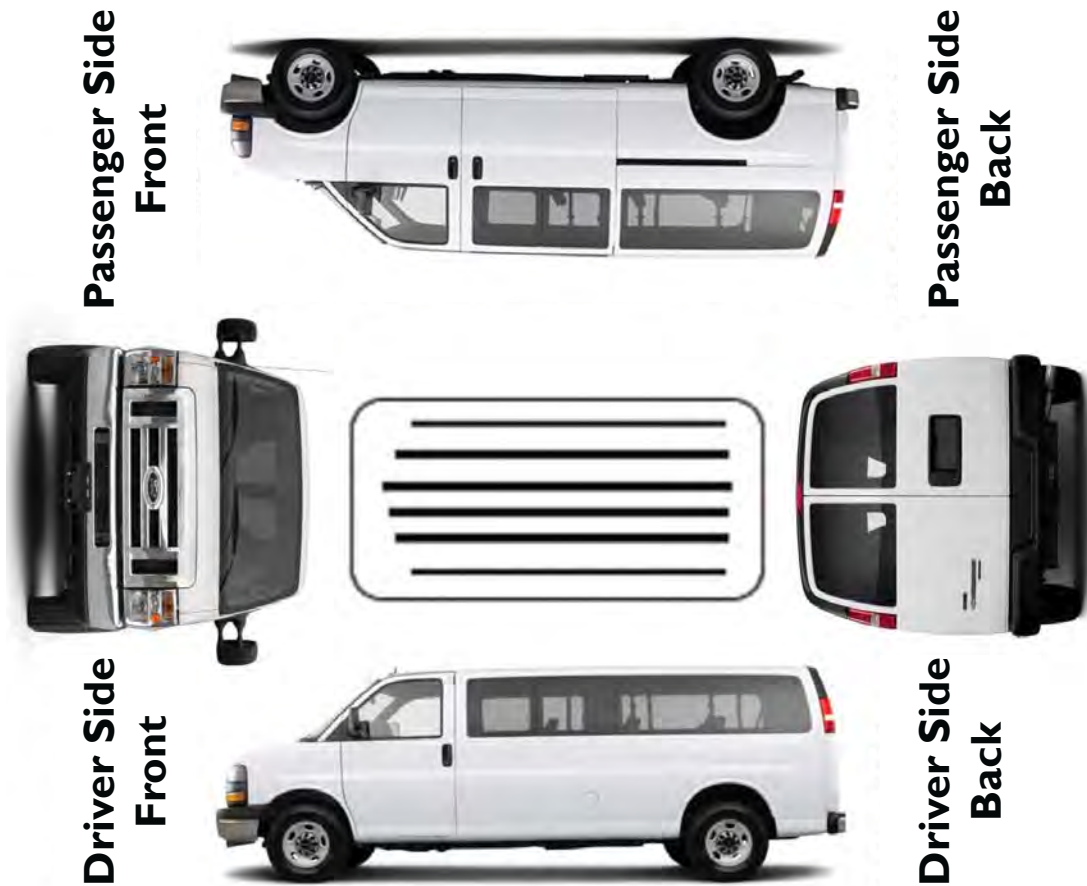
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 3.9

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Mobility Ventures

Model: MV-1

Year: 2016

ID/Serial Number/VIN: 519 / 57WMD2C61GM100172

Mileage: 38,976

Date in Service: 07/01/2015

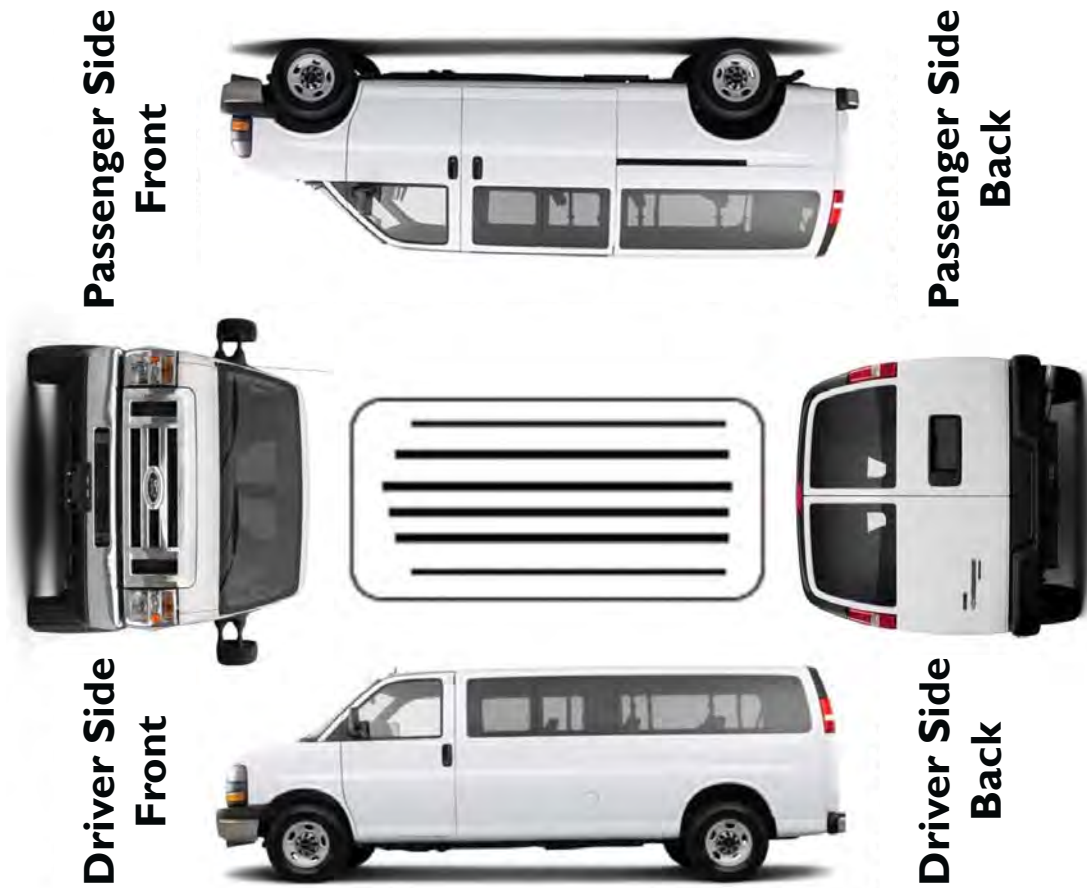
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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



Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Make: Mobility Ventures

Model: MV-1

Year: 2016

ID/Serial Number/VIN: 520 / 57WMD2C60GM100311

Mileage: 38,976

Date in Service: 06/01/2015

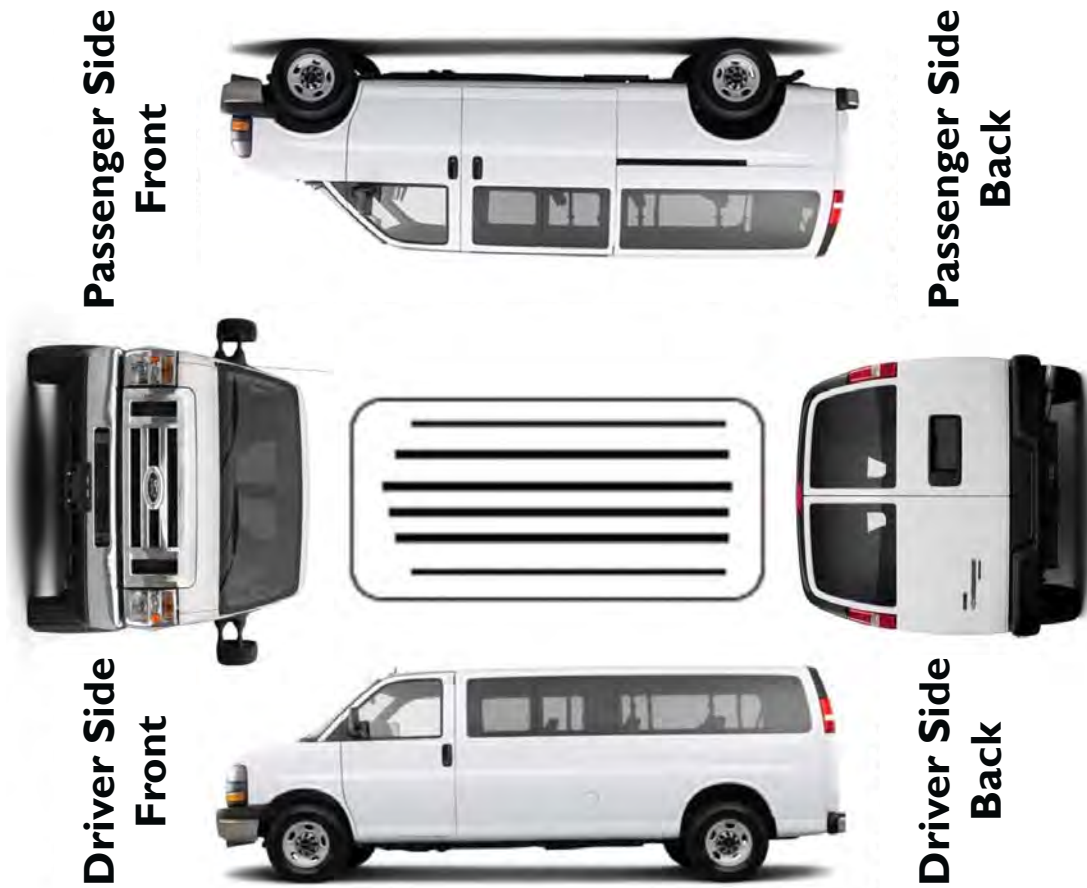
Vehicle Location: Springdale, AR

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

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

Vehicle Condition Score: 4.0

Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

Appendix B: Facility Inspection Forms



Facility Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Facility Address: 2423A East Robinson Avenue, Springdale, AR 72764

Facility Name: Administration Office

Year Built or Replaced: 1985

Primary Mode Served: Fixed Route and Paratransit

Square Feet: 4,500

Percent Capital Responsibility: 100%

Section of Larger Facility? ☐ Yes ☒ No

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

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

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4	4
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	3.5	3.5
	Roof, gutters, eaves, skylights, pillars, and walls	3.5	
	Exterior windows, doors, and all finishes (paint and masonry)	3.5	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	3.0	3.45
	Interior stairs and landings	N/A	
	Finishes: materials used on walls, floors, and ceilings	3.9	
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	4	
	Rain water drainage	4	
HVAC	Energy supply	4.4	4.4
	Heating/cooling generation and distribution systems	4.4	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	3.0	3.17
	Lighting and branch wiring (interior and exterior)	3.0	
	Communications and security	N/A	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	3.5	
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	4
	Site development, such as: fences, walls, and miscellaneous structures	4	
	Landscaping and irrigation	N/A	
	Site utilities	N/A	

Cumulative Primary Level Score (CPLS): 30.52

Final Term Rating (CPLS/8): 3.82



Facility Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Facility Address: 2423B East Robinson Avenue, Springdale, AR 72764

Facility Name: Maintenance Garage

Year Built or Replaced: 2015

Primary Mode Served: Fixed Route and Paratransit

Square Feet: 9,000

Percent Capital Responsibility: 100%

Section of Larger Facility? ☐ Yes ☒ No

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

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

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

Cumulative Primary Level Score (CPLS): 30.75

Final Term Rating (CPLS/7): 4.39



Facility Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Facility Address: 2423C East Robinson Avenue, Springdale, AR 72764

Facility Name: Wash Bay

Year Built or Replaced: 1985

Primary Mode Served: Fixed Route and Paratransit

Square Feet: 4,000

Percent Capital Responsibility: 100%

Section of Larger Facility? ☐ Yes ☒ No

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

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

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

Cumulative Primary Level Score (CPLS): 20.5

Final Term Rating (CPLS/5): 4.1



Facility Inventory & Condition Assessment Form

Agency Name: Ozark Regional Transit

Inventory Date: 04/21/2018

Facility Address: 2423C East Robinson Avenue, Springdale, AR 72764

Facility Name: Fueling Station

Year Built or Replaced: 1985

Primary Mode Served: Fixed Route and Paratransit

Square Feet: N/A

Percent Capital Responsibility: 100%

Section of Larger Facility? ☐ Yes ☒ No

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

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

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

Cumulative Primary Level Score (CPLS): 8.25

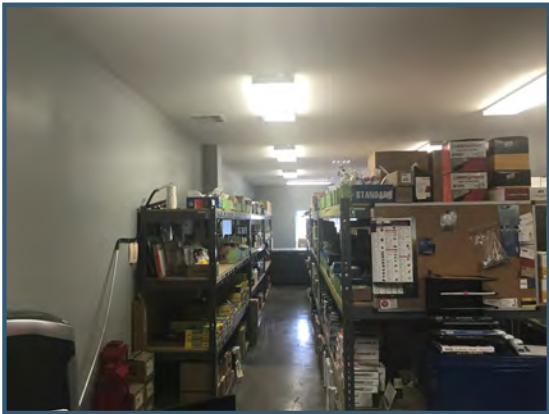
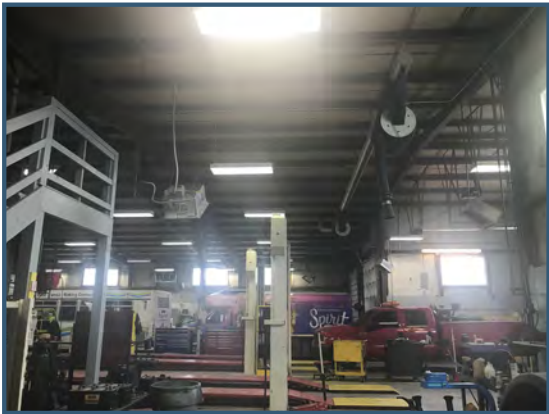
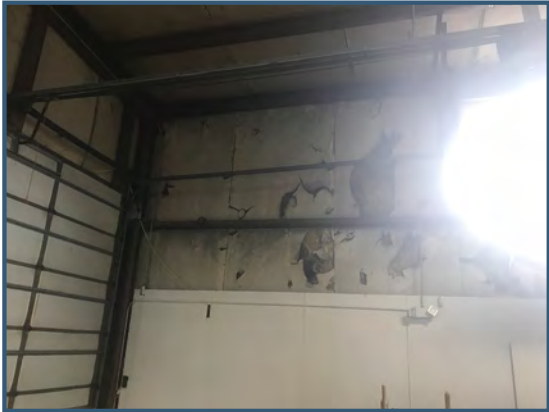
Final Term Rating (CPLS/2): 4.13

Appendix C: Site Visit Photos

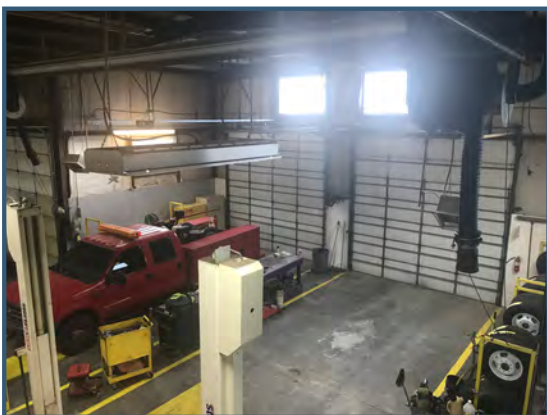
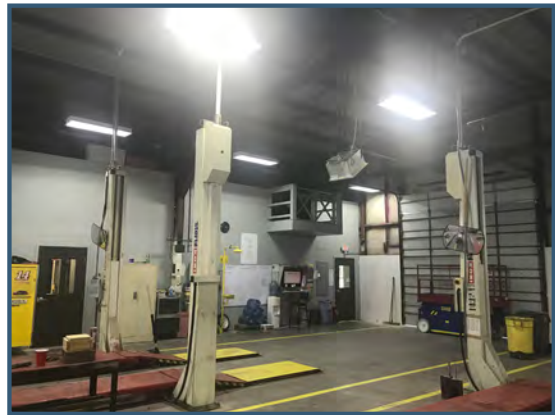
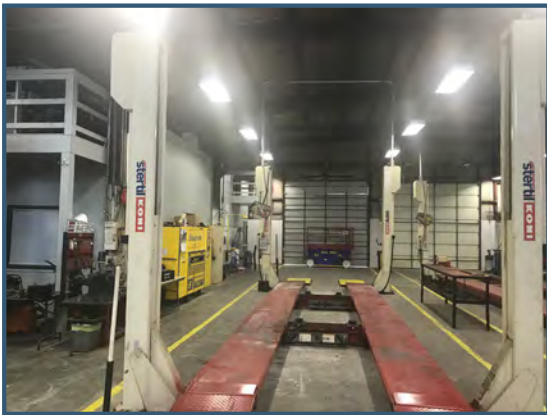
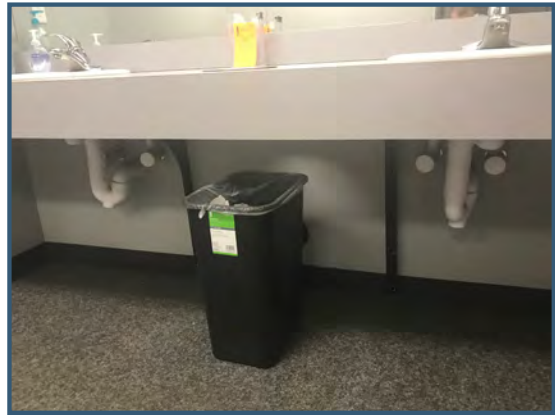
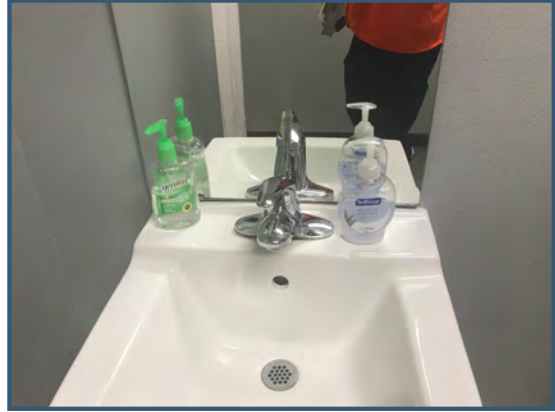
Administration Office



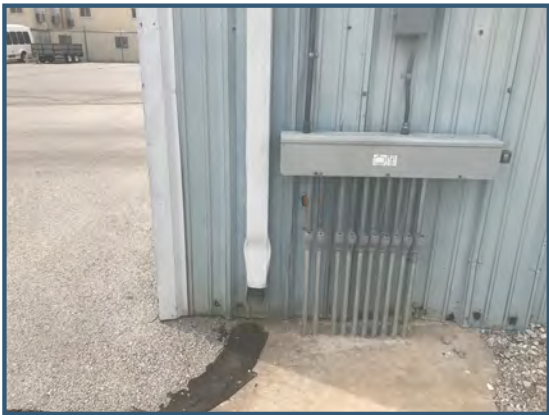
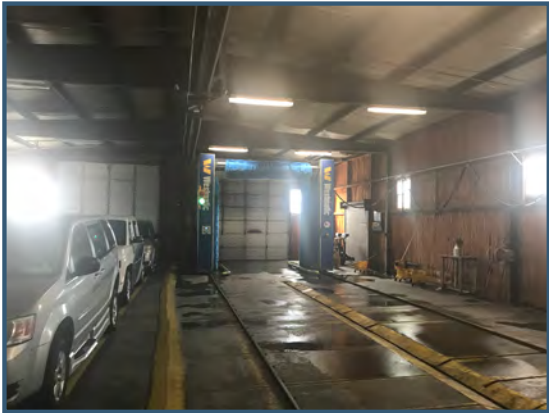
Maintenance Garage



Maintenance Garage



Wash Bay



Fueling Station



General Lot Photos and Vehicles



General Lot Photos and Vehicles



Appendix D: ORT and Razorback Transit Combined Investment Prioritization

Appendix D: ORT and Razorback Transit Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2007	MV	Chevrolet/Uplander	508	1.0	\$40,000	\$40,000					\$40,000
ORT	2001	BU	Gillig/Low Floor	Key West 805	1.0	\$395,000	\$395,000					\$435,000
ORT	2001	BU	Gillig/Low Floor	Key West 807	1.0	\$395,000	\$395,000					\$830,000
ORT	2001	BU	Gillig/Low Floor	Key West 808	1.0	\$395,000	\$395,000					\$1,225,000
ORT	1997	BU	Gillig/Phantom	Razorback 025	1.0	\$395,000	\$395,000					\$1,620,000
ORT	1997	BU	Gillig/Phantom	Razorback 030	1.0	\$395,000	\$395,000					\$2,015,000
ORT	2010	MV	Dodge/Grand Caravan SE	510	1.1	\$40,000	\$40,000					\$2,055,000
ORT	2010	MV	Dodge/Grand Caravan SE	512	1.1	\$40,000	\$40,000					\$2,095,000
ORT	2010	MV	Dodge/Grand Caravan SE	515	1.1	\$40,000	\$40,000					\$2,135,000
ORT	2001	BU	Orion/Bus	Athens 268	1.3	\$395,000	\$395,000					\$2,530,000
ORT	2003	BU	NABI/Bus	DART 5747	1.3	\$395,000	\$395,000					\$2,925,000
ORT	2008	CU-U	Ford/Glaval Titan II	Pelivan 078	1.4	\$135,000	\$135,000					\$3,060,000
ORT	2010	CU-U	Ford/EI Dorado	Wichita 933	1.5	\$135,000	\$135,000					\$3,195,000
Razorback	2001	BU	Gillig/Bus	21	1.6	\$435,000	\$435,000					\$3,630,000
ORT	2010	CU-U	Ford/E-450	677	1.7	\$135,000	\$135,000					\$3,765,000
ORT	2001	BU	Orion/Bus	Athens 269	1.7	\$395,000	\$395,000					\$4,160,000
ORT	2003	BU	Gillig/Phantom	Pennsylvania 1508	1.7	\$395,000	\$395,000					\$4,555,000
Razorback	2001	BU	Gillig/Bus	20	1.7	\$435,000		\$445,875				\$5,000,875
ORT	2009	CU-U	Ford/E-450	Kentucky 601	1.9	\$135,000		\$135,000				\$5,135,875
ORT	2010	CU-U	Ford/EI Dorado	Wichita 939	1.9	\$135,000		\$135,000				\$5,270,875

Appendix D1: ORT and Razorback Transit Combined Investment Prioritization

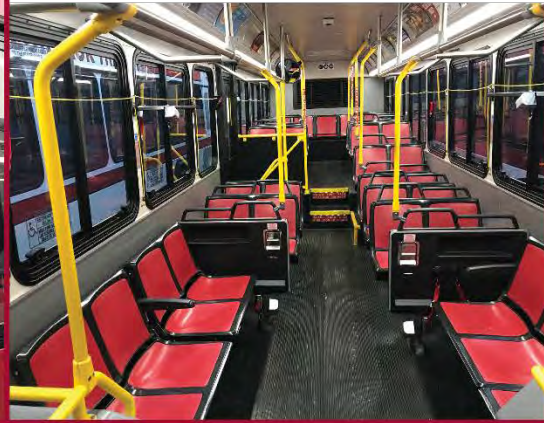
Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2010	CU-U	Ford/EI Dorado	Wichita 941	1.9	\$135,000		\$135,000				\$1,275,000
Razorback	2001	BU	Gillig/Bus	9	2.0	\$435,000		\$456,750				\$1,326,750
Razorback	2003	BU	Gillig/Bus	8	2.2	\$435,000		\$456,750				\$1,783,500
ORT	2010	CU-U	Ford/EI Dorado	Wichita 27	2.3	\$135,000			\$135,000			\$1,918,500
ORT	2010	CU-U	Ford/EI Dorado	Wichita 29	2.3	\$135,000			\$135,000			\$2,053,500
ORT	2010	CU-U	Ford/EI Dorado	Wichita 28	2.4	\$135,000				\$135,000		\$2,188,500
Razorback	2007	BU	Gillig/Bus	15	2.5	\$435,000			\$479,588			\$2,263,088
Razorback	2007	BU	Gillig/Bus	4	2.5	\$435,000			\$479,588			\$2,742,675
Razorback	2008	CU	Ford/EI Dorado	12	2.6	\$60,000	\$60,000					\$2,802,675
ORT	2006	CU-U	Chevrolet/Express 3500	EOA 105	2.7	\$135,000				\$135,000		\$2,937,675
Razorback	2009	CU	Ford/EI Dorado	24	2.7	\$60,000		\$61,500				\$2,864,175
Razorback	2010	BU	Orion/Bus	3	2.8	\$435,000				\$503,567		\$3,367,742
Razorback	2008	BU	Gillig/Bus	32	3.0	\$435,000				\$503,567		\$3,871,309
Razorback	2008	BU	Gillig/Bus	31	3.0	\$435,000					\$528,745	\$4,400,054
Razorback	2010	BU	Gillig/Bus	27	3.1	\$435,000					\$528,745	\$4,928,799
Razorback	2010	BU	Orion/Bus	2	3.1	\$435,000						\$4,928,799
Razorback	2010	BU	Gillig/Bus	28	3.1	\$435,000						\$4,928,799
Razorback	2010	BU	Orion/Bus	6	3.1	\$435,000						\$4,928,799
Razorback	2010	CU	Ford/EI Dorado	17	3.1	\$60,000			\$63,038			\$4,991,837
Razorback	2010	CU	Ford/EI Dorado	7	3.5	\$60,000				\$64,613		\$5,056,450

Appendix D2: ORT and Razorback Transit Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2010	BU	Gillig/Low Floor	Springfield 271	3.5	\$395,000					\$395,000	\$5,451,450
ORT	2010	BU	Gillig/Low Floor	Springfield 273	3.5	\$395,000						\$5,451,450
Razorback	2011	CU	Ford/EI Dorado	11	3.5	\$60,000					\$66,229	\$5,122,679
Razorback	2012	CU	Ford/EI Dorado	37	3.6	\$60,000						\$5,122,679
ORT	2015	CU-U	Glaval/E-450	681	3.6	\$135,000						\$5,122,679
ORT	2015	CU-U	Glaval/E-450	683	3.7	\$135,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	41	3.8	\$435,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	42	3.8	\$435,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	43	3.9	\$435,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	44	3.9	\$435,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	517	4.0	\$40,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	518	4.0	\$40,000						\$5,122,679
ORT	2015	BU-M	Glaval/Concorde II	309	4.3	\$250,000						\$5,122,679
ORT	2015	BU-M	Glaval/Concorde II	310	4.3	\$250,000						\$5,122,679
ORT	2015	BU-M	Glaval/Concorde II	311	4.3	\$250,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	516	4.3	\$40,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	519	4.3	\$40,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	520	4.3	\$40,000						\$5,122,679
ORT	2017	CU-R	Ford/E-450	685	4.8	\$57,000						\$5,122,679
ORT	2017	CU-R	Ford/E-450	686	4.8	\$57,000						\$5,122,679

Appendix D3: ORT and Razorback Transit Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2017	CU-R	Ford/E-450	687	4.8	\$57,000						\$5,122,679
Razorback	2015	BU	Gillig/Bus	22	4.8	\$435,000						\$5,122,679
Razorback	2015	BU	Gillig/Bus	23	4.8	\$435,000						\$5,122,679
Razorback	2016	BU	Gillig/Bus	26	4.9	\$435,000						\$5,122,679
Razorback	2016	BU	Gillig/Bus	25	4.9	\$435,000						\$5,122,679
Razorback	2016	BU	Gillig/Bus	30	4.9	\$435,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	688	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	689	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	690	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	691	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	692	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	693	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	694	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	695	4.9	\$135,000						\$5,122,679
Razorback	2017	BU	Gillig/Bus	33	5.0	\$435,000						\$5,122,679
Razorback	2017	BU	Gillig/Bus	19	5.0	\$435,000						\$5,122,679
Razorback	2017	BU	Gillig/Bus	18	5.0	\$435,000						\$5,122,679



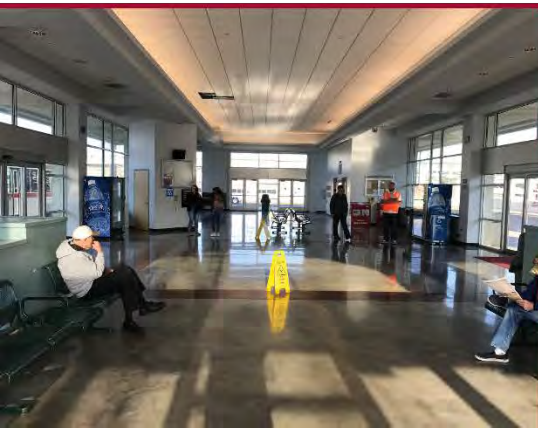
RAZORBACK



TRANSIT



RAZORBACK TRANSIT
2018 Transit Asset
Management Plan



Approval Page



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Transit and Parking
Razorback Transit

To whom it may concern:

I, Adam Waddell, confirm that I am the Accountable Executive for Razorback Transit. I certify that Razorback Transit is in compliance with the Transit Asset Management (TAM) Rule. Razorback Transit has met the TAM Plan requirements by completing our own TAM Plan in accordance with the Tier II TAM standards found in 49 CFR § 625.45 (b)(1). Attached here within is the 2018 Razorback Transit TAM Plan.

We confirm that we are implementing the TAM plan at our property.

Signed,

Adam Waddell

Date: 9-7-18

Accountable Executive

Acknowledgements

TAM Plan Development:

- *Razorback Transit staff for their assistance during the asset inventory and data acquisition stages and overall plan development*
- *Tim Conklin, NWARPC Assistant Director*
- *T. Greg Nation, ArDOT Public Transportation Administrator*
- *Danny Chidester, ArDOT Transportation Specialist*
- *Adam Waddell, Associate Director of Transit and Parking Department*
- *David Dunn, Razorback Transit Superintendent of Maintenance*

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Revision History

Date	Activity	Signature Authorizing Changes	Comments

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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.

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).

Metropolitan Planning Organization (MPO) Coordination

On April 4, 2018, the Northwest Arkansas Regional Planning Commission (NWARPC) passed a resolution to sponsor the TAM plan for the region, which includes both Razorback Transit and Ozark Regional Transit. While each agency within the NWARPC will have their own individual plan due to the difference in services provided and replacement needs, the NWARPC has adopted performance measures that both agencies will seek to meet or exceed as seen in the SGR summary on page vii of this Executive Summary and in Section 6 of this TAM plan. In addition, a combined investment prioritization has also been included in Appendix D of this document.

Transit Asset Management Plan (TAMP) Policy

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

1. Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
2. Asset Condition Assessment: A condition assessment of those inventoried assets for which Razorback Transit has direct ownership and capital responsibility.

3. Decision Support Tools and Management Approach: A description of the analytical processes and decision-support tools that Razorback Transit uses to estimate capital investment needs over time, and develop its investment prioritization.
4. Investment Prioritization: Razorback Transit's project-based prioritization of investments, developed in accordance with §625.33.

Asset Information

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

- **Rolling Stock**: All owned and operated revenue service vehicles used in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. Razorback Transit currently utilizes thirty-one (31) vehicles in the provision of public transportation, twenty-five (25) buses and six (6) cutaways.
- **Equipment**: Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any Razorback Transit owned equipment with a cost of over \$50,000 in acquisition value. Razorback Transit does not have any equipment that exceeds an acquisition value of \$50,000, but does use two (2) service vehicles that are included in the plan.
- **Facilities**: Facilities are any structure used in providing public transportation where Razorback Transit owns and has a direct capital responsibility. Facilities utilized, but not necessarily owned or operated, by Razorback Transit include: maintenance and administrative buildings that have an acquisition cost greater than \$50,000. At the time of this report, Razorback Transit only owns, operates, and has a direct capital responsibility for its Administration Office, Maintenance Garage, Wash Bay, and Fueling Station.

SGR Summary

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

I. Revenue Vehicles

- a. **Age** – less than 20% of revenue vehicles within a particular asset class that have exceeded their age ULB
- b. **Mileage** – less than 20% of revenue vehicles within a particular asset class that have exceeded their mileage ULB
- c. **Cumulative Condition Score** – less than 20% of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale

2. Equipment

- a. Non-Revenue Vehicles - less than 50% of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale

3. Facilities

- a. Condition Score - less than 25% of Facilities that score below 2.0 on the TERM Scale

Executive Summary: Annual State of Good Repair Performance Targets

Asset Category		Current	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	16%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	BU - Bus	0%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	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	BU - Bus	8%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	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	0%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	0%	25%	25%	25%	25%	25%
	Maintenance	0%	25%	25%	25%	25%	25%
	Passenger Facility	0%	25%	25%	25%	25%	25%

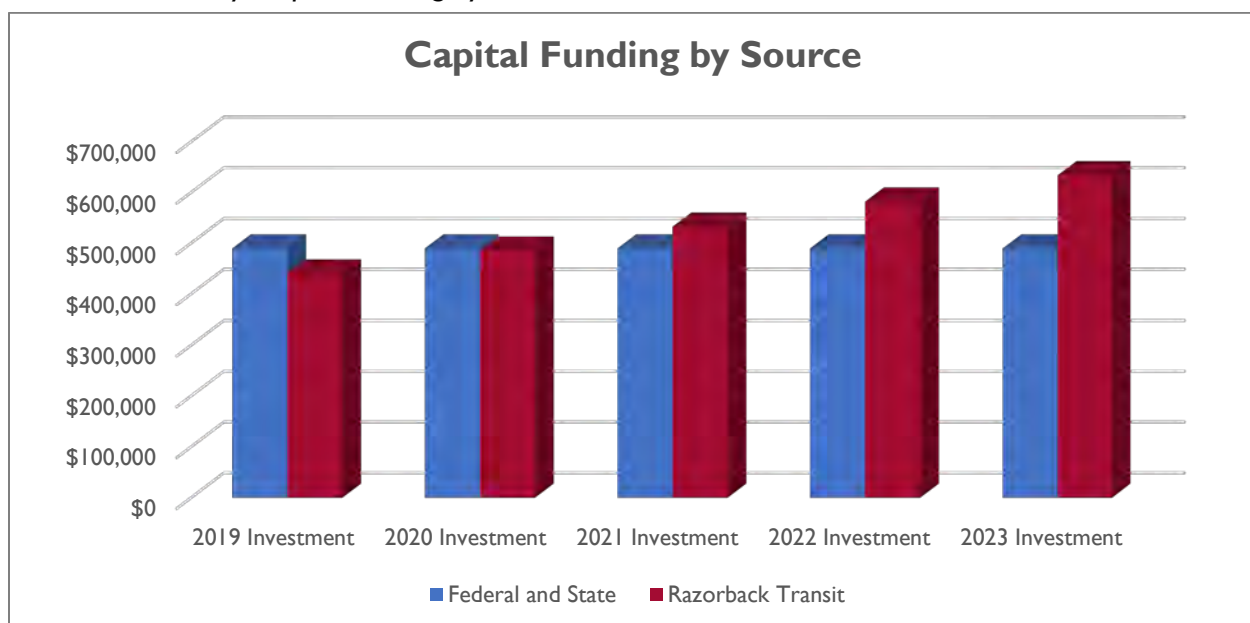
Executive Summary: Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %*
FY2019	\$930,000	\$0	\$0	81.2%
FY2020	\$975,000	\$0	\$0	83.3%
FY2021	\$1,022,213	\$0	\$0	82.3%
FY2022	\$1,071,747	\$0	\$0	82.3%
FY2023	\$1,123,719	\$0	\$0	83.3%
Total:	\$5,122,679	\$0	\$0	

**SGR% is based off the average of the SGR of the three categories*

Razorback Transit is currently in a State of Good Repair and will be able to maintain a State of Good Repair through the investments outlined in this plan. From FY2019 to FY2023, Razorback Transit will have an estimated \$5,122,679 available in capital funding to replace or enhance vehicles, equipment and facilities. That being said, Razorback Transit is committed to committing a significant percentage of the capital funds from local sources. Over the five year period detailed above, Razorback Transit will use \$2,674,029 in local funds while expecting to receive \$2,448,650 in federal and state assistance. The table below shows the planned annual increase in local funds contributed by Razorback Transit to maintain SGR.

Executive Summary: Capital Funding by Source



Section I: TAM Overview

I.1 TAM Origins

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

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

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

This TAMP provides an outline of how Razorback Transit will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. Razorback Transit's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2018 to 9/30/2021) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in FFY2018, and ending four years later on FFY 2021. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations occurring at Razorback Transit.

I.2 TAMP Elements

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

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

I.3 Agency Overview and Service Area

Razorback Transit provides fare-free fixed route bus and paratransit service to all University of Arkansas students, faculty, staff and the general public during all hours of operation. Razorback Transit currently operates 19 accessible buses in peak service on its fixed route system with 4 Paratransit vans in peak service providing comparable service for disabled persons who are prevented from using the buses. All of Razorback Transit's buses are wheelchair lift or ramp equipped and have specific secure wheelchair locations inside the bus. Also, all buses have a kneeling feature that will aid in the boarding and disembarking of mobility impaired persons that do not use a wheelchair.

The regular service hours for Razorback Transit are Monday-Friday, 7:00 a.m. to 6:00 p.m. Reduced routes also operate on Saturdays from 7:00 a.m. to 6:00 p.m. Razorback Transit also offer a night service that operates Monday through Saturday from 6:00 p.m. to 10:40 p.m. during the University of Arkansas academic year.

Razorback Transit provides more than 1.6 million trips per year through their fixed route and paratransit services. Route maps and schedules are available at: <https://parking.uark.edu/transit-services/transit-operations/maps-and-schedules.php>.

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.

Razorback Transit has designated Adam Waddell, Associate Director of Razorback Transit 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 Razorback Transit owns, operates, and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities.

2.1 Data Collection

On Wednesday, April 18, 2018, TranSystems staff performed an on-site inspection, inventory and condition assessment of all TAM related assets described in the previous subsection. Prior to the on-site visit, TranSystems staff and Razorback Transit staff coordinated on the assets and current inventory that qualify under the TAM Plan. The three components of the asset inventory required as part of the TAM Plan are:

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

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

2.2.1 Asset Inventory Information

Table 2.1: Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value
Revenue Vehicles*	31	7.2	156,742	\$202,400
<i>BU - Bus</i>	25	7.1	175,726	\$244,035
<i>CU - Cutaway Bus</i>	6	7.6	77,641	\$28,920
Equipment*	2	6	58,483	\$21,791
<i>Non-Revenue/Service Automobile</i>	1	7.3	66,096	\$16,738
<i>Trucks and other Rubber Tire Vehicles</i>	1	4.7	50,869	\$26,844
Facilities	3	24.3	N/A	\$1,281,260
<i>Administration**</i>	1	27	N/A	\$130,756
<i>Maintenance**</i>	1	27	N/A	\$523,024
<i>Passenger Facilities</i>	1	19	N/A	\$3,190,000

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

**The administration and maintenance facility are a combined facility. The valuation has been determined based on the square feet percentage of each part of the combined facility.

2.2.2 Rolling Stock Inventory

Rolling stock is a Razorback Transit owned and operated revenue service vehicle used in the provision of providing public transportation and includes vehicles used to primarily transport passengers. Razorback 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 04/2018	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use
2017	2/1/2018	2	BU	Gillig/Bus	15GGD2714H3187033	33	6,371	40	D	WC	FR-Revenue
2017	2/1/2018	2	BU	Gillig/Bus	15GGD2712H3187032	19	7,825	40	D	WC	FR-Revenue
2017	2/1/2018	2	BU	Gillig/Bus	15GGD2710H3187031	18	8,362	40	D	WC	FR-Revenue
2016	3/1/2017	13	BU	Gillig/Bus	15GGD2711G1187999	26	28,039	40	D	WC	FR-Revenue
2016	3/1/2017	13	BU	Gillig/Bus	15GGD271XG1187998	25	28,669	40	D	WC	FR-Revenue
2016	3/1/2017	13	BU	Gillig/Bus	15GGD2712G1188000	30	32,852	40	D	WC	FR-Revenue
2015	10/1/2015	30	BU	Gillig/Bus	15GGD2718F1184788	22	85,985	40	D	WC	FR-Revenue
2015	10/1/2015	30	BU	Gillig/Bus	15GGD271XF1184789	23	88,732	40	D	WC	FR-Revenue
2012	3/1/2012	73	BU	Gillig/Bus	15GGD2712C1178433	41	178,598	40	D	WC	FR-Revenue
2012	3/1/2012	73	BU	Gillig/Bus	15GGD2714C1178434	42	189,132	40	D	WC	FR-Revenue
2012	8/1/2012	68	BU	Gillig/Bus	15GGD2719C1179188	43	191,181	40	D	WC	FR-Revenue
2012	8/1/2012	68	BU	Gillig/Bus	15GGD2710C1179189	44	194,649	40	D	WC	FR-Revenue
2010	7/1/2010	93	BU	Orion/Bus	1VHFH3G25A6706914	6	208,729	40	D	WC	FR-Revenue
2008	11/1/2008	113	BU	Gillig/Bus	15GGD211681079999	32	213,252	40	D	WC	FR-Revenue
2008	12/1/2008	112	BU	Gillig/Bus	15GGD211481079998	31	214,657	40	D	WC	FR-Revenue
2010	2/1/2010	98	BU	Gillig/Bus	15GGD2711A1177593	27	224,818	40	D	WC	FR-Revenue

Table 2.2A: Rolling Stock Inventory

Year	Date in Service	Months in Service as of 04/2018	Asset Class	Make / Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use
2010	7/1/2010	93	BU	Orion/Bus	1VHFH3G22A6706899	2	225,434	40	D	WC	FR-Revenue
2010	2/1/2010	98	BU	Gillig/Bus	15GGD2713A1177594	28	225,888	40	D	WC	FR-Revenue
2007	1/1/2007	135	BU	Gillig/Bus	15GGD211771078340	15	252,541	40	D	WC	FR-Revenue
2003	2/1/2003	182	BU	Gillig/Bus	15GCB211731112070	8	257,339	35	D	WC	FR-Revenue
2007	1/1/2007	135	BU	Gillig/Bus	15GGD211571078339	4	258,279	40	D	WC	FR-Revenue
2010	7/1/2010	93	BU	Orion/Bus	1VHFH3G23A6706913	3	266,115	40	D	WC	FR-Revenue
2001	2/1/2001	206	BU	Gillig/Bus	15GCB211811110504	9	287,876	35	D	WC	FR-Revenue
2001	12/1/2001	196	BU	Gillig/Bus	15GCB211111110506	20	336,692	35	D	WC	FR-Revenue
2001	12/1/2001	196	BU	Gillig/Bus	15GCB211311110507	21	381,131	35	D	WC	FR-Revenue
2011	10/1/2011	78	CU	Ford/EI Dorado	1 FDEE3FS9BDB30481	11	64,806	22	G	WC	PT-Revenue
2012	1/1/2013	63	CU	Ford/EI Dorado	1 FDEE3FS1CDB30220	37	65,610	22	G	WC	PT-Revenue
2010	11/1/2010	89	CU	Ford/EI Dorado	1 FDEE3FS3BDA05752	7	69,824	22	G	WC	PT-Revenue
2010	7/1/2010	93	CU	Ford/EI Dorado	1 FDEE3FSXADA65557	17	72,808	22	G	WC	PT-Revenue
2009	2/1/2009	110	CU	Ford/EI Dorado	1FDEE35S69DA32620	24	84,863	22	G	WC	PT-Revenue
2008	11/1/2008	113	CU	Ford/EI Dorado	1FD3E35S58DB26171	12	107,933	22	G	WC	PT-Revenue

2.2.3 Equipment Inventory

Equipment evaluated per FTA requirements in this TAMP is all non-revenue service vehicles regardless of value and any Razorback 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. Razorback 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 04/2018	Asset Class	Make / Model	VIN / Serial Number	Agency Vehicle Number / Asset Tag	Mileage	Fuel Type	Vehicle Use
2010	12/1/2010	88	SU	Jeep/Cherokee	1J4PN2GK7BW528261	5	66,096	G	Staff
2013	8/1/2013	56	TR	Dodge/Ram (Midbus)	3C6TR5CT6DG528205	13	50,869	G	Staff

2.2.4 Facility Inventory

Facilities are any structure used in providing public transportation where Razorback Transit owns and has a direct capital responsibility. Facilities utilized, but not necessarily owned or operated, by Razorback Transit include: maintenance, administrative buildings, and passenger stations.

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
Bus Barn (Administrative)	Administrative Facility	280 Eastern Avenue Fayetteville, AR 72701	1991	N/A	1,400	Fixed Route and Paratransit	University of Arkansas	100%
Bus Barn (Maintenance)	Maintenance Facility	280 Eastern Avenue Fayetteville, AR 72701	1991	N/A	5,600	Fixed Route and Paratransit	University of Arkansas	100%
Union Station	Passenger Facility	361 Garland Avenue Fayetteville, AR 72701	1999	N/A	5,380	Fixed Route	University of Arkansas	100%

Section 3: Asset Condition Assessment

3.1 Asset Condition Assessment Overview

Razorback 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 0.0 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 Razorback 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 Razorback Transit TAM Plan is to keep our assets in a SGR through setting these targets, and optimizing the capital investment plan to achieve these targets. Failure to achieve or maintain a SGR leads to:

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

- Lower system performance and eventually lower customer satisfaction

Table 3.1: FTA TERM Rating Scale

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

3.3 Condition Assessment by Asset Category

3.3.1 Rolling Stock Condition Assessment

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


Table 3.2 Rolling Stock Condition Assessment

Year	Date in Service	Months in Service 04/2018	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2017	2/1/2018	2.00	BU	Gillig/Bus	15GGD2714H3187033	33	6,371	40	D	WC	FR-Revenue	4.9
2017	2/1/2018	2.00	BU	Gillig/Bus	15GGD2712H3187032	19	7,825	40	D	WC	FR-Revenue	4.9
2017	2/1/2018	2.00	BU	Gillig/Bus	15GGD2710H3187031	18	8,362	40	D	WC	FR-Revenue	4.9
2016	3/1/2017	13.00	BU	Gillig/Bus	15GGD2711 G1187999	26	28,039	40	D	WC	FR-Revenue	4.7
2016	3/1/2017	13.00	BU	Gillig/Bus	15GGD271XG1187998	25	28,669	40	D	WC	FR-Revenue	4.7
2016	3/1/2017	13.00	BU	Gillig/Bus	15GGD2712G1188000	30	32,852	40	D	WC	FR-Revenue	4.7
2015	10/1/2015	30.00	BU	Gillig/Bus	15GGD2718F1184788	22	85,985	40	D	WC	FR-Revenue	4.5
2015	10/1/2015	30.00	BU	Gillig/Bus	15GGD271XF1184789	23	88,732	40	D	WC	FR-Revenue	4.5
2012	3/1/2012	73.00	BU	Gillig/Bus	15GGD2712C1178433	41	178,598	40	D	WC	FR-Revenue	3.5
2012	3/1/2012	73.00	BU	Gillig/Bus	15GGD2714C1178434	42	189,132	40	D	WC	FR-Revenue	3.5
2012	8/1/2012	68.00	BU	Gillig/Bus	15GGD2719C1179188	43	191,181	40	D	WC	FR-Revenue	3.7
2012	8/1/2012	68.00	BU	Gillig/Bus	15GGD2710C1179189	44	194,649	40	D	WC	FR-Revenue	3.7
2010	7/1/2010	93.00	BU	Orion/Bus	1VHFH3G25A6706914	6	208,729	40	D	WC	FR-Revenue	3.3
2008	11/1/2008	113.00	BU	Gillig/Bus	15GGD211681079999	32	213,252	40	D	WC	FR-Revenue	3.0
2008	12/1/2008	112.00	BU	Gillig/Bus	15GGD211481079998	31	214,657	40	D	WC	FR-Revenue	3.0
2010	2/1/2010	98.00	BU	Gillig/Bus	15GGD2711A1177593	27	224,818	40	D	WC	FR-Revenue	3.2
2010	7/1/2010	93.00	BU	Orion/Bus	1VHFH3G22A6706899	2	225,434	40	D	WC	FR-Revenue	3.2
2010	2/1/2010	98.00	BU	Gillig/Bus	15GGD2713A1177594	28	225,888	40	D	WC	FR-Revenue	3.2
2007	1/1/2007	135.00	BU	Gillig/Bus	15GGD211771078340	15	252,541	40	D	WC	FR-Revenue	2.5

Table 3.2A Rolling Stock Condition Assessment

Year	Date in Service	Months in Service 04/2018	Asset Class	Make /Model	VIN	Agency Vehicle Number	Mileage	Vehicle Length (ft)	Fuel Type	ADA Accessible Type	Vehicle Use	Condition Rating
2003	2/1/2003	182.00	BU	Gillig/Bus	15GCB211731112070	8	257,339	35	D	WC	FR-Revenue	2.5
2007	1/1/2007	135.00	BU	Gillig/Bus	15GGD211571078339	4	258,279	40	D	WC	FR-Revenue	2.5
2010	7/1/2010	93.00	BU	Orion/Bus	1VHFH3G23A6706913	3	266,115	40	D	WC	FR-Revenue	2.5
2001	2/1/2001	206.00	BU	Gillig/Bus	15GCB211811110504	9	287,876	35	D	WC	FR-Revenue	2.0
2001	12/1/2001	196.00	BU	Gillig/Bus	15GCB211111110506	20	336,692	35	D	WC	FR-Revenue	2.0
2001	12/1/2001	196.00	BU	Gillig/Bus	15GCB211311110507	21	381,131	35	D	WC	FR-Revenue	1.7
2011	10/1/2011	78.00	CU	Ford/EI Dorado	1 FDEE3FS9BDB30481	11	64,806	22	G	WC	PT-Revenue	3.5
2012	1/1/2013	63.00	CU	Ford/EI Dorado	1 FDEE3FS1CDB30220	37	65,610	22	G	WC	PT-Revenue	3.7
2010	11/1/2010	89.00	CU	Ford/EI Dorado	1 FDEE3FS3BDA05752	7	69,824	22	G	WC	PT-Revenue	3.4
2010	7/1/2010	93.00	CU	Ford/EI Dorado	1 FDEE3FSXADA65557	17	72,808	22	G	WC	PT-Revenue	3.4
2009	2/1/2009	110.00	CU	Ford/EI Dorado	1FDEE35S69DA32620	24	84,863	22	G	WC	PT-Revenue	3.0
2008	11/1/2008	113.00	CU	Ford/EI Dorado	1FD3E35S58DB26171	12	107,933	22	G	WC	PT-Revenue	2.9

Figure 3.1: Sample Revenue Vehicle Inventory and Condition Form Front



RAZORBACK
TRANSIT

Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: _____

Inventory Date: _____

Make: _____

Model: _____

Year: _____

ID/Serial Number/VIN: _____

Mileage: _____

Date in Service: _____

Vehicle Location: _____

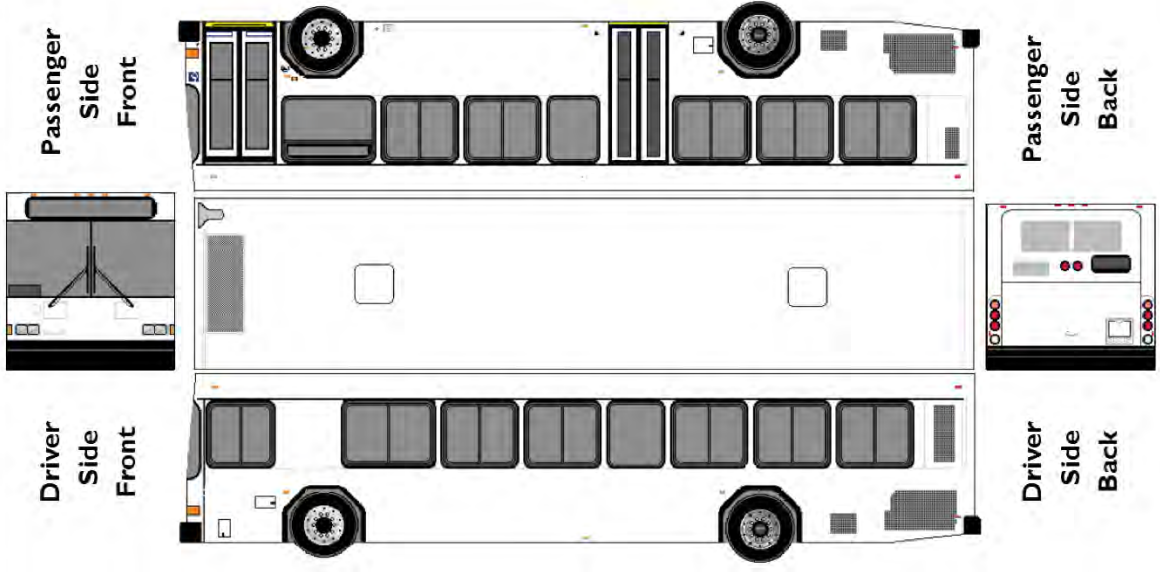
Vehicle Asset Class (Mark One)			
AB - Articulated Bus	<input type="checkbox"/>	MB - Mini-bus	<input type="checkbox"/>
AO - Automobile	<input type="checkbox"/>	MV - Mini-van	<input type="checkbox"/>
BR - Over-the-road Bus	<input type="checkbox"/>	RT - Rubber-tire Vintage Trolley	<input type="checkbox"/>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

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

Vehicle Condition Score: _____

Additional Vehicle Comments:

Figure 3.2: Sample Revenue Vehicle Inventory and Condition Form Back



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

3.3.2 Equipment Condition Assessment

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

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

Table 3.3 Equipment Condition Assessment

Item #	Classification	Item	Service Start Year	Age	Quantity	Status	Replacement Cost	Condition Rating
5	Staff Vehicle	Jeep/Cherokee	12/1/2010	7.3	1	In-Service	\$25,000.00	3.0
13	Staff Vehicle	Dodge/Ram (Midbus)	8/1/2013	4.7	1	In-Service	\$35,000.00	4.0

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 Razorback Transit owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which Razorback Transit does not own the asset, the facility asset is owned by a third party, and/or where Razorback Transit does not have a direct capital responsibility for the facility asset.

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

At the time of this report, Razorback Transit only owns, operates, and has a direct capital responsibility for its Bus Barn and Union Station in Fayetteville, Arkansas.


Each condition assessment inspection will take place in March/April of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Superintendent of Maintenance and a Razorback Transit staff member, with results and data reported to Razorback Transit 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
Bus Barn (Administrative)	Administrative Facility	280 Eastern Avenue Fayetteville, AR 72701	1991	N/A	1,400	Fixed Route and Paratransit	University of Arkansas	100%	4.28
Bus Barn (Maintenance)	Maintenance Facility	280 Eastern Avenue Fayetteville, AR 72701	1991	N/A	5,600	Fixed Route and Paratransit	University of Arkansas	100%	4.28
Union Station	Passenger Facility	361 Garland Avenue Fayetteville, AR 72701	1999	N/A	5,380	Fixed Route	University of Arkansas	100%	4.50

Figure 3.3: Sample Facility Inventory and Condition Form Front



**RAZORBACK
TRANSIT**

Facility Inventory & Condition Assessment Form

Agency Name: _____

Inventory Date: _____

Facility Address: _____

Facility Name: _____

Year Built or Replaced: _____

Primary Mode Served: _____

Square Feet: _____

Percent Capital Responsibility: _____

Section of Larger Facility? ☐ Yes ☐ No

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

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

Figure 3.4: Sample Facility Inventory and Condition Form Back

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

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

3.4 Asset Condition Assessment Results

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

3.4.1 Revenue Vehicle Condition Assessment Results

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

- **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, 30 of the 31 vehicles (96.8%) have a condition rating of 2 or higher.

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

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the Useful Life Benchmark (ULB) for the asset class. Each asset class for revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.5.

Table 3.5 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Bus	14 Years	25	4	16.0%
Cutaway	10 Years	6	0	0.0%
Totals:		31	4	12.9%

The Age Score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.6.

Table 3.6 Age 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 target for an age evaluation is 80% of the asset class with remaining useful life. As seen in Table 3.5, 27 of the 31 vehicles (87.1%) have a condition rating of 2 or higher. The fleet currently meets this benchmark.

- **Mileage**

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

Table 3.7 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
Bus	400,000 miles	25	0	0.0%
Cutaway	150,000 miles	6	0	0.0%
Totals:		31	0	0.0%

The mileage score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.8.

Table 3.8 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 target for a mileage evaluation is 80% of the asset class with remaining useful life. As seen in Table 3.7, 31 of the 31 vehicles (100.0%) have a condition rating of 2 or higher. The fleet currently meets this benchmark.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale will be averaged to determine a cumulative score for each asset. The target for the cumulative score is 80% of the asset class with a score 2 or higher (max score of 5). As seen in Table 3.9, 29 of the 31 vehicles (93.5%) have a condition rating of 2 or higher. The fleet is currently in a State of Good Repair.

3.4.2 Revenue Vehicle State of Good Repair Summary

The Table 3.9 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 3.10.

Table 3.9 Revenue Vehicle SGR by Asset Class

Asset Class	SGR Minimum Score	# of Vehicles	# Exceeding ULB	% Exceeding SGR
Bus	2.0	25	2	8.0%
Cutaway	2.0	6	0	0.0%
Totals:		31	2	6.5%

Table 3.10 Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
BU	Gillig/Bus	21	1.7	2001	12/1/2001	196.00	14	116.7%	1.00	381,131	400,000	95.3%	18,869	2.00	1.57
BU	Gillig/Bus	20	2.0	2001	12/1/2001	196.00	14	116.7%	1.00	336,692	400,000	84.2%	63,308	2.00	1.67
BU	Gillig/Bus	9	2.0	2001	2/1/2001	206.00	14	122.6%	1.00	287,876	400,000	72.0%	112,124	3.00	2.00
BU	Gillig/Bus	8	2.5	2003	2/1/2003	182.00	14	108.3%	1.00	257,339	400,000	64.3%	142,661	3.00	2.17
BU	Gillig/Bus	15	2.5	2007	1/1/2007	135.00	14	80.4%	2.00	252,541	400,000	63.1%	147,459	3.00	2.50
BU	Gillig/Bus	4	2.5	2007	1/1/2007	135.00	14	80.4%	2.00	258,279	400,000	64.6%	141,721	3.00	2.50
BU	Orion/Bus	3	2.5	2010	7/1/2010	93.00	14	55.4%	3.00	266,115	400,000	66.5%	133,885	3.00	2.83
BU	Gillig/Bus	32	3.0	2008	11/1/2008	113.00	14	67.3%	3.00	213,252	400,000	53.3%	186,748	3.00	3.00
BU	Gillig/Bus	31	3.0	2008	12/1/2008	112.00	14	66.7%	3.00	214,657	400,000	53.7%	185,343	3.00	3.00
BU	Gillig/Bus	27	3.2	2010	2/1/2010	98.00	14	58.3%	3.00	224,818	400,000	56.2%	175,182	3.00	3.07
BU	Orion/Bus	2	3.2	2010	7/1/2010	93.00	14	55.4%	3.00	225,434	400,000	56.4%	174,566	3.00	3.07
BU	Gillig/Bus	28	3.2	2010	2/1/2010	98.00	14	58.3%	3.00	225,888	400,000	56.5%	174,112	3.00	3.07
BU	Orion/Bus	6	3.3	2010	7/1/2010	93.00	14	55.4%	3.00	208,729	400,000	52.2%	191,271	3.00	3.10
BU	Gillig/Bus	41	3.5	2012	3/1/2012	73.00	14	43.5%	4.00	178,598	400,000	44.6%	221,402	4.00	3.83
BU	Gillig/Bus	42	3.5	2012	3/1/2012	73.00	14	43.5%	4.00	189,132	400,000	47.3%	210,868	4.00	3.83
BU	Gillig/Bus	43	3.7	2012	8/1/2012	68.00	14	40.5%	4.00	191,181	400,000	47.8%	208,819	4.00	3.90
BU	Gillig/Bus	44	3.7	2012	8/1/2012	68.00	14	40.5%	4.00	194,649	400,000	48.7%	205,351	4.00	3.90
BU	Gillig/Bus	22	4.5	2015	10/1/2015	30.00	14	17.9%	5.00	85,985	400,000	21.5%	314,015	5.00	4.83
BU	Gillig/Bus	23	4.5	2015	10/1/2015	30.00	14	17.9%	5.00	88,732	400,000	22.2%	311,268	5.00	4.83

Table 3.10A Revenue Vehicle Cumulative Condition, Age, and Mileage Scores Continued

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
BU	Gillig/Bus	26	4.7	2016	3/1/2017	13.00	14	7.7%	5.00	28,039	400,000	7.0%	371,961	5.00	4.90
BU	Gillig/Bus	25	4.7	2016	3/1/2017	13.00	14	7.7%	5.00	28,669	400,000	7.2%	371,331	5.00	4.90
BU	Gillig/Bus	30	4.7	2016	3/1/2017	13.00	14	7.7%	5.00	32,852	400,000	8.2%	367,148	5.00	4.90
BU	Gillig/Bus	33	4.9	2017	2/1/2018	2.00	14	1.2%	5.00	6,371	400,000	1.6%	393,629	5.00	4.97
BU	Gillig/Bus	19	4.9	2017	2/1/2018	2.00	14	1.2%	5.00	7,825	400,000	2.0%	392,175	5.00	4.97
BU	Gillig/Bus	18	4.9	2017	2/1/2018	2.00	14	1.2%	5.00	8,362	400,000	2.1%	391,638	5.00	4.97
CU	Ford/El Dorado	12	2.9	2008	11/1/2008	113.00	10	94.2%	2.00	107,933	150,000	72.0%	42,067	3.00	2.63
CU	Ford/El Dorado	24	3.0	2009	2/1/2009	110.00	10	91.7%	2.00	84,863	150,000	56.6%	65,137	3.00	2.67
CU	Ford/El Dorado	17	3.4	2010	7/1/2010	93.00	10	77.5%	2.00	72,808	150,000	48.5%	77,192	4.00	3.13
CU	Ford/El Dorado	7	3.4	2010	11/1/2010	89.00	10	74.2%	3.00	69,824	150,000	46.5%	80,176	4.00	3.47
CU	Ford/El Dorado	11	3.5	2011	10/1/2011	78.00	10	65.0%	3.00	64,806	150,000	43.2%	85,194	4.00	3.50
CU	Ford/El Dorado	37	3.7	2012	1/1/2013	63.00	10	52.5%	3.00	65,610	150,000	43.7%	84,390	4.00	3.57

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 Razorback Transit owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools.

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

3.4.3.1 Non-Revenue Vehicles

The non-revenue vehicles will be scored the same way as the revenue vehicles. The priority for replacement will not be as high as the revenue vehicles as they are not transporting passengers and the target will be set lower to ensure that they are not being prioritized. Razorback Transit only has two (2) staff/maintenance vehicles, so a change in one vehicle causes a 50% change in the results. This makes generalizations based on aggregate statistics less useful. Setting a target for this vehicle class should recognize that they do not carry passengers, so there is less risk associated with their State of Good Repair conditions.

To determine the non-revenue vehicle condition, Razorback Transit is using a three factor score to determine the total vehicle condition based on the:

- **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, 2 of the 2 vehicles (100.0%) have a condition rating of 2 or higher.

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

- **Age**

The age benchmark is determined by evaluating the number of years the vehicle has been in service versus the Useful Life Benchmark (ULB) for the asset class. Each asset class for non-revenue vehicles has a specific ULB determined by FTA for the TAM process as seen in Table 3.11.

Table 3.11 FTA TAM Established Useful Life Benchmarks for Age of Asset Class

Asset Class	FTA Default ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
SUV	8 Years	1	0	0.0%
Truck	10 Years	1	0	0.0%
Totals:		2	0	0.0%

The age score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.12.

Table 3.12 Age 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

According to Table 3.11, 2 of the 2 vehicles (100.0%) have a condition rating of 2 or higher. The target for an Age evaluation is 50% of the asset class with remaining useful life. The fleet currently meets this benchmark.

- **Mileage**

The mileage benchmark is determined by each asset class' useful life based on general life expectancy and the specific use that Razorback Transit has for the lifecycle of the asset class. Table 3.13 shows the ULB for mileage specific to our agency.

Table 3.13 TAM Useful Life Benchmarks for Mileage of Asset Class

Asset Class	Mileage ULB	# of Vehicles	# Exceeding ULB	% Exceeding ULB
SUV	200,000 miles	1	0	0.0%
Truck	200,000 miles	1	0	0.0%
Totals:		2	0	0.0%

The Age Score will be developed based off of the ULB using the percentages of life of the asset used as seen in Table 3.14.

Table 3.14 Age 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

According to Table 3.13, 2 of the 2 vehicles (100.0%) have a condition rating of 2 or higher. The target for a mileage evaluation is 50% of the asset class with remaining useful life. The fleet currently meets this benchmark.

- **Cumulative**

The condition, age, and mileage scores based on the five point TERM Scale will be averaged to determine a cumulative score for each asset. According to Table 3.15, 2 of the 2 vehicles (100.0%) have a condition rating of 2 or higher. The target for the cumulative score is 50% of the asset class with a score 2 or higher (max score of 5). The fleet is currently in a State of Good Repair.

Table 3.15 Non-Revenue Vehicle Cumulative Condition, Age, and Mileage Scores

Asset Class	Make /Model	Agency Vehicle Number	Condition Rating	Year	Date in Service	Months in Service 04/2018	FTA Useful Life Years	Useful Life Years %	UL Age Condition Rating	Mileage	Useful Life Mileage	Useful Life Mileage %	Remaining Useful Life Miles	UL Mileage Condition Rating	Cumulative Condition Rating
SV	Jeep/Cherokee	5	3.0	2010	12/1/2010	88	8	91.7%	2.00	66,096	200,000	33.0%	133,904	4.00	3.00
TR	Dodge/Ram (Midbus)	13	4.0	2013	8/1/2013	56	14	33.3%	4.00	50,869	200,000	25.4%	149,131	4.00	4.00

3.4.3.2 Other Equipment

Razorback 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 Razorback Transit owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which Razorback Transit does not own the asset, the facility asset is owned by a third party, and/or where Razorback Transit does not have a direct capital responsibility for the facility asset (the asset is included in the Asset Inventory, but not in the Condition Assessment).

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

Table 3.16 Facility Condition Assessment Summary

Facility Description	Asset Classification	Condition Rating
Bus Barn (Administrative)	Administrative Facility	4.28
Bus Barn (Maintenance)	Maintenance Facility	4.28
Union Station	Passenger Facility	4.50

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. Razorback Transit staff within the maintenance, finance/grants, compliance, operations and safety, and executive departments utilizes a variety of management practices, policies, and technology to manage, maintain, and plan throughout the life cycle of an asset. Table 4.1 shows the typical Razorback Transit Decision Support and Capital Asset Investment Planning Process.

Table 4.1 Razorback Transit Decision Support and Capital Asset Investment Planning Process

Step	Process Description
1	Ongoing management meetings with an annual assessment of capital replacement needs
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
- 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, Razorback Transit shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When Razorback Transit encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. Razorback Transit's risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in the remainder of this section.

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

4.1.1 Acquisition Strategy (Design/Procurement)

For the purposes of procuring revenue vehicles and equipment, Razorback Transit follows the University of Arkansas Procurement Policies and complies with all Federal and State requirements. Cutaway vehicles are purchased off of the ArDOT state contract, while fixed route buses are purchased by purchasing off of existing fixed route service provider contracts that include an option clause.

4.1.2 Maintenance Strategy (Operate/Maintain/Monitor)

A. DAILY MAINTENANCE (Drivers)

1. All drivers are responsible for performing a pre-trip inspection on their assigned vehicle. An EVIR (Electronic Vehicle Inspection Report) will be conducted by the driver prior to putting the vehicle into service. Drivers are expected to annotate any repairs or adjustments needed through the EVIR Handheld and insure the inspection is sent via the docking station on each vehicle.
2. Relief drivers must inspect and check all items listed on the EVIR (Electronic Vehicle Inspection Report). Maintenance personnel will monitor each unit's Pre-Trip inspection on the Zonar Desktop in the shop area and make or schedule corrections appropriately. Any items that are shown in Red are considered to be vehicle downed status until verified and repaired by maintenance personnel.
3. P.M. bus cleaning crew will assist in light cleaning, fueling, and securing each vehicle. Task accomplishments will be verified by the operations supervisor on duty.

4. Any driver with EVIR items that need to be corrected by a mechanic must insure those items have been entered into the EVIR system before a mechanic is to be contacted.
5. No vehicle with known safety deficiencies or ADA accessibility deficiencies will be placed in passenger revenue service until repairs are completed. If a deficiency develops during operation, the supervisor must be notified immediately, and appropriate action taken to correct the problem. Vehicles with reported ADA Lift/ Ramp deficiencies must be taken out of service promptly for repair. All vehicles put into service must have operational lifts/ ramps/ ADA devices. Any vehicle taken out of service for ADA related devices must be inspected, tested, and signed off on by maintenance personnel prior to being placed back into service.

B. SCHEDULED MAINTENANCE; Bus type vehicles

- I. All Bus type revenue vehicles will receive a 6,000 and 24,000 and 48,000 mile scheduled maintenance, using the prescribed maintenance forms and checklist. All buses will receive this maintenance as close as possible to the scheduled time of service. The mileage not exceed 10% or 600 miles (whichever is greater) beyond the scheduled time of service for 6,000 mile oil changes. All exceptions will be made by the Maintenance Superintendent. All services will utilize the correct check sheet, and a work order will be opened/ closed, and stored in Dolphin Fleet Management.

C. SCHEDULED MAINTENANCE; Para-transit and Service type vehicles

- I. All Para-transit Vans and departmental Service Vehicles will receive a 3,000 and 15,000 and 30,000 mile scheduled maintenance service using the correctly prescribed maintenance forms and checklist. All vehicles will receive this maintenance as close as possible to the scheduled time of service. The mileage not exceed 10% or 300 miles (whichever is greater) beyond the scheduled time of service for 3,000 mile oil changes. All exceptions will be made by the Maintenance Superintendent. All services will utilize the correct check sheet, and a work order will be opened/ closed, and stored in Dolphin Fleet Management.

4.1.3 Disposal Strategy

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

Section 5: Investment Prioritization

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

5.1 Investment Prioritization Process

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

5.1.1 Replacement Cost Summary

Table 5.1 shows the replacement costs for each asset class that will need to be replaced over the next five years. The information in the table will be used to determine the investment prioritization for each asset.

Table 5.1 Replacement Cost Amounts by Asset Class

Asset Class	FTA Age ULB	Mileage ULB	Replacement Cost
Bus	14 Years	400,000	\$435,000
Cutaway	10 Years	150,000	\$60,000
SUV	8 Years	150,000	\$25,000
Truck	14 years	150,000	\$36,000

5.1.2 Capital Budget

Razorback Transit is committed to using the funds we receive in the most efficient manner to maintain and improve the safe operation of our system. Over the past three years, Razorback Transit have spent on average \$489,730 (FY2016-\$824,239; FY2015-\$0; FY2014-\$24,999; FY2013-\$1,110,482). Razorback Transit has received the capital funds from multiple state and federal programs including: Section 5307 and 5339. For the investment prioritization, Razorback Transit will use \$489,730 as the baseline for the expected Federal and State funds to be used on capital purchases and will be supplementing the rest of the needed investment with local funds. Razorback Transit is seeking to replace two buses and one cutaway each year to maintain a fleet in a State of Good Repair.

5.1.3 Revenue Vehicle Replacement Prioritization

Table 5.2 details the replacement of Razorback Transit assets by year in order to achieve a minimum SGR. The current revenue vehicle fleet SGR is 87.1% (based on the Age ULB).

Table 5.2 Revenue Vehicle Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number	Mileage	Condition Rating	Replacement Cost*	2019 Investment*	2020 Investment*	2021 Investment*	2022 Investment*	2023 Investment*	Total Investment
2001	BU	Gillig/Bus	21	381,131	1.57	\$435,000	\$435,000					\$435,000
2001	BU	Gillig/Bus	20	336,692	1.67	\$435,000	\$435,000					\$870,000
2001	BU	Gillig/Bus	9	287,876	2.00	\$435,000		\$456,750				\$1,326,750
2003	BU	Gillig/Bus	8	257,339	2.17	\$435,000		\$456,750				\$1,783,500
2007	BU	Gillig/Bus	15	252,541	2.50	\$435,000			\$479,588			\$2,263,088
2007	BU	Gillig/Bus	4	258,279	2.50	\$435,000			\$479,588			\$2,742,675
2008	CU	Ford/EI Dorado	12	107,933	2.63	\$60,000	\$60,000					\$2,802,675
2009	CU	Ford/EI Dorado	24	84,863	2.67	\$60,000		\$61,500				\$2,864,175
2010	BU	Orion/Bus	3	266,115	2.83	\$435,000				\$503,567		\$3,367,742
2008	BU	Gillig/Bus	32	213,252	3.00	\$435,000				\$503,567		\$3,871,309
2008	BU	Gillig/Bus	31	214,657	3.00	\$435,000					\$528,745	\$4,400,054
2010	BU	Gillig/Bus	27	224,818	3.07	\$435,000					\$528,745	\$4,928,799
2010	BU	Orion/Bus	2	225,434	3.07	\$435,000						\$4,928,799
2010	BU	Gillig/Bus	28	225,888	3.07	\$435,000						\$4,928,799
2010	BU	Orion/Bus	6	208,729	3.10	\$435,000						\$4,928,799
2010	CU	Ford/EI Dorado	17	72,808	3.13	\$60,000			\$63,038			\$4,991,837
2010	CU	Ford/EI Dorado	7	69,824	3.47	\$60,000				\$64,613		\$5,056,450
2011	CU	Ford/EI Dorado	11	64,806	3.50	\$60,000					\$66,229	\$5,122,679
2012	CU	Ford/EI Dorado	37	65,610	3.57	\$60,000						\$5,122,679
2012	BU	Gillig/Bus	41	178,598	3.83	\$435,000						\$5,122,679
2012	BU	Gillig/Bus	42	189,132	3.83	\$435,000						\$5,122,679

Table 5.2A Revenue Vehicle Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number	Mileage	Condition Rating	Replacement Cost	2019 Investment*	2020 Investment*	2021 Investment*	2022 Investment*	2023 Investment*	Total Investment
2012	BU	Gillig/Bus	43	191,181	3.90	\$435,000						\$5,122,679
2012	BU	Gillig/Bus	44	194,649	3.90	\$435,000						\$5,122,679
2015	BU	Gillig/Bus	22	85,985	4.83	\$435,000						\$5,122,679
2015	BU	Gillig/Bus	23	88,732	4.83	\$435,000						\$5,122,679
2016	BU	Gillig/Bus	26	28,039	4.90	\$435,000						\$5,122,679
2016	BU	Gillig/Bus	25	28,669	4.90	\$435,000						\$5,122,679
2016	BU	Gillig/Bus	30	32,852	4.90	\$435,000						\$5,122,679
2017	BU	Gillig/Bus	33	6,371	4.97	\$435,000						\$5,122,679
2017	BU	Gillig/Bus	19	7,825	4.97	\$435,000						\$5,122,679
2017	BU	Gillig/Bus	18	8,362	4.97	\$435,000						\$5,122,679
Total							\$930,000	\$975,000	\$1,022,213	\$1,071,747	\$1,123,719	\$5,122,679
Federal and State Contribution							\$489,730	\$489,730	\$489,730	\$489,730	\$489,730	\$2,448,650
Razorback Transit Contribution							\$440,270	\$485,270	\$532,483	\$582,017	\$633,989	\$2,674,029

*Each year includes a 5% cost inflation for buses and a 2.5% cost inflation for cutaway vehicles

Table 5.3 Revenue Vehicle Replacement Prioritization Summary

Fiscal Year	Projected Federal & State Funds Available	Razorback Transit Local Funds	Investment Per Year	Bus SGR%*	Cutaway SGR%*	Total SGR%*
FY2019	\$489,730	\$440,270	\$930,000	92.0%	100.0%	93.5%
FY2020	\$489,730	\$485,270	\$975,000	100.0%	100.0%	100.0%
FY2021	\$489,730	\$532,483	\$1,022,213	100.0%	83.3%	96.8%
FY2022	\$489,730	\$582,017	\$1,071,747	96.0%	100.0%	96.8%
FY2023	\$489,730	\$633,989	\$1,123,719	100.0%	100.0%	100.0%
Total:	\$2,448,650	\$2,674,029	\$5,122,679			

*Based on Age ULB only

5.1.4 Equipment Replacement Prioritization

Table 5.4 shows the replacement of Razorback Transit equipment assets by year in order to achieve a minimum SGR. The current equipment SGR is 100%. The SUV, Jeep Cherokee, will reach its useful life age in FY2019, but will not be replaced during the life of this TAMP due to its overall condition rating.

Table 5.4 Equipment Replacement Prioritization

Year	Asset Class	Make /Model	Agency Vehicle Number	Mileage	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
2010	SV	Jeep/Cherokee	5	40,513	3.0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0
2013	TR	Dodge/Ram (Midbus)	13	41,487	4.0	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0
Total							\$0	\$0	\$0	\$0	\$0	\$0

Table 5.5 Equipment Replacement Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2019	Razorback Transit Local Funds as Needed	\$0	50%
FY2020	Razorback Transit Local Funds as Needed	\$0	50%
FY2021	Razorback Transit Local Funds as Needed	\$0	50%
FY2022	Razorback Transit Local Funds as Needed	\$0	50%
FY2023	Razorback Transit Local Funds as Needed	\$0	50%
Total:	Razorback Transit Local Funds as Needed	\$0	

5.1.5 Facility Replacement Prioritization

Table 5.4 details the replacement of Razorback Transit facility assets by year in order to achieve a minimum SGR. The current facility SGR is 100%.

Table 5.6 Facility Investment Prioritization

Facility Description	Asset Classification	Year Built	Condition Rating	2018 Investment	2019 Investment	2020 Investment	2021 Investment	2022 Investment	Total Investment
Bus Barn (Administrative)	Administrative Facility	1991	4.28	\$0	\$0	\$0	\$0	\$0	\$0
Bus Barn (Maintenance)	Maintenance Facility	1991	4.28	\$0	\$0	\$0	\$0	\$0	\$0
Union Station	Passenger Facility	1999	4.5	\$0	\$0	\$0	\$0	\$0	\$0
Total				\$0	\$0	\$0	\$0	\$0	\$0

Table 5.7 Facility Investment Prioritization Summary

Fiscal Year	Funds Available	Investment Per Year	SGR %
FY2019	Razorback Transit Local Funds as Needed	\$0	100%
FY2020	Razorback Transit Local Funds as Needed	\$0	100%
FY2021	Razorback Transit Local Funds as Needed	\$0	100%
FY2022	Razorback Transit Local Funds as Needed	\$0	100%
FY2023	Razorback Transit Local Funds as Needed	\$0	100%
Total:	Razorback Transit Local Funds as Needed	\$0	

5.1.6 Asset Replacement Prioritization Summary

Razorback Transit plans to make an investment of \$2,286,503 over the next five year period in order to obtain and maintain a State of Good Repair. Table 5.8 summarizes the overall investment made by asset category that keeps Razorback Transit in SGR. Table 5.9 provides greater detail by showing the investment made by asset class for each year.

Figure 5.1: Capital Funding by Source

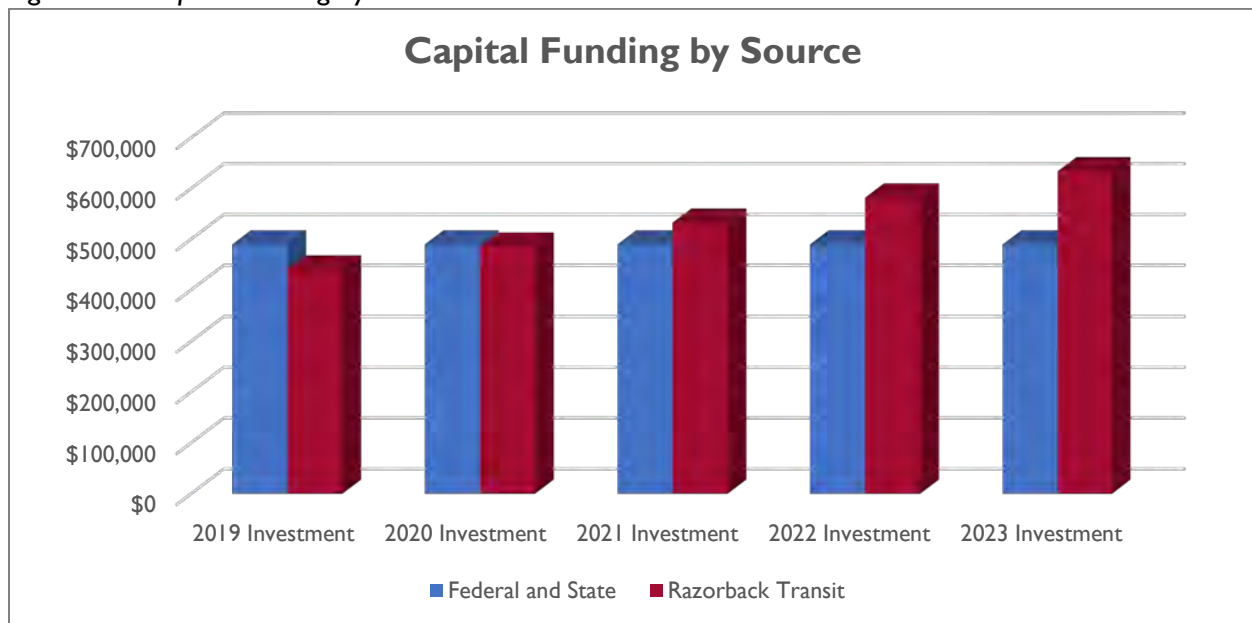


Table 5.8 Asset Replacement Summary by Asset Category with SGR

Fiscal Year	Revenue Vehicles	Equipment	Facilities	SGR %*
FY2019	\$930,000	\$0	\$0	81.2%
FY2020	\$975,000	\$0	\$0	83.3%
FY2021	\$1,022,213	\$0	\$0	82.3%
FY2022	\$1,071,747	\$0	\$0	82.3%
FY2023	\$1,123,719	\$0	\$0	83.3%
Total:	\$5,122,679	\$0	\$0	

*SGR% is based off the average of the SGR of the three categories

Table 5.9 Asset Replacement Summary Costs by Asset Class

Federal & State Funds	\$489,730	\$489,730	\$489,730	\$489,730	\$489,730
Razorback Transit Funds	\$440,270	\$485,270	\$532,483	\$582,017	\$633,989
Total Funding Available	\$930,000	\$975,000	\$1,022,213	\$1,071,747	\$1,123,719
Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles	\$930,000	\$975,000	\$1,022,213	\$1,071,747	\$1,123,719
<i>BU - Bus</i>	\$870,000	\$913,500	\$959,175	\$1,007,134	\$1,057,490
<i>CU - Cutaway Bus</i>	\$60,000	\$61,500	\$63,038	\$64,613	\$66,229
Equipment	\$0	\$0	\$0	\$0	\$0
<i>Non-Revenue/Service Automobile</i>	\$0	\$0	\$0	\$0	\$0
<i>Trucks and other Rubber Tire Vehicles</i>	\$0	\$0	\$0	\$0	\$0
Facilities	\$0	\$0	\$0	\$0	\$0
<i>Administration</i>	\$0	\$0	\$0	\$0	\$0
<i>Maintenance</i>	\$0	\$0	\$0	\$0	\$0
<i>Passenger Facilities</i>	\$0	\$0	\$0	\$0	\$0
Total	\$930,000	\$975,000	\$1,022,213	\$1,071,747	\$1,123,719

Razorback Transit is currently in a State of Good Repair and will be able to maintain a State of Good Repair through the investments outlined in this plan. From FY2019 to FY2023, Razorback Transit will have an estimated \$5,122,679 available in capital funding to replace or enhance vehicles, equipment and facilities. That being said, Razorback Transit is committed to committing a significant percentage of the capital funds from local sources. Over the five year period detailed above, Razorback Transit will use \$2,674,029 in local funds while expecting to receive \$2,448,650 in federal and state assistance.

Section 6: Annual Performance Targets

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

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

Within three months before the effective date of October 1, 2018, Razorback Transit shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. TAMP updates and adjusted performance targets shall be established with annual NTD reporting and approved by the Accountable Executive no later than September 30 of year..

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, Razorback Transit also used the FTA performance measure criteria, and the financial resources from all sources Razorback Transit reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a quarterly basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD. Table 6.1 shows the annual SGR performance targets for each asset type.

Table 6.1 Annual State of Good Repair Performance Targets

Asset Category		Current	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles							
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	16%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	20%	20%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	BU - Bus	0%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	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	BU - Bus	8%	20%	20%	20%	20%	20%
	CU - Cutaway Bus	0%	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	0%	50%	50%	50%	50%	50%
Facilities							
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	0%	25%	25%	25%	25%	25%
	Maintenance	0%	25%	25%	25%	25%	25%
	Passenger Facility	0%	25%	25%	25%	25%	25%

Section 7: National Transit Database (NTD) Reporting

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

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

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

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

Section 8: Plan Updates

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

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

Appendix A: Rolling Stock Inspection Forms

RAZORBACK**TRANSIT**

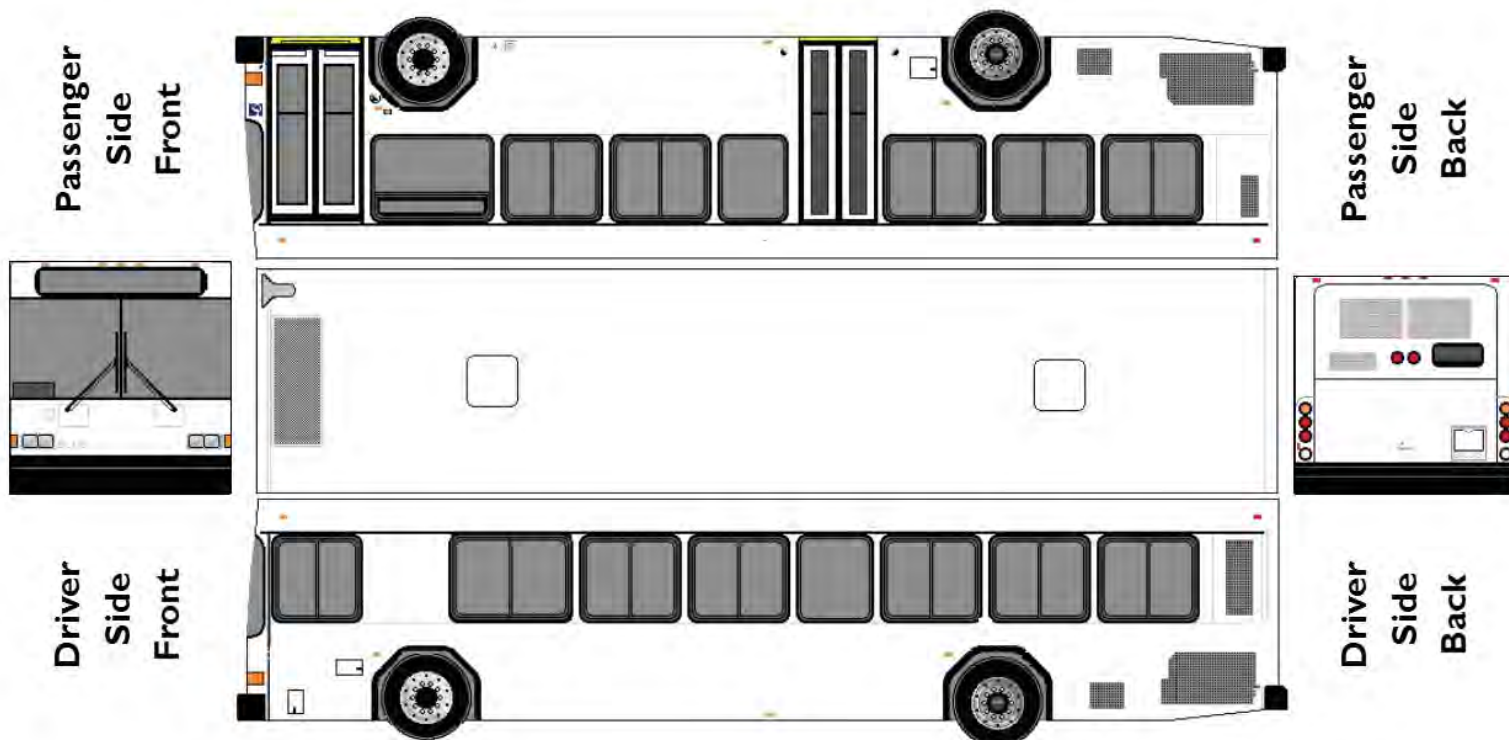
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Orion
Model: Bus
Year: 2010
ID/Serial Number/VIN: 2 / 1VHFH3G22A6706899
Mileage: 225,434
Date in Service: 7/01/2010
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 3.2
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

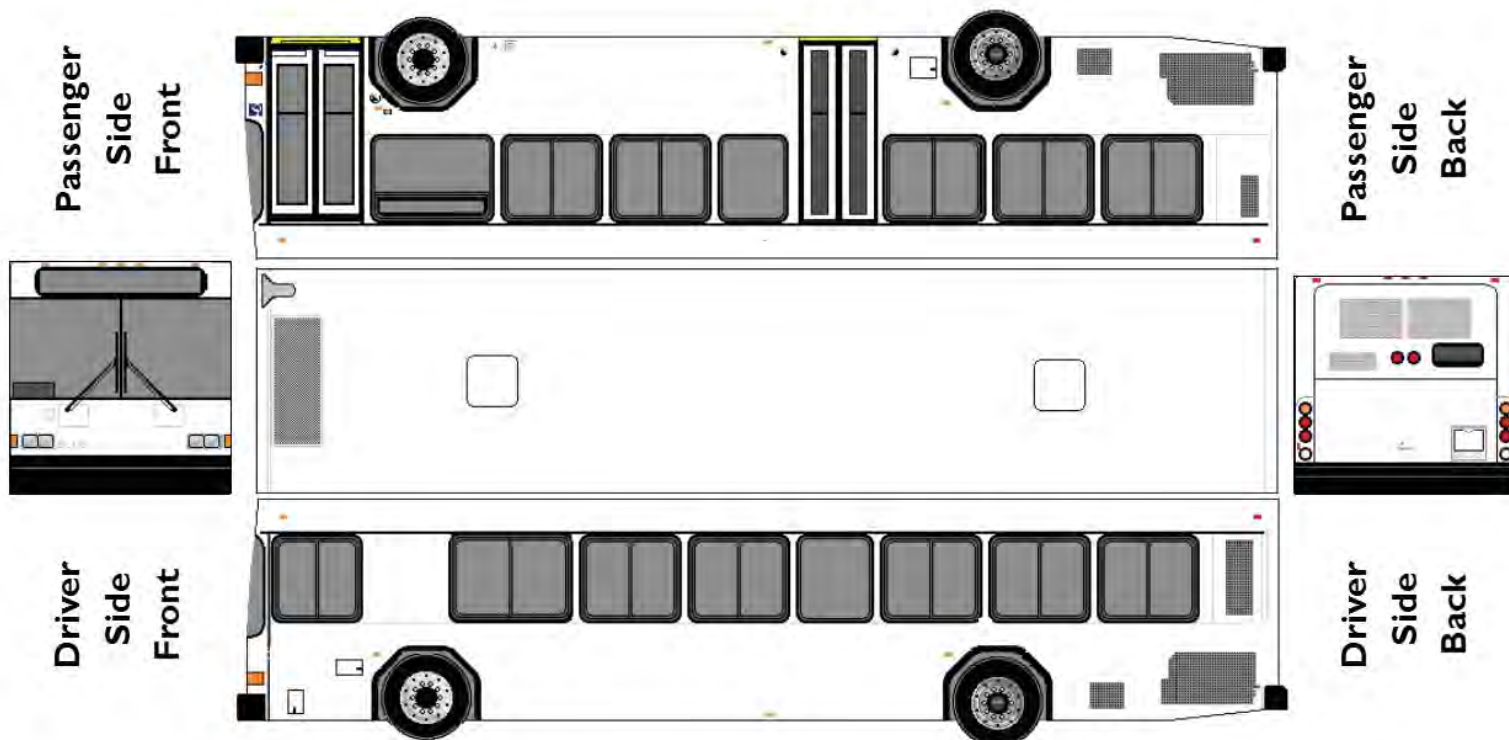
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2010
ID/Serial Number/VIN: 3 / 1VHFH3G23A6706913
Mileage: 266,115
Date in Service: 7/01/2010
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

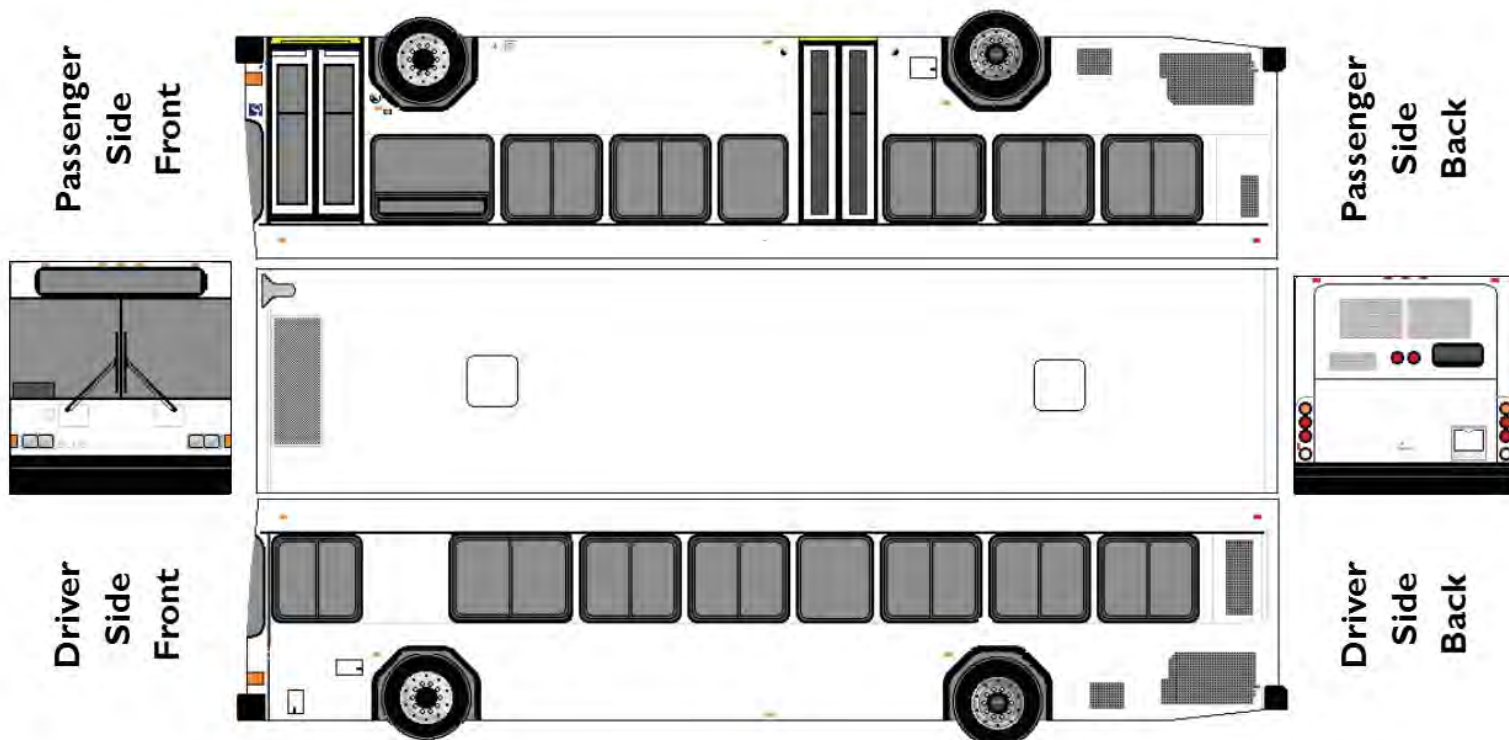
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2007
ID/Serial Number/VIN: 4 / 15GGD211571078339
Mileage: 258,279
Date in Service: 1/01/2007
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

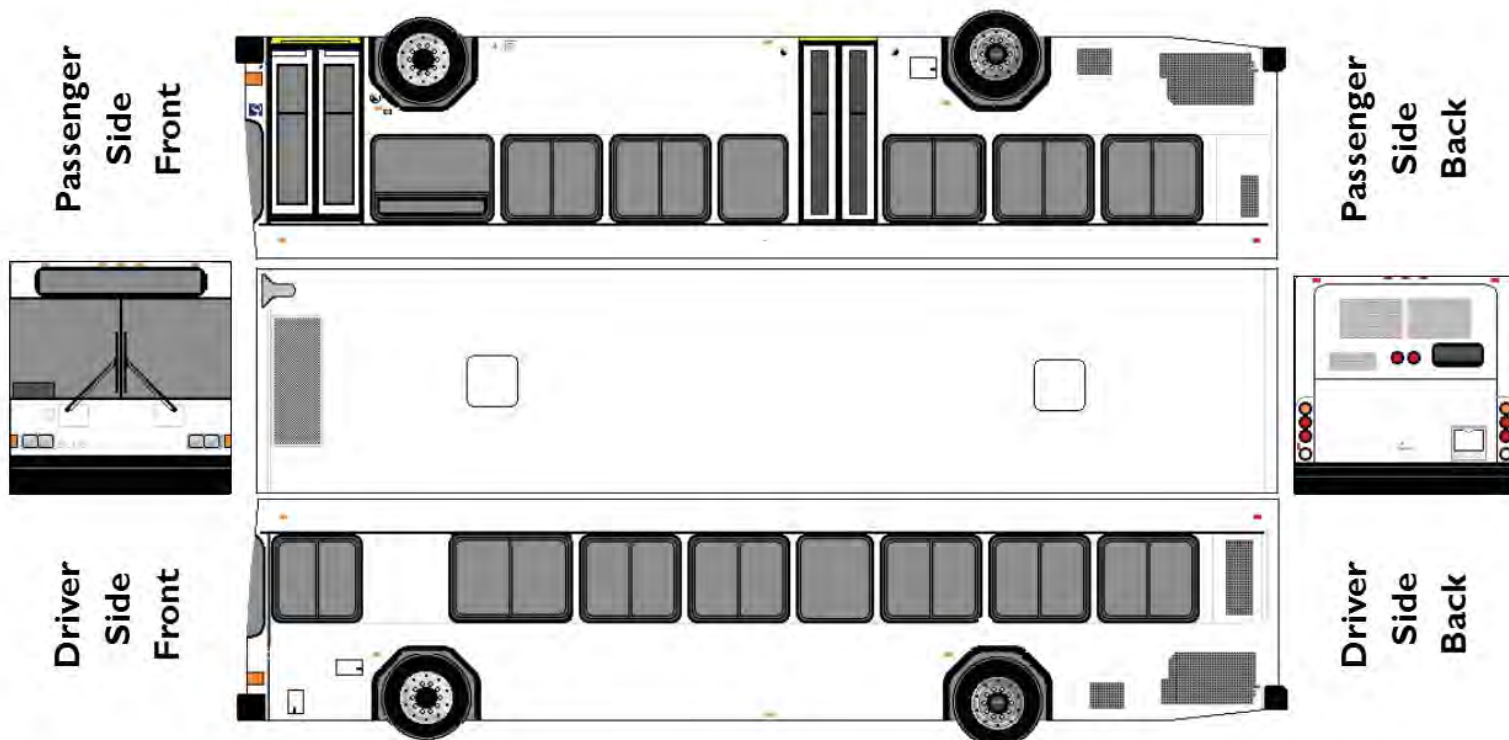
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Orion**Model:** Bus**Year:** 2010**ID/Serial Number/VIN:** 6 / 1VHFH3G25A6706914**Mileage:** 208,729**Date in Service:** 7/01/2010**Vehicle Location:** Fayetteville

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

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

Vehicle Condition Score: 3.3**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

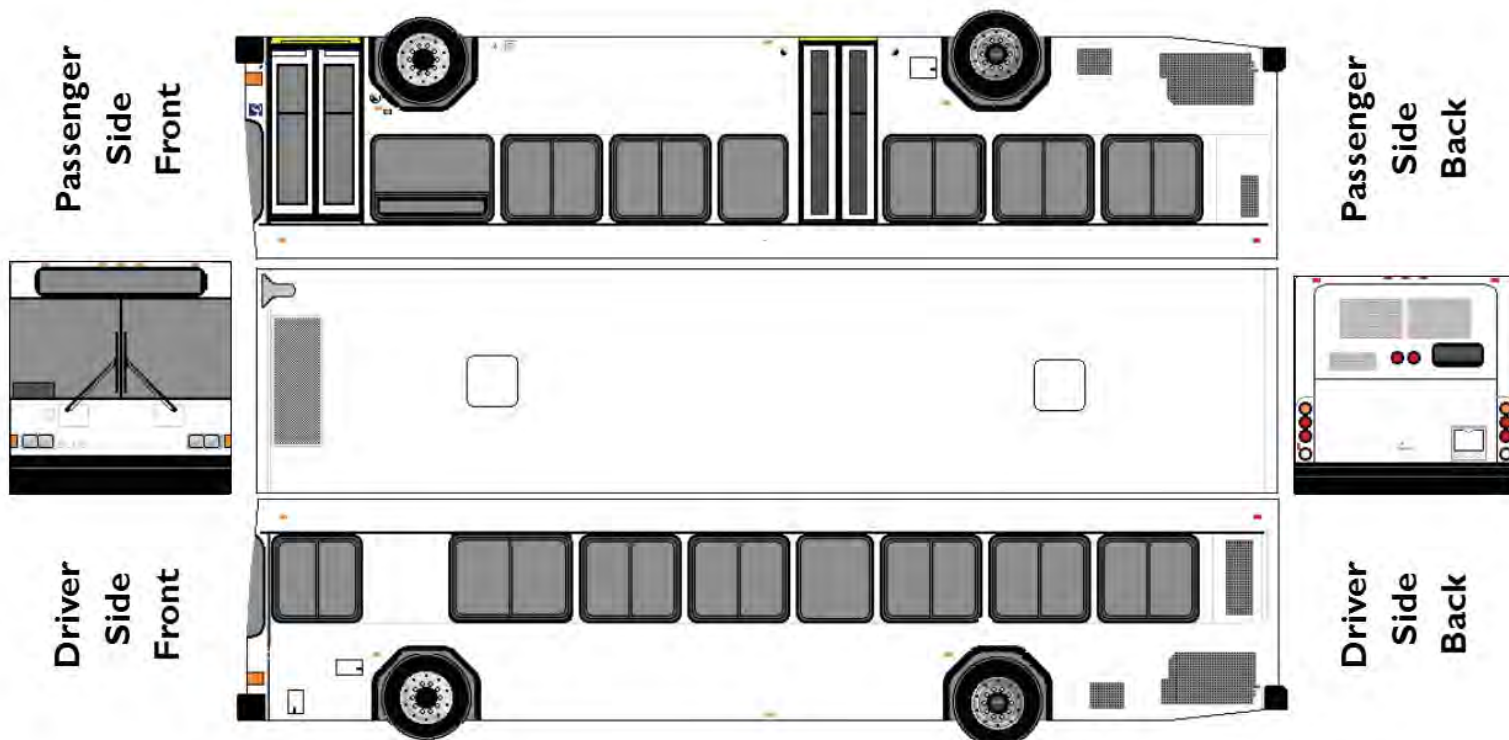
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2003
ID/Serial Number/VIN: 8 / 15GCB211731112070
Mileage: 257,339
Date in Service: 2/01/2003
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

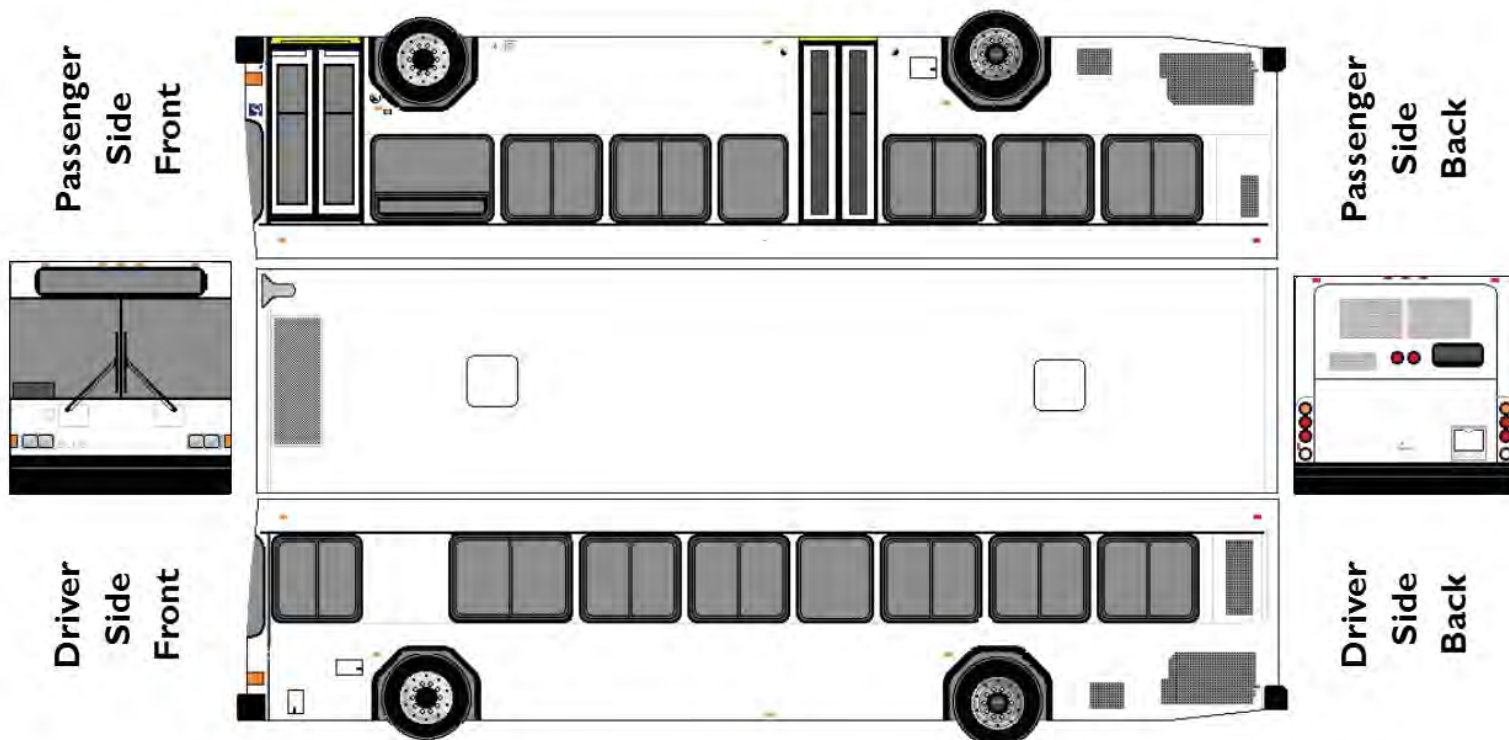
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2001
ID/Serial Number/VIN: 9 / 15GCB211811110504
Mileage: 287,876
Date in Service: 2/01/2001
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.0
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

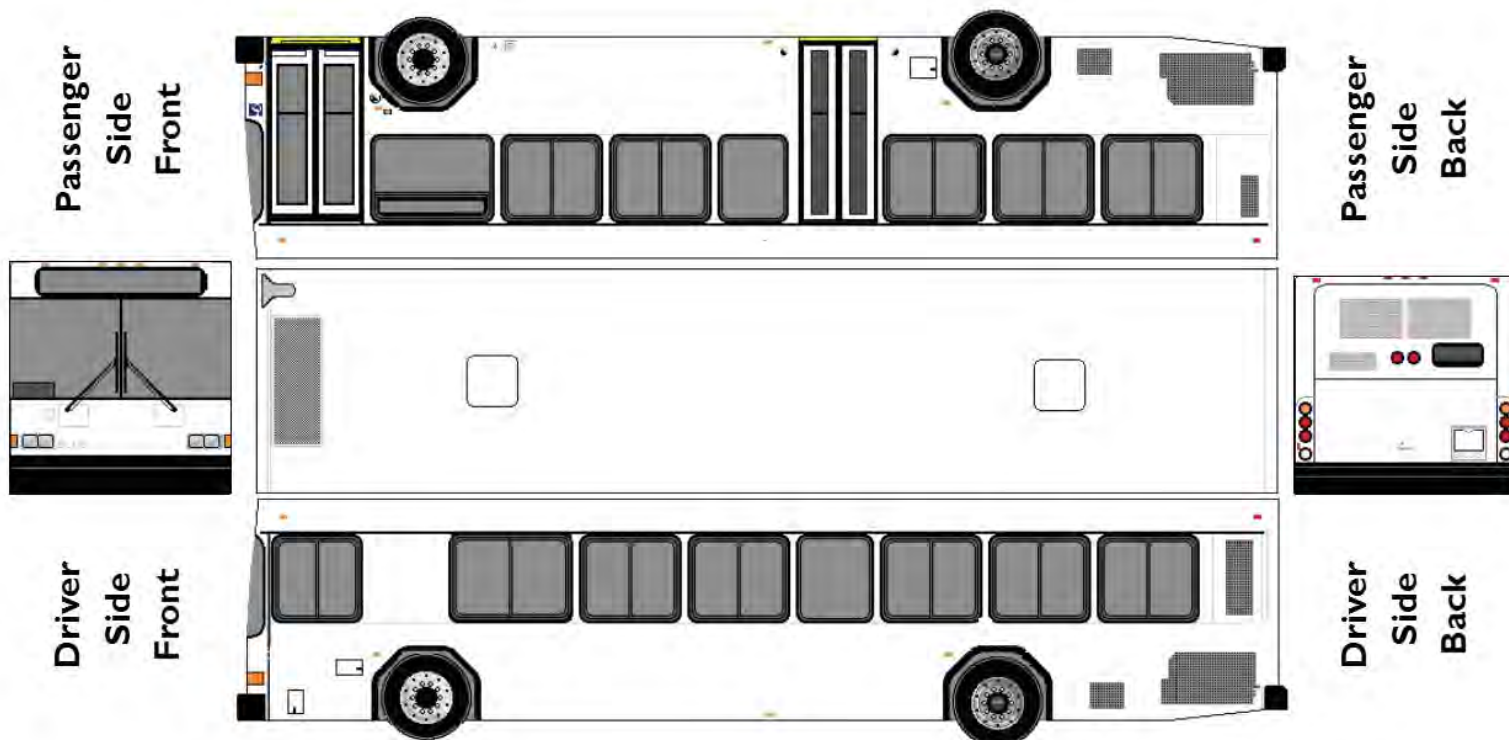
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2007
ID/Serial Number/VIN: 15 / 15GGD211771078340
Mileage: 252,541
Date in Service: 1/01/2007
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

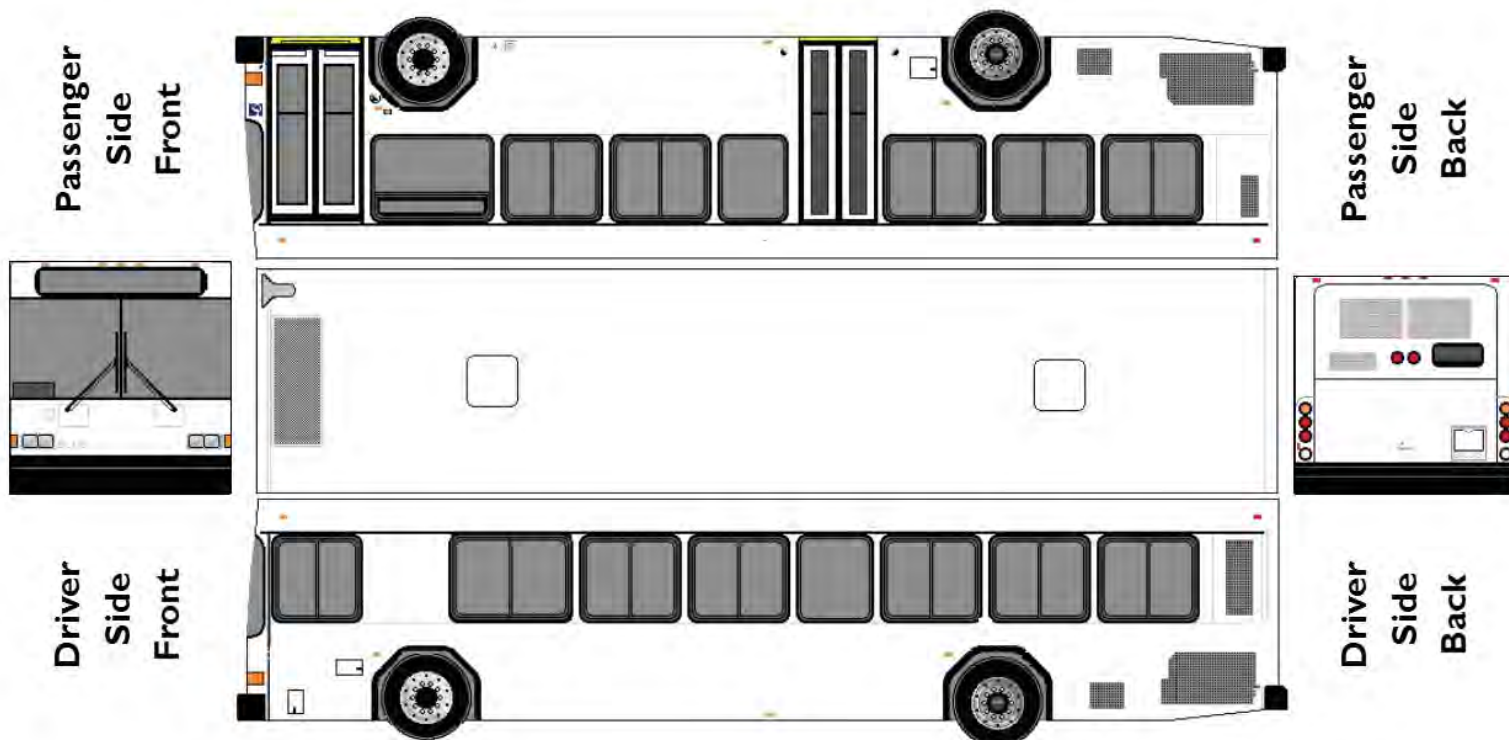
Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Gillig**Model:** Bus**Year:** 2017**ID/Serial Number/VIN:** 18 / 15GGD2710H3187031**Mileage:** 8,362**Date in Service:** 02/01/2018**Vehicle Location:** Fayetteville**Vehicle Asset Class (Mark One)**

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 4.9**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

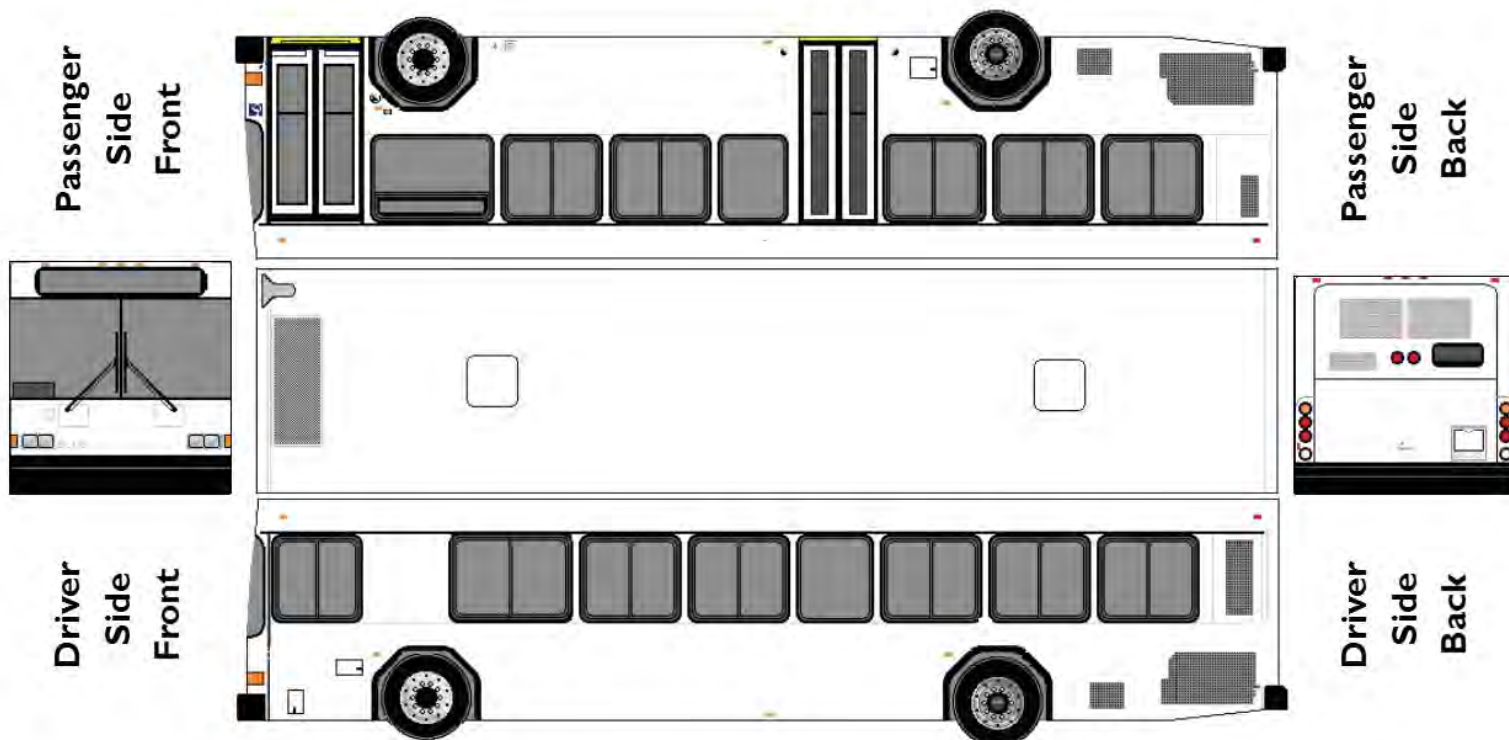
Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Gillig**Model:** Bus**Year:** 2017**ID/Serial Number/VIN:** 19 / 15GGD2712H3187032**Mileage:** 7,825**Date in Service:** 02/01/2018**Vehicle Location:** Fayetteville**Vehicle Asset Class (Mark One)**

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 4.9**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

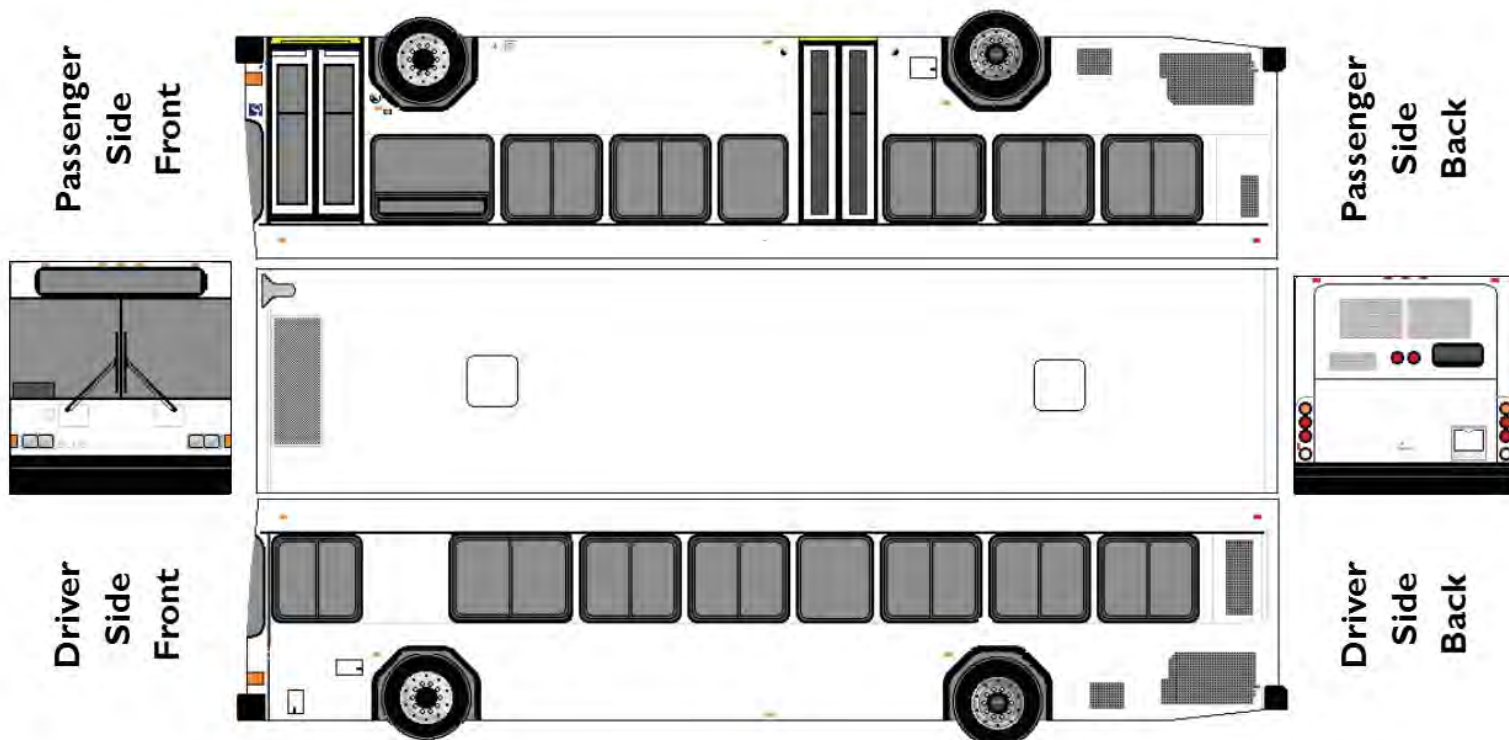
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2001
ID/Serial Number/VIN: 20 / 15GCB211111110506
Mileage: 336,692
Date in Service: 12/01/2001
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.0
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

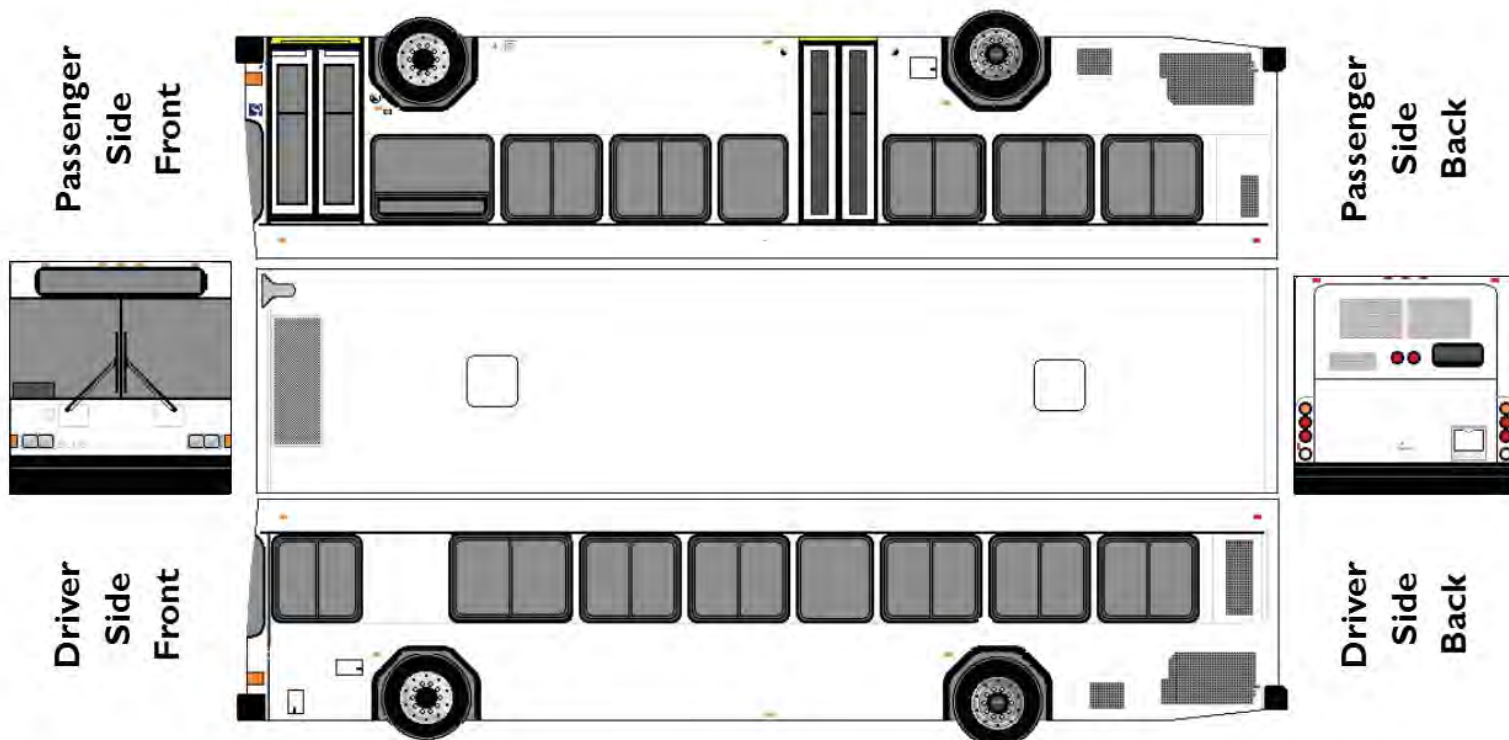
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2001
ID/Serial Number/VIN: 21 / 15GCB211311110507
Mileage: 381,131
Date in Service: 12/01/2001
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 1.7
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

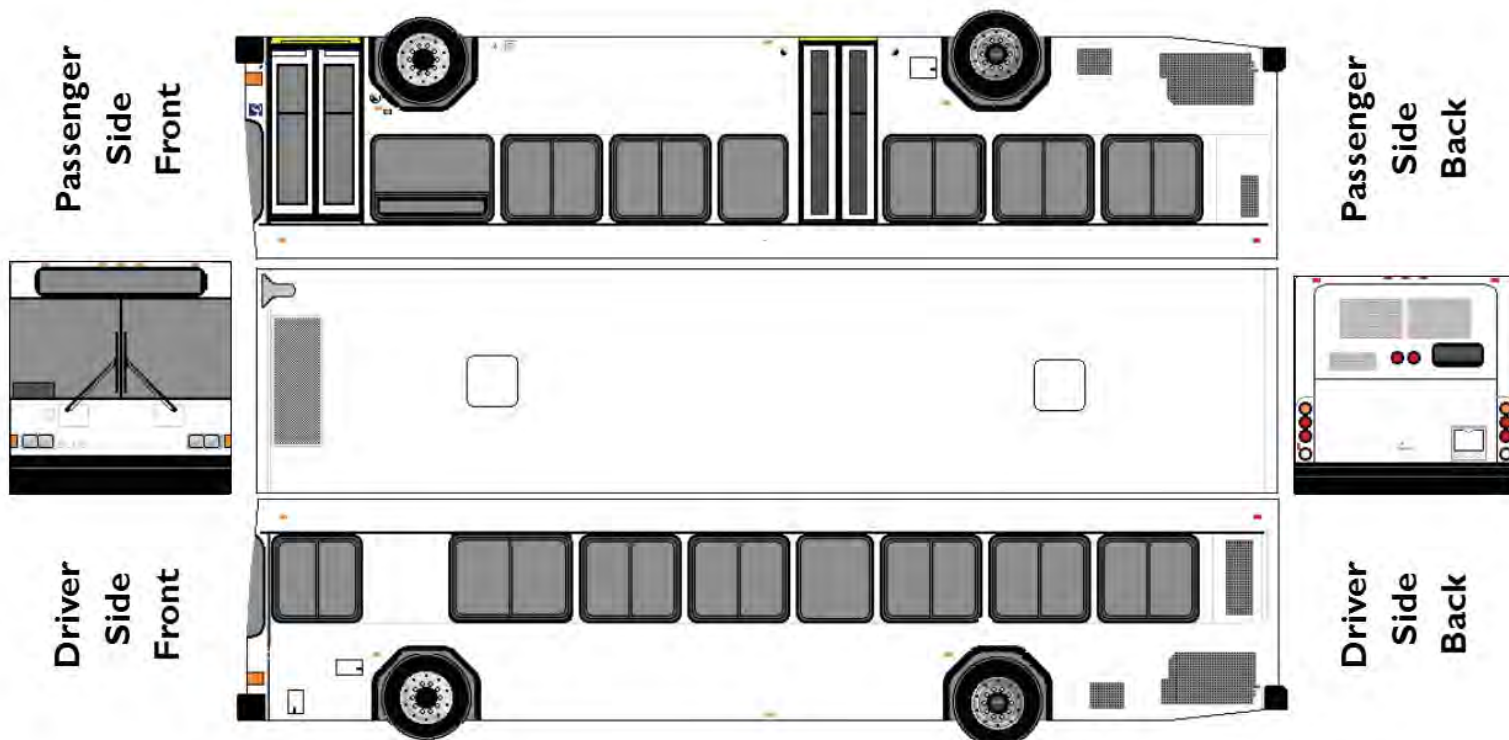
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2015
ID/Serial Number/VIN: 22 / 15GGD2718F1184788
Mileage: 85,985
Date in Service: 10/01/2015
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 4.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

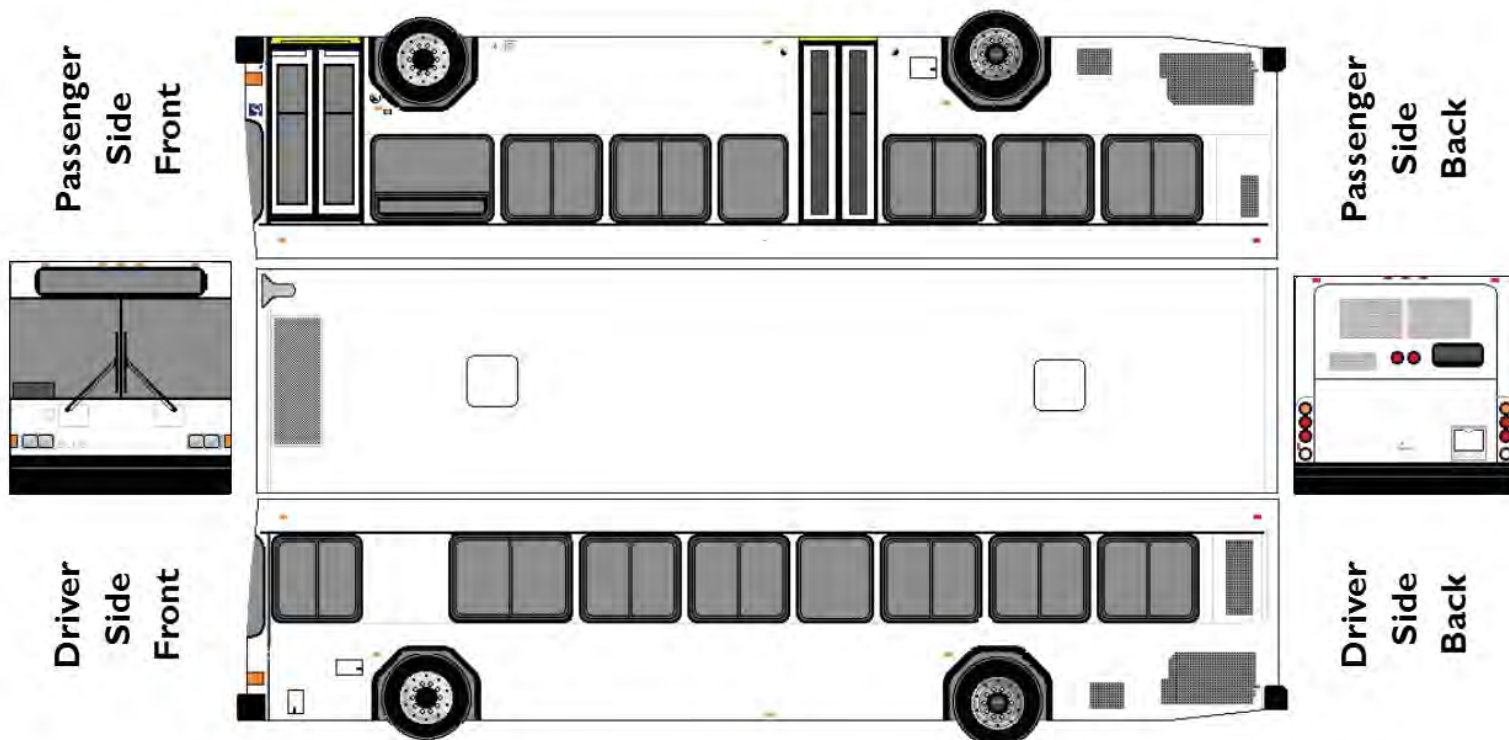
Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Gillig**Model:** Bus**Year:** 2015**ID/Serial Number/VIN:** 23 / 15GGD271XF1184789**Mileage:** 88,732**Date in Service:** 10/01/2015**Vehicle Location:** Fayetteville**Vehicle Asset Class (Mark One)**

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 4.5**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

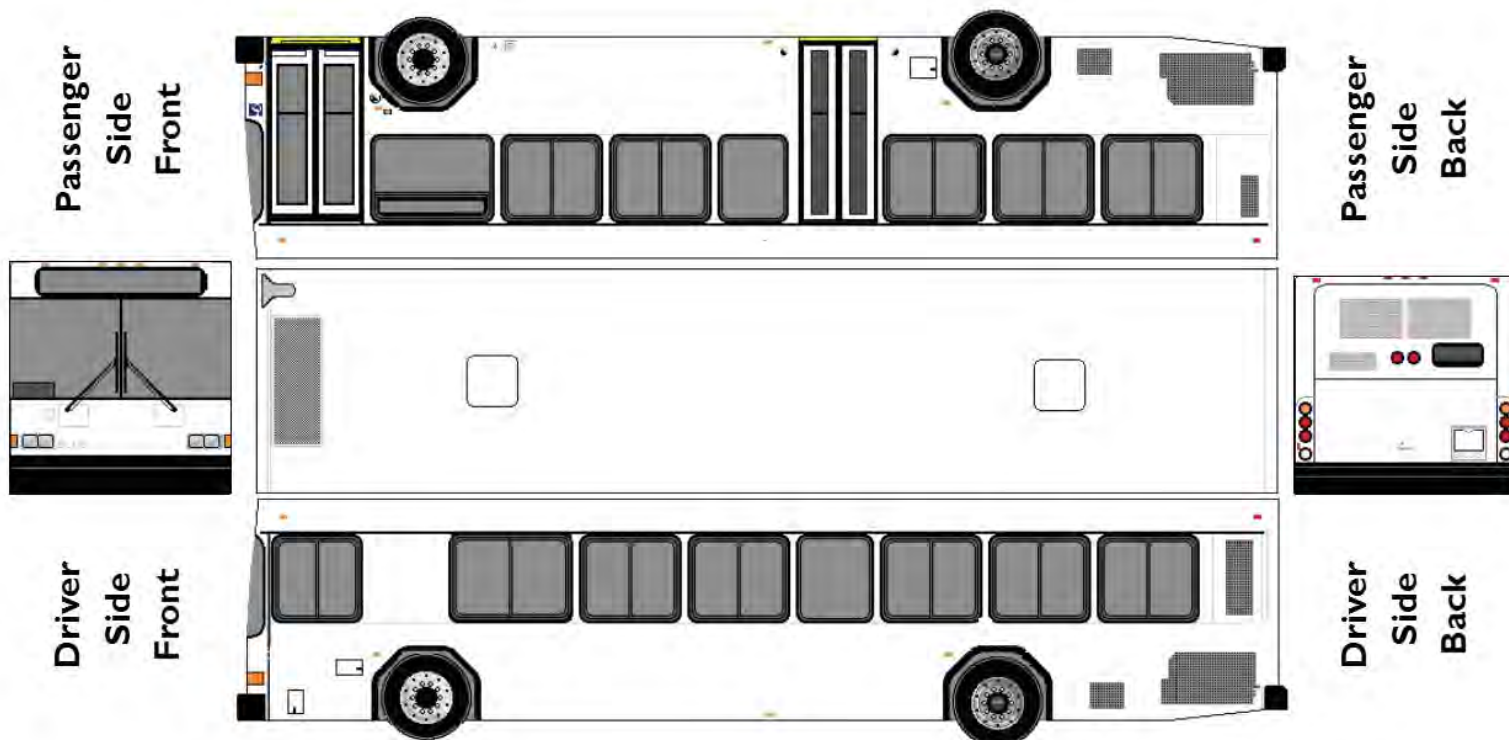
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2016
ID/Serial Number/VIN: 25 / 15GGD271XG1187998
Mileage: 28,669
Date in Service: 03/01/2017
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 4.7
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

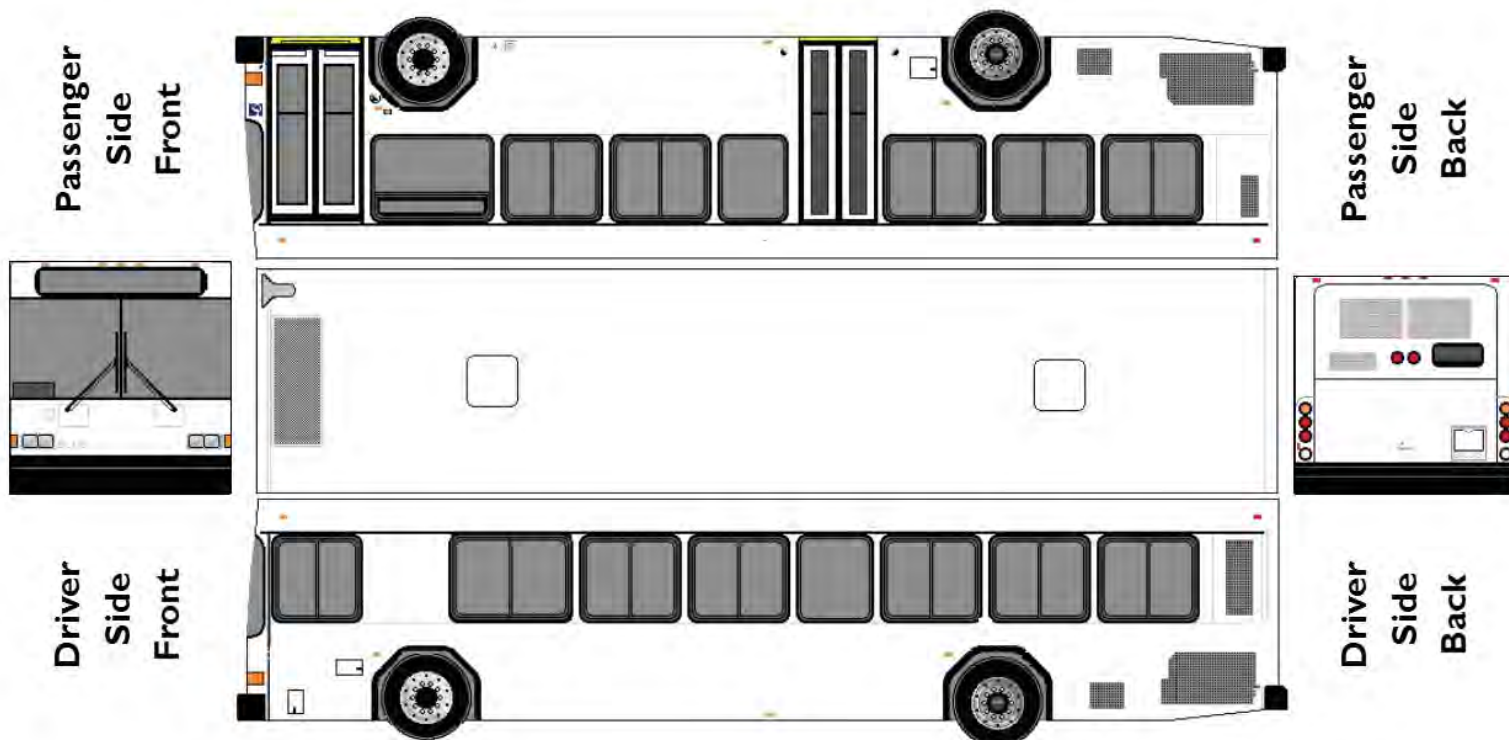
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2016
ID/Serial Number/VIN: 26 / 15GGD2711 G1187999
Mileage: 28,039
Date in Service: 03/01/2017
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 4.7
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

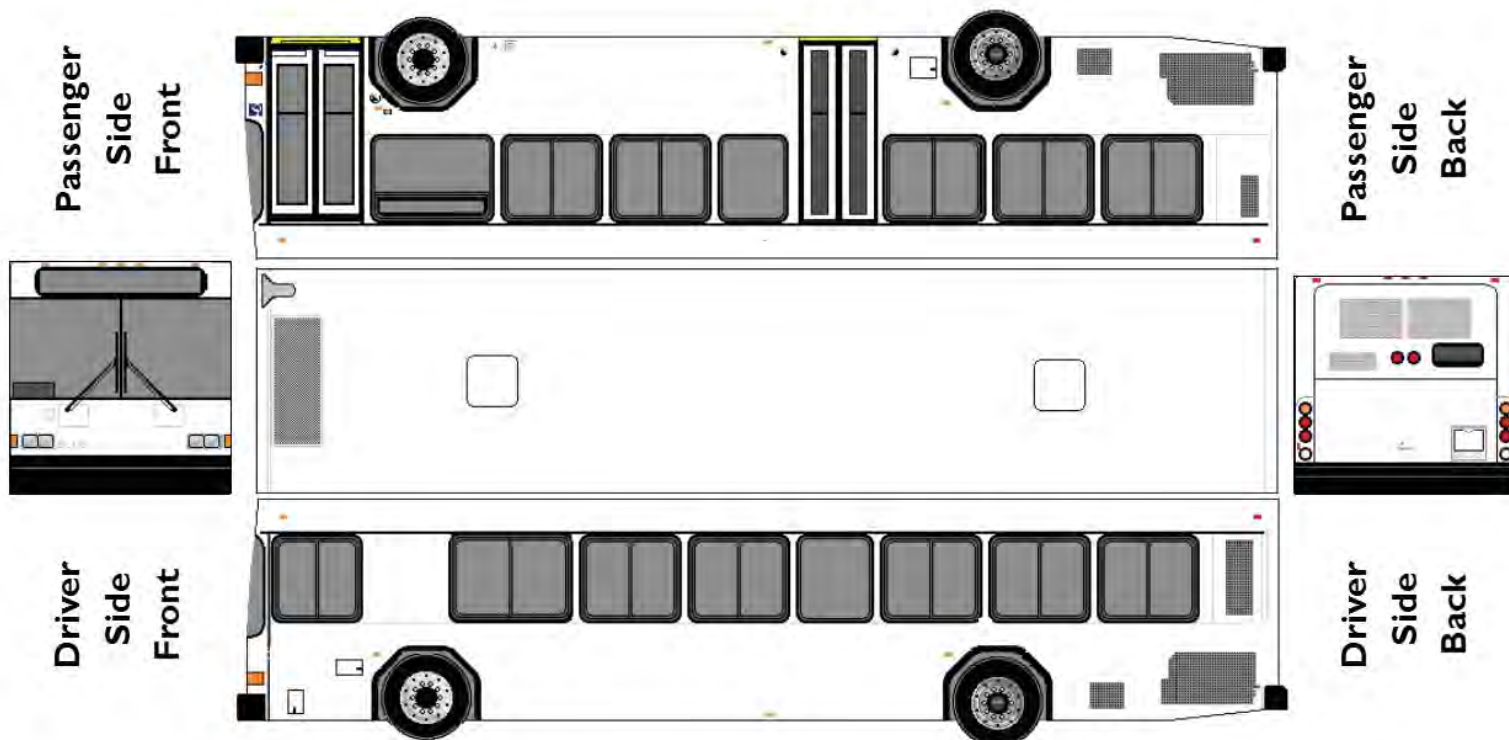
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2010
ID/Serial Number/VIN: 27 / 15GGD2711A1177593
Mileage: 224,818
Date in Service: 2/01/2010
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 3.2
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

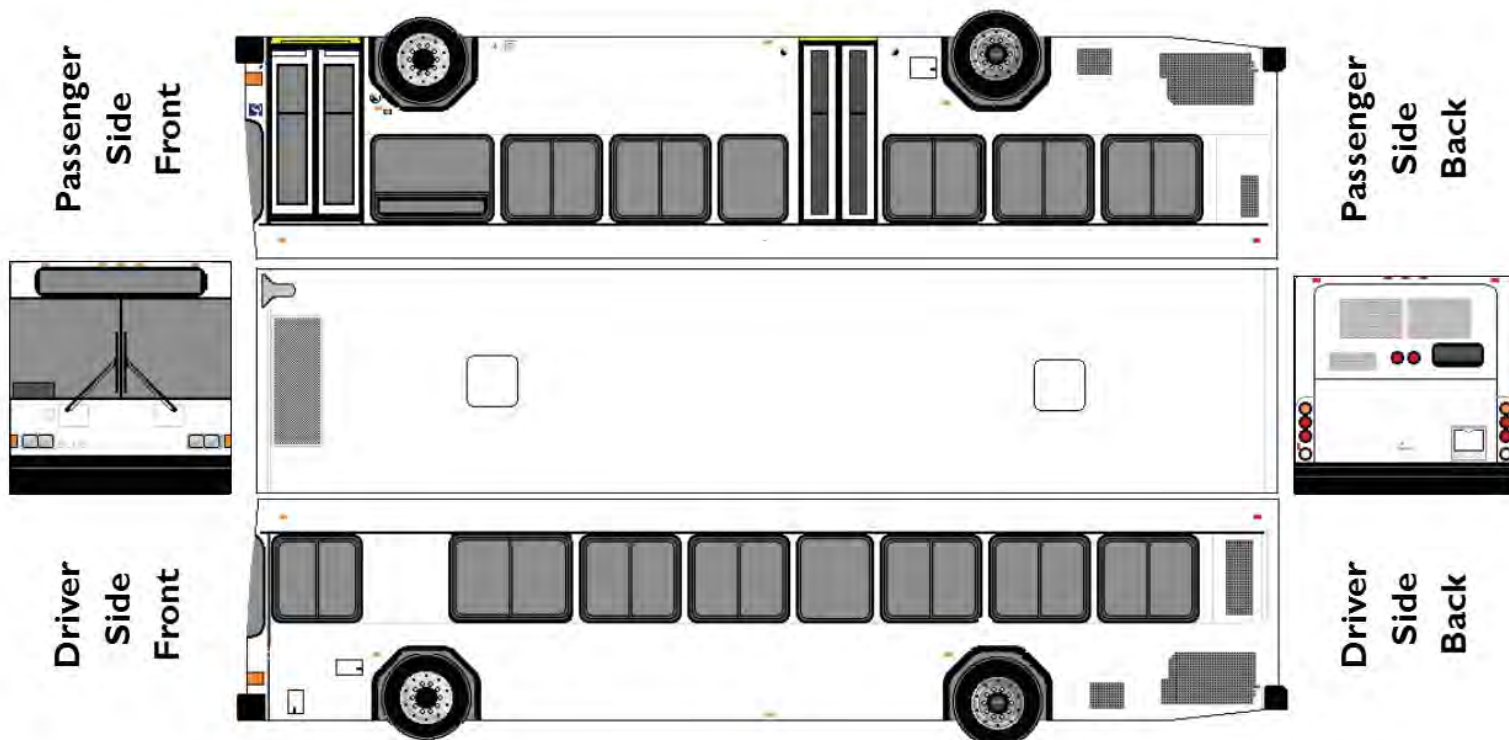
Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Gillig**Model:** Bus**Year:** 2010**ID/Serial Number/VIN:** 28 / 15GGD2713A1177594**Mileage:** 225,888**Date in Service:** 2/01/2010**Vehicle Location:** Fayetteville**Vehicle Asset Class (Mark One)**

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.2**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

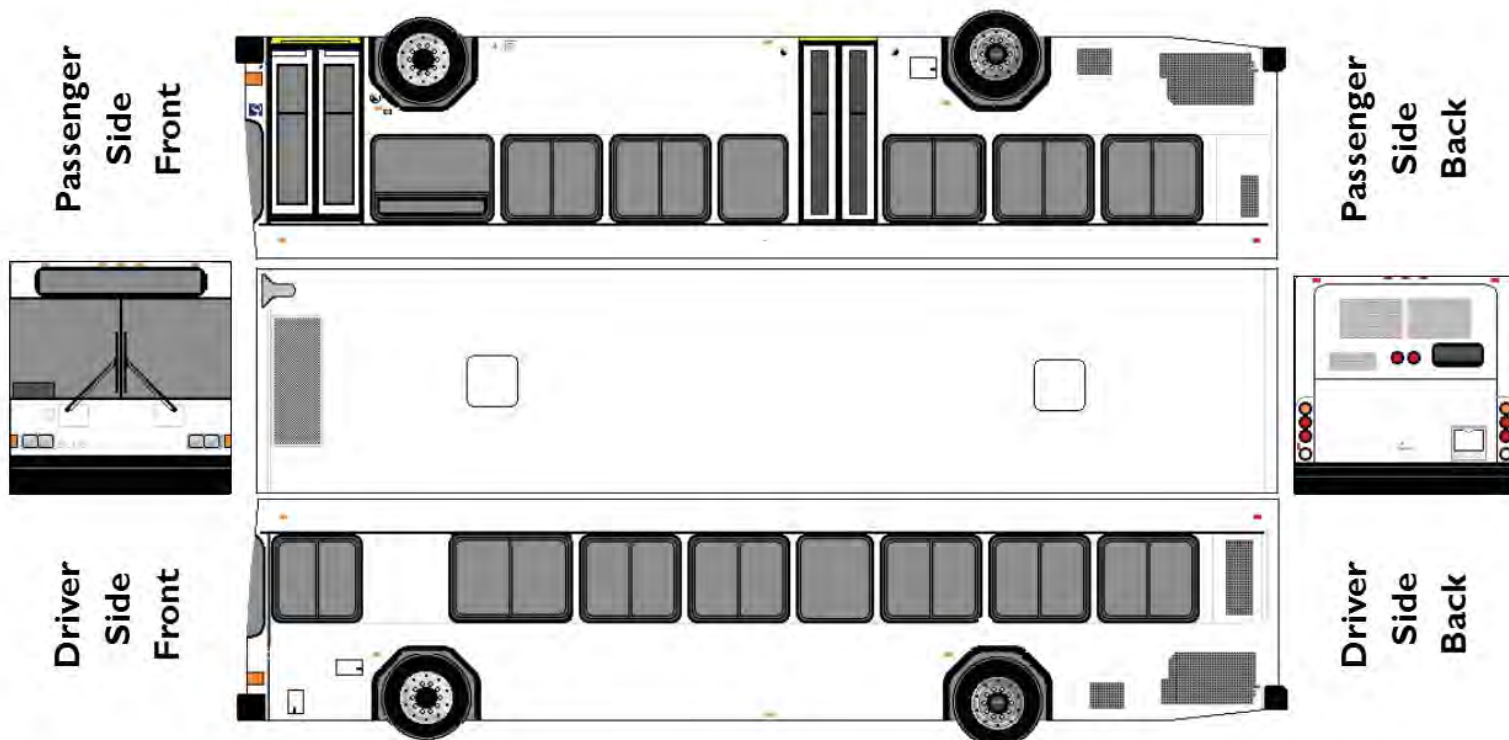
Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Gillig**Model:** Bus**Year:** 2016**ID/Serial Number/VIN:** 30 / 15GGD2712G1188000**Mileage:** 32,852**Date in Service:** 03/01/2017**Vehicle Location:** Fayetteville**Vehicle Asset Class (Mark One)**

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 4.7**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

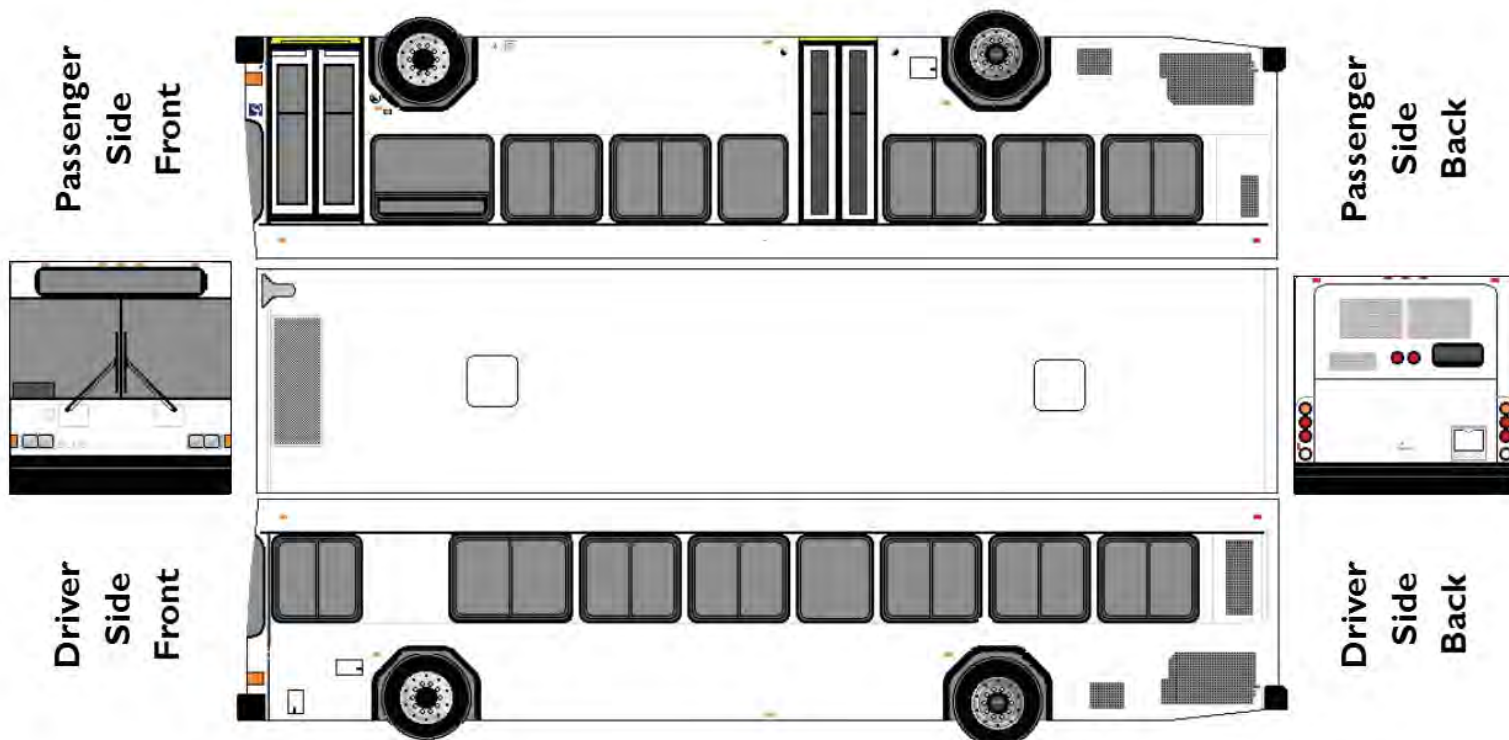
Agency Name: Razorback Transit**Inventory Date:** 04/18/2018**Make:** Gillig**Model:** Bus**Year:** 2008**ID/Serial Number/VIN:** 31 / 15GGD211481079998**Mileage:** 214,657**Date in Service:** 12/01/2008**Vehicle Location:** Fayetteville**Vehicle Asset Class (Mark One)**

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.0**Additional Vehicle Comments:**



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

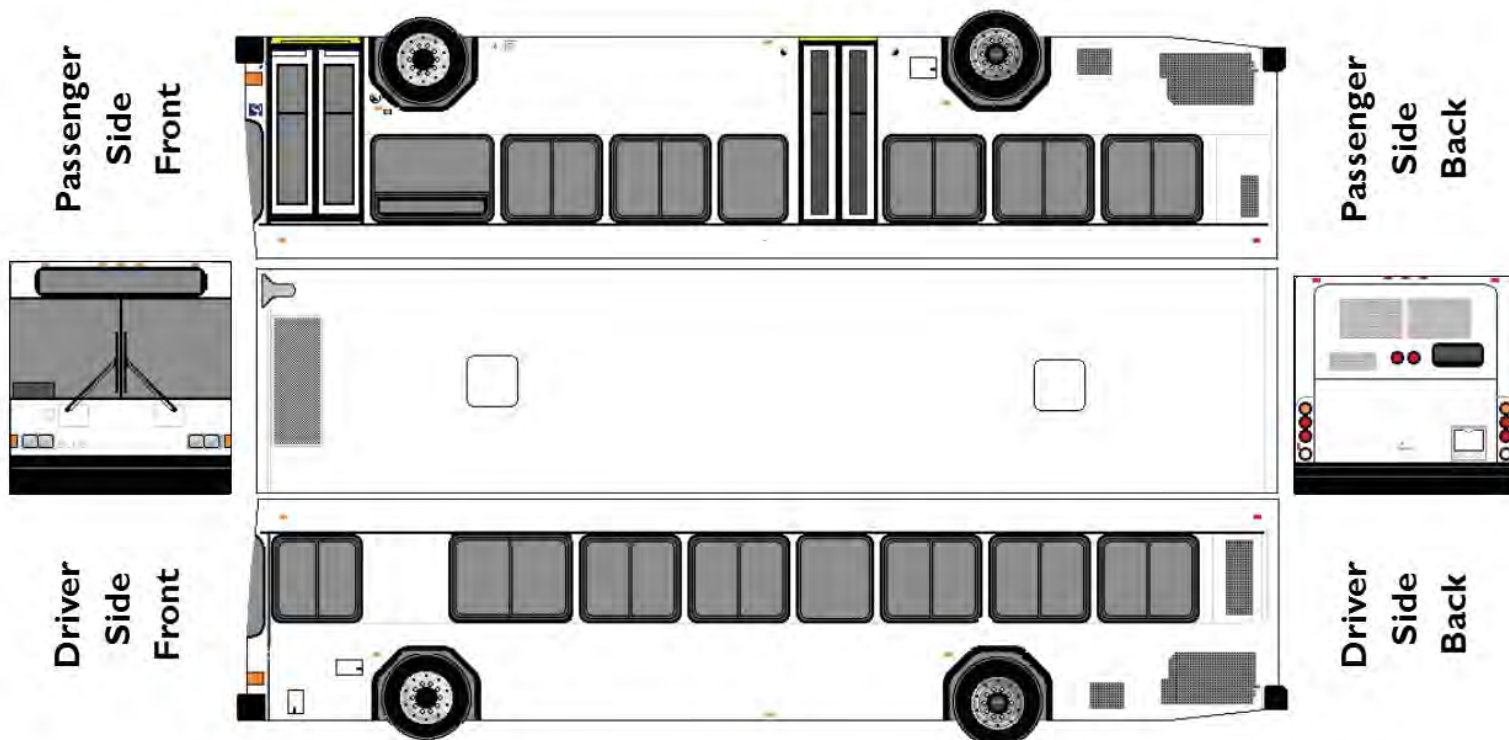
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2008
ID/Serial Number/VIN: 32 / 15GGD211681079999
Mileage: 213,252
Date in Service: 11/01/2008
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.0
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

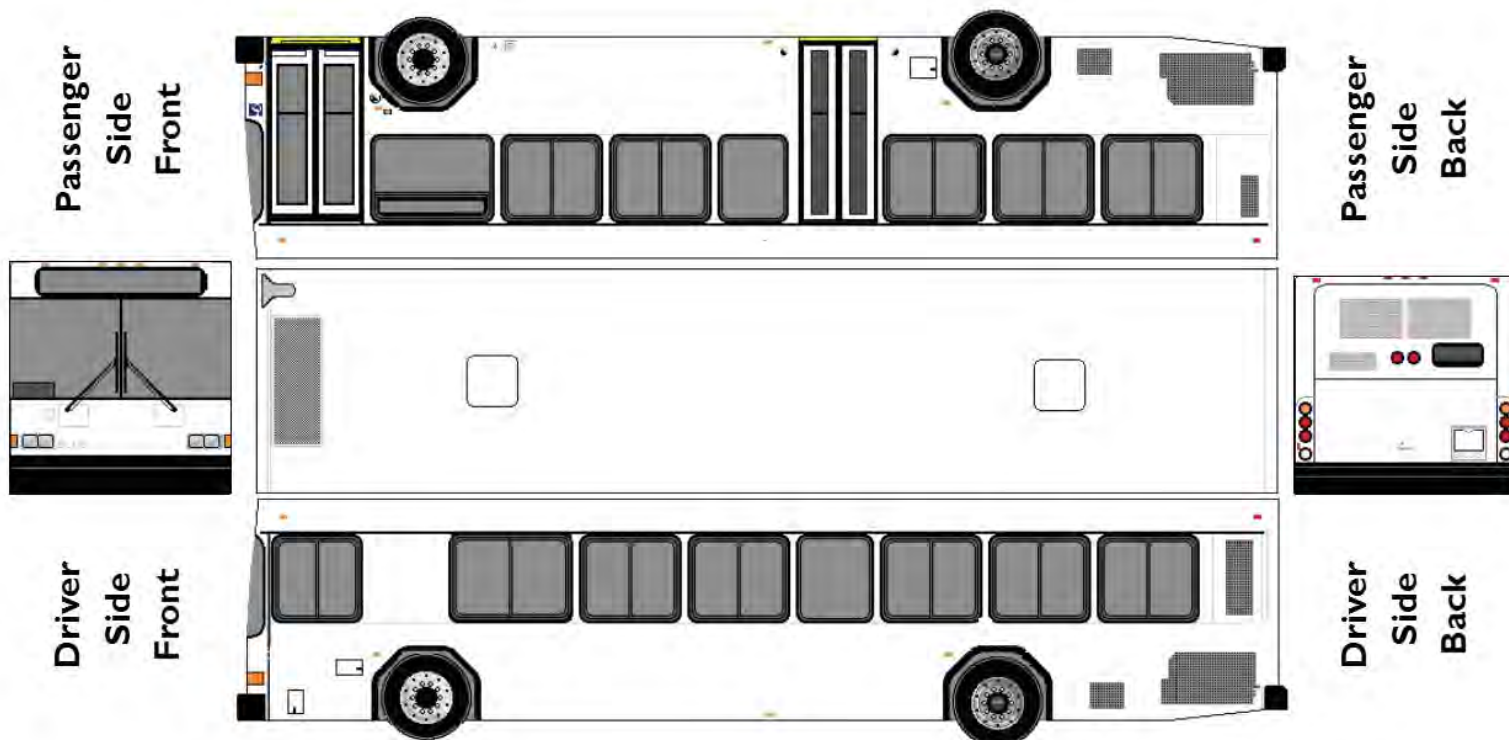
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2017
ID/Serial Number/VIN: 33 / 15GGD2714H3187033
Mileage: 6,371
Date in Service: 02/01/2018
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 4.9
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

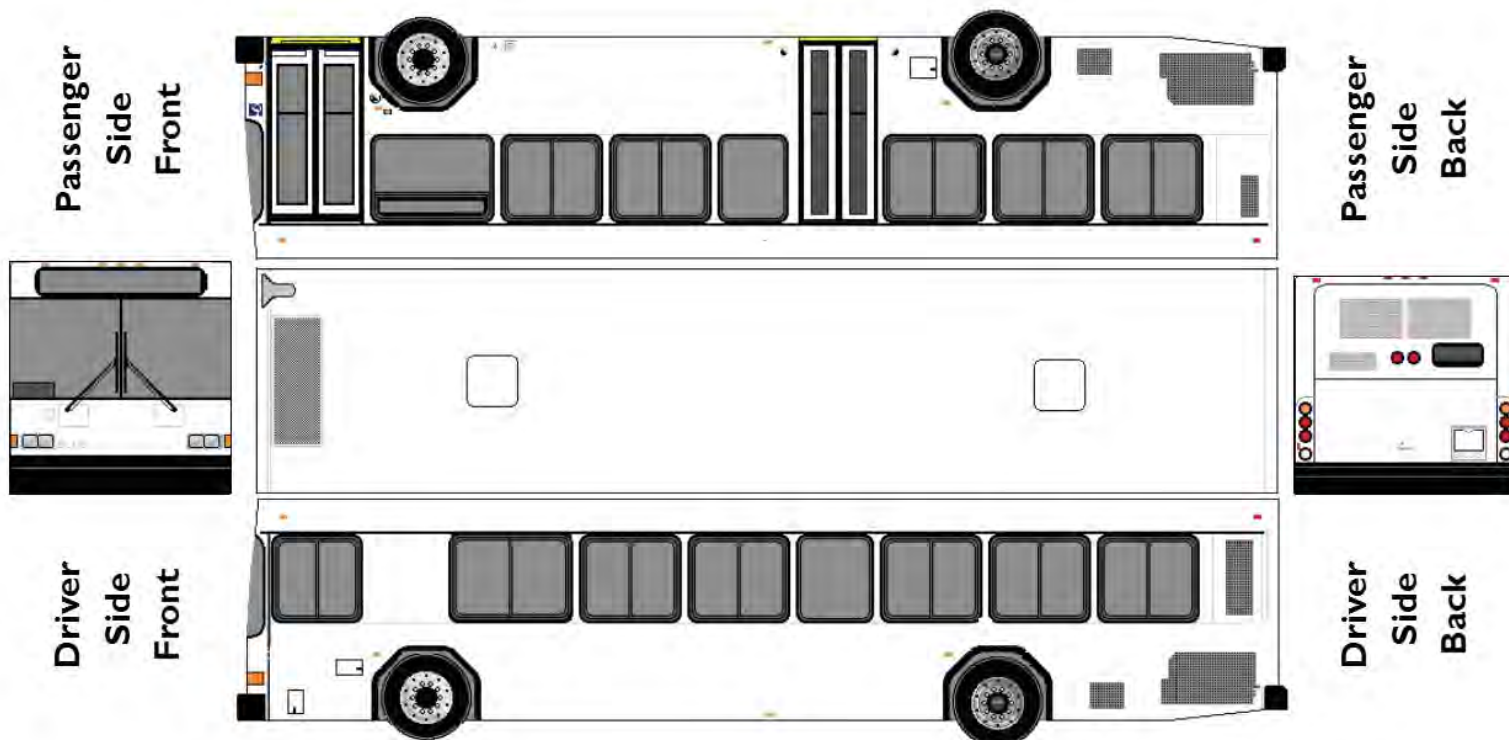
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2012
ID/Serial Number/VIN: 41 / 15GGD2712C1178433
Mileage: 178,598
Date in Service: 3/01/2012
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

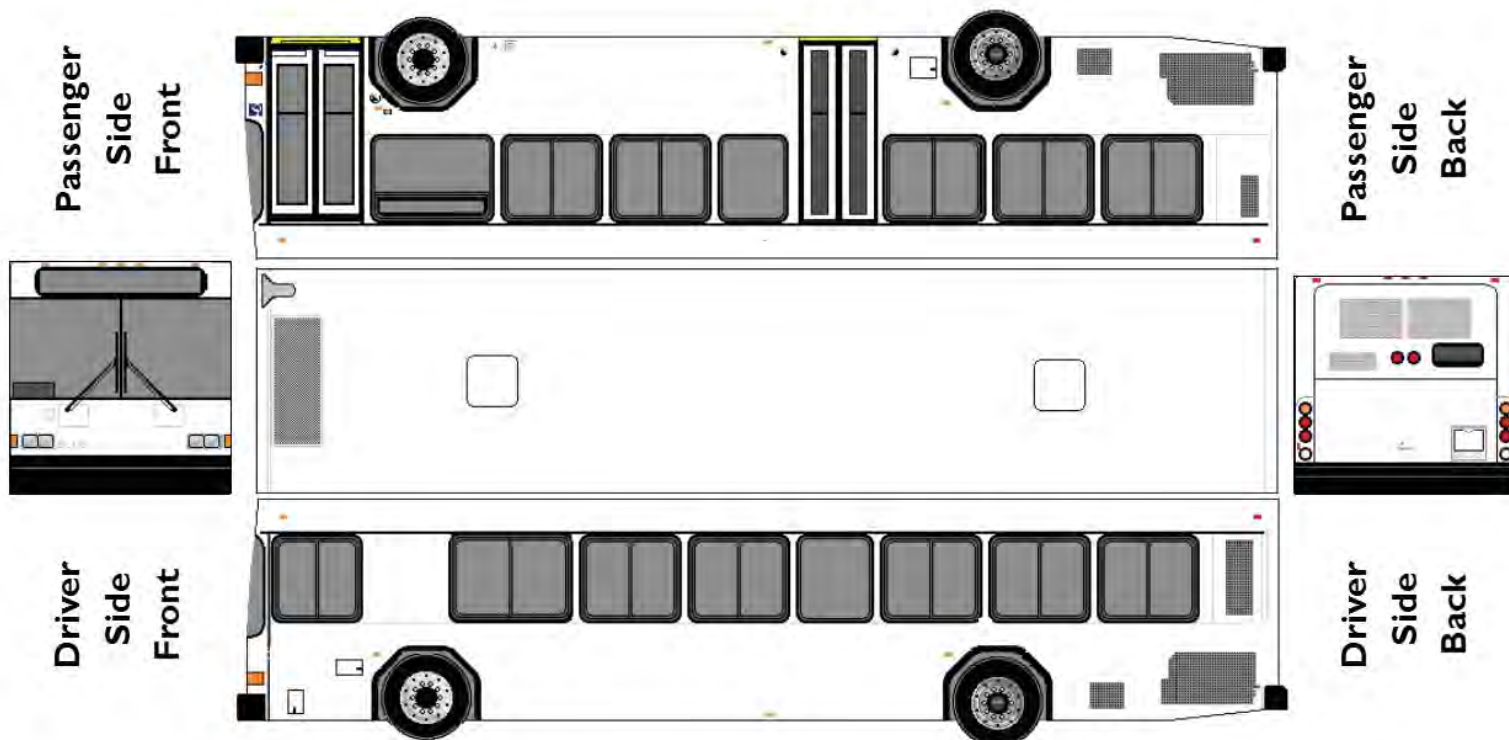
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2012
ID/Serial Number/VIN: 42 / 15GGD2714C1178434
Mileage: 189,132
Date in Service: 3/01/2012
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

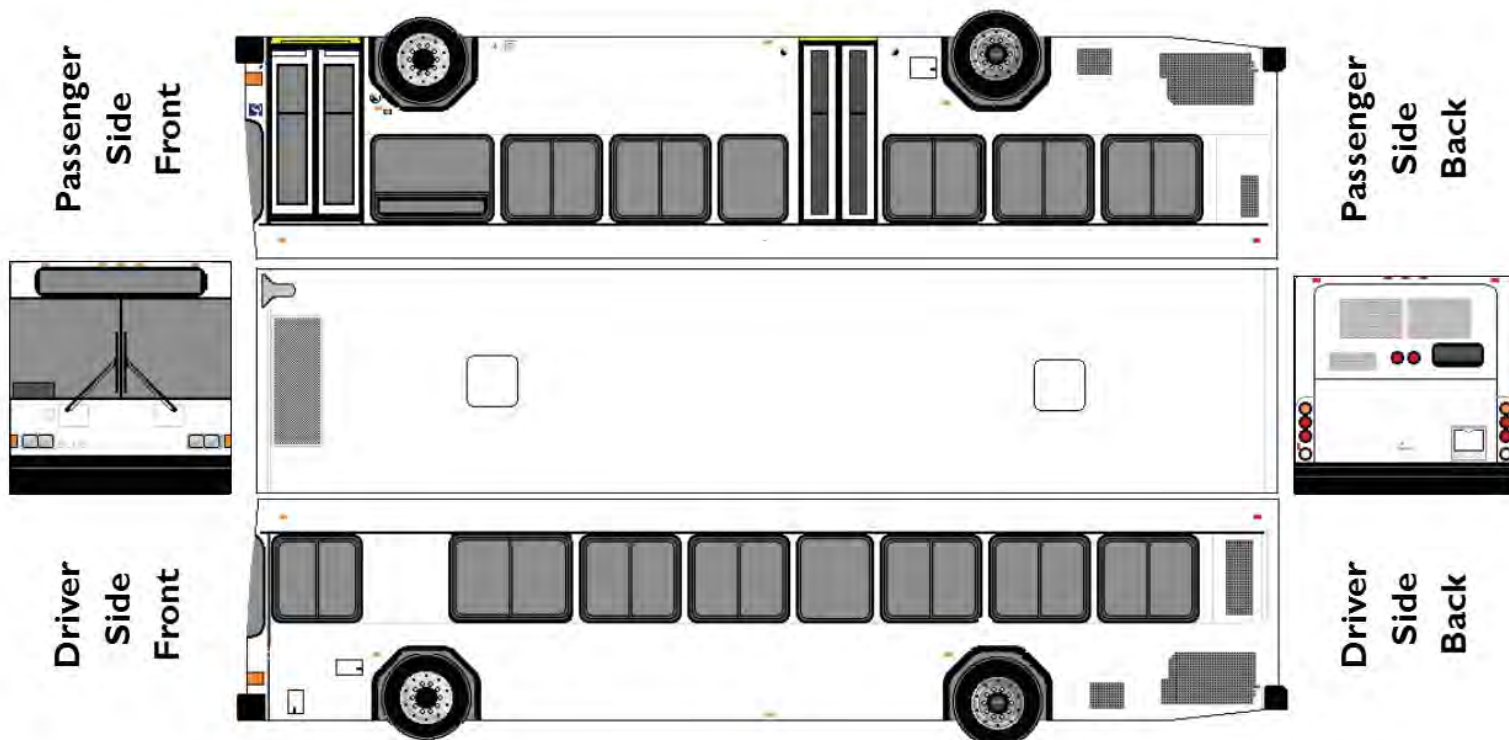
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2012
ID/Serial Number/VIN: 43 / 15GGD2719C1179188
Mileage: 191,181
Date in Service: 8/01/2012
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.7
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

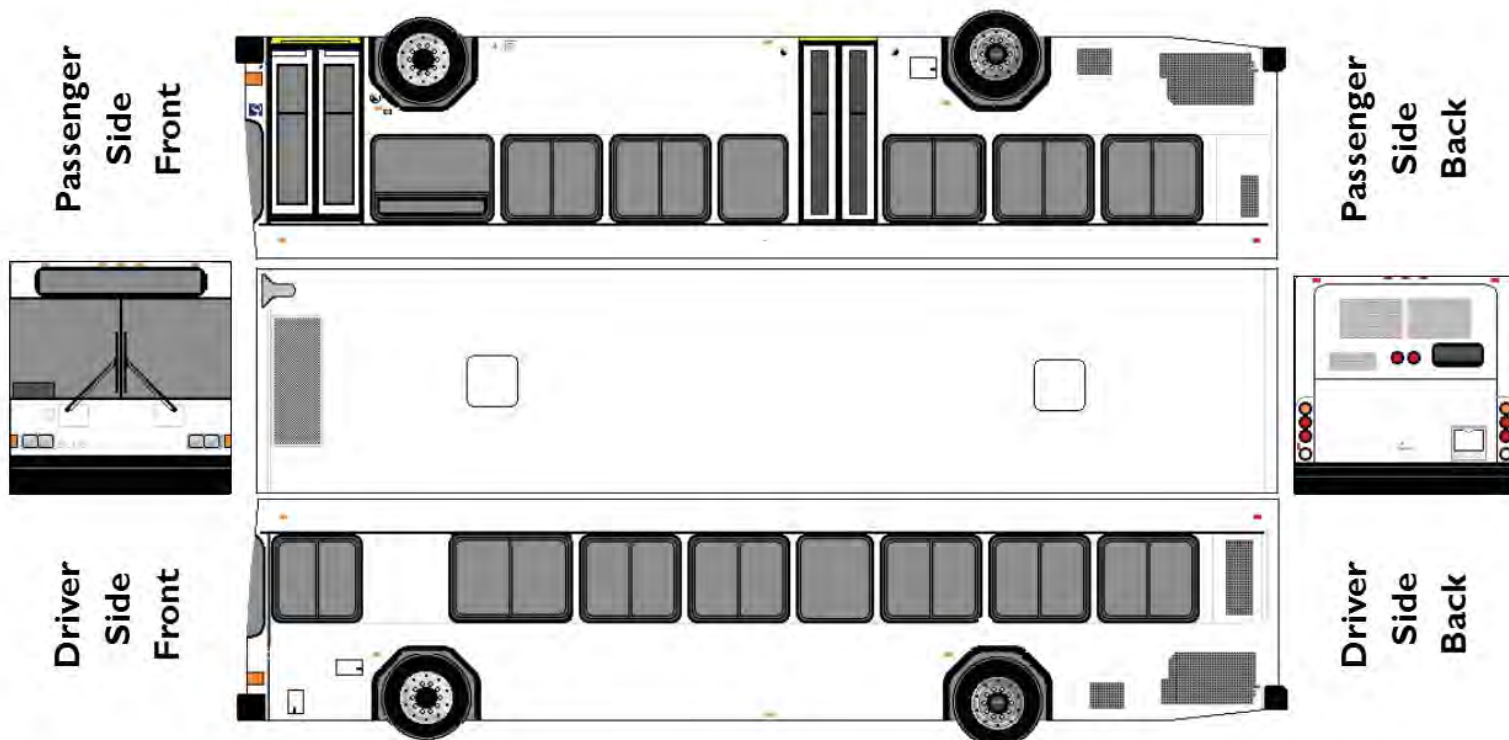
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Gillig
Model: Bus
Year: 2012
ID/Serial Number/VIN: 44 / 15GGD2710C1179189
Mileage: 194,649
Date in Service: 8/01/2012
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.7
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

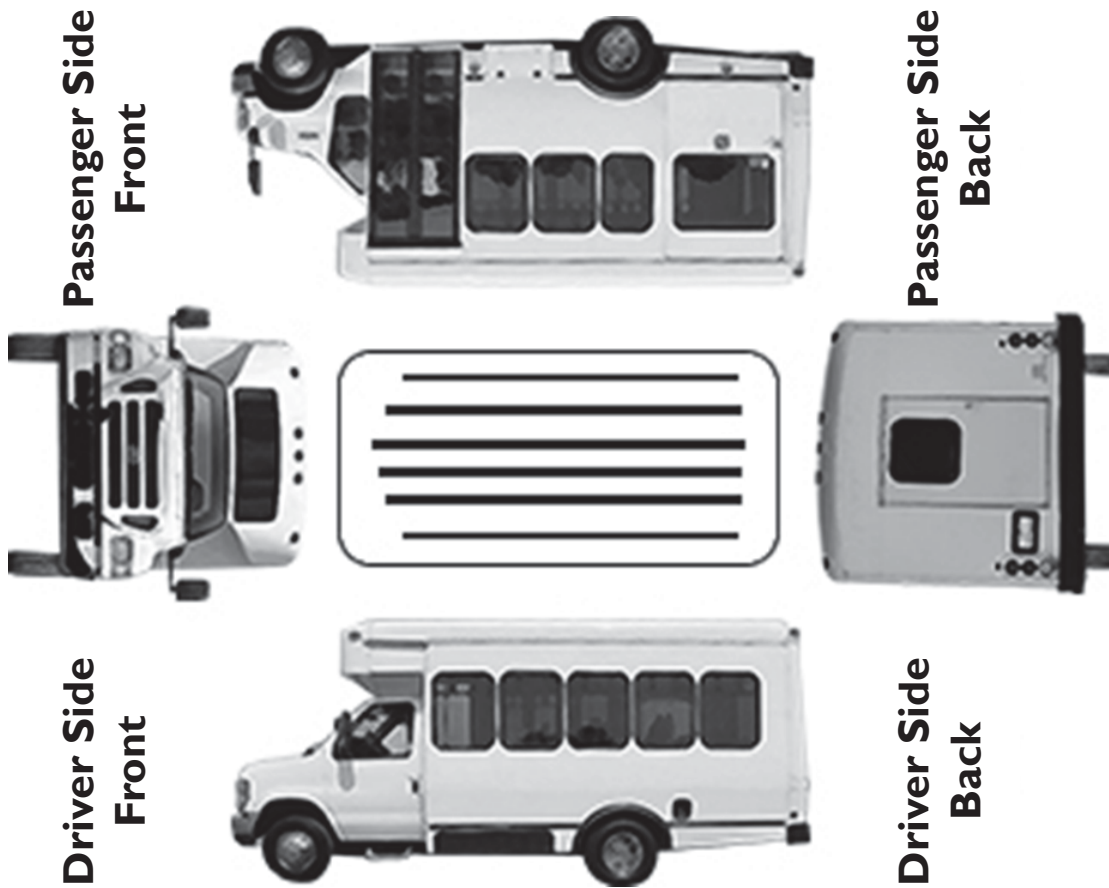
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Ford
Model: El Dorado
Year: 2010
ID/Serial Number/VIN: 7 / 1FDEE3FS3BDA05752
Mileage: 69,824
Date in Service: 11/1/2010
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 3.4
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

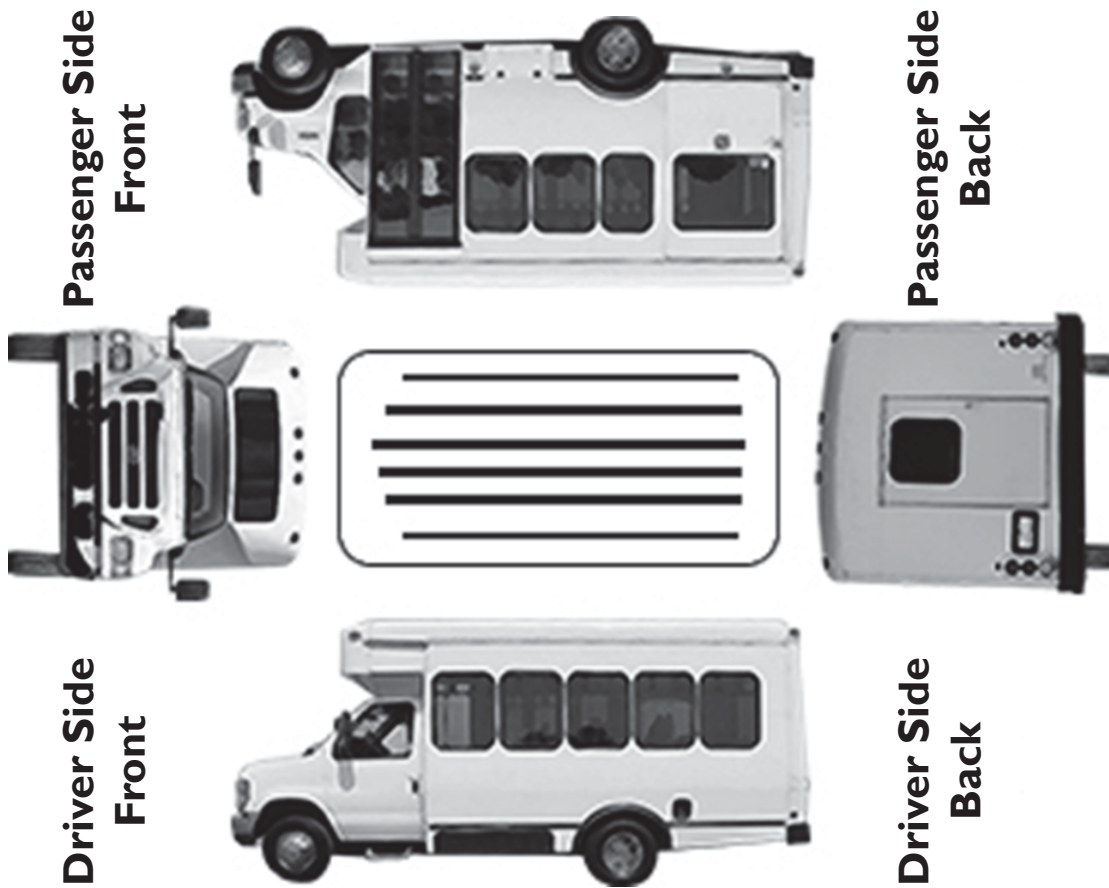
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Ford
Model: El Dorado
Year: 2011
ID/Serial Number/VIN: 11 / 1 FDEE3FS9BDB30481
Mileage: 64,806
Date in Service: 10/1/2011
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 3.5
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

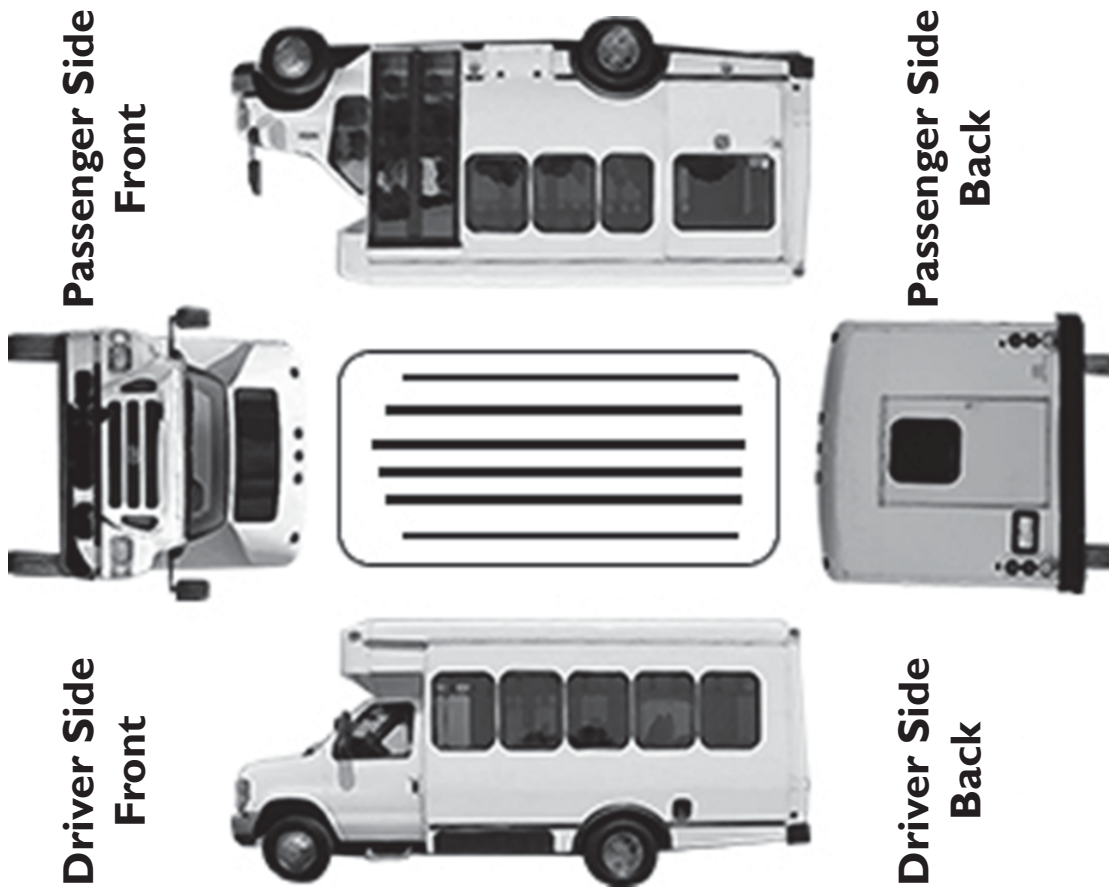
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Ford
Model: El Dorado
Year: 2008
ID/Serial Number/VIN: 12 / 1FD3E35S58DB26171
Mileage: 107,933
Date in Service: 11/1/2008
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 2.9
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

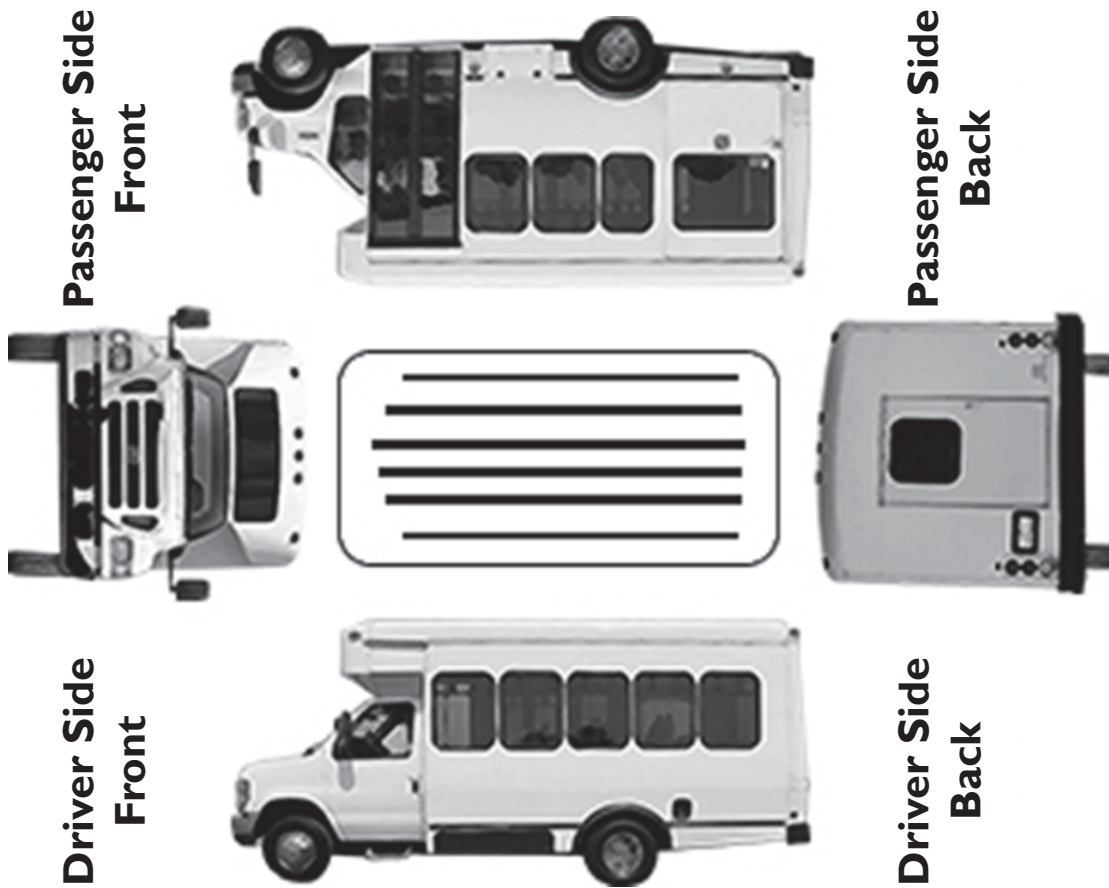
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Ford
Model: El Dorado
Year: 2010
ID/Serial Number/VIN: 17 / 1FDEE3FSXADA65557
Mileage: 72,808
Date in Service: 7/1/2010
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.4
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

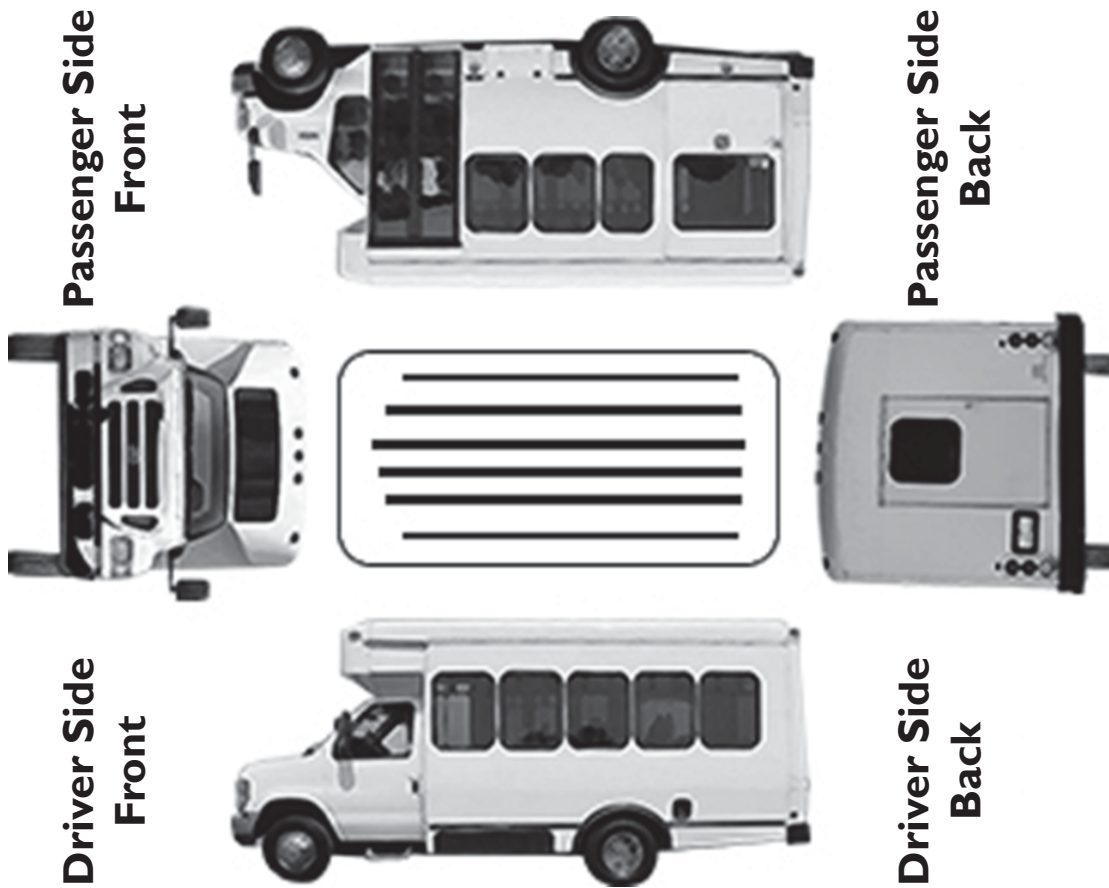
Revenue Vehicle Inventory & Condition Assessment Form

Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Ford
Model: El Dorado
Year: 2009
ID/Serial Number/VIN: 24 / 1FDEE35S69DA32620
Mileage: 84,863
Date in Service: 2/1/2009
Vehicle Location: Fayetteville

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

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

Vehicle Condition Score: 3.0
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

RAZORBACK**TRANSIT**

Revenue Vehicle Inventory & Condition Assessment Form

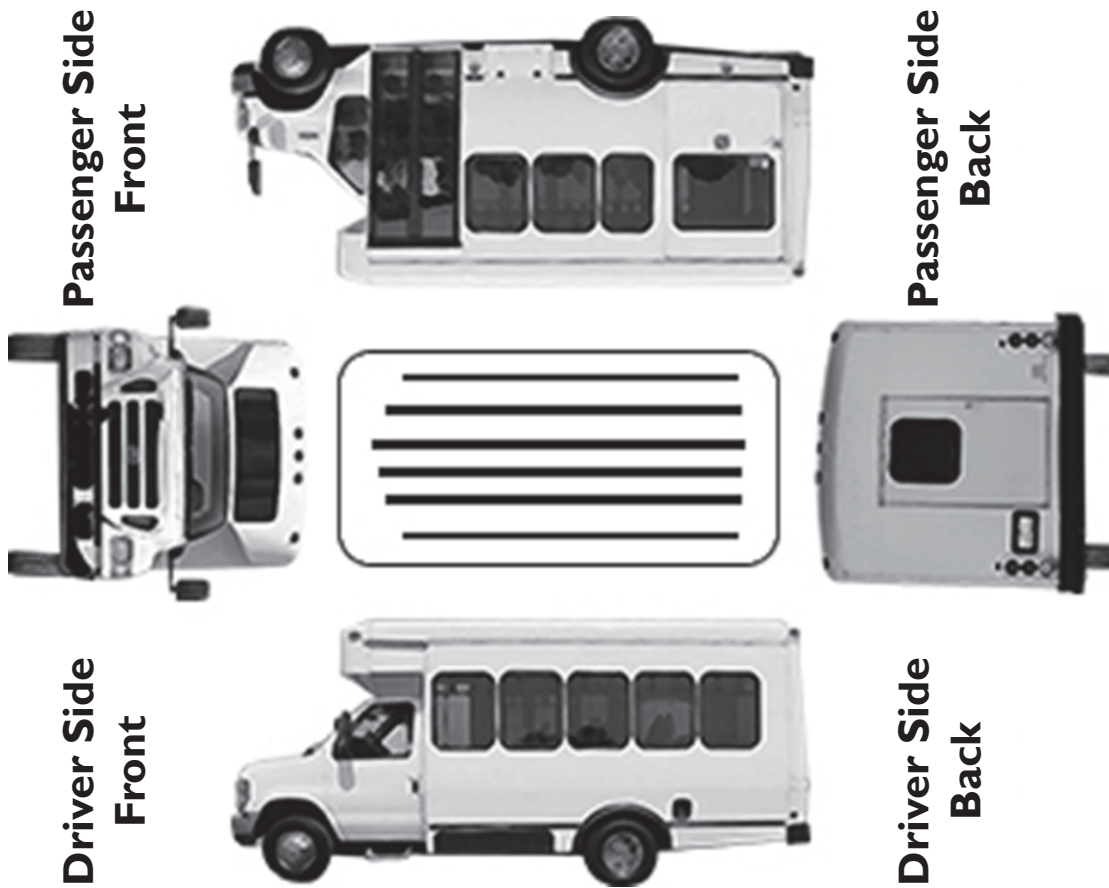
Agency Name: Razorback Transit
Inventory Date: 04/18/2018
Make: Ford
Model: El Dorado
Year: 2012
ID/Serial Number/VIN: 37 / 1 FDEE3FS1CDB30220
Mileage: 65,610
Date in Service: 1/1/2013
Vehicle Location: Fayetteville
Vehicle Asset Class (Mark One)

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

Vehicle Condition Assessment Rating Scale

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

Vehicle Condition Score: 3.7
Additional Vehicle Comments:



Note: Provide photographs of all damage or physical issue noted

Vehicle Subsystems Review Items:

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

Appendix B: Facility Inspection Forms



Facility Inventory & Condition Assessment Form

Agency Name: Razorback Transit

Inventory Date: 04/18/2018

Facility Address: 280 Eastern Avenue Fayetteville, AR 72701

Facility Name: Bus Barn (Administrative)

Year Built or Replaced: 1991

Primary Mode Served: Fixed Route and Paratransit

Square Feet: 1400

Percent Capital Responsibility: 100%

Section of Larger Facility? ☒ **Yes** ☐ **No**

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

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

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.5	4.5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4.5	4.17
	Roof, gutters, eaves, skylights, pillars, and walls	4	
	Exterior windows, doors, and all finishes (paint and masonry)	4	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4.5	4.5
	Interior stairs and landings	4.5	
	Finishes: materials used on walls, floors, and ceilings	4.5	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4	4.17
	Water supply	4.5	
	Sanitary waste	N/A	
	Rain water drainage	4	
HVAC	Energy supply	4.5	4.5
	Heating/cooling generation and distribution systems	4.5	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4	4.13
	Lighting and branch wiring (interior and exterior)	4	
	Communications and security	4	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	4.5	
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	4
	Site development, such as: fences, walls, and miscellaneous structures	4	
	Landscaping and irrigation	4	
	Site utilities	4	

Cumulative Primary Level Score (CPLS): 29.97

Final Term Rating (CPLS/7): 4.28



Facility Inventory & Condition Assessment Form

Agency Name: Razorback Transit

Inventory Date: 04/18/2018

Facility Address: 280 Eastern Avenue Fayetteville, AR 72701

Facility Name: Bus Barn (Maintenance)

Year Built or Replaced: 1991

Primary Mode Served: Fixed Route and Paratransit

Square Feet: 5600

Percent Capital Responsibility: 100%

Section of Larger Facility? ☒ **Yes** ☐ **No**

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

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

Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.5	4.5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4.5	4.17
	Roof, gutters, eaves, skylights, pillars, and walls	4	
	Exterior windows, doors, and all finishes (paint and masonry)	4	
	Balconies, fire escapes, gutters, and downspouts	N/A	
Interiors	Partitions: walls, interior doors, fittings, and signage	4.5	4.5
	Interior stairs and landings	4.5	
	Finishes: materials used on walls, floors, and ceilings	4.5	
Conveyance	Elevators and escalators	N/A	N/A
	Fixed apparatuses for the movement of goods or people	N/A	
Plumbing	Fixtures	4	4.17
	Water supply	4.5	
	Sanitary waste	N/A	
	Rain water drainage	4	
HVAC	Energy supply	4.5	4.5
	Heating/cooling generation and distribution systems	4.5	
	Testing, balancing, controls, and instrumentation	N/A	
	Chimneys and vents	N/A	
Fire Protection	Sprinklers	N/A	N/A
	Standpipes	N/A	
	Hydrants and other fire protection specialties	N/A	
Electrical	Electrical service and distribution	4	4.13
	Lighting and branch wiring (interior and exterior)	4	
	Communications and security	4	
	Other electrical system related pieces, such as: lighting protection, generators, and emergency lighting	4.5	
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	4
	Site development, such as: fences, walls, and miscellaneous structures	4	
	Landscaping and irrigation	4	
	Site utilities	4	

Cumulative Primary Level Score (CPLS): 29.97

Final Term Rating (CPLS/7): 4.28



Facility Inventory & Condition Assessment Form

Agency Name: Razorback Transit

Inventory Date: 04/18/2018

Facility Address: 361 Garland Avenue Fayetteville, AR 72701

Facility Name: Union Station

Year Built or Replaced: 1999

Primary Mode Served: Fixed Route

Square Feet: 5380

Percent Capital Responsibility: 100%

Section of Larger Facility? ☒ **Yes** ☐ **No**

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

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

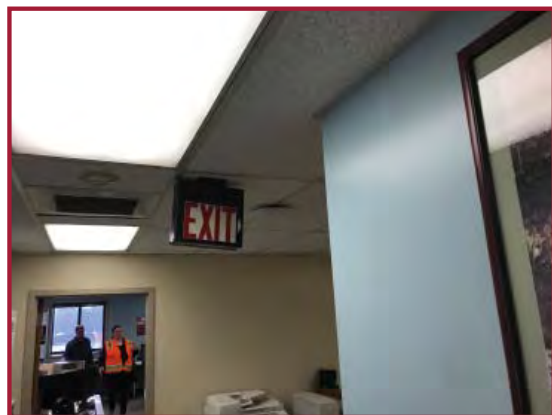
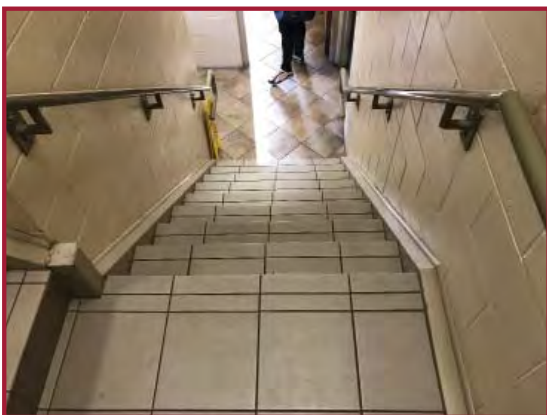
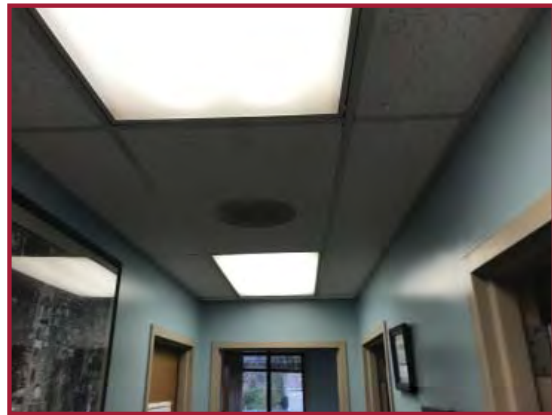
Primary Level	Secondary Level Visual Assessment	Secondary Level Visual Rating	Primary Level Rating
Substructure	Foundation	4.5	4.5
	Basement	N/A	
Shell	Superstructure/structural frame, including columns, pillars, and walls	4.5	4.5
	Roof, gutters, eaves, skylights, pillars, and walls	4.5	
	Exterior windows,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

Cumulative Primary Level Score (CPLS): 36

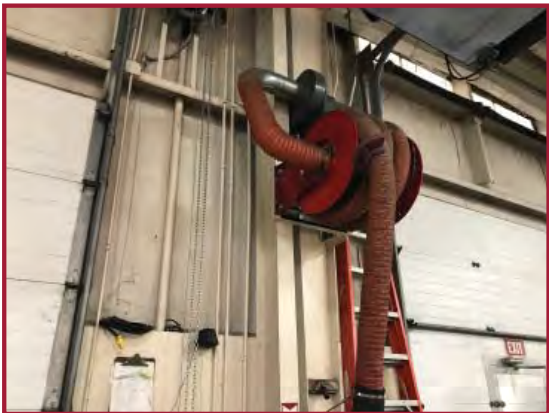
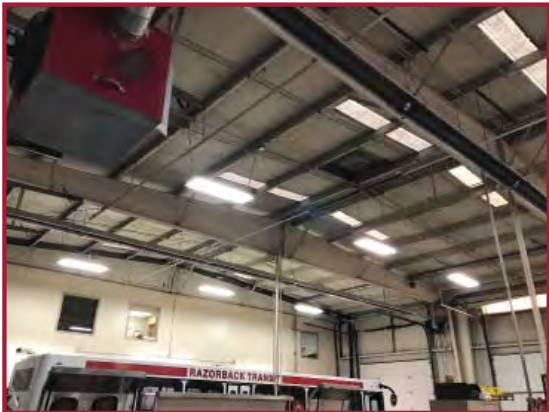
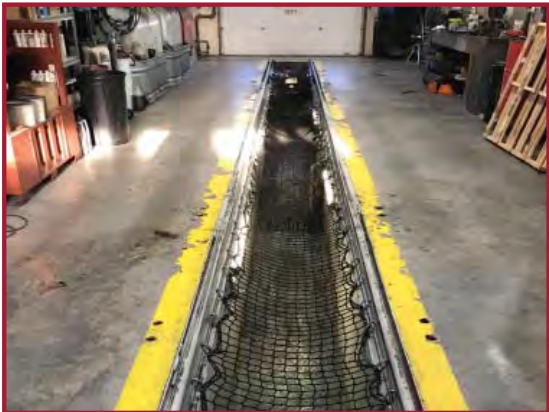
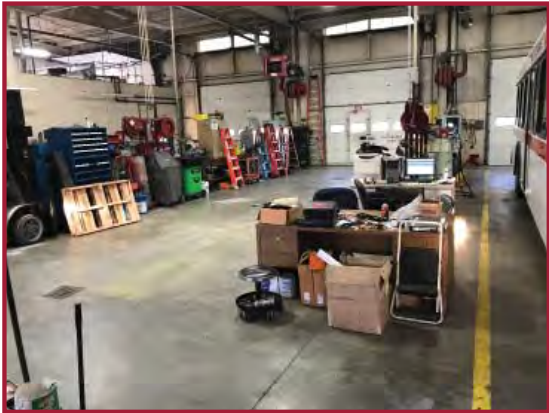
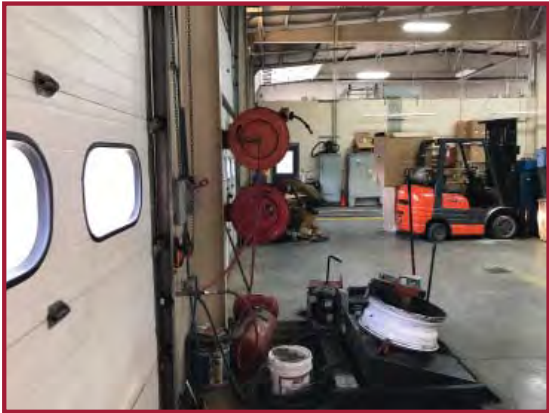
Final Term Rating (CPLS/8): 4.5

Appendix C: Site Visit Photos

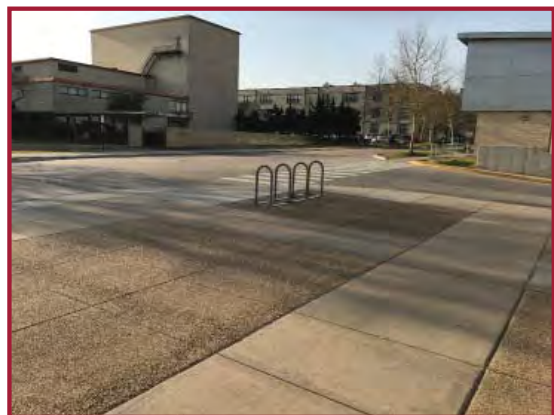
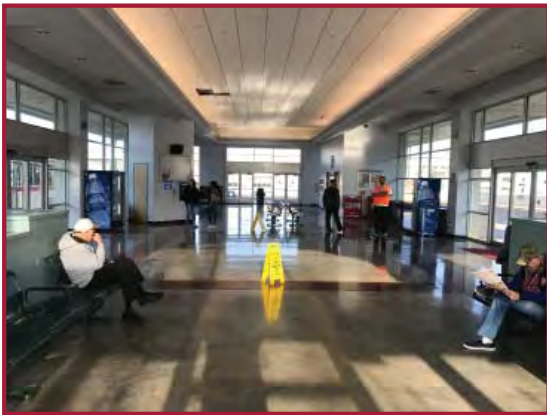
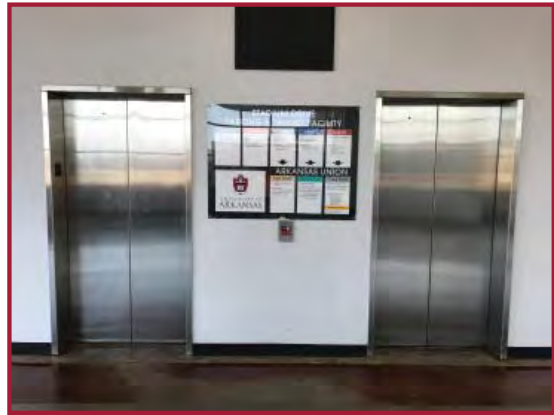
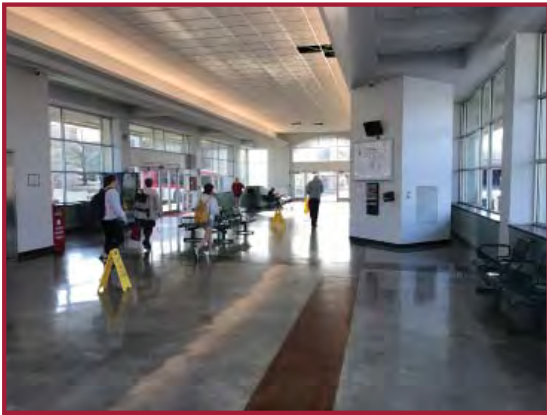
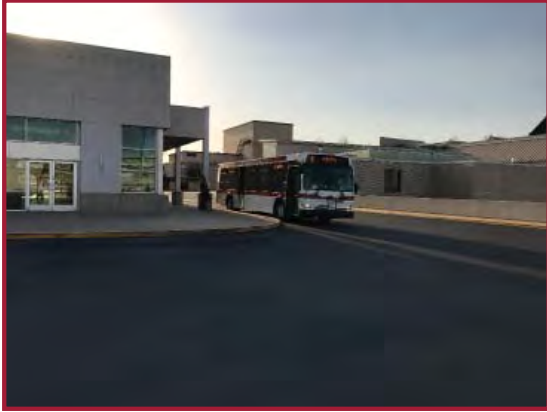
Bus Barn (Administration)



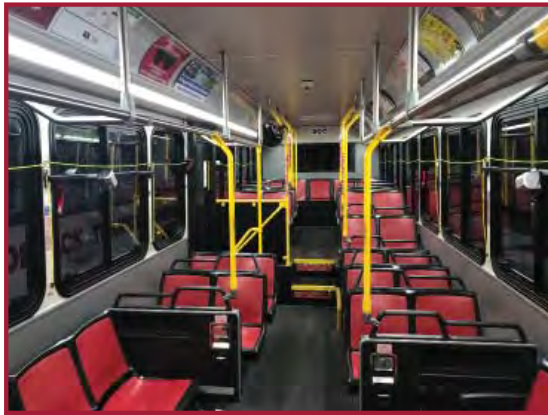
Bus Barn (Maintenance)



Union Station



General Photos



Appendix D: Razorback Transit and ORT Combined Investment Prioritization

Appendix D: Razorback Transit and ORT Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2007	MV	Chevrolet/Uplander	508	1.0	\$40,000	\$40,000					\$40,000
ORT	2001	BU	Gillig/Low Floor	Key West 805	1.0	\$395,000	\$395,000					\$435,000
ORT	2001	BU	Gillig/Low Floor	Key West 807	1.0	\$395,000	\$395,000					\$830,000
ORT	2001	BU	Gillig/Low Floor	Key West 808	1.0	\$395,000	\$395,000					\$1,225,000
ORT	1997	BU	Gillig/Phantom	Razorback 025	1.0	\$395,000	\$395,000					\$1,620,000
ORT	1997	BU	Gillig/Phantom	Razorback 030	1.0	\$395,000	\$395,000					\$2,015,000
ORT	2010	MV	Dodge/Grand Caravan SE	510	1.1	\$40,000	\$40,000					\$2,055,000
ORT	2010	MV	Dodge/Grand Caravan SE	512	1.1	\$40,000	\$40,000					\$2,095,000
ORT	2010	MV	Dodge/Grand Caravan SE	515	1.1	\$40,000	\$40,000					\$2,135,000
ORT	2001	BU	Orion/Bus	Athens 268	1.3	\$395,000	\$395,000					\$2,530,000
ORT	2003	BU	NABI/Bus	DART 5747	1.3	\$395,000	\$395,000					\$2,925,000
ORT	2008	CU-U	Ford/Glaval Titan II	Pelivan 078	1.4	\$135,000	\$135,000					\$3,060,000
ORT	2010	CU-U	Ford/EI Dorado	Wichita 933	1.5	\$135,000	\$135,000					\$3,195,000
Razorback	2001	BU	Gillig/Bus	21	1.6	\$435,000	\$435,000					\$3,630,000
ORT	2010	CU-U	Ford/E-450	677	1.7	\$135,000	\$135,000					\$3,765,000
ORT	2001	BU	Orion/Bus	Athens 269	1.7	\$395,000	\$395,000					\$4,160,000
ORT	2003	BU	Gillig/Phantom	Pennsylvania 1508	1.7	\$395,000	\$395,000					\$4,555,000
Razorback	2001	BU	Gillig/Bus	20	1.7	\$435,000		\$445,875				\$5,000,875
ORT	2009	CU-U	Ford/E-450	Kentucky 601	1.9	\$135,000		\$135,000				\$5,135,875
ORT	2010	CU-U	Ford/EI Dorado	Wichita 939	1.9	\$135,000		\$135,000				\$5,270,875

Appendix D I: Razorback Transit and ORT Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2010	CU-U	Ford/EI Dorado	Wichita 941	1.9	\$135,000		\$135,000				\$1,275,000
Razorback	2001	BU	Gillig/Bus	9	2.0	\$435,000		\$456,750				\$1,326,750
Razorback	2003	BU	Gillig/Bus	8	2.2	\$435,000		\$456,750				\$1,783,500
ORT	2010	CU-U	Ford/EI Dorado	Wichita 27	2.3	\$135,000			\$135,000			\$1,918,500
ORT	2010	CU-U	Ford/EI Dorado	Wichita 29	2.3	\$135,000			\$135,000			\$2,053,500
ORT	2010	CU-U	Ford/EI Dorado	Wichita 28	2.4	\$135,000				\$135,000		\$2,188,500
Razorback	2007	BU	Gillig/Bus	15	2.5	\$435,000			\$479,588			\$2,263,088
Razorback	2007	BU	Gillig/Bus	4	2.5	\$435,000			\$479,588			\$2,742,675
Razorback	2008	CU	Ford/EI Dorado	12	2.6	\$60,000	\$60,000					\$2,802,675
ORT	2006	CU-U	Chevrolet/Express 3500	EOA 105	2.7	\$135,000				\$135,000		\$2,937,675
Razorback	2009	CU	Ford/EI Dorado	24	2.7	\$60,000		\$61,500				\$2,864,175
Razorback	2010	BU	Orion/Bus	3	2.8	\$435,000				\$503,567		\$3,367,742
Razorback	2008	BU	Gillig/Bus	32	3.0	\$435,000				\$503,567		\$3,871,309
Razorback	2008	BU	Gillig/Bus	31	3.0	\$435,000					\$528,745	\$4,400,054
Razorback	2010	BU	Gillig/Bus	27	3.1	\$435,000					\$528,745	\$4,928,799
Razorback	2010	BU	Orion/Bus	2	3.1	\$435,000						\$4,928,799
Razorback	2010	BU	Gillig/Bus	28	3.1	\$435,000						\$4,928,799
Razorback	2010	BU	Orion/Bus	6	3.1	\$435,000						\$4,928,799
Razorback	2010	CU	Ford/EI Dorado	17	3.1	\$60,000			\$63,038			\$4,991,837
Razorback	2010	CU	Ford/EI Dorado	7	3.5	\$60,000				\$64,613		\$5,056,450

Appendix D2: Razorback Transit and ORT Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2010	BU	Gillig/Low Floor	Springfield 271	3.5	\$395,000					\$395,000	\$5,451,450
ORT	2010	BU	Gillig/Low Floor	Springfield 273	3.5	\$395,000						\$5,451,450
Razorback	2011	CU	Ford/EI Dorado	11	3.5	\$60,000					\$66,229	\$5,122,679
Razorback	2012	CU	Ford/EI Dorado	37	3.6	\$60,000						\$5,122,679
ORT	2015	CU-U	Glaval/E-450	681	3.6	\$135,000						\$5,122,679
ORT	2015	CU-U	Glaval/E-450	683	3.7	\$135,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	41	3.8	\$435,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	42	3.8	\$435,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	43	3.9	\$435,000						\$5,122,679
Razorback	2012	BU	Gillig/Bus	44	3.9	\$435,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	517	4.0	\$40,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	518	4.0	\$40,000						\$5,122,679
ORT	2015	BU-M	Glaval/Concorde II	309	4.3	\$250,000						\$5,122,679
ORT	2015	BU-M	Glaval/Concorde II	310	4.3	\$250,000						\$5,122,679
ORT	2015	BU-M	Glaval/Concorde II	311	4.3	\$250,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	516	4.3	\$40,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	519	4.3	\$40,000						\$5,122,679
ORT	2016	MV	Mobility Ventures/MV-I	520	4.3	\$40,000						\$5,122,679
ORT	2017	CU-R	Ford/E-450	685	4.8	\$57,000						\$5,122,679
ORT	2017	CU-R	Ford/E-450	686	4.8	\$57,000						\$5,122,679

Appendix D3: Razorback Transit and ORT Combined Investment Prioritization

Agency	Year	Asset Class	Make /Model	Agency Vehicle Number*	Condition Rating	Replacement Cost	2019 Investment	2020 Investment	2021 Investment	2022 Investment	2023 Investment	Total Investment
ORT	2017	CU-R	Ford/E-450	687	4.8	\$57,000						\$5,122,679
Razorback	2015	BU	Gillig/Bus	22	4.8	\$435,000						\$5,122,679
Razorback	2015	BU	Gillig/Bus	23	4.8	\$435,000						\$5,122,679
Razorback	2016	BU	Gillig/Bus	26	4.9	\$435,000						\$5,122,679
Razorback	2016	BU	Gillig/Bus	25	4.9	\$435,000						\$5,122,679
Razorback	2016	BU	Gillig/Bus	30	4.9	\$435,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	688	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	689	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	690	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	691	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	692	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	693	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	694	4.9	\$135,000						\$5,122,679
ORT	2017	CU-U	Chevrolet/Arboc	695	4.9	\$135,000						\$5,122,679
Razorback	2017	BU	Gillig/Bus	33	5.0	\$435,000						\$5,122,679
Razorback	2017	BU	Gillig/Bus	19	5.0	\$435,000						\$5,122,679
Razorback	2017	BU	Gillig/Bus	18	5.0	\$435,000						\$5,122,679

PART 4: FY2018 BUSES AND BUS FACILITIES INFRASTRUCTURE PROGRAM (49 U.S.C. 5339) FUNDING FOR OZARK REGIONAL TRANSIT

To amend the NWA 2040 MTP Chapter 11 Bus and Bus Facilities Program (49 U.S.C. 5339) – Transit to read as follows:

MAP-21/FAST Act created a new grant program for bus and bus facilities that replaced the Section 5309 discretionary program. The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Funding is provided through formula allocations and competitive grants.

Formula Allocation: The Urbanized Area receives approximately \$349,144 annually in Federal funds matched by \$61,614 in local funds for the replacement of vehicles and related capital projects. Funding is utilized by both Razorback Transit and ORT for replacing buses.

Competitive Grants: Two discretionary components have been added to the Section 5339 program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. The Bus and Bus Facilities Infrastructure Investment Program, through the Federal Transit Administration, is a discretionary program that makes Federal funding available for the purpose of financing capital bus and bus-related projects which will support the continuation and expansion of public transportation services in the United States. The Bus Discretionary program allows states and transit agencies to construct bus-related facilities. Ozark Regional Transit (ORT) received a \$2.9 million grant award in 2018 to replace its administration and operations center. The new facility will improve safety and accessibility, and accommodate growing demand for transit service in Northwest Arkansas. The facility is expected to be completed in 2020. Additionally, ORT received \$3.6 million in 2018 to aid in replacing its bus fleet, after it was destroyed by a fire.