

## Performance Measures

Performance measures are a way to measure ourselves to see if we are meeting our goals. As part of the long range plan, AHTD will be developing a series of performance measures that will help the agency assess the efficiency and effectiveness of its programs and investments.

### Examples of transportation performance measures:

- Percent of pavement in good/fair/poor condition
- Percent of bridges in good/fair/poor condition
- Number of fatalities and serious injuries

### Why use performance measures?

- Informs decision-making
- Shows progress toward meeting goals and objectives
- Improves accountability to the public
- Tracks progress over time
- Implements data-driven analysis
- Complies with federal law

### Performance measures in Arkansas:

- AHTD is currently developing performance measures
- Will take into account federal rulemaking and guidance, current data collection and analysis practices at AHTD, other AHTD plans, as well as the goals and objectives identified in the planning process

## Project Timeline



Visit [www.WeMoveArkansas.com](http://www.WeMoveArkansas.com) for more information.

Please direct any questions to [AR\\_LRITP@ahtd.gov](mailto:AR_LRITP@ahtd.gov).

## Long Range Intermodal Transportation Plan

At the Arkansas State Highway and Transportation Department (AHTD) we have started developing our Long Range Intermodal Transportation Plan (LRITP), looking at the state's transportation needs 25 years into the future. With this new plan, we will have a blueprint for meeting the challenges of providing a safe and efficient transportation system into the future.

The LRITP will be a policy document, and not a list of projects. It will set a strategic direction for the future of transportation in Arkansas and will identify the level of transportation investments that will be required moving forward. Once completed, the plan will help guide future decisions and will be used to help determine what projects should be built in the future. The plan will not only cover the highway system in Arkansas, but also air, rail, water, public transportation, bicycle and pedestrian.

While development of the plan is required by federal law, it also provides the state an opportunity to create its first performance-based plan. As part of this, we have started developing goals and objectives – identifying things we want to accomplish over the next 25 years. Once those are established, we will then create performance measures to

give us a way to measure ourselves to see if we are meeting our goals. Going through this process will help to ensure that investments in future transportation projects will be made based on the project's ability to meet established goals to improve the overall transportation system.



In another first for our agency, the LRITP is being developed using scenario planning, a way to examine long-range issues and their impact on transportation. While we don't have a crystal ball, we do know that things beyond our control will change how our transportation system is used. For example: What if extreme weather events are more prevalent? What if technology advances lead to more connected and autonomous vehicles? What if the younger demographic drives less and baby boomers need more transit options to get around? This plan will consider various scenarios to help us to think strategically about what transportation might look like in 50 years and in turn make smart decisions today.

Hearing from the public is an important part of the plan's development. Today, we want to hear from you about your transportation priorities and we need your feedback on the goals being developed. Additional opportunities to provide input into the plan will be available online and in person starting early next year.

## Goals

Setting clear goals is a critical foundation for any successful planning effort. The idea is to develop goals that will form the basis for selecting transportation investments and creating policies, and then align performance measures to the goals to evaluate progress. AHTD has developed the following draft goals for the LRITP:

**Safety and Security:** *Improve statewide safety for all modes and all users and reduce system vulnerability and improve system resiliency to maintain essential travel during extreme events.*

**Economic Competitiveness:** *Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness.*

**Infrastructure Condition:** *Invest in the existing highway and bridges to maintain and preserve the existing system.*

**Environmental Sustainability:** *Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.*

### **Congestion Reduction, Mobility, and System**

**Reliability:** *Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods.*

**Multimodal Transportation System:** *Partner with Metropolitan Planning Organizations, Planning and Development Districts, local governments, and other responsible modal agencies to improve intermodal transportation system safety, accessibility, and connectivity.*

# Arkansas Transportation by the Numbers

## TRANSPORTATION INFRASTRUCTURE



### MILES OF STATE HIGHWAY

16,395

Roads with acceptable pavement ride quality based on International Roughness Index, 2012

Arkansas 80.1%  
United States 81.3%

### BRIDGES

12,696

Bridges classified as functionally obsolete, 2012

Arkansas 16.0%  
United States 13.9%

Bridges classified as structurally deficient, 2012

Arkansas 7.1%  
United States 11.0%

### MILES OF FREIGHT RAILROAD

2,662

### MILES OF WATERWAY

1,860

## MAJOR AIRPORTS

- 4 Bill and Hillary Clinton National Airport-Little Rock
- Northwest Arkansas Regional Airport
- Fort Smith Regional Airport
- Texarkana Regional Airport

## MAJOR WATER PORTS

- 3 Little Rock
- Pine Bluff
- Helena

## POPULATION

2.9m ▲ 9.0%  
2012 2002-2012

## EMPLOYMENT

978.5k ▲ 0.4%  
2012 2002-2012

## LICENSED DRIVERS

2.2m ▲ 11.9%  
2012 2002-2012

## REGISTERED VEHICLES

2.5m ▲ 32.4%  
2012 2002-2012

## TRANSIT RIDERSHIP

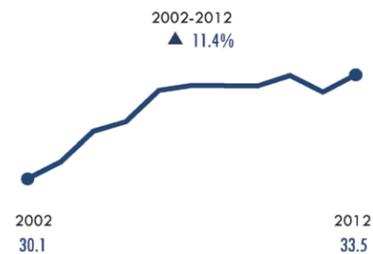
5.8m ▲ 18.4%  
2012 2002-2012

## AIR CARRIER ENPLANEMENTS

1.7m ▲ 8.6%  
2013 2003-2013

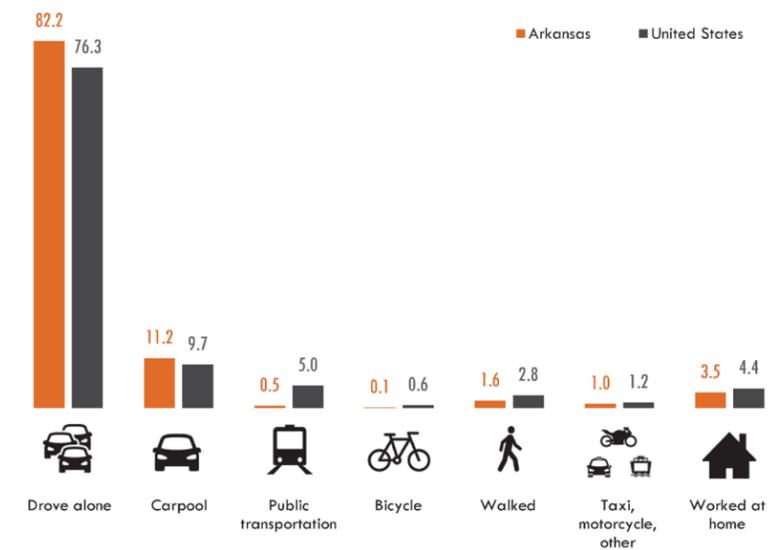
## HIGHWAY TRAVEL

Billions of vehicle miles traveled, 2002-2012



## HOW RESIDENTS GET TO WORK

Percentage of workers over age 16, 2012



## AVERAGE DAILY PERSON MILES

Miles per person per day, 2009



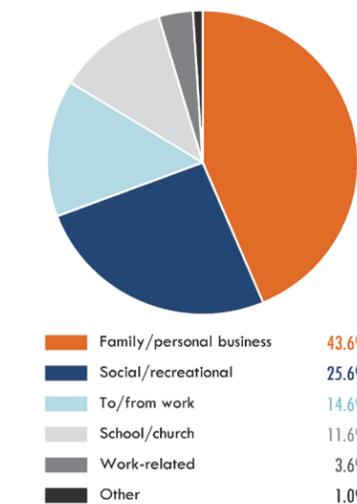
## AVERAGE DAILY PERSON TRIPS

Trips per person per day, 2009



## PASSENGER TRAVEL BY TRIP PURPOSE

Percentage of annual person trips, 2009



## TRANSPORTATION INDUSTRY JOBS

49,281 ▼ -1.7%  
2012 2002-2012

Major categories include:

Truck transportation

30,944 ▼ -12.8%

Transportation support activities

4,810 ▲ 32.6%

Freight railroad

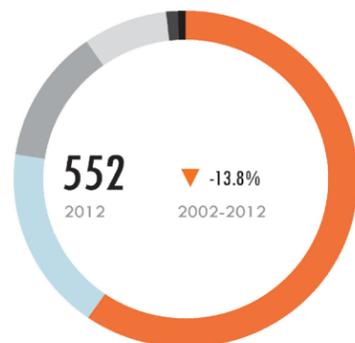
3,390 ▼ -8.8%

Transit and ground passenger transportation

1,167 ▲ 33.1%

Data on transportation industry jobs provided by the U.S. Census Bureau's County Business Patterns, an annual series that provides economic data by industry. Several categories make up the total number of transportation industry jobs shown above, a few representative examples are shown.

## HIGHWAY FATALITIES



- 59.6% Driver
- 17.8% Passenger
- 12.9% Motorcyclist
- 8.0% Pedestrian
- 1.1% Bicyclist
- 0.7% Other

## HIGHWAY FATALITY RATE

Fatalities per 100 million vehicle miles traveled, 2013



## MOTOR FUEL USE PER CAPITA

Gallons per capita, 2012

