

RESOLUTION #2023-02

A RESOLUTION TO SUPPORT THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) AND THE MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) ESTABLISHED PERFORMANCE TARGETS FOR PAVEMENT AND BRIDGE CONDITION, AND TRAVEL TIME RELIABILITY

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) continues FAST Act and MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, Arkansas Department of Transportation (ARDOT) and Missouri Department of Transportation (MoDOT) have established performance targets in coordination with NWARPC for Safety, Pavement and Bridge Condition, and Travel Time Reliability; and

WHEREAS, pursuant to 23 CFR §490.105, the Metropolitan Planning Organization (MPO) shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options.

WHEREAS, Resolution #2018-13, #2020-01, #2020-07, #2021-12, and #2022-14 authorized support of the ARDOT and MoDOT established performance targets for Safety, Pavement and Bridge Condition, and Travel Time Reliability; and

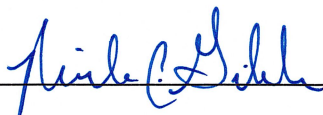
WHEREAS, ARDOT and MoDOT have established and approved their respective statewide targets for Pavement and Bridge Condition, and Travel Time Reliability.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

That the Northwest Arkansas Regional Planning Commission hereby supports ARDOT's and MoDOT's established performance targets and agrees to plan and program projects in support of these targets as shown in Exhibit A, which is attached hereto.

PASSED AND APPROVED BY THIS 22ND DAY OF FEBRUARY, 2023

ATTEST:





Mayor Chris Keeney, Chair, NWARPC

EXHIBIT A

NWARPC SUPPORTED ARDOT AND MoDOT TARGETS
 Northwest Arkansas Regional Planning Commission - September 26, 2018 - Res. No. 2018-13
 Northwest Arkansas Regional Planning Commission - 2020 Safety Targets - January 22, 2020 - Res. No 2020-01
 Northwest Arkansas Regional Planning Commission - 2021 Safety Targets And Mid-Performance Report Target Adjustments - December 2, 2020 - Res. No. 2020-07
 Northwest Arkansas Regional Planning Commission - 2022 Safety Targets - October 27, 2021 Res. No. 2021-12
 Northwest Arkansas Regional Planning Commission - 2023 Safety Targets - October 26, 2022 Res. No. 2022-14
 Northwest Arkansas Regional Planning Commission - 2023 PM2 & PM3 - February 22, 2023 Res. No. 2023-02

SAFETY	MoDOT							ARDOT						
	Baseline	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023	2013-2017 Baseline	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023
Number of Fatalities	910.0	857.7	872.3	859.3	871.6	877	948.2	514.4	555	543	541.2	536.3	631.5	704.9
Fatality Rate per 100 Million VMT	1.213	1.163	1.160	1.130	1.119	1.126	1.212	1.474	1.662	1.615	1.595	1.560	1.808	1.895
Number of Serious Injuries	4,681.2	4,559.3	4,433.8	4,505.4	4,463.9	4,299.0	4,848.7	2,991.2	3,470.0	3,637.0	3,201.4	3,103.8	2,996.9	2,790.1
Serious Injury Rate per 100 Million VMT	6.241	6.191	6.168	5.953	5.829	5.520	6.205	8.584	10.419	10.824	9.441	9.043	8.608	7.815
Number of Non-Motorized Fatalities and Serious Injuries	462.2	431.9	445.4	437.4	462.2	485	499.2	149	149	170	300.3	220.3	229.2	274.4
PAVEMENTS	MoDOT 2017-2021*				MoDOT 2021-2025*			ARDOT 2018-2022*				ARDOT 2022-2026*		
	Baseline (2017)	2019 Target (2-year)	2021 Target (4-year)	2021 Target (Revised)	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	(IRI Only)** Baseline (2018)	2020 Target (2-year)	2022 Target (4-year)	2022 Target (Revised)	Baseline (2022)	2024 Target (2-year)	2026 Target (4-year)
Percentage of Interstate Pavements in Good Condition	77.5%	N/A	77.5%	77.5%	79.9%	77.5%	77.5%	77.0%	N/A	79.0%	79.0%	65.2%	54.0%	48.0%
Percentage of Interstate Pavements in Poor Condition	0.1%	N/A	0.0%	0.1%	0.0%	0.1%	0.1%	4.0%	N/A	5.0%	5.0%	1.3%	5.0%	5.0%
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%	61.1%	61.1%	61.3%	61.1%	61.1%	52.0%	48.0%	44.0%	59.0%	35.0%	41.0%	45.0%
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%	1.0%	1.0%	0.9%	1.0%	1.0%	8.0%	10.0%	12.0%	7.0%	5.3%	4.0%	4.0%
BRIDGE	MoDOT 2017-2021*				MoDOT 2021-2025*			ARDOT 2018-2022*				ARDOT 2022-2026*		
	Baseline (2017)	2019 Target (2-year)	2021 Target (4-year)	2021 Target (Revised)	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	Baseline (2018)	2020 Target (2-year)	2022 Target (4-year)	2022 Target (Revised)	Baseline (2022)	2024 Target (2-year)	2026 Target (4-year)
Percent of NHS bridges by deck area classified as Good condition	34.0%	30.9%	30.9%	26.4%	27.2%	22.8%	19.2%	50.3%	50.0%	50.0%	42.0%	43.6%	39.0%	40.0%
Percent of NHS bridges by deck area classified as Poor condition	7.1%	7.1%	7.1%	8.2%	7.1%	7.7%	7.8%	3.9%	4.0%	6.0%	6.0%	3.5%	6.0%	8.0%
TRAVEL TIME RELIABILITY	MoDOT 2017-2021*				MoDOT 2021-2025*			ARDOT 2018-2022*				ARDOT 2022-2026*		
	Baseline (2017)	2019 Target (2-year)	2021 Target (4-year)	2021 Target (Revised)	2021 Baseline	2023 Target (2-year)	2025 Target (4-year)	Baseline (2018)	2020 Target (2-year)	2022 Target (4-year)	2022 Target (Revised)	Baseline (2022)	2024 Target (2-year)	2026 Target (4-year)
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	91.6%	88.9%	87.1%	87.1%	98.4%	87.1%	86.0%	95.0%	91.0%	89.0%	93.0%	98.5%	93.0%	93.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	92.3%	N/A	87.8%	87.8%	95.5%	87.8%	87.0%	96.0%	N/A	90.0%	92.0%	95.6%	92.0%	92.0%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.25	1.28	1.30	1.45	1.18	1.45	1.45	1.21	1.45	1.52	1.40	1.24	1.35	1.35

*MoDOT refers to data years; ARDOT refers to report years

**ARDOT: Non-interstate NHS data analysis transitioned from IRI-only to full distress in 2020; Interstate analysis transitioned in 2018