

September 29<sup>th</sup>



# DATA-DRIVEN DECISIONS FOR ILLINOIS



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## Office of Planning and Programming Mission

The vision for transportation in Illinois is for all modes to be integrated, coordinated, planned, and built with the idea that present and future travel options are **user focused**, **economically supportive**, and **ecologically sensitive**.

Our mission is for the development of an integrated system that is **safe**, **efficient**, and **reliable**, and one that **enhances quality of life** and **supports the economic prosperity of the state**.



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# AGENDA



## – Why is IDOT Developing the Data-Driven Decisions Tool

- Illinois' Transportation Assets Overview
- Limited Funding

## – How is the Data-Driven Decisions Tool Being Developed

### – What is the Data-Driven Decisions Tool

- Tool Preliminary Goals
- Tool Preliminary Criteria

### – We Need Your Input

- Additional input needed for finalization
- Website and MetroQuest Survey

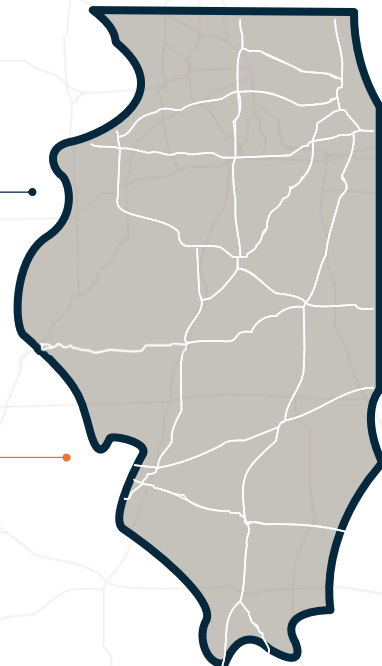
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## Transportation System Background

Illinois is one of the largest economies in the nation ranking **5<sup>th</sup> in GDP**

Economic prosperity would not be possible without our vast transportation network

The Tool is being developed to identify which roadway expansion projects provide the most benefit to the state and its residents



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## Key Transportation Metrics

The Tool will help IDOT identify which expansion projects provide the most benefit to the state and its residents.



**2,185**

INTERSTATE MILES  
3<sup>rd</sup> in the nation

**145,976**

MILES OF PUBLIC ROADS

**306,524**

LANE MILES IN IL

**1,118**

NAVIGABLE  
WATERWAYS

**7,119**

MILES OF RAIL

**7**

CLASS I  
RAILROADS

**26,809**

BRIDGES  
3<sup>rd</sup> in the nation

**17**

MAJOR AIRPORT  
FACILITIES

**54**

TRANSIT SYSTEMS  
ACROSS IL

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## Transportation Funding Background

- IDOT's funding is limited and cannot address all the state needs
- A majority of IDOT's funding comes from multiple sources including:
  - Motor Fuel Tax (MFT)
  - Portion of the Motor Vehicle Registration (MVR)
  - Federal Funding
- **Majority of these funds are allocated toward system maintenance projects**
- **Remaining funds can then be allocated toward expansion, capacity, or other types of projects.**
- A small portion of IDOT's **annual program** goes towards capacity projects, with most being bridges.



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# WHY

is IDOT  
Developing  
the Tool?

- The Data-Driven Decisions Tool is being developed to enhance transparency in the project selection process
- Demonstrate why IDOT selected one project over another
- Goals and selection criteria will allow IDOT to identify projects which provide the most benefit for the state, its residents, and supports the department's mission.
  - Tool includes five goal areas with 13 selection criteria.



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# HOW

is IDOT  
Developing  
the Tool?

- Guidance from existing IDOT planning documents, specifically the **Long-Range Transportation Plan**
- Federal guidance urging performance based project selection
  - Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Counsel from state and national experts
  - IDOT/FHWA industry standards
- Input from the public, local and regional leaders
  - MPO
  - Transportation/ Livability Advocacy Organizations
- Industry accepted metrics



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# HOW

## Guiding Document

Long-Range Transportation Plan (LRTP)

- Provides the strategic direction for the development of the Illinois transportation system.
- The vision for transportation in Illinois is to provide innovative, sustainable and multimodal transportation solutions that support local goals and grow Illinois' economy.

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**The Tool was developed based on the goals identified through the LRTP:**



**Economy**  
Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.



**Livability**  
Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.



**Resiliency**  
Proactively assess, plan and invest in the state's transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions.



**Mobility**  
Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.



**Stewardship**  
Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois' transportation system.

# WHAT

## is the Tool?

The following are the **five goal** areas with **thirteen evaluation criteria** that are under consideration:



**Traffic Operations/ Congestion**  
**CRITERIA:** Annual Average Daily Traffic (AADT)  
**CRITERIA:** Change in Annual Vehicle Miles Traveled (AVMT)  
**CRITERIA:** Travel Time Index



**Safety**  
**CRITERIA:** Crash Frequency



**Economic Development**  
**CRITERIA:** National Highway Freight Network  
**CRITERIA:** Major Development  
**CRITERIA:** Intermodal Accessibility



**Environmental Impacts/ Livability**  
**CRITERIA:** Environmental Justice  
**CRITERIA:** Level of Environmental Impact Analysis Required  
**CRITERIA:** Equity  
**CRITERIA:** Emissions  
**CRITERIA:** Resiliency



**Regional Rating**  
**CRITERIA:** Subjective portion allowing local and regional input, to consider factors which may not be shown in the data



## **GOAL**

# Traffic Operations/ Congestion

### **CRITERIA**

#### Annual Average Daily Traffic (AADT)

A measure of the mean traffic volume across all days for a year for a given location along a road.



### **CRITERIA**

#### Change in Annual Vehicle Miles Traveled (AVMT)

A measure of the amount of vehicular travel in a geographic region over a given period of time.

### **CRITERIA**

#### Travel Time Index

The ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds.

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## **GOAL**

# Safety


### **CRITERIA**

#### Crash Frequency

A measure of the number of crashes occurring within a specific jurisdiction, on a roadway segment, or at an intersection.



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## GOAL

# Economic Development

### CRITERIA


**National Highway Freight Network**  
Is the project on the National Highway Freight Network as defined by the Federal Highway Administration and the FAST Act?

### CRITERIA

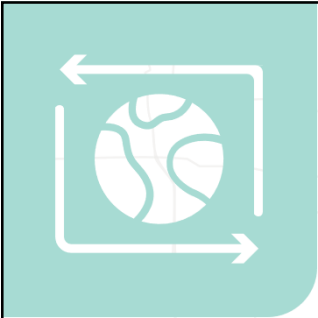
**Intermodal Accessibility**  
Is there an intermodal facility within 3 miles of the project?

### CRITERIA

**Major Development**  
Does the project support access to a major development?



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## GOAL

# Environmental Impacts/ Livability


### CRITERIA

**Environmental Justice**  
Consideration of whether the project is located in an area identified as minority population, low income, or both based on the measures identified by the Illinois Environmental Protection Agency.


### CRITERIA

**Level of Environmental Impact Analysis Required**  
How much will this project potentially affect the environment?

- Categorical Exclusion (CE)
- Environmental Assessment (EA)/Finding of No Significant Impacts (FONSI)
- Environmental Impact Statement (EIS)



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**GOAL**

## Environmental Impacts/ Livability

**CRITERIA**

**Equity**  
How much will this project impact equity?


- Access to transit
- Housing and transportation cost index
- Emissions
- Other

**CRITERIA**


**Emissions**  
Will this project help reduce vehicle emissions and improve overall air quality?

**CRITERIA**

**Resiliency**  
Will this project enhance the safety of travelers by better withstanding natural disasters, such as flooding.



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**GOAL**

## Regional Rating

**CRITERIA**

Subjective portion allowing local and regional input, to consider factors which may not be shown in the data

- Allows for input from IDOT local district staff on projects
- IDOT will work directly with local municipalities, counties and Metropolitan Planning Organizations



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# We Need Your Input

## Initial Development

IDOT has initially developed the tool and its **5 goals** and **13 criteria** based on:

- Counsel from state and national experts
- Guidance from existing plans
- Review of peer states best practices
- Federal guidance

## However, our work is not yet complete

- Additional input from stakeholders is needed
- Your feedback will be **critical to the finalization** of the Data Driven Decisions Tool



# Weighting

Each criteria will be weighted differently to reflect the goals and objectives of the agency.



## Traffic Operations/ Congestion

CRITERIA: Annual Average Daily Traffic (AADT)

CRITERIA: Change in Annual Vehicle Miles Traveled (AVMT)

CRITERIA: Travel Time Index



## Safety

CRITERIA: Crash Frequency



## Economic Development

CRITERIA: National Highway Freight Network

CRITERIA: Major Development

CRITERIA: Intermodal Accessibility



## Environmental Impacts/ Livability

CRITERIA: Environmental Justice

CRITERIA: Level of Environmental Impact Analysis Required

CRITERIA: Equity

CRITERIA: Emissions

CRITERIA: Resiliency



## Regional Rating

CRITERIA: Subjective portion allowing local and regional input, to consider factors which may not be shown in the data



## Discussion - Question 1



What other goals, if any,  
should the Department  
consider?

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## CRITERIA

### Equity

How much will this project impact equity?

Consider the following intersections:

- Access to transit
- Housing and transportation cost index
- Emissions
- Other



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## Discussion - Question 2



What other equity  
criteria should the  
Department consider?

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# WHAT

is the Tool?

The following are  
the **five goal** areas  
with **thirteen**  
**evaluation criteria**  
that are under  
consideration:



### Traffic Operations/ Congestion

**CRITERIA:** Annual Average Daily Traffic (AADT)  
**CRITERIA:** Change in Annual Vehicle Miles Traveled (AVMT)  
**CRITERIA:** Travel Time Index



### Safety

**CRITERIA:** Crash Frequency



### Economic Development

**CRITERIA:** National Highway Freight Network  
**CRITERIA:** Major Development  
**CRITERIA:** Intermodal Accessibility



### Environmental Impacts/ Livability

**CRITERIA:** Environmental Justice  
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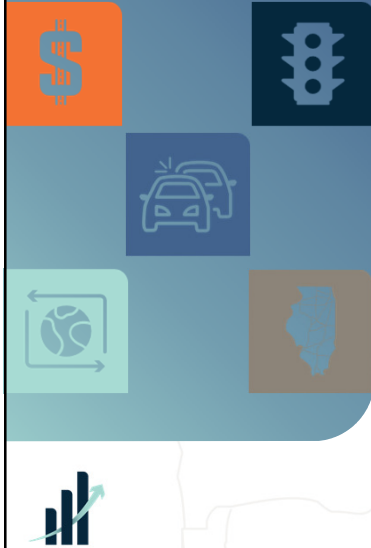
### Regional Rating

**CRITERIA:** Subjective portion allowing local and regional input, to consider factors which may not be shown in the data

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## Discussion - Question 3



What other criteria, if any, should the Department consider?

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IDOT Data-Driven Decisions Tool

More at <http://www.idot.illinois.gov>

### 1 IDOT Data-Driven Decisions Tool

Learn a bit about this initiative before you begin.

**WELCOME**

**Tell us what you think!**

The IDOT is developing a Data-Driven Decisions tool to make better informed decisions and increase transparency in the project selection process for new expansion and capacity projects. The tool is guided by five goal areas which align with IDOT's Long-Range Transportation Plan. Additionally, there are 13 criteria, which will help make these decisions. Greater information on the goal areas and criteria can be found in the following pages.

[Next](#)

Please click the "Next" button to continue to the survey. The survey will ask for your input on the proposed goal areas and selection criteria, as well as allow you to provide information on additional goals or criteria that should be considered.

**DATA-DRIVEN DECISIONS**

**2 FEEDBACK ON TOOL GOALS**

**3 PREFERENCES**

**4 CRITERIA RATING**

**5 WRAP UP**

[Privacy](#) - [About MetroQuest](#)

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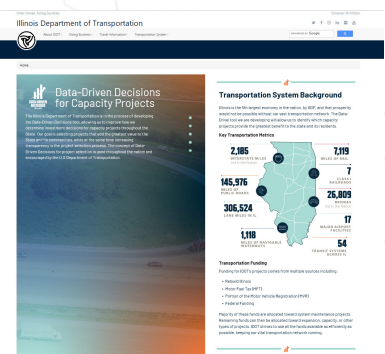


# We Need Your Input

How to provide input on the preliminary Data Driven Decisions Tool

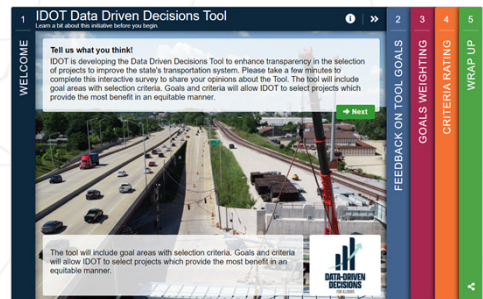
## Website

Website will serve as a tool to educate stakeholders on why the Tool is being developed and how it helps identify which roadway expansion projects provide the most benefit to the state and its residents.

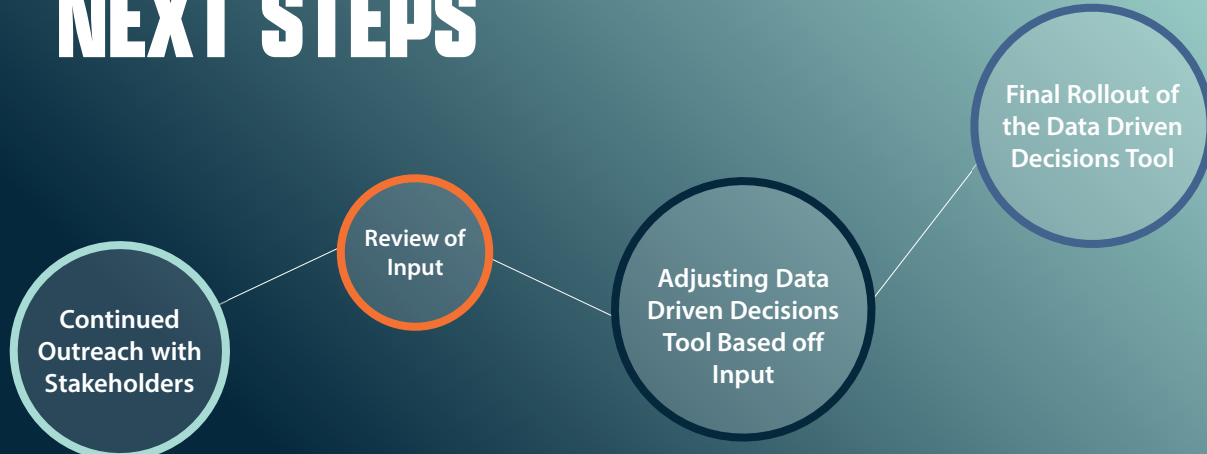


## MetroQuest

This interactive platform will allow members of the public and key stakeholders to learn more about the tool and provide input on the five goal areas and thirteen evaluation criteria.



# NEXT STEPS





Illinois Department  
of Transportation



# Q&A