



Illinois Department of Transportation, Transportation Performance Management Summary for PM1, PM2, and PM3

Safety (PM1)	1. # of fatalities	Selected Core Measures	Projected Measures for 2017 and 2018				August 31, 2017		
	2. \$ of Non-Motorized Fatalities and Non-Motorized Serious Injuries		Ordinary Least Square Projections		At Least 2% Annual Reduction as Compared to 2012-2016 Baseline				
	3. # of Serious Injuries		NHTSA/FHWA Common Core Measures		2017	2018		2017	2018
	4. Rate of Fatalities per 100 M VMT		Total Fatalities	17.94	17.48	25.41		24.9	
	5. Rate of Serious Injuries per 100 M VMT		Fatality Rate	0.71	0.71	0.97		0.95	
			Total Serious Injuries	228.58	204.68	264.48		259.2	
			Total Serious Injury Rate	9.27	8.7	10.33		10.13	
			Non-motorized Fatalities and Serious Injuries	13.26	10.52	25.41		24.9	
Pavement and Bridges (PM2)	1. % of Interstate Pavement in Good condition	<u>Metric</u>	<u>Baseline</u>	<u>2020</u>	<u>2022</u>	May 20, 2018			
	2. % of Interstate Pavements in Poor condition	% of Interstate Pavement in Good condition	65.96%	65%	65%				
	3. % of non-Interstate NHS pavements in Good condition	% of Interstate Pavements in Poor condition	.27%	<5%	<5%				
	4. % of non-interstate NHS pavements in Poor condition	% of non-Interstate NHS pavements in Good condition	27.71%	27%	27%				
	5. % of NHS bridges classified as in Good condition	% of non-interstate NHS pavements in Poor condition	4.94%	6%	6%				
	6. % of NHS bridge classified as in Poor condition	% of NHS bridges classified as in Good condition	29.4%	28%	27%				
		% of NHS bridge classified as in Poor condition	11.6%	13%	14%				

		Metric	Baseline	2020	2022	
		System Performance (PM3)	1. % of person-miles traveled on the Interstate that are reliable 2. % of person-miles traveled on the non-Interstate NHS that are reliable 3. Truck Travel Time Reliability Index 4. Annual Hours of Peak hours Excessive Delay per Capita 5. Percent of Non-Single Occupancy vehicle (SOV) Travel 6. Total Emission Reductions (kg/day)	% of person-miles traveled on the Interstate that are reliable	80.8	79
% of person-miles traveled on the non-Interstate NHS that are reliable	87.3			85.3	83.3	
Truck Travel Time Reliability Index	1.3			1.34	1.37	
Annual Hours of Peak hours Excessive Delay per Capita (Chicago IL/IN Urbanized Area)	14.8			N/A	15.5	
Annual Hours of Peak hours Excessive Delay per Capita (St. Louis MO/IL Urbanized Area)	9.5			N/A	9.5	
Percent of Non-Single Occupancy vehicle (SOV) Travel (CMAP MPA)	30.6%			31.6%	32.1%	
Percent of Non-Single Occupancy vehicle (SOV) Travel (E/W Gateway IL MPA)	16.4			16.7%	17.0%	
Total Emission Reductions (St. Louis-St. Charles-Farmington, MO-IL Nonattainment Area) (kg/day)	PM2.5			3.112055	2.893457	2.893457
	VOC			8.672759	6.314715	6.314715
	NOx			73.85607	67.62516	67.62516
Total Emission Reductions (Chicago-Naperville, IL-IN-WI)	PM10	0.00	0.00	0.00		
	VOC	279.242	123.035	246.070		

May 20, 2018



		Nonattainment Area) (kg/day)	NOx	1,271.470	3,321.759	6,643.518	
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PM1

Considerations while Setting Targets

The Department looks at a five-year rolling average for all of the measures. Given the trend line and target zero policy, the department selected targets that were aspirational at approximately a 2% reduction annually.

PM2

Considerations while Setting Targets

Bridge Measures - Bureau of Bridges and Bureau of Programming reviewed the FHWA Bridge Criteria. There were very few changes with the Performance Measures criteria from prior years classification of Structurally Deficient bridges. As a result, a review was completed of prior years' NBI submittals to develop trends. Overall, the consensus was that with the beginning of the implementation of an Asset Management approach, we believe in the long term that we will see a leveling of the decreasing trends in our Bridge conditions. There is also consensus among the group that additional funding will be needed to improve the trends due to the large number of bridges nearing end of service life and the large amount that are currently in Poor condition. IDOT is currently in the penalty phase of the Bridge Performance Measure.

Pavement Measures - The Bureau of Programming and the Bureau of Research reviewed multiple historical reports, current data, FHWA workshop guidelines and the CFR for setting the pavement targets. The FHWA Pavement criteria are very limited in scope and does not give the same picture as our TAMP or our CRS ratings. During the group's review we looked at the groupings of the data in each of the criteria within the 2017 FHWA HPMS Report card as it related to the Good/Fair/Poor thresholds. The group believes that eventually the implementation of the TAMP will improve the overall condition of the state roadways, but it will take some time to see how the preservation treatments will impact the FHWA Pavement Performance Measures.

PM3

Considerations while Setting Targets

VMT has been trending upward since 2014, with increased VMT and major interstate reconstruction projects occurring or planned to occur over the performance period it is anticipated for the performance of the system to continually slowly decline and IDOT's targets indicate that. Major upcoming construction projects:

District 1:



- Jane Byrne Interchange
- Tri-State Expressway
- Elgin/O'Hare Western Access

District 8:

- MLK Bridge
- One Lane closed on Cedar Bridge
- Resurfacing I-70
- I-55/I-70 lane restrictions
- Resurfacing and Bridge Repair on 55/64

For PHED for Chicago urbanized area, the trend data used to set the target is in the attached spreadsheet. In addition to the trend data, other factors were considered in setting the target including construction and agency policies and goals of increasing transit ridership, transit supportive land uses, and improving traffic operations.

or Non- Single Occupancy Vehicle Occupancy, the St. Louis area considered that commuters in the core of the region (city of St. Louis, St. Louis County, and St. Clair County) were more likely to take public transportation, bike, and walk while those in the outlying counties have a higher tendency to carpool or work from home. The city of St. Louis has the largest proportion of non-SOV commuters, 27.3 percent, and the largest proportion of public transportation commuters (9.8 percent), bicyclists (0.9 percent), and walkers (4.3 percent). Franklin and Jefferson counties have the largest proportions of carpoolers, both over 9 percent. Monroe and St. Charles counties have the largest proportions of people working from home, both over 5 percent.

For Non- Single Occupancy Vehicle Occupancy, the Chicago area considered the targets within ON TO 2050 that states a goal of doubling transit ridership in the CMAP region and the anticipated effects this would have on the non-SOV travel in the urbanized area. CMAP and NIRPC agreed to use the U.S. Census Bureau's American Community Survey (ACS) dataset, table DP03 to track mode share in the Chicago, IL-IN urbanized area.

CMAP has combined the total daily emissions for the current 5-year CMAQ program (2018 through 2022) to develop an annual estimate which was used to generate the 2-year and 4-year targets.

Currently, PM10 emissions are not calculated as part of the CMAQ project evaluation process but their inclusion is the result of them being listed in Environmental Protection Agency's Green Book for the CMAP region. Lyons Township in western Cook County is declared a maintenance area for PM10. The maintenance area is not the result of mobile source emissions but a point source problem related to quarry activities within the township. Because the emissions are unrelated to transportation and mobile sources the targets will be listed as zero.