Illinois Livability & Sustainable Transportation (I-LAST) Rating System & Guide

Date: 2010
State Population: 12,829,014
DOT Road Miles: 16,040; 11.5% of statewide road miles

What precipitated plan development?

- State mandates
  - No state mandates triggered creation of I-LAST
- Other initiatives (mentioned in plan)
  - IDOT Bureau of Design and Environment Manual – Guidelines for:
    - Design flexibility
    - Special environmental analysis
    - Landscaping design and erosion control
    - HOV lanes
    - Interchanges
    - Bicycle and pedestrian accommodations
    - Preservation and replacement of trees
    - Highway lighting
  - IDOT Standard Specifications for Road and Bridge Construction – guidelines for use of recycled materials
  - A variety of IDOT Physical Research Reports on nontraditional construction materials
  - IDOT Departmental Policies, Context Sensitive Solutions
  - IDOT BDE Procedure Memorandum Number 48-06 – Design Flexibility and the Stakeholder Process for CSS (incorporated into 2010 BDE Manual)
  - IDOT BDE Procedure Memorandum Number 62-08 – Control of Emerald Ash Borer on Department Owned Lands (incorporated into 2010 BDE Manual)
  - IDOT Construction Memorandum No. 00-2 “Construction Projects Incorporating Experimental Features”

How was the plan developed?

- Developed by the Joint Sustainability Group of Illinois Department of Transportation, the American Council of Engineering Companies – Illinois (ACEC-I), and the Illinois Road and Transportation Builders Association (IRTBA)
  - Chair of working group from Jacobs (private sector)
  - IDOT had 4 members on the 18 member working group
  - Additional professional organization (Chicago Gateway Green, Illinois Asphalt Paving Association, Illinois Landscape Contractors Association, and Midwest Ecological Landscaping Association) participated in plan development, although it is unclear exactly how they were involved
• The DOT’s vision for sustainable transportation is ensuring that projects:
  o Minimize impacts to environmental resources
  o Minimize consumption of material resources
  o Minimize energy consumption
  o Preserve or enhance the historic, scenic, and aesthetic context of a highway project
  o Integrate highway projects into the community in a way that helps presence and enhance community life
  o Encourage community involvement in the transportation planning process
  o Encourage integration of non-motorized means of transportation into a highway project
  o Find a balance between what is important to the transportation function of the facility, to the community, to the natural environment, and is economically sound
  o Encourage the use of new and innovative approaches in achieving these goals

What does the plan include?
• Goals, objectives, policies, and strategies
  o Broad goals listed in the text are interpreted to be visions (see above); therefore goals are inferred from scorecard categories:
    ▪ **Goal 1**: Consider processes that identify and address stakeholder concerns and engage public participation throughout the development process.
    ▪ **Goal 2**: Consider balancing community goals and transportation needs through increased consideration of transportation alternatives that accommodate a broad perspective of community interests.
    ▪ **Goal 3**: Consider avoiding routes through ecologically sensitive areas where alternative routes are practicable and to minimize impacts to the environment where alternative routes are not available, or where the project involves improvements to an established route.
    ▪ **Goal 4**: Consider design flexibility that responds to the project area’s unique character.
    ▪ **Goal 5**: Consider methods that can be used in project design to protect, enhance, or restore the natural habitat for terrestrial and aquatic species.
    ▪ **Goal 6**: Consider methods to capable of avoiding damage to ecologically sensitive vegetation, promote planting of native plant material as part of a project, revegetate areas of abandoned alignment and remove invasive species.
    ▪ **Goal 7**: Consider options for reducing noise associated with vehicles including elements of noise management that can provide opportunities for sustainable practices.
    ▪ **Goal 8**: Reduce stormwater volumes and quantities of pollutants in typical highway runoff discharged into adjacent water resources to more closely approximate original site conditions by returning water to natural pathways that recharge groundwater.
- **Goal 9:** Consider design features that focus upon pollutant removal to provide benefits of both volume reduction and water quality protection.
- **Goal 10:** Consider measures that provide additional protection to streams beyond SWPPP during and after construction and improve stormwater quality.
- **Goal 11:** Increase traffic efficiency on roadways.
- **Goal 12:** Consider promoting increased transit use through facilities on or adjacent to highways.
- **Goal 13:** Consider approaches for improving conditions for bicycle and pedestrian travel within roadway improvement projects.
- **Goal 14:** Consider incorporation of new technology that can not only reduce power consumption from the utility grid but also minimize the environmental impact of providing power at the point of use.
- **Goal 15:** Reduce adverse effects of artificial light including excessive sky glow, glare, light trespass, and light clutter.
- **Goal 16:** Designs allow and give flexibility to contractors to reduce waste generation, and reuse and recycle materials in beneficial ways.
- **Goal 17:** Use of materials, processes, methods, equipment items, traffic operational devices, or other features which have not yet been sufficiently tested to merit acceptance without reservations in normal highway construction.

- Indicators
  - No indicators per se; however project requirements offer some measure of “sustainability” of a project in very general terms (much like LEED standards, etc.)

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**How will the plan be implemented?**

- Strictly voluntary – it is made clear that participation is not required on state road projects
- Emphasis on capacity building
  - Provides a comprehensive, easily accessible list of practices that may result in sustainable outcomes
  - Can be used by various levels of government (i.e., state, county, and local road projects)
- Provides IDOT a method of cataloguing sustainable project elements as they are pursued

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**Discussion of Financial Challenges**

- No mention of financial challenges faced by IDOT
- Life cycle costs analysis is not mentioned in any of the project scoring criteria