

**MEETING MINUTES**  
**Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor**  
**Executive Committee Teleconference**  
**Tuesday, October 24, 2006**

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The GCM (Gary-Chicago-Milwaukee) Executive Committee held a meeting on Tuesday, October 24, 2006. The purpose of the meeting was to endorse the reorganization of the GCM Corridor and review the projects to enhance freight movement in the corridor.

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**1. Introductions**

Timothy Martin, Secretary of IDOT, led introductions of members of the Executive Committee and agency staff. The list of those in attendance is given at the end of these meeting minutes.

**2. Proposed Reorganization of GCM Structure**

*Handouts:*     1) *Proposed GCM Reorganization Chart*  
                  2) *Meeting Minutes from Combined GCM Work Group Meeting*

Mike Cline of INDOT discussed how the reorganization of GCM will bring greater focus on operations and freight oversight. The reorganization signals a new phase of the GCM Corridor, where efforts are not spread out over a variety of program areas and the group is better able to address those key areas of interest. The Coordination Work Group received input from a wide range of people at a meeting on September 14. There was a unanimous understanding of the need for the GCM Corridor to change.

Secretary Martin supported this reorganization, noting that as GCM matures, the traveler information must be user-friendly and fit the needs of the customer. The [www.gcmtravel.com](http://www.gcmtravel.com) site can be used to provide information on current conditions to shippers and other end users and allow them to reroute around construction and other lane closures. He would like to see how the reorganized corridor can reach out to the freight industry and make more enhancements to truck transportation. He would like the corridor to focus on how to make information more available to end users and how to coordinate more operations. Tom Sharp, Commissioner of INDOT, agreed, noting that the corridor needs to contact freight customers directly and get feedback from them on how to move freight through the corridor faster.

Ruben Anthony, Jr., Deputy Secretary of WisDOT, liked the more focused approach but wanted to see more outcomes. The Executive Committee wanted to see outcomes in three and six month timeframes. The freight projects and their deliverables were discussed later in the meeting.

Kevin Chesnik of WisDOT asked how travel times for trucks will be measured. He suggested that one possible method would be using cell phone technology. Commissioner Sharp recommended that the corridor form working relationships with major shippers in the region to

get their feedback on the improvements they measure for their fleet. Secretary Martin noted that IDOT has tried getting such information from trucking companies, but because of the highly competitive nature of the business they have been reluctant to give that information out. From IDOT's experience, the trucking companies will use whatever services provided but usually won't provide feedback on how to improve existing services. The GCM Corridor could sign confidentiality agreements with a handful of shippers or get blind data. Kelly Langer of WisDOT noted that they are looking at an RFP for using cell phone and commercial vehicle operations data to generate travel times. If successful, this could be expanded to other locations in the corridor. Dan Shamo, URS, noted that ATRI has a database of transponder data that could potentially be a source of blind commercial vehicle travel data. ***He will check with ATRI to see if that is a feasible use of their data.***

### **3. Addition of Illinois Tollway to Coordination Work Group**

Shamo reported that the Illinois Tollway is a major player in the GCM Corridor and wants to be more involved. The Tollway will have a representative on the Coordination Work Group and will be represented by IDOT on the Executive Committee. The committee approved this change to the Coordination Work Group.

Commissioner Sharp noted that INDOT is working with the Indiana Toll Road Concession. Cline noted that he has met with them twice and will continue to work with them on traveler information and operations.

### **4. GCM Corridor Freight Projects**

***Handouts:***      1) *Summary Table for Freight Projects*  
                         2) *Priority Freight Project Descriptions*

Shamo discussed the three priority freight enhancement projects:

- 1) Expanded Advance Notification Boundaries – posting messages about major construction or lane closures on DMS up to 200 miles away from the corridor
- 2) Regional Corridor Action Team Manual – developing a manual on forming multi-agency groups to mitigate congestion around construction zones near state borders and getting information to trucking organizations
- 3) Freight Industry Outreach Campaign – Communicating to truck drivers and dispatchers the traveler information tools available within the corridor

Secretary Martin stressed the importance of getting feedback from the users so that the transportation agencies know what is working. He wanted to know what some of the feedback from the trucking industry was so far. Shamo stated that the Corridor has learned the following lessons from the trucking industry:

- Companies want to know weeks or months in advance of closures when possible so they can incorporate it into planning their routes; notices the day of the closure are not as useful
- Drivers overnight rest periods and industry staging strategies
- Motor carrier associations' email distribution of closure, event, and traffic information

The Executive Committee wants to receive monthly executive summaries of progress on the freight enhancement projects and feedback from the trucking industry.

Chuck Sikaras of IDOT noted the cost reduction in the projects from the original estimates. Paul Lamb of URS explained that the budget for all of the priority projects was reduced from the last meeting due to changes in their scope and agencies performing tasks that had originally been planned for contractors.

Commissioner Sharp asked whether the agencies can present construction information to the freight industry in an analytical manner. Secretary Martin noted that many agencies provide construction schedules in advance, but some activities need to be shifted a day or two because of weather or other conditions outside of the agency's control.

Commissioner Sharp asked whether agencies can predict the hours of delay caused by construction-related closures and use that to forecast future delays. Secretary Martin was not sure how accurate those forecasts would be. Shamo noted that ITS tools could be used to monitor capacity of work zones. He also noted that the [www.gcmtravel.com](http://www.gcmtravel.com) has historic travel times on some Illinois roadways. Secretary Martin noted that some trucking companies currently use these historic travel times. Sikaras suggested that the construction travel time measurements could be overlaid onto the historic travel times to determine the congestion caused by construction.

Shamo briefly discussed the GCM Corridor's coordination with the Mississippi Valley Freight Corridors Coalition (MVFCC). Corridor and state representatives have been participating in MVFCC teleconferences and providing input to the group. The GCM Corridor supported the MVFCC proposal for the Corridors of the Future program by reviewing an early draft of the proposal and offering feedback. The proposal emphasized the I-80/90/94 corridor, so there is significant overlap with the GCM Corridor. The final proposal has not been circulated to member states yet. *Shamo will follow up with the MVFCC to get a final copy of the proposal for states to read.*

Secretary Martin noted that there were multiple proposals submitted for areas within the GCM states. Cline noted that INDOT was aware of the multiple proposals and that if INDOT must support only one it will make that decision based on merit at that time. He noted that the corridors in the proposals are different so there may not be any conflict after FHWA reviews the proposals for this stage.

## **5. Other Business and Next Executive Committee Meeting**

Shamo reported that Argonne National Laboratory was awarded a grant to build a transportation research center in DuPage County, Illinois. The research center will offer an array of tools that can be used to help address transportation issues, including a microscopic modeling tool run on a supercomputer and allow users to run different operational scenarios.

The next Executive Committee teleconference will be in December. *URS will work with the administrative staff of the Executive Committee members to schedule the teleconference.*

**Actions**

- 1) *GCM to form working relationships with trucking firms to get feedback on freight problems and benefits of projects*
- 2) *Shamo to check with ATRI about using blind commercial vehicle transponder data for travel times*
- 3) *CWG to send Executive Committee monthly summary of trucking project progress*
- 4) *Shamo to follow up with MVFCC to get final proposal for Corridors of the Future*
- 5) *URS to work with administrative staff to schedule next meeting*

**GCM Executive Committee Meeting  
October 24, 2006  
Attendees**

<b><u>Name</u></b>	<b><u>Representing</u></b>	
Timothy Martin	Illinois DOT	Member
Thomas Sharp	Indiana DOT	Member
Ruben Anthony, Jr.	Wisconsin DOT	Representing Busalacchi
Dean Mentjes	FHWA - Illinois	
Mark Kinkade	IDOT	
Heather Tarczan	IDOT	
Larry Wilson	IDOT	
Chuck Sikaras	IDOT	
Mike Cline	INDOT	
Kelly Langer	WisDOT	
Kevin Chesnik	WisDOT	
Dan Shamo	URS	
Paul Lamb	URS	