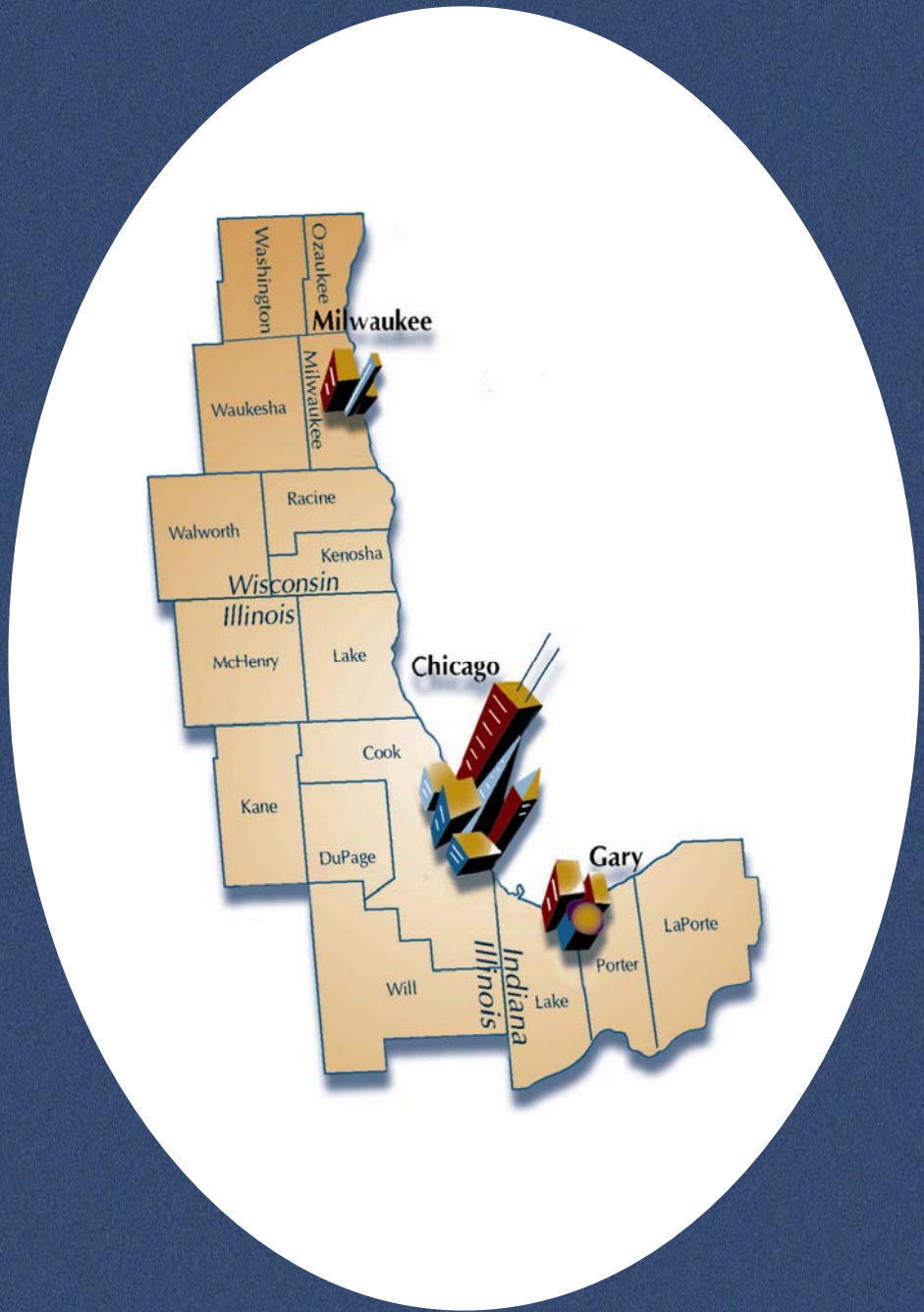




July 2006



Gary/Chicago/Milwaukee
ITS Priority Corridor
Program Plan Update

Final
GCM Corridor Program Plan Update
July 2006

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1. Overview of the GCM Corridor

History of the GCM Corridor

The Gary-Chicago-Milwaukee (GCM) Corridor is one of four national ITS corridors designated by the United States Department of Transportation (USDOT). Under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the GCM Corridor received dedicated ITS funds through the USDOT priority corridors program. The national transportation act that succeeded ISTEA, the Transportation Equity Act for the 21st Century (TEA 21), passed in 1998, discontinued the priority corridors funding program and since that time the GCM Corridor program has continued using other sources of Federal, State and local funding.

The GCM Corridor encompasses the following sixteen counties, stretching from Milwaukee, Wisconsin to Gary, Indiana, and including the greater Chicago region:

Illinois: *Cook, DuPage, Kane, Lake, McHenry, Will*
Indiana: *LaPorte, Lake, Porter*
Wisconsin: *Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, Waukesha*

The foundation of the coordinated effort is the Memorandum of Understanding for the GCM Intelligent Vehicle Highway Systems (IVHS) Priority Corridor Initiative signed by Indiana DOT (INDOT), Illinois DOT (IDOT), Wisconsin DOT (WisDOT), and the United States DOT (USDOT) in 1993. Since that time, over 50 partner agencies, industry associations, and private companies have participated in GCM Corridor activities.

Vision and Mission

The following statements guide the GCM Corridor as it coordinates, deploys, and integrates ITS technologies and operations in the corridor.

Vision Statement: Provide a productive, effective, safe and secure mobile transportation system that promotes economic growth and preserves the environment for the movement of people and goods through the Corridor.

Mission Statement: The GCM Corridor will serve as a forum across the three GCM state boundaries to promote the benefits of ITS to actively link transportation operations, the coordination of enhancements to transportation systems, investments by both public and private entities, an increase in the Corridor's attractiveness to travelers and businesses, and improvements in safety and security.

Structure and Work Groups

Coordination of the ITS projects identified in this Corridor Program Plan (CPP) is managed by a team comprised of committees, work groups, ITS Midwest, and Wisconsin SmartWays, the local chapters of ITS America. More than 150 individuals representing over 50 public agencies, industry associations, and private partners are involved in these committees and work groups. The consortium manages the program activities, addresses key technical and non-technical issues that arise and helps maintain public and political awareness and support during the deployment process. As the need arises, sub-workgroups will be established for specific projects within each work group to manage integration and coordination issues.

Executive Committee

The GCM Executive Committee provides overall direction for the activities of the GCM Corridor Program Plan. The Committee is composed of Thomas Sharp, Commissioner of INDOT, Timothy Martin, Secretary of IDOT, and Frank Busalacchi, Secretary of WisDOT, the chief executives for the Indiana, Illinois, and Wisconsin Departments of Transportation. Jeff Paniati of the FHWA Joint Program Office (JPO) serves as a non-voting member. The FHWA state Division Administrators for Indiana, Illinois, and Wisconsin take turns serving as the other non-voting member.

Coordination Work Group

The Coordination Work Group provides technical, planning, and administrative support to the GCM work groups on the coordination and implementation of the GCM CPP. The work group is composed of representatives from INDOT, IDOT, WisDOT, and the FHWA and reports on corridor activities to the Executive Committee.

Awareness and Communications Work Group

The Awareness and Communications Work Group is the outreach arm of the GCM Corridor. Working with ITS Midwest and Wisconsin SmartWays, the work group produces and distributes informational material such as newsletters and videos.

Commercial Vehicle Operations (CVO) Work Group

The Commercial Vehicle Operations Work Group focuses on ways to use ITS to improve and coordinate the regulation of commercial truck traffic. Members include representatives from transportation, regulatory, and law enforcement agencies as well as representatives from trucking companies and associations.

Configuration Management Work Group

The Configuration Management Work Group is a forum to share information about the upgrades of ITS systems in the corridor so that they can continue to communicate with each other and increase their effectiveness.

Corridor Action Teams

Two Corridor Action Teams are active in the GCM Corridor. One coordinates ITS and operations resources near the Illinois/Indiana border to minimize the impact of major road construction on travelers while the other performs the same service for the Wisconsin/Illinois border.

Traffic/Incident Management (TIM) Work Group

The Traffic/Incident Management Work Group develops and coordinates traffic and incident management activities such as technology demonstrations and developing common guidelines.

TIM Performance Measures Subgroup

The Performance Measures Subgroup focuses on developing common performance measures in the corridor and how these measures are reported and made available to agency officials and the general public.

Transit Operations Work Group

The Transit Operations Work Group focuses on public transportation operational issues.

Transportation Security Work Group

The Transportation Security Work Group coordinates the development and deployment of ITS technologies to support safety and security efforts. The group holds informational workshops and showcases and supports security exercises held by other organizations.

2. Freight Focus and Importance of Freight in Corridor

Corridor Freight Focus

In November 2005, the GCM Executive Committee directed the GCM Corridor to focus on improving freight traffic and increasing freight velocity in the corridor. Truck traffic is an essential part of the economy in the GCM Corridor as well as the national economy. Trucks carry over 70% of the freight traveling in the Corridor. Trucks are used to carry over 450 million tons of goods worth over \$330 billion in the 16-county GCM Corridor. This high amount of truck traffic is expected to grow in the coming years as the national and regional economies grow. Some roadways in the corridor are near capacity during weekday and weekend rush hours and this demand will only increase in the coming years. Truck traffic has increased by 38% nationally between 1990 and 2000 and is expected to increase another 90% by 2020. By increasing freight velocity in the corridor, trucks will be able to reach their destinations faster, enhancing the regional economy and making the region more competitive with other major metropolitan areas in the country. Efforts to reduce truck travel times will have a side effect of reducing travel times for non-commercial traffic as well because trucks will not be occupying as many areas of the roadway for as long, allowing non-commercial vehicles to use the extra space.

Development Process

The GCM Executive Committee outlined the following process for this effort to enhance freight traffic:

- 1) Identify/Define Freight Needs
- 2) Prioritize Top Freight Needs
- 3) Initiatives to Move Forward
- 4) Action Plan
- 5) Approve Freight Movement Plan & Funding
- 6) Prioritize Action Plan
- 7) Implementation

Interviews were conducted with industry stakeholders to determine needs and project ideas to address those needs. Through meetings with representatives of trucking associations in the three states and the Upper Midwest Freight Agenda Study, the GCM Corridor identified several categories where public agencies could positively affect freight travel. The highest impact categories are:

- **Traveler Information** – providing information to truck drivers and dispatchers to make well informed decisions based on current and upcoming conditions
- **Virtual Weigh Stations** – speeding up the process of verifying compliance with weight regulations
- **Work Zones** – reducing delays caused by traveling through work zones
- **Rest Areas** – increasing available truck parking stalls would increase safety for truck drivers and freight by allowing them safe places to stop and comply with

hours of service regulations. Additional services at rest areas such as wireless internet access would allow truck drivers to conduct updates and other business without having to drive to another location.

- **Weight Regulation** – increasing the amount of freight trucks could carry would reduce the number of total trips that would have to be made and would reduce the total aggregate length of the lane used by trucks
- **Congestion Mitigation/Truck Only Lanes** – reducing the amount of congestion truck drivers have to travel through would reduce travel times

Two workshops were held with the GCM Commercial Vehicle Operations (CVO) Work Group to specify needs and goals in these high-impact categories and to develop projects to accomplish these goals. The table below lists the goals identified during these workshops.

Impact Category	Goals
A) Weigh Stations	Goal 1: To reduce delays at weigh stations
B) Oversize/Overweight Regulations	Goal 1: To improve availability of regulation information Goal 2: To improve permitting process Goal 3: To simplify regulations
C) Commercial Vehicle Operator Travel Information	Goal 1: To increase awareness of existing regional commercial vehicle operator travel information Goal 2: To improve how information on gcmtravel.com is presented Goal 3: To improve how information on gcmtravel.com is created
D) Road Work Zones	Goal 1: To minimize impact of road construction on freight movements Goal 2: To improve freight related traveler information systems Goal 3: To improve project staging across the GCM Corridor
E) Truck Parking Areas	Goal 1: To increase short term parking availability for trucks Goal 2: To enhance parking area services for freight industry
F) Truck Only lanes	Goal 1: To segregate trucks from car traffic

Based on the identified goals, project descriptions were developed for previously suggested project ideas. The GCM Coordination Work Group (CWG) prioritized these projects based on how well they address the identified goals and how quickly the projects could be accomplished. The following projects were determined to be the top priority projects:

Project	Goal	Description
Freight Industry Outreach Campaign	C-1	Conducts a campaign to make truck drivers more aware of regional sources for traveler information
Regional Corridor Action Team	D-1	Establishes a GCM team to help coordinate major road work near the Illinois/Wisconsin border
Expanded Advance Notification Boundaries	C-1	Develops a new process for posting DMS messages as far as 200 miles away from the GCM Corridor
Dynamic Message Sign Deployment	C-1	Increases the number of DMS at major diversion points
Webpage Publication of Local Regulations	B-1	Provides a single webpage that lists or links to sources for all regional truck regulations
Expanded Parking Facilities	E-1	Engages Freight Industry to identify locations where additional overnight truck parking is needed.
Develop and Operate Parking Facilities	E-1	Solicits Public/Private partnerships to increase truck parking availability in the region.

After projects are implemented, surveys and interviews of trucking firm operators will be conducted through the state trucking associations to determine the time saved in freight shipments and other benefits derived from these projects.

3. New Projects

The following seven projects were developed for this Program Plan Update to help enhance freight truck movement in the GCM Corridor. These projects were designed to address a need in high impact categories that state transportation agencies can affect to improve transportation of freight. These projects were developed with input from motor carrier association representatives from Indiana, Illinois, and Wisconsin.

Project #1: Freight Industry Outreach Campaign	
Category	Commercial Vehicle Operator Travel Information
Goal	C-1. To increase awareness of existing regional travel information
Scope	While there are a number of traveler information resources available in the GCM Corridor, truckers may not be aware of them. This project would inform truck drivers and dispatchers about these useful information resources. The GCM Corridor will work with trucking associations to educate their members about websites such as www.gcmtravel.com and other DOT websites with relevant traveler information. The Corridor will distribute information on how to access and use these sites to get Corridor-wide information through association newsletters, presentations at regular association meetings, and tri-fold brochures. This material would be targeted at truck drivers and dispatchers. The Corridor will also work with associations to distribute this information to truckers outside of the three GCM states who make deliveries within the Corridor or travel through it.
Action Items	<ul style="list-style-type: none"> • Consult with trucking associations on how to distribute information • Develop work plan • Develop newsletter articles • Prepare and give presentations • Develop and print tri-fold brochures
Deliverables	<ol style="list-style-type: none"> 1) Work plan 2) Newsletter articles 3) Presentations 4) Tri-fold brochures
Performance Measures	<ul style="list-style-type: none"> • Number of presentations made • Number of brochures distributed • Circulation of newsletters with outreach articles
Schedule	4 months
Budget	\$8,000
Projected Operational Savings	\$19,800 annually (Assumptions – 45 new companies become aware of the site, each

	saves an average of 20 hours per year at \$22 per hour)
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Project #2: Regional Corridor Action Team	
Category	Road Work Zones
Goal	D-1. To minimize impact of construction on freight traffic
Scope	This project will develop a regional action team to identify ITS applications that can be used to reduce congestion in construction projects near the Illinois/Wisconsin border. This project would build off and enhance the freight oriented content and activities of the Corridor Action Team that is currently focusing on construction near the Illinois/Indiana border. Available ITS and operations strategies will be examined to determine what improvements can be made to minimize the impact of construction on traffic and ways to ensure the timely movement of freight through the construction zone. A work plan will be developed to lay out what enhancements will be made. Possible enhancements include publication of regional construction schedules, incident management coordination, and reviews and audits of agencies' communication flows. Monthly meetings will be held so that traffic managers, operations staff, and trucking associations are aware of current conditions and upcoming schedule changes and needs. After these relationships are established, trucking association members will also be included in the existing team focusing on the Illinois/Indiana border.
Action Items	<ul style="list-style-type: none"> • Identify participating agencies and representatives • Identify upcoming construction projects • Create consolidated construction schedule table • Identify available ITS resources and operations practices in the area to reduce congestion and improve freight traffic • Publicize planned construction with a regional impact • Develop work plan • Implement work plan • Hold team meetings
Deliverables	<p>Work plan and associated deliverables produced by team will be determined by action team. This could include:</p> <ul style="list-style-type: none"> • Concept of operations for interagency communications • Regional construction schedule handout • Construction information cards • Construction updates for trucking associations • Agency communication flow diagrams • Coordinated incident management operations
Performance Measures	Progress on implemented work plan activities

Schedule	<ul style="list-style-type: none"> • Work plan developed – 2 months • Action Team meetings (monthly) – 3 years duration
Budget	\$30,000 per year
Projected Operational Savings	\$110,000 per year (this estimate is based on 10,000 commercial vehicles saving an average of a half hour per year at \$22/hour)

Project #3: Expanded Advance Notification Boundaries	
Category	Commercial Vehicle Operator Travel Information
Goal	C-1. To increase awareness of existing regional travel information
Scope	<p>This project will notify truck drivers about major congestion conditions further away from the problem areas than is currently done. If long-haul truckers are given notification further in advance, then they can find better diversion routes that are designed to handle truck traffic. This also benefits the local drivers because there will be fewer trucks in the congested areas.</p> <p>Directors at participating traffic management centers that own DMSs will agree to post messages about routine and non-routine conditions that are as far as 200 miles away. This will be accomplished by mapping the areas of influence for all existing DMSs within a 200 mile radius of the GCM Corridor. Managers in neighboring states, such as Michigan, Iowa, and Minnesota would also be invited to participate. Agencies will agree on the criteria that an incident must meet in order to trigger this message posting. New freight-related content, such as alternate routes for truckers, from these expanded notification boundary agreements will be included in existing information distribution websites. After agreements have been reached, information on this expanded resource will be distributed to motor carrier associations and trucking company dispatchers.</p> <p>This project will provide a basis for additional DMS deployment described in the DMS Deployment project.</p>
Action Items	<ul style="list-style-type: none"> • Inventory existing DMS to identify deficiencies • Develop areas of influence maps for each DMS • Agree on message and notification criteria • Sign memorandum of understanding • Incorporate additional freight information from expanded areas into existing information distribution websites • Distribute outreach material to commercial vehicle associations and freight companies
Deliverables	1) Agreements between agencies to post messages

	<ul style="list-style-type: none"> 2) Four workshops to develop maps and criteria 3) Complete regional catalog of Areas of Influence diagrams 4) Training materials for agency operations staff 5) Outreach material for freight industry
Performance Measures	<ul style="list-style-type: none"> • Number of wide area messages delivered per year • Percent of DMSs in service (compared to full system deployment) • Percentage of Areas of Influence diagrams completed
Schedule	4 months
Budget	\$40,000
Projected Operational Savings	\$165,000 per year estimated savings in user costs for truckers diverting around problem area. (This estimate based on 15,000 vehicles/year that will save an average of 1/2 hr at \$22/hr)

Project #4: Dynamic Message Sign Deployment	
Category	Commercial Vehicle Operator Travel Information
Goal	C-1. To increase awareness of existing regional traveler information
Scope	<p>This project will build off of the Expanded Advance Notification Boundaries project by deploying additional DMSs at key decision points. Through the arrangements developed in the previous project, messages of major closures or congestion will be posted as much as 200 miles before the congested area. The new DMSs installed under this project will provide better coverage of critical decision points across the states, giving long-haul truckers better opportunities to divert around major incidents using Interstate, US or State routes designed to handle truck traffic. This also benefits the local motorists who will experience less delay because there will be fewer commercial vehicles in the congested areas.</p> <p>An inventory of diversion points that need additional DMSs will be conducted with input from the trucking associations. DOT operations staff will be consulted to determine what types of DMS are compatible with state regulations, state ITS Architectures, and previously developed DMS deployment plans. Ten new DMSs will be installed in each state over a 5-year period. These signs will then be incorporated into the Areas of Influence diagrams from the Expanded Advance Notification Boundaries project.</p> <p>As an alternative to permanent DMSs, agencies could use portable changeable message signs (PCMS) to provide this information. This would have to be compatible with agency policy for use of PCMS.</p>

	<p>These portable signs could be deployed at a lower cost and would have the benefit of being portable, but could be harder for drivers to read and messages may be harder to maintain and update.</p> <p>After the new signs are deployed, the DMS and/or PCMS operations manuals used by agencies will be updated to include new sign locations, areas of influence maps, and freight oriented message templates for use in response plans.</p>
Action Items	<ul style="list-style-type: none"> • Inventory decision points that need additional DMS coverage • Create a prioritized 5 year deployment plan (~10 signs per state) • Determine type of sign to be used • Procure and install new DMS • Incorporate new DMS into Areas of Influence diagram • Update DMS and PCMS operations manuals with areas of influence diagrams and freight-oriented message templates
Deliverables	<ol style="list-style-type: none"> 1) Deployment Plan 2) Thirty new DMS (ten in each state) by end of year five
Performance Measures	<ul style="list-style-type: none"> • Number of new DMS deployed • Number of wide area messages (up to 200 miles) delivered per year • Percent of new DMSs in service (compared to full system deployment)
Schedule	<p>5 years</p> <ol style="list-style-type: none"> 1) 120 days for identification of new DMS locations 2) 5 years for full DMS system deployment
Budget	<p>Option 1 \$2.35 Million initial cost for permanent DMSs, \$90,000/year for operations and maintenance</p> <ul style="list-style-type: none"> ➢ \$100,000 for design and technical services ➢ \$2.25 Million to deploy signs (\$75,000 per sign for small roadside DMSs, sign structures, communication systems, and integration into existing systems) ➢ \$3,000/year per sign (on-going costs for sign maintenance and operating expenses) <p>Option 2 \$1.06 Million for initial cost using PCMS, \$60,000 /year for operations and maintenance</p> <ul style="list-style-type: none"> ➢ \$100,000 for design and technical services ➢ \$960,000 to deploy signs (\$32,000 per sign for PCMSs, communication systems, and integration into existing systems) ➢ \$2,000/year per sign (on-going costs for sign maintenance and operating expenses)
Projected Operational Savings	<p>\$495,000 per year estimated savings in user costs for both the diverting truckers and those vehicles in the congested zone that will benefit from fewer vehicles in the queue. (This estimate based on 45,000</p>

	vehicles/year that will save 1/2 hrs at \$22/hr) Note: These signs will serve other uses in addition to advance notification
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Project #5: Webpage Publication of Local Regulations	
Category	Oversize/Overweight Regulations
Goal	B-1. To improve availability of information about truck regulations
Scope	<p>Truck drivers are not always aware of size and weight restrictions on highways or arterials. This project would provide them with a resource to determine what regulations apply. The Federal Highway Administration already maintains a website listing restrictions on state routes. This project would use that site as a model and provide additional links to county and municipal commercial vehicle regulations as a webpage added to the www.gcmtravel.com website. The GCM Corridor would partner with the trucking associations to inform their membership about this information.</p> <p>Different states and agencies have different levels of information available on-line. Wisconsin DOT has a route map, restriction, and permit information on its website, Illinois has truck routes listed (as well as permit applications) on its site, and Indiana has some route information on its webpage with permit information on the Department of Revenue page. The webpage created under this project would be a regional resource to direct users to state, county, and eventually municipal resources. This would serve as a central resource for truck drivers moving between states in the GCM Corridor.</p> <p>In the first phase of this project, the GCM Corridor will work with state and county transportation agency contacts to identify existing on-line sources for all regional trucking regulations. This information will then be made available on a new webpage at www.gcmtravel.com in the form of links to websites or listings of local agency contacts (if an agency does not have it posted on a website). This new webpage will also contain links to the FHWA webpage listing state regulations along with links to existing websites administered by the appropriate permitting agencies in Illinois, Indiana, and Wisconsin. An overview of the different approaches states take to size and weight regulations will provide a framework for how users use the information from the different states. This first phase would concentrate on state and county information and resources. Once the new GCM webpage has been developed, the Corridor will work with freight associations to inform their members of the webpage and how to use it.</p> <p>In the second phase of this project, the GCM Corridor will concentrate on incorporating municipal resources in the 16-county Corridor. This phase will last longer because hundreds of municipalities will need to be</p>

	<p>contacted and there are more variations in the type and format of data available. Information on existing resources or municipal contacts will be updated on the new webpage as research and interviews are completed.</p>
Action Items	<ul style="list-style-type: none"> • Determine sources for county and local regulations • Develop webpage on GCM Travel website with links to existing local regulation sources and existing websites • Develop promotional materials for associations to distribute to their members • Determine regulations that are not already available • Post new regulatory information on GCM webpage
Deliverables	<ol style="list-style-type: none"> 1) Summary report on available information at the state, county, and municipal level in the corridor 2) Draft and final matrices or maps of regulation sources 3) Interviews with county and municipal contacts 4) Webpage listing links to local regulatory information 5) Promotional material about new GCM webpage
Performance Measures	<ul style="list-style-type: none"> • Number of sources referenced • Number of regulations made available • Number of hits received
Schedule	<p>18 months</p> <ul style="list-style-type: none"> • Phase One: 6 months • Phase Two: 12 months
Budget	<p>\$55,000 development cost, \$7,000/year for operations and enhancements</p> <ul style="list-style-type: none"> • Phase One: \$10,000 • Phase Two: \$45,000
Projected Operational Savings	<p>This project will benefit commercial carriers by reducing the level of difficulty required to achieve compliance. This will result in improved overall compliance with truck regulations, and will translate into reduced damage to roadways from overweight vehicles, less noise in quiet neighborhoods, and fewer trucks getting trapped at roadway locations with tight geometry.</p>

Project #6: Identify Potential Expanded Parking Facility Sites	
Category	Truck Parking Areas
Goal	E-1. To increase short term parking availability for trucks
Scope	<p>This project will engage the freight industry in an effort to identify potential areas for truck parking that supplement the limited capacity of existing rest areas. The intent of the project is to identify the approximate locations where these additional parking facilities are needed. Truck parking is a major issue among truckers and a FHWA study found that Illinois and Indiana have a shortage of truck parking. These additional facilities would come in the form of new facilities or expansion of existing facilities.</p> <p>The scope of the project involves an outreach effort to capture information about the optimal parking locations for truck drivers who need rest stops. The first step is to create a list of potential sites with the input of key trucking association members. This will be accomplished through two workshops and a survey. The first workshop will establish a preliminary list of candidate sites. After the first workshop, a survey will be distributed to all regional trucking association members asking them to prioritize the potential sites based on their needs. The second workshop will then refine the site listing and develop final recommendations.</p> <p>Once those sites are located, the Corridor will perform a feasibility study for the top three potential locations and report the results to the appropriate DOT executives. Based on the industry input from the workshops and survey, and information from the feasibility studies, a list of recommended sites will be proposed for the following Develop and Operate Parking Facilities project to develop more parking facilities at these locations.</p>
Action Items	<ul style="list-style-type: none"> • Conduct two workshops to identify potential sites • Conduct carrier survey to rank sites in importance • Conduct feasibility of priority potential sites • Submit recommendations to DOT Executives
Deliverables	<ol style="list-style-type: none"> 1) Draft listing of potential sites 2) Survey materials and distribution 3) Feasibility study of priority sites 4) Recommendations report
Performance Measures	<ul style="list-style-type: none"> • Number of candidate sites developed • Number of carrier responses received • Percentage of survey responses incorporated into the Develop and Operate Parking Facilities project

Schedule	<p>6 months total</p> <ul style="list-style-type: none"> • 90 days to schedule both workshops and conduct Workshop #1 • 45 days to conduct survey • 45 days to conduct Workshop #2 and produce recommendations • 45 days to conduct feasibility study
Budget	<p>\$30,000 total</p> <ul style="list-style-type: none"> • \$10,000 for both workshops • \$5,000 for survey costs • \$15,000 for three site studies
Projected Operational Savings	<p>This project would precede the “Develop and Operate Truck Parking Facilities” project where public/private partnerships would be encouraged to quickly build operating facilities. Time/cost benefits will be realized with accelerated project development. Savings will be realized in terms of improved accommodations for truck parking without significant additional cost to the public sector. (i.e. public/private partnerships)</p>

Project #7: Develop and Operate Parking Facilities	
Category	Truck Parking Areas
Goal	E-1. To increase short term parking availability for trucks
Scope	<p>This project will engage the private sector in finding solutions to the problem of limited truck parking availability. The problem stems from the fact that trips over 10 hours require a driver to take a rest period. Add to that the fact that truck volumes are increasing at about 4% per year, this translates into an increasingly serious truck parking problem at rest areas. During the GCM freight fact finding effort, it was determined that there is a high probability that the private sector might be in a position to address this problem on a for-profit basis. An earlier project, Expanded Parking Facilities, will determine potential locations for new parking areas. This project would then develop facilities at those locations. It is anticipated that the additional truck parking sites could include expansion of existing rest areas, new rest areas at key locations, and new truck-only facilities through leases or franchises to</p>

	<p>the private sector.</p> <p>The scope of this project begins with a brief search for best practices and examples of successful business models relating to truck parking facilities. This investigation is then followed by a solicitation for proposals (Public/Private Partnership Proposals, or PPPPs). These solicitations may be conducted by ITS Midwest and/or SmartWays Wisconsin. University resources in all three states will also be used to conduct the solicitations. These organizations can solicit and assess the feasibility of proposals in a confidential process. Attractive strategies would then be submitted to the DOT agencies in the form of generic recommendations without violating the confidentiality of proprietary information. The DOTs can then publish requests for proposals in a formal bidding process.</p> <p>While these types of relationships are not easy to arrange, there can often be substantial benefits possible in the form of rapid deployment time, capturing private sector technical expertise, and significant cost savings for the public.</p>
Action Items	<ul style="list-style-type: none"> • Literature search of the best public/private partnerships • Literature search for truck parking business models • PPPP solicitation process • Formal contract bidding and negotiation process
Deliverables	<ol style="list-style-type: none"> 1) Best practices report 2) Successful business model report 3) RFP for PPPP 4) Solicitation, review and selection of proposals 5) Negotiated contracts with state agencies
Performance Measures	<ul style="list-style-type: none"> • Number of proposals submitted • Number of additional parking stalls created
Schedule	<p>15 months total</p> <ul style="list-style-type: none"> • 3 months to conduct searches • 6 months to conduct PPPP solicitation process • 6 months to negotiate contracts
Budget	\$15,000 for technical services
Projected Operational Savings	Time/cost benefits will be realized with accelerated project development. Savings will be realized in terms of improved accommodations for truck parking without significant additional cost to the public sector. (i.e. public/private partnerships)

Additional project ideas that came out of the workshops but are not high priority included the following:

Project	Description
Data Filtering/Fusing Delivery Mechanism	This project seeks more effective ways to filter and convert existing GCM data into useful information that is delivered to truckers and dispatchers.
Expand IDOT Travel Alert Subscription Service	The Illinois Department of Transportation is currently in the beta testing stage of rolling out a new subscription service for traveler information. This project would include carrier firms in this evaluation and would expand the program to include Indiana and Wisconsin.
Advanced Parking Notification	This project would build upon recent IDOT work that tracks the availability of parking at specific rest areas and then informs upstream truckers at a point where they still have other options when the rest areas are occupied.
Identify Queue-Jumping Segments	Queue jumping segments are short lengths of electronically tolled roadway that enable a driver to quickly bypass bottleneck segments. This project would identify candidate sites and produce a high level feasibility analysis for each.
Dedicated Truck Only Lanes	This project would conduct the preliminary analysis needed to move forward with dedicated truck only lanes.
US 41 Weigh Station in Milwaukee	This project identifies short term (ITS) and long term (geometric) countermeasures for the ramp interfaces at the US 41 Weigh Station in Milwaukee. It also includes implementing the short term solutions and submitting the long term solutions to the Wisconsin long range planning system. This could have applications for weigh stations in other GCM states.
WiFi Internet Access at Rest Areas	This project would build upon recent IDOT work and instrument the appropriate GCM rest areas with WiFi Internet capability.
Truck Idling and Energy Management Enhancements	To reduce idling truck emissions and improve air quality at rest areas, this project would establish electrical hookups and an appropriate business model to support that operation.
Alternate Route Information Delivery	This project establishes a GCM annual process of developing alternate route information incorporating roads that do not have restrictive size/weight regulations. This list is then furnished to trucking industry associations for their electronic distribution.
GCM Project Staging Oversight Committee	This project establishes a GCM subcommittee to monitor regional agency capital improvement programs in order to identify potential conflicts for construction traffic.
Virtual Weigh Stations	This project establishes a formal "starter system" of Virtual Weigh Stations in all three states by building a central operating system for each state and then incorporating existing weigh-in-motion scales.

Vehicle Probes	This project would evaluate the deployment of evolving cellular phone technologies that produce travel time data by tracking cellular phone movements. Ideally it would include a demonstration project.
Best Practices in Permitting	This project seeks to upgrade permitting practices in all three GCM states to improve accessibility. The project identifies best practices and promotes consistency across the three states.
Best Practices in Work Zones	This project matches effective ITS tools and practices that can improve traffic flow and safety through work zones with larger work zones in the GCM Corridor. Reduced congestion in work areas will facilitate the movement of trucks through work zones and lead to expedited and more predictable delivery times.
Targeted Rideshare Services Campaign	This project commissions rideshare marketing campaigns specifically designed to target motorists using major GCM work zones to minimize the number of vehicles traveling through those work zones. Reduced congestion in work areas will facilitate the movement of trucks through work zones and lead to expedited and more predictable delivery times.
Standardized Oversize/Overweight Regulations	This project would study alternatives for common standard regulations and promote legislative changes to include the recommended standard commercial vehicle regulations across the three states.

4. Status of Projects from Previous Corridor Program Plan Update

The following projects were included in the 2001 Corridor Program Plan Update. Below are brief descriptions of the priority projects and activities that have been completed.

Immediate-Term Projects

1. Gateway Operations & Enhancements

The Gateway Traveler Information System is the primary data collection, processing, and distribution hub for the GCM Corridor. Both the general public and transportation agencies access this travel information daily. The distributed system is built around a Central Gateway Hub operated by Illinois DOT (IDOT). The GCM Corridor Architecture envisions a Central Gateway Hub receiving real-time data from, and providing real-time data to, Illinois, Indiana, and Wisconsin state Gateway Hubs. The goal is to integrate traffic and transit management operations throughout the GCM Corridor to provide timely, accurate information. The Gateway software currently links essential corridor transportation agencies and public safety services. A number of enhancements have been implemented in the last year to expand the system's functionality. The scope of the project includes design, engineering, development, maintenance, communications, and operations activities.

Lead agency: IDOT

Activities:

- The award-winning traveler information website (www.gcmtravel.com) averages over 20 million page views per month with a server uptime of over 99%.
- Features to the website include:
 - Historic travel time comparison tool is available.
 - Personalized e-mail traffic alerts.
 - Real-time traffic information available through wireless devices.
 - Snapshot traffic video.
 - Chicago text Quick Traffic travel times.
 - Wisconsin, Indiana, Illinois and Chicago Skyway status information display pages.
 - Major construction project pages or links.
 - Transit and rideshare links.
 - Variable Message Sign (VMS) messages from Illinois DOT and Illinois Tollway.
- IDOT and RTA have partnered to develop and provide support to a multi-modal trip planning system to provide itineraries and comparative travel times.
- Gateway supplies data for FHWA's Urban Congestion Report, which provides monthly system performance measures information from 11 metropolitan areas.

- Construction and incident information are being processed routinely from Wisconsin DOT (WisDOT), Indiana DOT (INDOT), IDOT ComCenter, IDOT Traffic Systems Center (TSC), Illinois Tollway, and Chicago Skyway Concession Company.

2. Continued Program Management Support

This project provides ongoing management and support of GCM Coalition activities. The program management team provides administrative and technical support for the various work group and action teams, including gathering information on best practices and updating the program website. The position of a part-time Executive Director was created to coordinate GCM partner activities, serve as a point of contact for those who need to interact with the GCM Corridor, and find ways to leverage the resources of the Corridor Coalition.

Lead Agency: INDOT is the lead agency for this project with funding equally shared by Wisconsin, Illinois and Indiana.

Activities:

- Provides support for over 60 meetings a year for nine different work groups and action teams.
- Conducts outreach and education to other organizations, including the I-95 Coalition, I-10 National Freight Corridor Study, and Great Lakes Regional Collaboration.
- Facilitates action team meetings promoting ITS use during regional Interstate construction.
- Designed, printed, and distributed both brief and detailed GCM brochures.
- Designed and printed annual Construction Cards for I-80/I-94 Corridor Action Team to highlight construction information sources.
- Provided regional response for Real-Time System Management Information Program Request for Comments.

3. Provide Communications Links at State Borders

Providing reliable, high-speed data connections between jurisdictions is extremely important as more travelers demand current information to make their transportation decisions. This project will establish high-speed communications capacity across both the Wisconsin/Illinois and the Illinois/Indiana borders. The additional capacity provided by these links will also allow for effective transmittal of more forms of data across state lines, such as CCTV images. The first phase of this project identifies current needs, analyzes the advantages of using different communications formats, and verifies that existing information exchanges are taking place in an efficient manner. The most cost-effective method for securing the necessary links and efficiently transporting data will be determined. The second phase of this project implements these recommended improvements.

Lead Agency: IDOT

Activities:

- Installed conduit and fiber between Illinois and Wisconsin. Connection will be operational in 2006.
- Agreed on secure Internet data transfer method between Illinois and Indiana.

4. Virtual Weigh Stations

This pilot project calls for the use of weigh-in-motion scales (WIMs) to be used in conjunction with a set of highly focused commercial vehicle enforcement strategies to improve truck weight compliance and reduce the large amount of damage to pavement caused by grossly overloaded vehicles. Each state's remote virtual weigh station (VWS) sites will enable their enforcement personnel to screen for excessively loaded trucks without disturbing the majority of legal vehicles. Downstream enforcement vehicles will be equipped with computers to provide real time information (including images) on suspected violators. They will then conduct roadside inspections using certified portable scales. This system dramatically improves the probability of capturing the worst offenders, thus improving the efficiency of efficient weight enforcement. To make the program more comprehensive, it will ultimately include cooperative data sharing agreements between neighboring states.

In addition to weight compliance screening, the VWS program will also include screening for other safety and security related factors. Public/private partnerships will be sought for each of these additional initiatives to take advantage of cutting edge technology solutions.

Lead Agency: INDOT

Activities:

- INDOT, working with Purdue University, has already developed software and hardware that connects the WIM scale to the downstream enforcement vehicles.
- Purdue University has completed research that enables early detection of WIM data quality problems long before the information becomes unusable.
- The GCM Corridor staff has done some preliminary work in the area of system definition and functional needs statements. That work will lay the groundwork for a systems engineering approach to the VWS development process.
- INDOT currently has 3 sites that can function as VWSs; one includes digital imaging.

5. Corridor-wide 511 Traveler Information Hotline

This project will produce three independent 511 systems that will function as one, providing timely information from each state to travelers anywhere in the region. The goal of this effort is to provide coordinated 511 services throughout the corridor that are transparent to the user through a unique mix of data sharing, application sharing, and call transfer methods. Three parallel studies were completed to identify the best

strategies, priority issues, current practices, and available traveler information resources in the Corridor. The products from these studies also included a definition of system requirements and the creation of three business models. Each state led its own study with periodic updates to the other states to insure an integrated final outcome. The next step of this project is to deploy three interoperable systems. Ultimately, full statewide 511 hotline services will be established in each state using incremental deployment strategies.

Lead Agency: The three states will coordinate their separate 511 systems

Activities:

- Strategic plans, business plans, technical specifications, and deployment concepts have been developed for each state.
- Held informational 511 workshop for GCM members.
- Each state determining how to proceed with implementing their 511 system.

6. Multi-State Agreements for Coordinated Changeable Message Sign (CMS) Message Posting

Effective distribution of traveler information requires that messages be delivered far in advance of problem areas so motorists can make informed decisions. This often means that the messages must be presented on a neighboring agency's changeable message sign (CMS). To promote inter-agency coordination, this project addresses and resolves institutional issues that impede the posting of coordinated CMS messages across agency/state lines. This coordination will foster consistent, easy to understand messaging as travelers move throughout the corridor. Coordinated Amber Alert and planned construction messaging are examples of this cooperation. The product of this effort will be an agreement between the GCM agencies to authorize this coordination and a specific set of guidelines to facilitate coordinated message posting.

This project has significant overlap with the Expanded Advance Notification Boundaries and will be coordinated with that project.

Lead Agency: IDOT and the Illinois Tollway

Activities:

- Developed Portable Changeable Message Sign (PCMS) Usage Guidelines document that was adopted by the Traffic/Incident Management Work Group. Promoted PCMS Usage Guidelines at traffic engineering conferences.
- IDOT and INDOT are using procedures from Interagency Usage Manual for permanent Variable Message Signs (VMS) during construction near border.

7. Endorsement of Coordinated Incident Management Practices, Outreach, and Training

Aggressive response to highway incidents has been shown to be an effective tool for improving safety and traffic flow. This project will encourage the use of proven incident response strategies and promote activities that help agencies coordinate efforts across jurisdictions, such as tabletop exercises. The project will include the formal endorsement of the principles contained in the FHWA's Incident Management Manual and the active promotion of these principles by local agencies through outreach, education and training activities.

Lead Agency: INDOT

Activities:

- Participated in tabletop exercise practicing downtown Chicago evacuation plan. Supporting future Illinois Terrorism Task Force exercises.
- Organized Incident Command System training.
- Coordinated motorist assistance coverage in construction areas near Illinois/Indiana and Illinois/Wisconsin borders.
- Compared work zone safety practices in Illinois, Indiana, and Wisconsin.

8. Corridor Communications Infrastructure Plan

Most of the benefits of ITS are derived from the effective use of timely information. Good communications systems are essential ingredients in the process of distributing that information. This project will develop a master plan for the GCM Corridor communications infrastructure. The plan will build upon the GCM Corridor System Architecture, which identifies interfaces and data to be exchanged. The communications infrastructure plan will analyze the communications requirements associated with the interfaces, identify specific technology solutions and their costs, and identify a phased investment program to implement the required communications infrastructure over time. The overall plan developed in this project will allow individual GCM projects to proceed in a fashion that will yield an efficient and effective overall corridor communications system.

Lead Agency: WisDOT

Activities:

- The GCM Corridor System Architecture has been completed and will be updated in 2006.
- Statewide and regional architectures have been completed.

9. Mobile Technologies to Measure Travel Times

Up-to-the-minute traffic information can be collected in a number of ways. Traditionally this has been done through the use of roadside traffic detection devices, but there is a growing interest in using vehicles themselves as "probes". Tracking the movements of a sampling of vehicles can yield some very useful information about traffic flow and this can now be done at reasonable costs. Another reason for the interest in probes is that they are present across the entire network (not just a few detection sites) and their

density is greatest where we need it the most - in congested areas. This project develops a partnership with a private sector firm for the collection of traffic information using non-traditional detection technology, such as cell phones, toll transponders, or possibly by using dedicated vehicle-tracking systems. There are a number of different companies that are developing, and/or have developed, specific technologies and strategies for this purpose. This project would develop a partnership with this type of firm that would entail cost sharing for the deployment of a non-traditional traffic detection system and implement the system in one or more locations within the GCM Corridor. The deployment would then be evaluated for possible expansion in other locations within the corridor.

Lead Agency: IDOT

Activities:

- The Illinois Tollway is now using their toll tags to calculate travel times.
- IDOT has deployed some transponder readers on expressway segments to supplement travel time information.
- The City of Chicago, IDOT, and other partners are exploring using cell phone technology to measure travel time on arterial routes in the Chicago area.

10. Corridor Electronic Data Archival Strategy

Currently, data archiving practices among agencies in the GCM Corridor vary widely, ranging from those agencies that preserve little or no data to those with fairly sophisticated retention practices. In very few cases is all of the valuable data preserved in a manner that allows easy retrieval and analysis by all of the organizations and individuals who can benefit from it. This project would identify a common strategy for the GCM Corridor agencies to archive transportation data. Development of the strategy would include: identification of existing or planned data sources, existing practices, needs, and the benefits related to data archival. This project also includes the identification of best practices for archiving and retrieving data.

Lead Agency: IDOT

Activities:

- Wisconsin, Illinois, and Indiana developed statewide ITS Architectures and the Illinois Statewide ITS Strategic Plan development was completed in June
- Illinois Tollway (from private sensors) and Illinois Tollway and Expressway data (from the Gateway) are being archived through a public-private partnership led by the Illinois Tollway.

11. Multi- State Radio Communications Integration/Compatibility

Law enforcement and first response agencies need to be able to communicate with other responders at scenes of incidents to increase the efficiency of their actions. This

project is intended to improve the effectiveness of traffic incident management in the GCM Corridor state border regions through compatible radio communications, so as to reduce traffic congestion, delay, and secondary incident risk. This project would support activities among GCM agencies to integrate or otherwise improve the compatibility of their radio communication systems. The activities supported by this project could include planning/design or equipment procurement. It is intended that this project support at least two specific integration efforts, one focusing on each of the two GCM state border regions, i.e., Wisconsin/Illinois and Illinois/Indiana.

Lead Agency: IDOT

Activities:

- Efforts in Southeastern Wisconsin involving State Patrol, WisDOT and Sheriff Departments, including the Southeast Wisconsin Communications Resource Support Group (SEWCRSG) project are focused on interoperability.
- Illinois State Police have initiated the StarCom21 system for statewide radio interoperability.
- Indiana has initiated the Hoosier SAFE-T project for radio interoperability.
- The above projects, as well as the existing ISPERN, IREACH, and IHERN systems in Illinois and Indiana and the Wisconsin Emergency Radio Network, could provide models for the activities envisioned in this project.

Near-Term Projects

12. Inter-jurisdictional Construction and Maintenance Planning Program and Scheduling Tool

This project develops a database using Gateway's Access database tool, and a set of procedures, to promote improved coordination of construction and maintenance activities among transportation jurisdictions throughout the GCM Corridor. The objective of this coordination is to insure that travelers retain attractive alternate route options to the extent possible, i.e., to help avoid situations where two agencies are simultaneously performing maintenance or construction on two roadways that function as the only viable alternatives to one another. Coordination would be achieved through the submission of long-range schedules to the Gateway Traveler Information System, and through the use of database tools available through the Gateway to coordinate projects among agencies. As part of this project, the existing database tool available through the Gateway would be customized.

Activities:

- This task is being handled by the Illinois/Indiana Corridor Action Team and a similar effort has been started for the Wisconsin/Illinois border.

13. Establishment of Multi-State Incident Response Teams in State Border Regions

This project is intended to reduce the congestion, delay and secondary incidents associated with traffic incidents that occur near the GCM state border regions. This project will provide supplemental resources to support existing and new multi-agency incident response teams at the Wisconsin-Illinois and Illinois-Indiana state border regions. The incident response teams will be composed of individuals from the agencies (e.g. fire, police, DOT, EMS) that deliver incident management services in the field, and in conjunction with their colleagues in traffic operations centers.

This project could include planning/administrative support to task force efforts, including logistics and assistance with the development of agreements and coordination procedures. This project could also provide for staff training, as a supplement to the outreach and training provided through the immediate term project, "Endorsement of Coordinated Incident Management Practices and Outreach and Training". This project could also support infrastructure improvements that would provide for improved coordination between incident responders and traffic management centers. This project may also support investments that facilitate the collection of real-time incident information and the delivery of that information to traffic management centers for processing and dissemination to travelers.

Activities:

- No funding identified.

- IDOT has tested transmission of real-time incident data from ETP vehicles to the District 1 ComCenter.
- Motorist assistance patrols being coordinated in border work zones through Corridor Action Teams.
- State Borders Traffic Incident Management MOU signed in 2002.

14. “One-Stop” Shopping for Commercial Vehicle Interstate Credentials

This project is intended to improve the efficiency and effectiveness, and minimize costs, associated with commercial vehicle credential processes. This project will support the current activities of the Wisconsin, Illinois and Indiana Departments of Transportation in implementing a “one-stop shopping” electronic credential process whereby operators could obtain necessary credentials electronically. The three DOTs will determine the specific uses for the resources provided through this project. Likely uses for the resources include support for planning and design efforts and hardware and software procurement. SAFETAE-LU includes dedicated funding for CVISN Level 1 Core Deployment.

This project is intended to support efficiencies and compatibility among the systems developed by each state, but recognizes the need for each state to implement systems responsive to their unique conditions, including legal requirements. It is envisioned that each state, Wisconsin, Illinois, and Indiana will develop and maintain their own electronic credentialing systems. This project will support efforts in that area, and support features that promote corridor-wide objectives.

Activities:

- Wisconsin has implemented a One-Stop Shopping system.
- Illinois has contracted with the University of Illinois at Chicago to initiate a system; Indiana is also in the process of initiating a system.

15. GCM Corridor Legislative Education and Outreach Effort

This project is intended to promote understanding and generate support for GCM Corridor investments among legislators and other decision-makers. This project will support the communication of the GCM Corridor purpose and objectives among decision-makers and elected officials, including documenting successes and justifying continuing investments. This effort could include legislative support for federal funding of ITS initiatives and the development of presentations and other materials geared toward decision-makers.

Activities:

- No funding identified.
- Accomplishing outreach through ITS Midwest/GCM Newsletters, brochures, and public events with ITS Midwest and partner agencies.

16. ITS Planning Database

This project is intended to promote on-going coordination and cooperation among transportation agencies in the planning of ITS investments, in order to improve the effectiveness of ITS investments and programs throughout the corridor. This project will develop a geographical information system (GIS) database of corridor ITS assets and a set of procedures for maintaining and using the database. Currently, the format and level of detail of ITS inventories varies widely by agency and there is no consolidated source of information.

Activities:

- No funding identified.
- State DOT ITS staff tracking ITS projects and assets.

17. High Speed Rail Traveler Information System

This project is intended to promote the utilization of future corridor high speed rail services and facilitate connections to and from high speed rail and other modes, through the development of a traveler information system, or set of systems. The systems developed through this project could include two major components: the data collection, processing and dissemination elements specific to high speed rail services, including on-board or station area devices, and the investments needed to integrate the high speed rail traveler information system elements with the GCM Gateway Traveler Information System.

Activities:

- No funding identified.

18. Illinois/Indiana Transit ITS Corridor

This project is intended to increase ridership and improve operating efficiency in a transit corridor that crosses the Illinois/Indiana border, and to identify a model for deployment elsewhere in the GCM Corridor. This project will consist of a demonstration, focusing on a single transit corridor, and featuring the combined application of a range of transit improvements and technologies, such as transit signal priority, electronic fare payment and traveler information. The focus of the project will be to demonstrate the combined, synergistic impacts of a package of improvements. It is intended that this demonstration will involve transit agencies from Illinois and Indiana, focus on passenger connections or other service coordination between agencies in the two states.

Activities:

- No funding identified.

19. Railroad Grade Crossing Traveler Information System

This project will provide travelers with information needed to make travel decisions that will result in reduced frustration and delay, and which will help reduce the risk of train-automobile collisions. This project will design, implement and evaluate a railroad grade crossing traveler information system that will advise travelers of when specific railroad crossings are blocked by a train, and provide an estimate of how long the crossing is expected to be blocked. It is anticipated that this project will focus on a single area, which could include several individual grade crossings, with the intention of developing a template that could be implemented in the future at locations throughout the GCM Corridor.

Activities:

- No funding identified.

20. Real-Time Traffic Information Formatting for Private Commercial Vehicle Dispatching Systems

This project will provide information to commercial vehicle operators that will allow them to improve their efficiency by avoiding areas of high traffic congestion and delay, and to reduce accident risk by avoiding or better preparing for areas with adverse weather conditions. More and more carriers are implementing computer-aided vehicle routing and dispatching systems. This project facilitates the incorporation and usage of GCM Corridor traveler information into these systems by providing the information in a format accepted by these systems.

Activities:

- Addressing issue through freight focus, educating freight carriers about GCM Travel website, e-mail traveler alerts, and other traveler information resources.

21. Multi-Agency Limited Liability Agreements

This project enables coordinated, multi-agency traffic management strategies that will reduce congestion, delay and secondary incident risk. This project will investigate the barriers to coordinated traffic management that result from the varying levels of liability limitation associated with the various agencies that would need to work together. The project will focus on the Illinois State Toll Highway Authority (ISTHA), which does not have the same level of liability limitation as the Wisconsin, Illinois or Indiana Departments of Transportation, and therefore is constrained in their ability to participate in joint traffic management activities. The project will also include other agencies involved in coordinated traffic management that face the same hurdles relative to liability

limitation. The product of this project will be a study identifying problems and issues and a specific course of action to address them.

Activities:

- No identified funding.
- State Borders Traffic Incident Management MOU signed in 2002.

22. Strategies to Speed HAZMAT Response

This project is intended to reduce the congestion, delay and secondary incident risk associated with traffic incidents involving hazardous materials. In some areas within the GCM Corridor, extremely heavy traffic volumes and the prospect of very rapid escalation of delays and vehicle queues cause some law enforcement and transportation agency staff to respond to some hazardous materials at incident scenes, as opposed to waiting until the designated HAZMAT responders arrive. This project would seek to identify specific strategies to reduce the response time on the part of HAZMAT agencies and/or to provide law enforcement and other on-scene responders with tools to minimize delays as they await the arrival of the designated HAZMAT responders.

Activities:

- No funding identified.
- Supporting agencies in incident response exercises, hosted Incident Command System training session.

23. Arterial Street Incident Management at Illinois-Indiana Border

This project is intended to reduce the congestion, delay and secondary incident risk associated with traffic incidents on arterial streets in the Illinois-Indiana state border region, and ultimately on major arterial streets throughout the GCM Corridor. This project will demonstrate incident management technologies and techniques in an arterial street setting. The project will include a study/design phase, an implementation phase, and an evaluation phase. The product of this project will be a template that can be used in other future implementations at other locations throughout the GCM corridor, including in non-state border regions. Potential specific elements of this demonstration include changeable message signs, traffic detection and surveillance, and traveler information.

Activities:

- No funding identified.

24. ITS Applications for Work Zones

This project will reduce traffic congestion, delay and accidents in and around work zones. This project will consist of two primary components, a study effort to identify current “best practice” techniques and technologies, and a second component consisting of one or more field demonstrations. The purpose of the field demonstrations is to verify a specific set of technologies and techniques and to establish a template for their implementation that will facilitate future implementations throughout the GCM Corridor. This project will consider the entire spectrum of options for reducing delay and improving safety in work zones, including strategies to reduce the overall duration of work zone activities, and strategies focused on the timing of work.

Activities:

- Agencies using PCMS and enhanced signage in work zones.
- Illinois Tollway revised and standardized work zone designs.
- Developed regional messaging guidelines for PCMS.

25. Cross-Border Smart Corridor Project

This project will reduce traffic congestion, delay and accident risk in arterial street/freeway corridors. This project will identify, implement and evaluate a “smart corridor” traffic management concept focusing on one or more of the GCM state border regions, including a corridor that crosses state lines. In addition to deploying the system in one or more locations, this project will produce a specific set of recommendations that can be applied in other locations. This project could include a number of ITS improvements along the arterial street and alternate routes, including freeways, that would provide the capability to manage traffic, including incidents and detours, on a corridor basis. These improvements could include traffic signal control improvements to promote traffic flow, traffic detection and monitoring, and traveler information strategies such as variable message signs and highway advisory radio.

Activities:

- Illinois applied for Integrated Corridor Management funding.

26. Accident Database and Reporting System

This project will improve the ability of incident response agencies, including law enforcement, to respond to traffic incidents, thereby reducing traffic congestion, delay and the risk of secondary incidents. This project will provide timely, graphic depictions of traffic accident statistics to law enforcement and other incident response agencies. This information will allow agencies to more effectively deploy their field personnel, resulting in faster response times to incidents. Although the focus of this project is on providing this information to law enforcement and other incident responders, this information will be useful to others, including planners.

Activities:

- No funding identified.

27. Interstate Electronic Toll Collection Interoperability across the Indiana/Illinois State Line.

This project is intended to make the use of toll facilities in Indiana and Illinois more convenient for travelers by allowing them to use a single electronic toll tag for systems in both states. The individual toll operators in the corridor have been considering this issue and the ultimate objective of toll tag compatibility, and the Federal Highway Administration has supported moves toward toll tag compatibility throughout the country. This project would provide resources to support and accelerate the existing GCM Corridor efforts on this issue.

Activities:

- Coalition members achieving through use of E-ZPass system and membership in E-ZPass Interagency Group (IAG).

5. Next Steps

The GCM Corridor will continue to pursue activities to promote the benefits of ITS to address multi-state transportation issues in the 16-county corridor with a focus on improving freight movement. The projects identified in Sections 3 and 4 of this document were developed based on stakeholder input to accomplish the mission of the GCM Corridor Coalition.

The GCM Corridor plans to pursue the seven priority projects introduced in this update to enhance freight movement as well as continuing to implement the eleven priority projects from the previously approved Corridor Program Plan Update, as those also benefit freight travel and help decrease the time it takes for cargo to reach its destination. The implementation of the following projects will be dependent upon adequate federal, state, local, and/or private sector funding being made available.

Immediate-Term
Freight Industry Outreach Campaign
Regional Corridor Action Team
Expanded Advance Notification Boundaries/ Multi-State Agreements for Coordinated Changeable Message Sign Posting
Website Publication of Local Regulations
Expanded Parking Facilities
Gateway Operations and Enhancement
Continued Program Management Support
Provide Communication Links at State Borders
Near-Term
Dynamic Message Sign Deployment
Develop and Operate Parking Facilities
Virtual Weigh Stations
Corridor-Wide 511 Traveler Information Hotline
Endorsement of Coordinated Incident Management Practices, Outreach, and Training
Corridor Communications Infrastructure Plan
Mobile Technologies to Measure Travel Times
Corridor Electronic Data Archival Strategy
Multi-Agency Radio Communications Integration/Compatibility at State Borders

Some actions have already been started for many of the immediate-term priority projects. The implementation of the following actions will be dependent upon the resources made available:

Immediate-Term Priority Projects

Freight Industry Outreach Campaign

- Develop and print informational brochures targeted at freight companies.
- Continue presentations to freight groups to increase awareness of information resources.

Regional Corridor Action Team

- Identify available ITS resources and operations practices in the area to reduce congestion and improve freight traffic.
- Publicize planned construction projects that have a regional impact.
- Finalize and implement work plan.
- Continue to hold team meetings.

Expanded Advance Notification Boundaries/Multi-State Agreements for Coordinated Changeable Message Sign Posting

- Develop areas of influence maps for DMS.
- Hold workshops to determine message and notification criteria.
- Develop and sign memorandum of understanding.
- Incorporate additional freight information from expanded areas into existing information distribution websites.
- Distribute outreach material to commercial vehicle associations and companies.

Webpage Publication of Local Regulations

- Determine sources for remaining county and local regulations.
- Develop promotional materials for associations to distribute to their members.
- Determine regulations that are not already available.
- Post new regulatory information on GCM webpage.

Expanded Parking Facilities

- Coordinate efforts with truck parking facility study by Illinois Center for Transportation.

Gateway Operations and Enhancements

- Develop and deploy interfaces for Gateway to accommodate 511 services.
- Deploy an Indiana state Gateway hub and connect it to the Borman System.
- Deploy a Wisconsin state Gateway hub and connect it to the MONITOR System.
- Install and test Gateway software at the Indiana and Wisconsin state hubs to develop interfaces to Central Gateway Hub.
- Implement Indiana and Wisconsin Gateway hubs to Central Gateway CORBA interface.
- Add architecture compliant data sources to Indiana Gateway and Wisconsin Gateway hubs.
- Implement a CAD interface to provide real-time incident data to Gateway from the Illinois State Police via the TSC ATMS.
- Deploy a redundant Illinois Gateway hub to backup the Central Gateway Hub.

Continued Program Management Support

- Continue support to facilitate the GCM Corridor Committees and Technical Subcommittees (Work Groups) and coordinate Corridor activities.

- Continue technical services support as identified by GCM Committees and Work Groups.
- Continue outreach to other corridors and regional groups.
- Identify potential project funding sources for projects.
- Update and maintain ITS Architecture.
- Coordinate outreach to legislative delegations with DOT legislative liaisons.
- Maintain contact with I-95 Corridor and other ITS Priority Corridors to share lessons learned.
- Support newsletters and periodic updates to outreach materials.

Provide Communications Links at State Borders

- Finalize data transfer between Gateway and Borman.
- Maintain and operate state data pipes.
- Add connections to appropriate agency locations to data pipes.
- Install fiber link between Illinois and Indiana in conjunction with construction projects.

Near-Term Priority Projects

Dynamic Message Sign Deployment

- Inventory decision points that need additional DMS coverage.
- Create a prioritized 5 year DMS deployment plan.
- Determine whether to use permanent DMS or PCMS at locations.
- Procure and install new DMS.

Develop and Operate Parking Facilities

- Perform a literature search for truck parking business models.
- Work with universities and local ITS America chapters to solicit public/private partnership proposals.
- Perform a literature search of the best public/private partnerships.
- Conduct formal contract bidding and negotiation process.

Virtual Weigh Stations

- Pursue a Pooled Fund Study to develop a Central Operating System that can be used in each state.
- Create a workstation-based GIS central operating system prototype that will tie the remote VWS sites together and enable “global” enforcement capabilities.
- Sign cooperative arrangements to support CVO compliance data-sharing between neighboring states.
- Establish three VWS “starter systems.” This will include a central processing center plus an initial set of WIM sites for each state and involve the use of existing WIMs, where possible.
- Develop a VWS Deployment Plan for each of the three states.
- Establish a pilot VWS in Illinois in cooperation with the Illinois Commerce Commission, State Police, Department of Revenue and other Illinois CVISN partners using an existing WIM site.

Corridor-Wide 511 Traveler Information Hotline

- Deploy condition reporting system and databases to support 511 services in each state.
- Deploy three state 511 systems to produce a Corridor-wide 511 Hotline system.
- Explore co-branding state traveler information system with 511 systems.
- Expand coverage to include the entire three states.

Endorsement of Coordinated Incident Management Practices, Outreach, and Training

- Approve a resolution supporting principles of Incident Management Manual practices.
- Promote and support various training activities based on the FHWA Incident Management Manual.
- Continue participation in public-private incident management outreach and training opportunities.
- Promote awareness of Move-It laws in states.
- Hold Illinois/Indiana cross-border tabletop exercise.

Corridor Communications Infrastructure Plan

- Update the GCM Corridor System Architecture.
- Develop a scope and RFP for a regional Corridor Communications Plan.

Mobile Technologies to Measure Travel Times

- Investigate private sector research on using cellular phone technology to measure travel times.
- Develop a scope and Request for Proposals to Partner (RFPP).

Corridor Electronic Data Archival Strategy

- Review participating agencies' current procedures for data archival.
- Perform a literature search on best practices for data archival.
- Produce formal Data Archiving Guidelines.

Multi-State Radio Communications Integration/Compatibility

- Analyze compatibility of existing first responder radio systems.
- Develop a scope and RFP for the Radio Communications Interoperability Plan.
- Integrate radio systems along Wisconsin/Illinois and Illinois/Indiana borders.