

# ITS MIDWEST & GCM *Express Lanes*

**ITS MIDWEST**  
The Intelligent Transportation Society of the Midwest  
A regional chapter of ITS America including the states of  
Illinois, Indiana, Wisconsin



August 2004 Volume 9.2

## GCM Security Showcase & Workshop

*Two day event at Argonne focuses on highway freight and CVO security.*

The Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor held a Highway Freight Technology Security Showcase on May 11, 2004 and an ITS/CVO Security Leadership Workshop on May 12, 2004 at Argonne National Laboratory. The events were well attended, with the showcase drawing around 80 participants and the invitation-only workshop having about 55 participants from a broad range of federal, state and local agencies, universities, private companies, and other organizations.

The two events were sponsored by Argonne National Laboratory (ANL), ITS Midwest, Federal Motor Carrier Safety Administration (FMCSA), Federal Highway Administration (FHWA), Illinois DOT, Indiana DOT, and Wisconsin DOT.

### Freight Technology Showcase

ITS Midwest president Jeff Hochmuth, who gave the opening remarks, noted that one of the goals of ITS Midwest is to look for opportunities to team with others in bringing about valuable events to address key issues. The showcase included a number of presentations from around the nation highlighting freight security issues, technology solutions, and experiences gained from a number of initiatives.

Argonne presenters Tom Ewing and Pat Wilkey described sensor and integrated security systems being developed at Argonne, including both passive and active radiation detection and screening systems, standoff chemical and explosive detectors utilizing terahertz radiation, and electronic nose sensors that can be trained to detect different chemical traces.

Chief Jerry Bryan of the Florida Department of Agriculture described their experi-

ence and some of the successes they have had deploying several Vehicle and Cargo Inspection System (VACIS) vehicles.



Marygrace Parker, I-95 Corridor Coalition, delivers workshop keynote.

Edward McCormack of the Washington State Transportation Center provided details about their e-seal project to replace paper with electronic reads to streamline container movements at the fourth busiest crossing on the U.S.-Canadian border.

An overview of CVISN was given by Ron Char of John Hopkins University, who contrasted CVO safety and highway freight security requirements, and described how CVISN could be leveraged to improve both areas. He described an expanded scope for CVISN to address security and spoke of CVISN security projects that are underway.

According to John Walsh from the U.S. Attorney's Office, the role of their Office's Anti-Terrorism Advisory Councils (ATAC) is to reduce vulnerabilities and fill information gaps to prevent potential or actual terrorist operations. Walsh suggested the key to prevention is disruption and the expeditious use of information to achieve a coordinated response.

FMCSA's Amy Houser provided an overview of two initiatives, the Hazardous Materials Safety & Security Technology Operational Test, and the Untethered Trailer Tracking and Control Project. Both initiatives are designed to quantify the costs and benefits, as well as assess the willingness of industry to deploy the technologies and approaches.

Details about the IMRicS (Identification and Monitoring of Radiation Shipments) project were provided by Randy Walker from Oak Ridge National Laboratory. IMRicS has been

*EXPRESS LANES is the official newsletter of ITS Midwest and the GCM Priority Corridor. Comments, suggestions and contributions are welcome.*

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## Showcase & Workshop

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deployed in several states. Its centerpiece is a commercial vehicle compliance monitoring system that uses radiation sensors at truck weigh stations.

Marygrace Parker gave an overview of CVO and freight initiatives in the I-95 Corridor, which encompasses 16 states and includes numerous ports and border crossings. The approach has been to test new technologies or apply existing technologies in new ways to improve security without impeding the movement of goods. The activities have provided valuable insights, as well as highlighted several issues, which are shared with coalition states.

John Maes wrapped up the Showcase presentations with a briefing on the Illinois Highway Watch Program, which utilizes the vast network of truckers as a security and safety resource. Activities include identifying and reporting suspicious or unsafe activity, summoning help for accidents, and communicating other useful information to authorities.

The showcase included exhibits from Mettler Toledo, Illinois State Toll Highway Authority I-PASS, VideoTec, Bio-Imaging Research, Argonne, and the Department of Energy (DOE) Chicago. In addition, poster exhibits were contributed by Argonne, DOE-Chicago, Oak Ridge National Lab, TranSmart, and SAIC. Additional sponsorship of lunch and exhibit expenses was provided by URS, TranSmart, Mettler Toledo, and ITS Midwest.

### ITS/CVO Security Workshop

The leadership workshop on the second day (May 12, 2004) provided a forum to share experiences and concerns, examine potential solutions, and provide input into the GCM corridor action plan. After a welcome by Argonne's Associate Lab Director for National Security, Alan Foley, and opening remarks by Dan Shamo, GCM Executive Director, Marygrace Parker from the I-95 Corridor Coalition gave a keynote message.

In her remarks, Parker suggested the charge for the workshop should be defining the role and focus of the GCM Corri-



Left to right, Tom Ewing (Argonne), David Zavattero, and Chuck Sikaras (both IDOT) discuss an exhibit at the Showcase.

dor in Freight Security and developing an action guide. Parker provided several guidelines to establishing a security framework: balance the need for mobility, safety, and efficiency with security; demonstrate the value of relationships during emergencies or incidents; and preserve transportation systems as a safe and vital economic link.

The Executive Roundtable was moderated by David Zavattero of IDOT and featured Mike Chamness of the Illinois Terrorism Task Force and Clifford Ong of the Indiana Counter-Terrorism and Security Council. Chamness noted that an early emphasis of homeland security is on response capability. The ITTF is working to standardize its response teams. It has three Weapons of Mass Destruction (WMD) level A certified teams, a first for any state. Illinois has received a green rating on its preparedness plans, and there is an effort underway to develop a Chicago Downtown Evacuation Plan.

Clifford Ong remarked that the GCM Corridor is a critical element to local and national security. He observed that critical infrastructure is located near highways, and it follows that highways will be used by terrorists. Indiana has identified critical infrastructure and plans to perform vulnerability assessments. Ong suggests technology should provide integrated solutions and satisfy three criteria: reliability, dual use (e.g., support operations and security), and compliance with national standards.

Mark Jensen, Eric Wik, and Dan Stock of Science Application International Corporation (SAIC) provided an overview of freight vulnerability and threats. The role of CVO as a delivery mechanism for

threats was also discussed. As an application to GCM, SAIC advised planners to 1) assess the risks and vulnerabilities of intercity movements of hazardous materials, general freight carriage as a Trojan horse, and terminal facility security efforts; and 2) determine the best use of countermeasures to achieve deterrence, early detection, and rapid response.

A Discussion Circle moderated by Warren Dunham provided an opportunity to share experiences and concerns. Topics included the need to determine gaps in security coverage, coordinating enforcement between states, the desire by the shipping industry for standardization in security equipment, and building relationships with responders. Possible actions highlighted were tabletop and field exercises, partnering with coalitions in the region such as First Chicago, and sharing information between agencies.

Bill Honan of FMCSA made a funding presentation which included an overview of potential federal expanded (Level 2) CVISN funding support of freight security projects. He noted that CVISN funding requires a 50% match, similar to the ITS Earmark program.

Briefings by Argonne scientist Brad Micklich and FHWA's Mike Onder provided overviews of technologies to solve freight/CVO problems. Micklich described radiation detection technologies and commercially available implementations, stressing the difference in performance and applicability of various approaches. Onder noted that the Electronic Freight Manifest, Cost/Benefit Analysis Methodology, and the Freight Business Process Map (a tool to identify vulnerabilities in the supply chain) are among the best practices to enhance CVO security.

Bob Gallamore of Northwestern University moderated an expert panel that included Dan Murray of American Transportation Research Institute, Capt. Robert Powers of the Michigan State Police, Amy Houser from FMCSA, Harvey Drucker from

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## President's Message

BY JEFF HOCHMUTH  
President, ITS Midwest



The Strategic Planning group has been working hard on defining the future directions for ITS Midwest. To date, we have come up with a comprehensive list of functions and services that the chapter will examine. The four major areas are outreach, member services, organizational structure, and resources.

Outreach encompasses building relationships with appropriate groups, from legislators and their staffs to individual professionals within the field. We will also work with other organizations and the public at large. The intent is to build bridges, create relationships, and be able to educate various groups on the benefits of ITS.

The second area is member services. The intent is to strengthen the chapter proactively, by providing our members with more: more services, more ben-

### Showcase & Workshop

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Argonne, Ron Char from John Hopkins University, and Tom Hosty of Transport Service Company. Many issues were raised, including the point that our freight system and economy are closely related, and that risk has been added by eliminating the waste in the system (and thus the redundancy). Because freight volumes are so high, technology will have to be part of the solution. Basic science will also have a role because many problems remain unsolved.

The workshop concluded with a planning exercise led by GCM Executive Director Dan Shamo. A MindMap application was used to develop a framework for a GCM action plan. There was a consensus for the need to move forward with one or more technology deployment projects in the corridor.

Presentations are available at: [www.gcmcommunicator.com/public-library/pic-reports/pic-presentations](http://www.gcmcommunicator.com/public-library/pic-reports/pic-presentations). □

*For more information, contact Tom Ewing at [ewing@anl.gov](mailto:ewing@anl.gov) or 630-252-5455.*

efits, more reasons to join. Through training, networking, publications, awards, etc., we will strengthen our chapter. This will stimulate member recruitment and retention of the talent we need to succeed.

The next area we are examining is organizational structure to determine how best to achieve these goals. This will likely result in a redefinition of what issues the Board should address and how the committees should be structured and empowered to meet our goals. Our organization must work hand-in-hand with the member services to ensure that we are attracting new ideas and capitalizing on them.

Finally, we are examining resources -- both financial and human. The Board approved a budget last year with the goal of increasing some services. While we have the existing resources to meet these needs for a few years to come, the chapter still needs to be able to increase revenue in the long term to continue to offer services that bring people together.

We are also working on other efforts this year. The Security Technology Showcase and ITS/CVO Leadership Workshop held in May at Argonne is one example. We are also looking to partner with ITE on hosting some training. We have begun looking at creating an electronic business card for the chapter. Even with the considerable focus on long-term activities, we intend to help make this year another banner year for membership services.

I look forward to your feedback and assistance in helping us define our future. We need to work together to make the most of this planning/reorganization effort. If you have questions or suggestions, please email me at my new email address, [jhochmuth@wilbursmith.com](mailto:jhochmuth@wilbursmith.com). Also note the new address for ITSMW located on the front of the newsletter. □

## Corridor Action Team Update

The GCM Corridor Action Team, which was formed to deal with impacts of major construction projects with interstate significance, continued efforts to coordinate construction activities and incident response in the I-80 Corridor. The major construction of I-80 in Illinois and Indiana, coupled with reconstruction on the Indiana Tollroad and the Chicago Skyway, are challenging all parties to develop plans and programs to deal with major traffic delays and incident response.

Providing traveler information has been a key element of the Team's efforts. The GCM Website at [www.gcmtravel.com](http://www.gcmtravel.com) now contains an I-80 Corridor page which provides the latest information on operations in the area. Information on travel conditions on all major expressways and toll facilities is shown. The most recent additions are links to Chicago Skyway information and the Northwest Indiana Traffic Management Center's real time traffic condition information.

Significant progress has also been made in incident management. Complementing each agency's emergency response program is an increased emphasis on interagency assistance at borders. The Team is also working with the Chicago Area Transportation Study (CATS) and Northwest Indiana Regional Planning Commission to expand the CATS "Share the Drive" program. □

*For more information, contact Jeff Galas at [galasjm@dot.il.gov](mailto:galasjm@dot.il.gov) or 847-705-4376.*

## Calendar of Events

ITS Forum 2004, September 21, 2004 at Marquette University, Milwaukee, WI. For info: Rick Zygowicz at TransCore, 262-797-6577, [rick.zygowicz@transcore.com](mailto:rick.zygowicz@transcore.com).

11th World Congress and Exhibition on Intelligent Transport Systems, "Explore New Possibilities in Intelligent Transport Systems," October 18-22, 2004, Nagoya (sessions/exhibits) and Aichi (opening ceremony), Japan. For info: <http://www.itsworldcongress.org/>.

ITSMW 10th Annual Meeting, February 9-10, 2005 at the Marriott Indianapolis East Hotel, Indianapolis, IN. For info: Mark Newland, 317-232-5523, [mnewland@indot.state.in.us](mailto:mnewland@indot.state.in.us).

# Update on 511 in the Corridor

*511 has been called "the face of ITS". It makes transportation information readily accessible to travelers through an easy-to-remember three-digit telephone number.*

A key goal of the 511 planning and deployment effort currently underway is to make our customers' use of the respective 511 systems and their access to travel information seamless and transparent throughout the GCM Corridor.

The GCM Corridor is well positioned to provide a high quality 511 service because of the many existing Intelligent Transportation Systems already collecting, processing, validating, fusing, and distributing real-time transportation information in the Corridor. The 511 systems being planned by Illinois, Indiana, and Wisconsin build on this extensive ITS infrastructure which includes the Gateway Traveler Information System. This ensures travelers get consistent, current, and reliable information including traffic conditions, congestion, incidents, construction, road weather conditions, transit, road and lane closures, special events, and other information.

The Gateway System will support one of the first operational tests of the data sharing approach to provide current Indiana and Wisconsin information within the GCM Corridor to the Illinois 511 system. This means that a traveler in Illinois will be able to access Illinois real-time traffic information and Milwaukee or Gary real-time traffic information simply by dialing 511 in Illinois. This is the essence of the seamless 511 service set as a goal for the GCM Corridor.

## Illinois 511 Update

Illinois is nearing completion of a 511 strategy and conceptual design. PBS&J is providing technical support services to assist IDOT in developing a 511 system to serve the Illinois portions of the GCM Corridor as well as the entire state of Illinois. Several tasks of the Illinois 511 planning study have already been completed including: a review of 511 implementation issues; analysis of existing data sources; an inventory of telecommunications



providers; development and evaluation of options for Illinois 511 services; estimation of planning level costs to deploy, operate, and maintain the 511 system; and development of a recommended conceptual plan. Meetings with key stakeholders have also been held to discuss the plan.

The next stage of the Illinois 511 planning study is preparation of draft requirements for the Illinois 511 system for review by IDOT management. Pending concurrence by management and stakeholders, an RFP to complete the design, development, and testing of the Illinois 511 system may be issued early in 2005 with deployment and operation of the system envisioned for late 2005.

The initial concept envisioned for the Illinois statewide 511 system, available via telephone and a co-branded website, might be termed a "hybrid" system since: a) data will come from multiple sources, b) system components and operations may involve both the public and private sectors, c) while the Illinois 511 system will follow the national 511 Guidelines including a "free to the user" basic service, there may be opportunities for revenue generating premium services, and d) users of the system may be able to access information from neighboring states or regions through call transfer, data sharing, or application sharing methods.

*For more information, contact David Zattero at [zatteroda@dot.il.gov](mailto:zatteroda@dot.il.gov) or 847-705-4800.*

## Indiana 511 Update

The Indiana Department of Transportation (INDOT) has begun the process of developing a 511 Traveler Information System. A kick-off meeting of the Steering Committee was held with INDOT's

consultant, Castle Rock Consultants, in April. Castle Rock is assisted in this effort by URS Corporation.

INDOT's 511 effort is being focused on Northwest Indiana and is being done in coordination with both the Illinois and Wisconsin Departments of Transportation as part of the Gary-Chicago-Milwaukee ITS Priority Corridor.

The product of the 511 planning effort will be an approach for 511 implementation throughout Illinois, Indiana and Wisconsin, and a specific approach for integrated 511 operations in the Gary-Chicago-Milwaukee Corridor. It is envisioned that the approach for the GCM Corridor will be sufficiently developed to allow implementation, on a prototype basis, immediately following completion of the planning effort. Based on the lessons learned in the GCM Corridor and following the approach established in the three state joint planning effort, 511 service will be expanded throughout Illinois, Indiana and Wisconsin.

Identification of a long-term funding mechanism and responsibilities for operations and maintenance responsibilities are two of the most critical issues to be addressed through the development of the Illinois, Indiana and Wisconsin 511 deployment plan. A number of alternative business models are possible, and will be evaluated. Private sector partner participation in funding of the 511 service is highly desirable and will be aggressively considered.

*For more information, contact Mark Newland at [mnewland@indot.state.in.us](mailto:mnewland@indot.state.in.us) or 317-232-5523.*

## Wisconsin 511 Update

The WisDOT GCM 511 working committee met on April 14 to work out next steps toward developing WisDOT's element of the three state corridor 511 plan. This meeting focused on four major items:

1. A review of high level design issues,
2. Developing a road map focusing on the detailed design process,
3. General system issues, and
4. Detailed design issues.

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## 2004 I-PASS Improvements Should Further Reduce Travel Times

*Following the overwhelming success of the 2003 I-PASS Expansion Project, which reduced congestion at 37 toll plazas on the Illinois Tollway, Gov. Rod R. Blagojevich announced plans recently to reduce travel times for Illinois Tollway customers in 2004 with 69 new and improved I-PASS lanes at 40 toll plazas systemwide.*



The 2004 I-PASS enhancements will introduce new I-PASS Only lanes: 32 additional lanes in new ramp locations and 37 at ramp and mainline toll plazas already offering dedicated I-PASS Only lanes. The 2004 I-PASS Expansion Project also includes funding to begin planning and design work to create I-PASS Express lanes on the Northwest Tollway (I-90) and the north Tri-State Tollway (I-94).

"We've seen time and time again that I-PASS improvements on the Illinois Tollway are improving convenience and saving drivers time – time that they would rather spend with family and friends," said Gov. Blagojevich. "The success of the Tollway's efforts to market I-PASS and add more dedicated lanes shows that the Illinois Tollway is following my mandates to run more like a business and to use technology to make people's lives easier."

The 69 new I-PASS Only lanes at 40 locations are scheduled to be complete in 2004, and include the construction of additional toll collection lanes at Farnsworth Road on the Ronald Reagan Memorial Tollway (I-88) and Route 31 on the Northwest Tollway to

allow for dedicated I-PASS Only lanes. Additional toll collection lanes are needed to reduce traffic backups during rush hour and allow for the addition of the new I-PASS Only lanes.

In addition, new Mixed-Use I-PASS Only lanes will be added at the York Road Toll Plaza in each direction on the Ronald Reagan Memorial Tollway (I-88) and eight Truck I-PASS Only lanes at six toll plazas on the Tri-State Tollway (I-94/I-294) will be permanently opened up for use by cars as well as trucks. Every mainline toll plaza on the Illinois Tollway system and most ramp toll plazas will have at least one dedicated I-PASS Only lane when the 2004 work is complete.

"Over the past year, we have proven that I-PASS is the Tollway's number one congestion relief tool," said Illinois Tollway Executive Director Jack Hartman. "Overall, I-PASS customers are shaving 5 to 10 minutes off their commutes as a direct result of the 2003 I-PASS improvements. The 2004 I-PASS Expansion Project continues our efforts to increase the advantages of having an I-PASS and to further increase I-PASS usage."

Due to the aggressive marketing efforts and doubling of I-PASS Only lanes in the past year, I-PASS use has increased to 48 percent of revenue collected systemwide, compared to the 38 percent I-PASS collection rate in December 2002. During rush hour, 52.5 percent of all tolls collected were through I-PASS. There are currently nearly 1.2 million active I-PASS transponders on the Illinois Tollway.

I-PASS users can pay tolls without having money on hand, rolling down the window, waiting for traffic or, at mainline toll plazas, stopping. The Illinois Tollway offers 87 dedicated I-PASS lanes including I-PASS Express lanes and I-PASS Only lanes. I-PASS also can be used at all manual or automatic toll collection lanes at all 65 toll plazas on the Illinois Tollway System. Customers can buy an I-PASS at Jewel-Osco or online at [www.getipass.com](http://www.getipass.com), where existing I-PASS customers now can also manage their account online. □

*For more info, contact Joelle McGinnis at [jmccginnis@tollway.state.il.us](mailto:jmccginnis@tollway.state.il.us) or 630-241-6800 ext. 2380.*

### 511 Update

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The working group agreed to carefully consider the approach to providing 511 services. It should modify the voice messaging easily. Extensible markup language (XML) is probably the best approach. The terminology must conform to how the general public understands messages. Pursuit of a regional rather than a statewide approach will be considered. Other states use both approaches. Wisconsin must answer the question "who are we trying to reach and what do they want?" WisDOT may want to pursue an

overall statewide vision but we'll begin with Milwaukee and the GCM corridor.

The draft Task 3 Memorandum was furnished to the working group in late April. This dealt with the inventory of telecommunication providers and is now being reviewed. There are approximately 600 service exchange boundaries in Wisconsin. The largest providers are CenturyTel, Verizon North, SBC Wisconsin and TDS. The Task 3 Memorandum focuses on landline and wireless telecommunication providers, the implementation

process, and Wisconsin long distance contracts, with special consideration relating to tariff and per-minute cost exposure.

Ongoing work on the part of the consultant team and the working committee will continue to concentrate on planning stage actions and 511 integration with the other state partners during the implementation stage. □

*For more information, contact Phil DeCabooteer at [Phil.Decabooteer@dot.state.wi.us](mailto:Phil.Decabooteer@dot.state.wi.us), or at 608-267-0452.*

## UW Workshop Examines Security Research Needs

A one day workshop with the theme "Optimizing Resource Allocation for Transportation Infrastructure Protection" was held on May 20, 2004, at the University of Wisconsin-Madison (UW-Madison). The workshop featured presentations by academic researchers and government practitioners on aviation, rail, container freight, and highway transportation security, as well as emergency planning. Presenters and discussants included representatives of Wisconsin Emergency Management, WisDOT, FHWA, Argonne National Laboratory, Volpe National Transportation Systems Center, and several academic institutions including Northwestern, MIT, and New York University.

Three breakout sessions focused on identifying major research needs in the areas of vulnerability assessment, security improvements, and emergency management. In the area of vulnerability assessment, the primary research need was identified to be methods and tools; issues identified included the difficulty of comparing

and quantifying vulnerabilities across different sectors, and the need to capture interdependencies that may exist between sectors (e.g., the impact of electricity on transportation). Research issues identified to improve security included better freight data, communications interoperability, countermeasures, and development of motivational/instructional materials. In emergency management, research needs in transportation, medical preparedness, and communication interoperability were identified.

The workshop was co-sponsored by the Center for Human Performance and Risk Analysis and the Midwest Regional Transportation Center at UW-Madison, and the Center for Risk and Economic Analysis of Terrorism Events at the University of Southern California. Workshop proceedings will be made available through the sponsoring organizations. □

*For more information, contact Lisa Kane at [lisa.kane@dot.state.wi.us](mailto:lisa.kane@dot.state.wi.us) or 414-225-3721.*

## FHWA/ITE Video Crew Shoot in Milwaukee

*On April 22 and 23, a video crew from Mobile Video Inc. in Washington D.C. filmed many of the interesting places and programs located in southeastern Wisconsin pertaining to traffic management and congestion.*

The video crew was able to capture congestion levels in Milwaukee and the traffic management components that are employed every day to assist in quick clearance, incident management, and other traffic related safety and efficiency concerns. Some of the highlights of the video shoot were the visits to law enforcement control centers, a visit to the Wisconsin Department of Transportation's (WisDOT) Traffic Operations Center, a ride on a "Smart Bus" provided by the Milwaukee County Transit Service, and a visit to a media outlet that is responsible for providing a great deal of travel information to the traveling public.

The video shoot was also able to get footage of the Gateway Patrol and Enhanced Freeway Patrol vehicles in



action. Gateway Patrol is a private tow company under contract with WisDOT, while the Enhanced Freeway Patrols are a partnership with WisDOT and the Milwaukee County Sheriff's Department.

The video crew was especially interested in filming the Milwaukee area variable message signs (VMS). Milwaukee is a pioneer with VMS travel times, being one of the first DOTs to display travel times on signs.

The video will act as a catalyst for starting incident management programs in other parts of the country. The video will be shown to key decision makers in an effort to fund new programs. The crew also visited Seattle and Washington D.C. to complete the video. □

*For more info, contact Lisa Kane at [lisa.kane@dot.state.wi.us](mailto:lisa.kane@dot.state.wi.us) or 414-225-3721.*

## ITS America Award honors Illinois State Toll Highway Authority

The Illinois State Toll Highway Authority is the recipient of a national award for public safety from the Intelligent Transportation Society of America (ITS America). ITS America's 2004 Best of Intelligent Transportation Systems Awards recognized the Illinois Tollway's Traffic and Incident Management System (TIMS) for its technical innovation and public safety functionality.

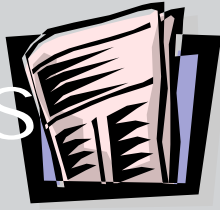
TIMS sets the standard as the first traffic information system allowing two-way interface between the police and maintenance crews. The system centralizes collection of roadway information from I-PASS electronic toll collection, system-wide weather sensors, computer-aided dispatch (CAD) for Tollway maintenance and Illinois State Police, as well as motorist phone calls via \*999. Using 120 cameras located throughout the Illinois Tollway system, TIMS technicians are able to view the reported incidents and determine the appropriate roadway response and communicate directly with maintenance crews, State Police and local fire and ambulance services.

In addition, TIMS also allows the Illinois Tollway to provide current travel times and roadway advisories to the media and public via the Tollway's Web site [www.illinoistollway.com](http://www.illinoistollway.com) and on over-the-road dynamic changeable message signs located on the Illinois Tollway system. In coordination with the GCM Corridor Gateway Transportation Information System project, the Illinois Tollway travel times are posted along with other Interstate travel times on the GCM Web site at [www.gcmtravel.com](http://www.gcmtravel.com).

Statistics show that for every minute Tollway roads are blocked, traffic can be delayed for four to nine minutes. The ability to respond quickly to an incident improves customers' travel experiences by relieving traffic congestion and reducing delays. □

*For more info, contact Joelle McGinnis at [jmcginnis@tollway.state.il.us](mailto:jmcginnis@tollway.state.il.us) or 630-241-6800, ext. 2380.*

# News



## GCM hits 10

The GCM Corridor Coalition celebrated its ten year anniversary at the Executive Committee meeting on July 15, 2004 at the Mississippi Valley Conference. Illinois DOT Secretary Timothy Martin congratulated the GCM Corridor at the July 14, 2004 banquet. An informational booth was also present at the conference to highlight the successful GCM partnership over the past 10 years. For the past ten years, the states of Illinois, Indiana, and Wisconsin have worked closely on solutions to transportation problems in the GCM ITS Priority Corridor. Through the deployment of advanced technologies, the use of existing transportation services and infrastructure, and the cooperative efforts of several transportation and planning agencies in the three states, the GCM Corridor Program has made transportation in the corridor smarter, safer, better coordinated, and more efficient.

## GCM Support Contract

The GCM ITS Priority Corridor Program Management Support Contract with URS Corporation was extended for two years.

## GCM Executive Committee Meeting

The GCM Executive Committee celebrated its tenth anniversary on July 15, 2004 at the 2004 Mississippi Valley Conference in Chicago. The meeting focused on progress in implementing the Corridor Program Plan through essential and priority projects. Essential projects highlighted included the Gateway Operations and Enhancements, Continued Program Management Support, and Communication Links at State Borders. Priority projects noted included Virtual Weigh Stations, Corridor-wide 511 Traveler Information Services, Coordinated VMS Operations, and Incident Management Coordina-

tion, Outreach, and Training. Other meeting discussion included the successful 2003 Congressional Tour, two transportation security workshops, the development of the I-80 Corridor Action Team, and collaboration with the I-95 Corridor. The next steps for the corridor include developing a 2005 Corridor Program Plan and transferring proven technology to areas in Illinois, Indiana, and Wisconsin outside the GCM Corridor as directed by the Executive Committee. The group concluded the meeting discussing funding and reauthorization.

## Agreement Expands Information to Motorists on I-90

The Illinois State Toll Highway Authority is entering into an agreement with the State of Wisconsin to install a Dynamic Message Sign (DMS) and Closed Circuit Television Camera (CCTV) on I-90 in Wisconsin as part of the Tollway's system-wide program to improve communication with motorists. The Tollway is planning to locate the DMS on the west side of I-90/I-39 at Wisconsin milepost 187, which is approximately a half mile north of the Illinois-Wisconsin state line. The sign will provide roadway information such as travel times and safety information to Illinois Tollway customers returning to Illinois. The Illinois Tollway is installing an additional 25 over-the-road DMS system-wide by 2005. For more information, contact Joelle McGinnis at [jmcginnis@tollway.state.il.us](mailto:jmcginnis@tollway.state.il.us) or 630-241-6800 ext. 2380.

## Illinois Tollway Joins E-ZPass

The Illinois State Toll Highway Authority is joining the E-ZPass Interagency Group to allow both E-ZPass and I-PASS customers to use one transponder for both systems. I-PASS customers will be able to use their I-PASS tags on the toll roads and bridges of the eastern United States. This will be particularly beneficial to commercial trucking companies that now use E-ZPass to move goods cross-country, as they will be able to use one transponder and one account for their toll transactions. E-ZPass transponders will be accepted on the Illinois Tollway in about one year. Nationwide, E-ZPass has 400,000 commercial users and at

least 30,000 drive the Illinois Tollway. Currently, the Illinois Tollway has more than 1.2 million I-PASS users. Contact Joelle McGinnis for additional information at [jmcginnis@tollway.state.il.us](mailto:jmcginnis@tollway.state.il.us), or 630-241-6800 ext. 2380.

## APTA holds workshop in Milwaukee

On April 1 and 2, 2004 the American Public Transportation Association (APTA) held a "Best Practices Workshop" in Milwaukee, Wisconsin. Transportation professionals from all over the world were in attendance at the workshop. A technical tour was conducted on April 2, and a tour was conducted for nearly fifty workshop participants of the Wisconsin Department of Transportation's (WisDOT) Traffic Operations Center in downtown Milwaukee to showcase some of the incident management partnerships created and sustained in southeastern Wisconsin. Briefings were made on the Gateway Service Patrols and communication interoperability, emergency traffic management, the Traffic Incident Management Enhancement (TIME) Program, and the Marquette Interchange reconstruction project. Contact Lisa Kane for info at [lisa.kane@dot.state.wi.us](mailto:lisa.kane@dot.state.wi.us) or 414-225-3721.

## Traffic Incident Management Performance Measures Subgroup

On May 3, 2004, the Gary-Chicago-Milwaukee Traffic Incident Management (TIM) Performance Measures Subgroup held a meeting in Olympia Fields, IL. Chief Gary Lindsey of the Dallas County Sheriff's Office, an expert on performance measures, gave a presentation on issues they have faced in Dallas developing performance measures. The GCM TIM Performance Measures Subgroup is in the early stages of identifying performance measures for the corridor and investigating what other agencies have done in this area. The goal is to develop the most effective prevention and response efforts possible through use of multi-agency communications and sharing. For more information, contact John Benda at [jbenda@tollway.state.il.us](mailto:jbenda@tollway.state.il.us) or 630-241-6800.

## Newsletter Available in Electronic Form

If you would prefer to get an electronic version of the Express Lanes newsletter, please **email us at [ITSnews@anl.gov](mailto:ITSnews@anl.gov)** with the following information: your name and email address, company or organization name, address, and phone number.

Indicate whether you want both electronic and printed versions, or just electronic.

When the next newsletter is available, we will notify you by email and provide a web link to our full-color electronic

version. This not only reduces printing and distribution costs, but you can access both current and past issues online at [www.itsmidwest.org](http://www.itsmidwest.org). □



## ITS Midwest Membership

Membership in ITS Midwest is open to corporations, companies, government agencies, universities, and other organizations and individuals with an interest in ITS development and deployment. Paid members of ITS America are entitled to up to three free chapter memberships and may select ITS Midwest as one of their free chapters.

A qualifying organization which is not a member of ITS America may join the ITS Midwest chapter for \$150 per year. Organizations belonging to ITS America which have used up their complimentary chapter memberships may also join for \$150. Individuals not affiliated with an organization willing to join ITS Midwest may become a member for \$50 per year.

Chapters like ITS Midwest play a key role of outreach, education, and support for ITS technical and planning activities. ITS Midwest also provides a forum for planning and support of the GCM Priority Corridor. **Join ITS Midwest today and play a role in shaping our future transportation systems!**

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For further information about joining and the benefits of membership in ITS Midwest, please contact Jeff Hochmuth at [jhochmuth@wilbursmith.com](mailto:jhochmuth@wilbursmith.com). □

### ITS MIDWEST

The Intelligent Transportation Society of the Midwest  
A regional chapter of ITS America including the states of  
Illinois, Indiana, Wisconsin



### How to reach us...

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*Express Lanes* is the newsletter of the Intelligent Transportation Society of the Midwest and the GCM Corridor Coalition. Contributions of general interest to our readers are encouraged, including news from members, upcoming events, articles on technology,

research and deployment projects, and other ITS-related information.

For more information on ITS Midwest, visit [www.itsmidwest.org](http://www.itsmidwest.org).

For information on GCM corridor activities, visit the GCM website [www.gcmtravel.com](http://www.gcmtravel.com), or contact your local DOT representative or the URS consulting team:

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David Zavattero, 847-705-4800  
Chuck Sikaras, 847-705-4800

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