



**GCM ITS Priority Corridor
Executive Committee
Thursday, July 9, 1998, 5:30 p.m.
Holiday Inn City Center**

Meeting Minutes

Please note that the meeting minutes listed below are organized in order of the agenda items discussed at the Executive Committee meeting held on July 9, 1998. The meeting agenda is attached to these minutes.

Handouts distributed to the attendees:

- *July 9, 1998 Executive Committee Overhead Packet*
- *Miscellaneous Funding Tables - Funding Strategy for FY 98, Other TEA 21 Funding Requests and Top Priority Projects Unmet Funding Needs*

1. INTRODUCTIONS

The meeting was initiated by the chair, Kirk Brown of IDOT and introductions were made. The following individuals were in attendance:

The Executive Committee:

- Kirk Brown, Secretary - IDOT (Chair)
- Curtis Wiley, Commissioner - INDOT
- Charles Thompson, Secretary - WisDOT
- Dale Wilken, Regional Administrator - FHWA

The Coordination Work Group:

- Jeff Hochmuth, ITS Program Manager - IDOT
- Dan Shamo, ITS Program Engineer - INDOT
- Phil DeCabooter, Chief ITS Engineer - WisDOT
- Bill Brownell, Urban Transp. Specialist - FHWA
- Ed Stillings, Transp. Management Specialist - FHWA

Other Staff:

- Terry Mulcahy - WisDOT
- Ken Leonard - WisDOT
- Jim Slifer - IDOT
- Chuck Sikaras - IDOT
- Ray Murphy - IDOT
- Ron Marshall - FHWA
- Jeff Benson - BRW
- Daryl Taavola - BRW

2. UPDATE ON GCM CORRIDOR ACTIVITIES

Jeff Benson of BRW initiated agenda item 2 by noting the award the GCM Corridor received from ITS America in May 1998 and provided a certificate to Kirk Brown. The award was received by Curt Wiley of INDOT at the ITS America conference on behalf of the GCM Corridor. The award will be kept with

the current Executive Committee chair and rotate among the states with the annual rotation of the committee chairs.

Jeff Benson provided an update on GCM Corridor Program activities including projects recently completed, projects currently underway, integration activities and future focus. He also discussed the GCM Public/Private/Partnership project recently initiated which will focus on the development of a CVO Traveler Information System.

3. TRANSPORTATION EQUITY ACT OF THE 21ST CENTURY

Bill Brownell of FHWA presented a summary of ITS funding and requirements included in the Transportation Equity Act of the 21st Century (TEA 21). Highlights are noted below.

- The National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program are both potential sources of funding for the GCM Corridor. These programs will be monitored.
- The main source of ITS funding will come from two categories:
 - ITS Standards, Operational Tests and Research
 - ITS Deployment
- Sections 5206, 5207, 5208 and 5209 provide funding for FY 98 as follows:

Program Category	FY 98 Funding (in millions)
I. ITS Standards, Operational Tests, Research (Sections 5206, 5207)	\$95.0
II. ITS Deployment	\$101.0
A. ITS Integration (Metro/Rural) (Section 5208)	\$74.0
B. CVO Deployment (Section 5209)	\$25.5
Total	\$196.0

- The Rural ITS Integration allocation will be 10% of the ITS Integration amount or \$7.4 million for FY 98.
- It appears that all of the FY 98 ITS funding has been earmarked to special projects.
- Section 5206 requires consistency with the national architecture and standards. The national architecture needs to be used as a guide in developing a regional architecture. Regions can use what is applicable and leave out what is not.
- An architecture course and training is a requirement with the TEA 21 funds.
- The GCM Corridor architecture development is far along. Minor (high level) translation/mapping will be required to be consistent with the national architecture.
- Terry Mulcahy of WisDOT noted caution of building another bureaucracy. Washington D.C. should tell us what the standards are and then allow the states to implement it. This concern was expressed at the ITS Architecture Outreach Forum held in May 1998.
- Jeff Hochmuth of IDOT noted that the corridor recently met with FHWA regarding compliance with the national architecture. Everyone is comfortable that the GCM Corridor is about 98% compliant. Minor paper work will be involved for full consistency.
- Section 5208 which includes the ITS Integration Program is intended to accelerate implementation and integration of ITS in metro and rural areas. There will probably be a federal request/notice for applications for FY 99 funding.

- Section 5208 also provides \$2 million to the GCM Corridor and \$5 million to the I-95 Corridor. A 50% match is required but 30% can be from other federal sources. The FY 98 funds need to be obligated this fiscal year.
- Section 5210 requires a life cycle cost analysis of ITS projects with a cost of \$3 million or more.

4. GCM CORRIDOR PROJECT FUNDING PRIORITIES

The Executive Committee discussed funding priorities and utilization of the \$2 million identified in Section 5208 of TEA 21. Highlights of the discussion are noted below.

- Terry Mulcahy noted that the Corridor Program Plan Update approved last year included an FY 98 budget of \$16 million and questioned what would be the three states mutual commitment toward the program - \$5 million, \$6 million, \$7 million?
- Curt Wiley noted that we should look at the funding needs for corridor-wide activities.
- Terry Mulcahy mentioned that the language in TEA 21 states that the \$2 million is for the corridor or other areas of the state. He also noted that WisDOT submitted an FY 98 spending plan on July 8 and needs to submit an FY 99 spending plan by December 1, 1998. Terry also noted that WisDOT is dealing with issues with the Wisconsin legislature. WisDOT probably now has legislative approval for its FY 98 earmarks and noted that they can decide how to allocate the \$2 million to projects. An FY 98 spending plan may have to be brought to a committee but WisDOT can obligate funds to a certain level.
- Kirk Brown noted that IDOT has to have all federal dollars appropriated by their legislature. A detailed project list is required to be submitted.
- Chuck Thompson stated that the committee needs to do more work/have more discussions before they can decide what to do with the \$2 million.
- It was noted that the only potential funding available to the GCM Corridor for FY 98 is the \$2 million per year to Wisconsin.
- After Kirk Brown asked what ideas the Coordination Work Group has for use of the \$2 million, handouts presenting a draft funding priority breakdown for GCM projects was distributed to the committee.
- A process to establish future GCM Corridor program/project priorities was also presented to the committee. A copy of the proposed process is attached to these minutes.
- Jeff Hochmuth mentioned that the Coordination Work Group will discuss the development of a revised Corridor Program Plan to be consistent with TEA 21. An update could be done by the Summer of 1999 and ready for FY 2000.
- Chuck Sikaras of IDOT suggested that when the funding table handout is used during a future meeting, the "Other TEA 21 Funding Requests" column should be separated into state specific and corridor-wide efforts.
- The Executive Committee agreed that staff could discuss the \$2 million funding allocation proposal in more detail outside of the meeting and to reconvene via a telephone conference sometime after August 1, 1998.
- Bill Brownell indicated that there are certain things we can begin to do now, before the specific projects are agreed upon, to help meet the September 30, 1998 obligation deadline.

5. GCM CORRIDOR COALITION RESTRUCTURE

Jeff Benson presented a revised GCM Corridor Coalition structure approved by the Deployment Committee on June 23, 1998. Revisions to the structure are noted below.

- Added the Awareness and Communications Group – to lead outreach and communications activities for the GCM Corridor. This is a new committee.
- Added the Gateway Regional Integration Committee for the Corridor (GRICC) – to address technical details associated with communications, integration and architecture. This committee replaces the Architecture Communications and Information (ACI) Work Group.
- Added the Multi-Modal Operations Work Group – to address freeway, arterial and transit operational issues. This group replaces the Traffic and Transit Management (TTM) Work Group.
- Chairs of the Work Groups will have the ability to form Ad Hoc Committees as necessary.
- Projects will be assigned to the most appropriate Work Group on a project by project basis. Coordination between project/work group activities that overlap will be addressed at the Deployment Committee level.

All other committee and work groups will remain as they currently exist. A copy of the new organizational structure is attached to these minutes.

6. EXECUTIVE COMMITTEE, DEPLOYMENT COMMITTEE & COORDINATION WORK GROUP CHAIRPERSONS FOR UPCOMING YEAR

Chairpersons for the upcoming year passed from IDOT to WisDOT. Chairpersons for the past year were:

- Executive Committee - Kirk Brown, Secretary - IDOT
- Deployment Committee - Jeff Hochmuth, ITS Program Mgr. - IDOT
- Coordination Work Group - Jeff Hochmuth, ITS Program Mgr. - IDOT

Chairpersons for the next year are as follows:

- Executive Committee - Charles Thompson, Secretary – WisDOT
- Deployment Committee - Phil DeCabooter, Chief ITS Eng. - WisDOT
- Coordination Work Group - Phil DeCabooter, Chief ITS Eng. - WisDOT

7. NEXT EXECUTIVE COMMITTEE MEETING

The next meeting for the Executive Committee will be via telephone conference to discuss and finalize a plan for utilization of the \$2 million in FY 98 TEA 21 funds. The meeting will be scheduled at a later date and will be held sometime after August 1, 1998.

8. OTHER BUSINESS

With no other business the meeting was adjourned.