



MEETING MINUTES

Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor

Executive Committee Teleconference

Tuesday, November 1, 2005

The GCM (Gary-Chicago-Milwaukee) Executive Committee held a teleconference on Tuesday, November 1, 2005. The purpose of the meeting was to set policy direction for the GCM Corridor Program Plan.

1. Introductions

Thomas Sharp, Commissioner of Indiana DOT, chaired the meeting. The meeting began with introductions of the participants. The list of those in attendance is given at the end of these meeting minutes.

2. SAFETEA-LU

Dan Shamo, GCM Executive Director, discussed changes in the new transportation authorization law that affect ITS. The largest change is the removal of ITS Deployment Funding. New ITS projects must compete against other transportation funding for deployment funds. He notes that ITS can complement mainstream areas such as construction, freight, and operations. New ITS projects will have to compete against other projects for funding for deployment, so the Corridor will have to prove that these projects offer competitive benefits and returns on investment.

David Zavatiero of IDOT added that ITS elements can be incorporated in construction projects, such as installing devices to manage traffic or to install ITS infrastructure. He also noted that the Real-Time Traveler Information System Program is an unfounded program where the USDOT Secretary establishes common data exchange formats for all states.

3. GCM Corridor Program Plan

Jeff Benson, URS gave an update of the Corridor Program Plan. He reviewed the plan outline. The Corridor held five stakeholder workshops and received input from 64 stakeholders representing 33 agencies and organizations. The plan is focusing on projects with regional benefits to all three states. Benson explained that the schedule for the plan was to prioritize the project ideas located in the handout by a smaller group and more detailed descriptions of the top priority projects will be provided to the Executive Committee in January.

Timothy Martin, Secretary of Illinois DOT noted that there is a great deal of freight activity in the Corridor. He noted that an Illinois DOT focus group revealed that many truck drivers listen to satellite radio. He asked if any projects from the list could be coordinated with satellite radio to get drivers the information they need. Zavatiero replied that the traveler information coordinated through the GCM Gateway and distributed through 511 traveler information systems could be coordinated with radio broadcasts. *Martin stated that the GCM Corridor*

should follow up with freight associations to get a better understanding of their needs and ideas on how the DOTs can help address those needs.

Martin note that the DOTs are providing traffic information for free and private firms are making money from the information. Deputy Secretary of Wisconsin DOT Ruben Anthony, Jr., said that the Corridor should approach large firms about the cost of gathering the information and see if they are can help in gathering the information. Phil DeCabooter of Wisconsin DOT noted that the kinds of public-private partnerships formed might be limited by legislative language.

Sharp asked the other members of the Executive Committee if the Corridor could look at the freight community as the number one customer. If freight traffic on highways is sped up, non-commercial traffic should benefit as well. This approach would help narrow down funding options. Anthony agreed, noting that this would help identify priorities and focus resources. Martin agreed as well, noting that studies show that there will be a doubling of freight in the corridor in the next couple of decades. The Executive Committee agreed that the focus of the GCM Corridor should be on providing real advantages to move freight in the Corridor. Improving overall traffic flow will follow.

Sharp directed that there be defined outcomes for each project. Funding for the projects should be examined to determine what is available and what is unfounded. There should also be a specific timeline in years and months for implementation as well as action items to proceed with implementation.

Martin added that the plan should focus on short-term projects that will be completed and operational within three years. The first project should be deployed in six months. Zavattero thought that a partnership with trucking associations to get their members traveler information could be implemented in six months.

4. Next Executive Committee Meeting & Other Business

The Executive Committee members will meet with the Trucking Association in late November or early December. ***URS will set up this meeting.*** The outcome of that meeting will be a list of 5-10 projects to help the industry move freight. ***The Corridor will contact the freight associations and interview them for needs and project ideas prior to that meeting.***

**GCM Executive Committee Meeting
November 1, 2005
Attendees**

<u>Name</u>	<u>Representing</u>
Timothy Martin	Illinois DOT
Thomas Sharp	Indiana DOT
Ruben Anthony, Jr.	Wisconsin DOT
Dave Zavattero	Illinois DOT
Chuck Sikaras	Illinois DOT
Mark Newland	Indiana DOT
Phil DeCabooter	Wisconsin DOT
Jeff Benson	URS
Dan Shamo	URS
Paul Lamb	URS