

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 and Indiana



March 2004 Volume 9.1

Annual Meeting Spotlights Security Efforts

ITS Midwest turned the spotlight on transportation security during its tenth Annual Meeting on February 6. In addition to its annual business meeting and election of officers, the meeting offered a variety of federal and regional perspectives on transportation security issues.

The meeting kicked-off with Don Zoufal, Deputy Commissioner, Safety and Security for the Chicago Department of Aviation. Mr. Zoufal discussed the variety of efforts that are undertaken to ensure security at an airport and how many of them relate directly to ITS.

Jay Wasson of the Indiana Department of Transportation (INDOT), Scott Lee of the Illinois Department of Transportation (IDOT), and Don Grabowski of the City of Chicago discussed how ITS and security are related. Wasson discussed physical site, personnel, and information system security issues addressed in the design and construction of the Indianapolis Traffic Management Center (TMC). Lee outlined security measures built into the Gateway Traveler Information Center (Gateway TIC) and system security issues that still need to be addressed. Grabowski reviewed the consideration incorporated into the planning of Chicago's TMC and how it will integrate disparate devices.

Prior to lunch, the annual business meeting provided a review of the chapter's activities for the previous year. Also discussed was

Wisconsin's decision to formally develop its own ITS America chapter. While Wisconsin will no longer be an equal partner in ITS Midwest, the new chapter will continue to participate in and work closely with the ITS Midwest chapter activities. The following officers and directors were elected:

Vice President – Indiana: Mark Newland, Indiana DOT
Vice President – Illinois: David Zavattero, Illinois DOT
Treasurer: Ken Glassman, Illinois Tollway
W. D. Baldwin, HDR Engineering
Darcy Bullock, Purdue University
Russ Bautch, HNTB Corp.
John DeLaurentis, Regional Transportation Authority
John Benda, Illinois State Toll Highway Authority
Austin Provost, MasTec
Ray Benekohal, University of Illinois at Urbana Champaign
Dan Shamo, URS Corp.
Joseph Brahm, National Engineering Technology Corp.

See **Meeting** page 2

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

ITS Midwest Executive Board:

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Newsletter:

EDITOR-IN-CHIEF:
Tom Ewing, Argonne National Lab

How to contact us:

web: www.ITSMidwest.org
email: ITSnews@anl.gov

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T. Ewing



J. Ghrist, IDOT

Left, Deputy Commissioner Don Zoufal from the Chicago Department of Aviation delivers the keynote address. Right, Adrian Tentner is presented a Chapter's Service Award by ITSMidwest President Jeff Hochmuth for his accomplishments as founding president of ITS Midwest.

President's Message



BY JEFF HOCHMUTH
President, ITS Midwest

This will be a year of transition for ITS Midwest. The entire year is being dedicated to focusing on how we can collectively reshape this chapter to better meet the needs of our members. And the first item on the list is changing the composition and function of the board of directors and officers.

First of all, the newly elected directors and officers are serving a one year term. This way, EVERY position is open for election in 2005. This will give us complete flexibility in reshaping the board. Second, this is my last year as president. While I will continue to serve the chapter as best I can after this year, it is important that the future leaders get an opportunity to shape the direction the chapter will go beyond 2004. Finally, perhaps by the time this newsletter is published, Wisconsin will have its own state chapter and ITS Midwest will eliminate the vice president position representing Wisconsin. The opportunity is before us to change

the makeup of the board and officers and the way the chapter conducts business.

If you have any interest in helping to define this direction, please let me or other officers know so we can include you in this very important task. We do not intend to remain idle this year while changing for the future. We had a very successful year with sponsoring, hosting and supporting training classes in 2003. We hope to have an even better year in 2004.

If you have any thoughts, issues or classes you would like us to consider, please let me know as soon as possible. We learned a lot last year and are open to almost any idea related to ITS. This includes sponsoring NHI classes or developing workshops from scratch. We were also very successful in working with the Illinois section of ITE to co-sponsor a class last year. We hope to repeat this in both Illinois and in Indiana.

We also are looking at some special projects for this year. While we never formalized a program for sponsoring interns, we have money in the budget and are looking for opportunities to help organizations. Again, the intent is to get a product

out of the internship that can benefit our entire membership.

Also, we plan to develop a chapter business card. Other state chapters have successfully created business cards that contain information on all of the chapter members. These can be distributed at many functions to help raise awareness and serve as a reference.

Finally, we are still trying to transition from a paper copy of the newsletter to an electronic version. We have been examining the membership list to ensure an electronic distribution will meet the needs of the majority of our membership. We will likely still need some paper copies for various individuals, organizations, and special events, but we expect that over the long term this is the best way to distribute necessary information.

I look forward to your support and interest this year. We need to work together to take advantage of the opportunity this year presents to us – to redefine ourselves to better meet our member's needs. I'm looking forward to 2004 and our new endeavors! □

Meeting

Continued from page 1

During lunch, Bob Rupert, Team Leader for the Traveler Information Management Team of the United States Department of Transportation Office of Transportation Management reviewed the status of the transportation reauthorization bills in Congress.

After lunch, guest speakers discussed security initiatives in the GCM states. Frank Horvath of the

US District Attorney's Office Northwest Indiana examined potential terrorist activity in the nation, including in the three GCM states. Joe Hill, Co-Chair of the Illinois Terrorism Task Force outlined the parallels between terrorism and emergency response that Illinois has followed while planning for incidents of terrorism. Dan Shamo, GCM Corridor Executive Director,

discussed the activities the GCM Corridor has undertaken to increase security preparation and response in the Corridor.

After the meeting, attendees toured the IDOT District 1 ComCenter and the IDOT ITS Program Office Gateway Traveler Information Center. □

Mainstreaming ITS

BY U.S. REP. THOMAS PETRI

On November 20, 2003, the leadership of the Transportation and Infrastructure Committee introduced the Transportation Equity Act: A Legacy for Users (TEA LU), our proposal for the 6-year reauthorization of the federal highway, transit, motor carrier and safety programs. While it is only the first step in a long process and there are many questions and outstanding issues which must be resolved, it is our blueprint for further action.

ITS plays an important part in the future of our federal transportation program. First initiated in the 1991 Intermodal Surface Transportation Efficiency Act (and known then as the "Intelligent Vehicle Highway Systems" program), ITS has come a long way in becoming part of the mainstream of every state's transportation effort. By using technology, we can improve safety, efficiency and public information to make our existing systems work better.

TEA LU continues dedicated funding for ITS research and operational tests, allocating \$138 million each year through 2009. But ITS is an important theme that runs throughout the bill. We continue to make ITS activities eligible for funding under the core highway programs. The new Congestion Relief program, which requires that metropolitan areas complete specific projects to reduce congestion, will necessarily focus planning and implementation on ITS initiatives. Capacity expansion is not the sole answer to solving our congestion problems, and it is impossible to build more roads in many areas. Through the use of technology, we can monitor and control the flow of traffic to get more out of our existing systems and improve their reliability. Drivers, law enforcement and emergency service agencies can be warned in advance of congestion

and weather incidents so they can make appropriate choices.

In addition, each state must obligate a certain portion of its highway apportionments on ITS projects. A Commission on ITS Procurement Policy is established to study current policies and practices for the procurement of ITS facilities, equipment and services and to develop plans for alternative approaches for expediting and streamlining procurements.

The goal is to integrate ITS into the regular planning and execution of highway and transit programs in the states. The Gary-Chicago-Milwaukee ITS Corridor is a good example of the type of innovative programs that are possible. Federal funds dedicated to the corridor have supported a vast number of projects aimed at emergency response, signal timing, traffic management, freeway patrols and other efforts along this heavily-traveled corridor. It also is a good example of a multi-state effort to take a big picture look at a corridor and work together to solve traffic problems. It is my intent that the federal program will continue to support such efforts in the future, which can provide big benefits to our system users. □

Tom Petri, who represents

Wisconsin's 6th Congressional District, is serving his 13th



term in the U.S. House of Representatives. Rep. Petri is vice chairman of the House Transportation and Infrastructure Committee where he is also Chairman of the Highways, Transit and Pipelines Subcommittee. He is also vice chairman of the Education and the Workforce Committee. To contact Rep. Petri, visit <http://www.house.gov/petri/contact.htm>.

Calendar of Events

GCM Highway Freight Technology Security Symposium, May 11, 2004, Argonne National Laboratory, Argonne, IL. For info: Paul Lamb, URS Corp., Paul_Lamb@URSCorp.com, (612) 373-6463.

ITS America 14th Annual Meeting and Exposition, April 26-29, 2004, San Antonio, Texas. For info: www.itsa.org/annualmeeting.html.

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/>.

Transportation Security in Wisconsin and the GCM Corridor

Events in recent history have prompted many state and local agencies to take a new look at their infrastructure and its vulnerabilities.

In the event of a disaster, whether natural, accidental or terrorist, it is essential that a state's transportation mission is not interrupted. The Wisconsin Department of Transportation has several security initiatives at this time, one of the top focuses being WisDOT's delivery of the state's transportation program and services. Other primary security initiatives include protection of the state's highway and rail infrastructures (bridges and structures) as well as security enhancements of the state's general aviation airports.



Intelligent Transportation Systems (ITS) is taking a more active role in transportation security every day. In Wisconsin, ITS technology solutions will directly reduce the threat to the transportation infrastructure by making use of cameras and motion detector installations.

The 511 traveler information effort is another ITS effort that directly supports security and safety of the traveling public. Also, an ITS developed fiber optics network with messaging signs and traveler information directly supports security and safety of the traveling public.

WisDOT has a 24x7 response capability. WisDOT also endeavors

to have 24x7 operations capabilities if funding becomes available.

WisDOT has many public and private partnerships to help in the efforts of transportation security. The GCM Corridor allows agency interaction throughout the region, and WisDOT also has national partners such as the Federal Highway Administration, Department of Homeland Security, FBI, Coast Guard, and Transportation Security Administration. State and local partners include cities, counties, Wisconsin Emergency Management, Department of Administration, as well as other state agencies. The GCM Corridor Coalition does and will continue to have an important role in focusing the efforts of private/public partnerships to enhance the safety and security of the traveling public in the GCM corridor.

For more information, contact Jeffrey Western, Wisconsin DOT, jeffrey.western@dot.state.wi.us. □

Congressman Visclosky Visits the Borman TMC

On December 10, Congressman Peter Visclosky of Indiana's First Congressional District visited the INDOT's Borman Expressway Traffic Management Center. This visit was an outgrowth of the Gary-Chicago-Milwaukee (GCM) Congressional Tour held this past summer.

Also in attendance was Laurie Maudlin, INDOT's Chief of Fiscal Policy and Federal Affairs, Troy Boyd, Borman TMC Operations Engineer, Sam Wolfe, Operations Engineer for the Indiana Toll Road, and Mark Newland, ITS Program Director for INDOT. The tour consisted of a presentation given by Mark Newland and Troy Boyd on

INDOT's ITS operations in Northwest Indiana.

They explained to the Congressman how INDOT's Automated Traveler Information System works in conjunction with the Borman and I-65 field devices that provide information to motorists.

Additionally, Newland gave a brief presentation on both GCM Corridor operations and ITS Midwest and how they promote information sharing and cooperation in utilizing ITS capabilities.

As a part of the tour, Congressman Visclosky was shown the TMC Operations Center. During the tour, an actual incident occurred on the Borman and Troy Boyd was able to

show how the incident is dealt with in real time. The congressman was extremely impressed with INDOT's response to this incident as well as the capabilities of the TMC. He made a point to mention how glad he was that he attended and that it was well worth his time.

INDOT is planning on hosting similar programs at the Borman TMC for Indiana's state legislators from Northwest Indiana as well as at the newly completed Indianapolis TMC/State Police Post for Indianapolis area state legislators.

For more information, contact Mark Newland, 317-232-5523, mnewland@indot.state.in.us. □

Electronic Distribution of Newsletter

If you would prefer to get an electronic version of the Express Lanes newsletter, please **email us at 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. □



GCM Corridor Takes on Challenge of Coordinating Construction Information

Construction activities in northwest Indiana and the southeastern portions of Cook County in Illinois will occur during the next three construction seasons. In 2004,

2005 and 2006, major construction will occur on the Indiana Tollroad, the Chicago Skyway, Borman Expressway, Dan Ryan Expressway, Kingery Expressway, and the Tri-State Tollway.

The Gary-Chicago-Milwaukee (GCM) Incident Management Workgroup began discussions on coordinating motorist assistance activities for these projects to insure timely and efficient response to incidents especially in border areas. Areas where potential response might be accomplished by an adjacent jurisdiction were identified and discussions on provision of service were held. The incident responders contact list was updated, and all parties were made aware of potential problems.

Resulting from these discussions and with the realization that these



projects could cause significant traffic disruptions, a GCM Corridor Action Team (CAT) was instituted. The CAT includes representatives from each of the major transportation agencies involved. In

2004, the major problem will be a reduction in capacity caused by construction on the Chicago Skyway, Indiana Tollroad, and the Borman Expressway.

At the first meeting of the CAT, the traffic management plans for each of the construction projects were discussed. It became obvious that quick incident response and cleanup would be essential. Each agency had identified this as a priority and developed plans to deal with these problems on their own facilities. It was also recognized that provision of timely and accurate information on operational status of all facilities would be critical to avoid providing inaccurate information to motorists which might lead them into a problem even more severe than the one they are encountering. The Team realized that it would be critical to get all agencies on

board and committed to providing real-time information. Management at all agencies concurred. The primary mission of the CAT is to provide a mechanism to help coordinate provision of construction and incident information for all projects in the area. This will require a clearinghouse for information, clearly a role which could be filled by the GCM Gateway and website.

Weekly CAT meetings have been taking place dealing with the technical and institutional aspects of information provision. Where ITS infrastructure is in place, plans have been developed to provide data to the Gateway. In areas where this infrastructure is not complete, provision for manual observations and incident reports is being planned. Methods for notifying the public regarding the severity of delays have also been discussed. Public information staff from all agencies have participated in this dialogue. The goal is to support the efforts of each agency and minimize the overall disruption to travelers during the upcoming construction seasons.

For further info, contact John Benda, 630-241-6800, jbenda@getipass.com. □

FY 2004 Federal ITS Funds for GCM Corridor States

The Department of Transportation, Treasury and Independent Agencies Appropriations bill is one of the seven funding bills contained within the FY 2004 Consolidated Appropriations bill that was signed into law (P.L. 108-199) by the President on January 23, 2004. Earmarked



within the Transportation Section of the bill, are ITS deployment funds for the following ITS projects within the three GCM corridor states.

The Consolidated Appropriations bill includes a .59 percent across-the-board cut on contract authority and obligation ceiling to off-set other budget increases and to keep the

funding total within the FY 2004 budget resolution limits. All individual highway and transit formula projects and earmarks are subject to the across-the-board cut. Therefore, all dollar amounts for projects should be multiplied by 0.9941.

For more information, contact Chuck Sikaras, 847-705-4800, SikarasCS@nt.dot.state.il.us. □

ILLINOIS

DuPage County (Illinois) Signal Interconnection Project	\$ 300,000
Illinois Statewide ITS	\$3,000,000
Total Illinois	<u>\$3,300,000</u>

Note: Senate report language sub-allocates the entire Illinois Statewide earmark to specific projects.

INDIANA

Project Hoosier SAFE-T	\$2,000,000
Total Indiana	<u>\$2,000,000</u>

WISCONSIN

Implementation of Wisconsin DOT's Fiber Optics Network	\$1,000,000
Mobile Data Computer Network Phase II (MDCN)	\$2,200,000
Wisconsin CVISN Level One Deployment	\$ 800,000
Total Wisconsin	<u>\$4,000,000</u>

Cumulative Total Three GCM-Corridor States	<u>\$9,300,000</u>
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GCM Meeting with FHWA Joint Program Office

On January 13th at the TRB Conference in Washington, D.C., several members of the GCM Corridor met with Jeff Paniati, the Director of FHWA's Joint Program Office, and some of his key staff members to give them an update on the progress of the GCM Corridor activities in 2003. It was also an opportunity to gain some insight from FHWA regarding current trends and their expectations for the future of ITS. David Zavattero (IDOT), John Corbin (WisDOT) and Dan Shamo (GCM Executive Director) represented the GCM Corridor. Attending with Mr. Paniati were Jeff Lindley and Mike Freitas.

The three-states' 511 Deployment planning efforts were particularly

important to Mr. Paniati. He showed strong support for our three-state collaboration and he indicated they would be watching closely and were eager for us to be successful, because our program is viewed as a way to build "critical mass" for 511. GCM is also viewed as a model for cross-border issues, particularly the question of whether to transfer a call or transfer the data when a 511 caller is requesting information from a neighboring agency. There was agreement that use of the Gateway to transfer data was the preferred and most economical approach for proposed GCM 511 systems.

On the topic of Homeland Security, Shamo presented to FHWA our major role to provide traveler information and

incident response support should a terrorist incident occur. They suggested that we continue to promote detailed strategies for post incident traffic management.

GCM's Corridor Action Team (CAT) initiative was received with strong support from FHWA. They compared it to I-95's Highway Operations Group (HOG) approach and suggested we approach this from both micro (within the Work Zone) and macro (from a regional) perspectives.

During discussions on Commercial Vehicle Operations (CVO), FHWA showed interest in the Virtual Weigh Station program and requested that they be kept updated on developments.

See **FHWA** page 7

News



2004 ITS America Annual Meeting and Exposition

Mark your calendars for the 2004 ITS America Annual Meeting and Exposition to be held on April 26-29 in San Antonio, Texas. The conference will focus on important ITS issues including growing congestion, risks to public safety, heightened security, precious financial resources and more. For further information visit: <http://www.itsa.org/its2004.nsf>. □

IDOT Minuteman Killed

On December 10, 2003, 35-year old Edward "Eddie" Gates, a dedicated IDOT Emergency Traffic Patrol "Minuteman" for two-and-a-half years, was fatally injured while assisting a motorist changing a flat tire on the shoulder of the Dan Ryan Expressway in Chicago north of 47th Street. Mr. Gates was struck by a box truck that lost control on slick pavement.

During his service as an IDOT "Minuteman," Mr. Gates came to rescue of 3,772 people and received 31 thank you letters from grateful drivers he assisted. He also performed his responsibilities with a great sense of pride and a friendly smile.

Mr. Gates was a valued member of the IDOT family and will be greatly missed. He leaves behind two teenage daughters, two brothers and a fiancée. □

511 Update

The Wisconsin Department of Transportation (WisDOT), Illinois Department of Transportation (IDOT), and Indiana Department of Transportation (INDOT) have executed contracts for the design and deployment for statewide 511 traveler information systems. The DOTs will plan systems in their respective states that will provide for system interoperability within the GCM corridor. Wisconsin and Indiana have selected the Castle Rock/URS Team and Illinois has selected PBS&J Inc. to assist in developing statewide 511 systems along with the combined GCM planning effort.

WisDOT, IDOT, and INDOT have identified a series of tasks in order to achieve a 511 traveler information system. The focus of the planning effort within each state includes: identifying stakeholders, creating an inventory of existing traveler information telephone services and data resources, documenting telecommunications providers and infrastructure, and developing 511 Deployment, Operations, and Marketing Plans.

Wisconsin held an initial kickoff meeting and scheduled their next meeting with selected stakeholders in Wisconsin. Indiana held their initial meeting in February. Illinois has completed stakeholder interviews and is planning meetings with stakeholders this spring. □

Illinois Tollway Launches On-line Account Management for I-PASS Customers

Managing an I-PASS account is now just a mouse click away for Illinois Tollway drivers. The Illinois Tollway recently announced new on-line customer service, providing I-PASS users access to their accounts 24 hours a day, seven days a week. Now I-PASS users can log onto www.getipass.com or link to the on-line maintenance function through the general Illinois Tollway site at www.illinoistollway.com to update credit card information, add a new vehicle to the account, or even check on recent I-PASS transactions.

The launch of on-line account maintenance is an important step in the Illinois Tollway's efforts to reduce congestion by making it as easy as possible for drivers to join and use the I-PASS electronic toll collection program. I-PASS use is growing, and there are currently more than 1.1 million transponders issued to I-PASS users.

Previously, I-PASS account maintenance services were only available during limited hours at the Illinois Tollway's headquarters in Downers Grove, or by calling 1-800-UCI-PASS (1-800-824-7277). While these options are still in place, on-line account maintenance provides added convenience for customers with busy schedules and offers more access to the information I-PASS customers want on a regular basis. □

FHWA

Continued from page 6

On the subject of ITS Architectures, they supported and strongly encouraged our efforts to incorporate the ITS Architectures into the planning process and to develop ITS Architecture maintenance programs. GCM extended a thank-you to FHWA for their support and technical assistance during our recent "Building from the Architecture" workshop. They applauded our efforts to address the key question of "Now that we have architectures - what do we do with them?"

The Gateway Communication System was discussed and the FHWA representatives indicated that the XML approach to information transfer protocol is the trend that they are also seeing and suggested we continue to promote it as

the Gateway evolves, particularly for the less intensive users. We also noted that the Gateway has been developed using available open-architecture standards to the highest extent possible. They recognized the applicability of CORBA for the more intensive applications of the Gateway.

The GCM initiative for pursuing ongoing funding during the next surface transportation bill was discussed including a proposed collaborative effort with the I-95 Corridor to seek predictable funding over the six-year life of the next bill. They supported our approach to work with I-95 on a number of common objectives and we invited FHWA to participate in the upcoming I-95/GCM videoconference.

At the close of the meeting, there was agreement at the value of the discussions, and it was suggested that this briefing become an annual event for JPO executives, possibly in conjunction with TRB annual meetings. There was particular interest in how GCM could be used as a test-bed for other initiatives. FHWA indicated GCM was viewed as a model ITS initiative, and they encouraged our proposed efforts to promote the transfer of beneficial ITS technologies to include the entire three GCM states of Wisconsin, Illinois and Indiana.

For more info, contact Dan Shamo, 317-636-7469, dan_shamo@urscorp.com. □

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!**

ITS Midwest Members:

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Adaptive Micro Systems, Inc.
Argonne National Laboratory
Brown Traffic Products

Chicago Area Transportation Study
Chicago Department of Aviation
Chicago DOT
Chicago Transit Authority
Computer Sciences Corp.
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URS Corp.
Weiland Consulting Co.
Wight & Co.
Wilbur Smith Associates
Wisconsin ITS Alliance
Wisconsin DOT
Ygomi LLC

For further information about joining and the benefits of membership in ITS Midwest, please contact Jeff Hochmuth at jjh@iteris.com. □

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How to reach us...

Please address all publication inquiries, comments, suggestions, and contributions to: Tom Ewing, Editor, ITS Midwest, c/o Argonne National Laboratory, 9700 S. Cass Avenue, B208, Argonne, IL 60439. Express Lanes may also be reached at:

- ♦ Telephone: 630-252-5455
- ♦ FAX: 630-252-4780
- ♦ email: ITSnews@anl.gov

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 our website www.itsmidwest.org.

For information on GCM corridor activities, visit the GCM website www.gcmtravel.org, or contact your local DOT representative or the URS consulting team:

Illinois DOT:
David Zavattero, 847-705-4800
Chuck Sikaras, 847-705-4800

Indiana DOT:
Mark Newland, 317-232-5523

Wisconsin DOT:
Phil DeCabooter, 608-267-0452

URS:
Jeff Benson, 612-373-6444

ITS MIDWEST

c/o Argonne National Laboratory
T. F. Ewing, editor
9700 S. Cass Ave., NE/208
Argonne, IL 60439-4814

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