

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



June 2003 Volume 8.2

Midwest Hits Grand Slam GCM Corridor takes 4 of 9 "Best of ITS" awards

On May 20, 2003 at the ITS America Annual Meeting and Exposition in Minneapolis, an Awards Gala was held to honor the intelligent transportation community's shining stars in nine different categories. The attendees celebrated the best of the best with the Midwest winning four of the categories.

ITS Midwest: Outstanding State Chapter

ITS Midwest, a multi-state chapter comprised of Illinois, Indiana, and Wisconsin, won this year's ITS America Outstanding Chapter Award. This award recognizes proven



Accepting "Best of ITS" awards are, from left to right, Jeff Hochmuth (Iteris) for Outstanding State Chapter Award, David Zavattero (IDOT) for Best Consumer Product Launch Award, Jay Wasson (INDOT) for Best Public Safety Award, and Dan Murray (ATRI) for Best Research Award.

success of state chapters in advancing Intelligent Transportation Systems (ITS) in America.

ITS Midwest has been particularly effective increasing awareness and support of ITS in the past year. The organization hosted a variety of scanning tours for state and local officials to see how ITS works in other communities.

The chapter also played a key role in the 2002 ITS World Congress, and has been active in several national committees, such as the 511 National Work Group, the National Transportation Communications for ITS Protocol (NTCIP) Standards Committee, and the Cooperative Vehicle Highway Automation Systems Steering Committee.

GCM Gateway Traveler Information Website: Best Consumer Product Launch Award

The Gary-Chicago-Milwaukee (GCM) Traveler Information Website was chosen for the nationally acclaimed Best of ITS Award

under the Consumer Products Launch category. ITS America chose the Gateway website for a national award because it exemplifies the benefits of ITS to individual consumers.

The GCM Gateway Traveler Website provides consumers with extensive traveler information data from transportation agencies in all three states (Illinois, Indiana, and Wisconsin) through a link to the state-of-the-art Gateway Traveler Information System. With this system, users can access information across the entire three-state GCM Priority Corridor. The information includes video images, traffic maps and dynamic message sign messages, airport information and regional transit trip planners.

See Awards page 2

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

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Awards

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Mobile Traffic Management in Northern Indiana: Best of Public Safety Award

The Indiana Department of Transportation won an award for Best of ITS in the Public Safety category. The award was given to INDOT in recognition of their efforts in developing the Borman Expressway Advanced Traffic Management System (ATMS) and the Hoosier Helper Service Patrol in Gary, Indiana and for their innovative mobile traffic management system.

Hoosier Helper Patrol service began in 1991 to assist stranded motorists. Over the past 12 years, the service has evolved to a full-fledged ATMS.

The tools of each Hoosier Helper patrol driver are integrated with ITS elements along the expressway, including cameras

and dynamic message sign's. The cameras allow the Hoosier Helpers to see incidents within seconds of their occurrence, thus decreasing response time. The integration allows them not only to help stranded motorists but also alert approaching travelers of incidents or imminent travel conditions.

Quick action and public notification by the Hoosier Helpers decreases emergency response time and reduces secondary crashes. In addition, the program significantly reduces congestion, travel times and frustration for the traveling public.

American Transportation Research Institute O'Hare Electronic Supply Manifest: Best of Research Award

The American Transportation Research Institute (ATRI) received the 2003 Best of ITS Award under the Research category. The award recognized ATRI, research arm

of the American Trucking Associations, for its work in developing and deploying an electronic supply chain manifest technology to improve security and efficiency in the air cargo supply chain.

By integrating a user friendly electronic manifest system with advanced security technologies, the ATRI project effectively transmits shipment information, tracks cargo movements and supports the security of personnel access to cargo among shippers and receivers, trucking companies and air cargo carriers.

Congratulations to all of the finalists and winners of the 2003 Best of ITS Awards!

For more information, please contact Tina Roelofs, (612) 373-6876, Tina_Roelofs@URSCorp.com. □

Our efforts are paying off

ITSMW area garners numerous "Best of ITS" awards; annual meeting sees 50% increase in attendance

EWING



BY JEFF HOCHMUTH
President, ITS Midwest

Kudo's and honors to ITS Midwest! We took several "Best of ITS" award in key categories at ITS America. This began with the early announcement that ITS Midwest was selected by ITS America as the 2002 state chapter of the year! This is a direct result of all the hard work and enthusiasm of our members. Our combined efforts at making the 2002 ITS World Congress a great success as well as our strong initiatives made this chapter stand out from the others. We all deserve a hearty congratulations for making it come together in 2002.

Additional "Best of ITS" awards followed for INDOT (public safety category), IDOT (consumer product category), and the American Transportation Research Institute (research category). Altogether, four of the nine awards went to efforts in the ITSMW geographic area (see cover story for details). Very impressive considering the great competition we had.

While the recognition of our peers for our accomplishments last year is greatly appreciated, we have even bigger plans for this year. These plans are already



The vendor exhibition area made a comeback at the well-attended 2003 ITS Midwest Annual Meeting.

being realized, beginning with our 9th annual meeting held in Lisle in March.

The annual meeting was very well attended, including approximately 130 registered attendees and more than a dozen vendors. The attendance was 50% higher than the last few meetings and the vendor participation was very much appreciated, since we have not had a vendor area since the 2000 ITS Midwest annual meeting. It certainly demonstrates that the community is eager to implement the many new technologies that are available. The day was capped off with a wonderful reception and tour of the Illinois Tollway's new TIMS system - complete with a real life crisis that unfolded right in front of the attendees!

The attendees heard from some very knowledgeable speakers, focusing on finances. The new Illinois Secretary of Transportation, Timothy Martin, led off the meeting with a very frank and open discussion of the direction he sees IDOT taking under his leadership. While the state budget crisis will limit spending, the message on ITS was positive. The lunch speakers were Brent Bair from the Road Commission for Oakland County (Michigan) and David Ekhern from AASHTO. Both discussed different viewpoints of how the new transportation bill may address ITS. Again, the message was generally positive.

See **Efforts** page 3

Pace demonstrates innovative intelligent bus system

Pace Suburban Bus displayed the future of public transportation in Chicago's suburbs at its North Shore Division in Evanston, Illinois on March 6. The "Kickoff Demonstration" of Pace's \$14.7 million Intelligent Bus System (IBS) gave community officials and members of the media a first-hand look at the innovative technology being installed in Pace buses and facilities.

North Shore Division in Evanston is the first of nine Pace operating facilities to get the new IBS from Siemens Integrated Local Government Systems of Cedar Rapids, Iowa. The division's dispatch center and all 61 buses in the north suburb system

on a newly equipped Pace bus to experience the technology from a passenger's perspective. Media photographers and camera crews went along to witness the IBS in action.

Improved efficiency, reduced waiting times, increased ridership, and "real

PACE



A "Kickoff Demonstration" of Pace's new intelligent bus system was made to the media and community officials.

have been equipped. The entire Pace system, which totals 650 buses, is expected to be completed by year's end.

"This is a historic time for us because our IBS will dramatically improve the way we do business," said Pace Executive Director T. J. Ross. "It will provide our customers with information and conveniences they probably thought were never possible, and we're excited to demonstrate this incredible technology."

Following remarks by key officials, the IBS was demonstrated at computerized simulators that represent individual buses and a dispatch center. Attendees were invited out for a 40-minute VIP ride

time" information are benefits of the IBS. Automatic visual and verbal announcements of bus stops and landmarks keep riders informed. Digital communications between bus operators and dispatchers include a comprehensive emergency notification system. Vehicle system monitors records engine data and warn of mechanical problems. Satellite-based tracking provides the location of every bus and supplies actual waiting times. Immediate on-board transfer of information helps ensure that passengers are on time to connect with other Pace buses.

For further information contact John Braband, 847-228-2402, john.braband@pacebus.com. □

Efforts

Continued from page 2

The new bylaws were passed by the membership. Most of the changes in the bylaws were to update the way the chapter conducts business. The original bylaws were drafted nine years ago and were left relatively unchanged over the years; they were in need of revision. The updated bylaws define the order of succession for officers and better define the various levels of membership.

Concerning membership, the board is considering some changes in the membership dues. With our current budget balance and a vision of broadening our membership, the board is developing and evaluating several new alternatives to make membership in the chapter more attractive. We can expect some positive changes to simplify the rate structure and possibly reduce rates. We should have a recommendation sometime this summer.

On a down note, the Wisconsin ITS Alliance is pursuing a separate state chapter membership with ITSA. It is the professional opinion of the executive committee for the Alliance that separation from ITSMW is the best way to promote the industry in Wisconsin. While the board membership from Illinois and Indiana are disheartened by this approach, we understand their reasoning and believe much good can result from this for all. In any case, we are committed to continue working with the membership of Wisconsin (and other adjacent chapters) on a variety of projects. As I learn more about their final decision, I will let you know.

On a positive note, ITSMW is going to be very active this year. We are currently looking at sponsoring or co-sponsoring eight (8!) workshops and seminars in calendar 2003. This is all part of our attempt to provide more to the membership and the industry. We will also complete the long-range strategy for the chapter and begin new endeavors. As you can see, we will not rest on our laurels. We plan to make our industry even stronger in our region over the coming years.

As always, please email me at jjh@iteris.com with questions or suggestions. Also, note the new address for ITSMW on the cover page. I'm looking forward to 2003 being better than "the best"! □

GCM I-95 summit meeting

On April 21st, members of the Gary-Chicago-Milwaukee (GCM) Corridor met with representatives from the I-95 Corridor in an effort to encourage closer working relationships between the two organizations. Participants included various state departments of transportation, the Federal Highway Administration and state enforcement agencies along with private sector consultants who provide administrative support for both corridors. Travel for the public sector GCM contingent was furnished by FHWA's Peer-to-Peer program.

John Baniak, the Executive Director for I-95, presented a brief history and purpose for the corridor's program. This was followed by a comparison of these two remarkably similar organizations as well as presentations about the key projects for each corridor. A conversation circle was used to effectively capture issues and ideas. Later in the afternoon, the group visited the TransCom facility. The day ended with a reception at the hotel where informal discussions continued. On the morning of April 12, several members of the GCM group returned to TransCom for a more in-depth discussion of their operations while other GCM representatives attended the I-95 Steering Committee meeting.

There were a number of key topics discussed during the event, including:

- A comparison of the two organizations
- Descriptions of significant projects
- Funding
- Promotional strategies
- Security

As a result of the discussions, a number of issues and opportunities were identified:

- ITS operations need greater emphasis.
- Security will be a significant focus for the Corridors.
- Successful programs rely heavily on leadership quality. CEO's should be counted on for support, but they are not the



champions. Front line leadership should come from mid-level management.

- Educating the Congressional Delegation about our needs is key to gaining their support.

- The Corridors should follow the example of other industries and acquire more public relations savvy. Sharing promotional materials was encouraged.
- Shared training was also encouraged. The Consortium for ITS Training & Education (CITE) program was mentioned as a potential mechanism for advancing this opportunity.
- The two Corridors could potentially work together and share the results on certain projects. Pooled Fund programs are good models. This is particularly true of ITS research.
- Further interaction between the two Corridors was suggested as a way to share lessons learned, particularly for new and untested technologies, operational strategies and public/private partnerships.

See **GCM I-95 Summit** page 5

GCM member agencies secure funds

A total of \$8,236,228 in federal FY 2003 ITS Deployment Program funds have been allocated to conduct ITS efforts in Illinois, Indiana, and Wisconsin. The federal funds have been assigned as follows:

ILLINOIS

Cicero Avenue Traveler Information System	\$ 249,583
Illinois Statewide	\$2,079,856
SouthCom Regional Dispatch Trauma Center	\$ 83,194
Lake County Traffic Corridor Communications System	\$1,663,884
ILLINOIS TOTAL	\$4,076,517

INDIANA

Hoosier SAFE-T	\$ 415,971
INDIANA TOTAL	\$ 415,971

WISCONSIN

Wisconsin CVISN Deployment	\$ 415,971
Wisconsin State Patrol Mobile Data Communications Network	\$1,663,884
Great Lakes ITS Implementation*	\$1,663,885
WISCONSIN TOTAL	\$3,743,740

*Represents funds provided from TEA-21 legislation. Funding for all other projects provided through FY 2003 appropriation process.

Overhead height warning system installed in Milwaukee

Overhead height warning systems alert motorists when there is inadequate vehicle clearance for bridges, signs, tunnels or other obstacles that lie ahead. These warning systems can be found on freeways, arterials and local streets where warranted by traffic conditions and/or a history of over-height accidents.

The main function of an overhead height warning system is to prevent structural damage to bridges and infrastructure, as well as to prevent vehicle damage and driver injury. It is also useful in reducing traffic congestion and delays resulting from over-height collisions. These warning systems have been implemented in high-profile locations such as the Boston Central Artery Tunnel, Cumberland Gap tunnels, and the Queens Tunnel.

Four basic components are typically found in many systems: detectors, visual warnings, auditory warnings, and alternate route signing. Detectors usually consist of infrared light sensors or visible red light sensors installed along the roadway. Visible warning signs can range from static warning signs to variable message signs (VMS) with alternating flashing lights.

An overhead height warning system was recently implemented in Milwaukee at the I-43 bridges over General Mitchell Boulevard to address the high number of incidents of semi trucks becoming wedged under or striking these bridges. When an over-height vehicle trips a signal at the top of an off-ramp, a lighted message with flashing lights is activated at the



Overhead height warning system installed in Milwaukee, WI at the I-43 bridges over General Mitchell Boulevard.

bottom of the ramp to alert and redirect the vehicle to avoid collision with the bridges. Three directional sensors were installed: one at the top of each of the I-94 off ramps with VMS at the bottom of both ramps, and a third sensor along General Mitchell Boulevard. The three dynamic signs flash the message "turn around" or "turn right" whenever a truck taller than 11 feet, 8 inches approaches the underpass. If the \$110,000 system works, it will be considered for other problem underpasses throughout the state.

Until recently, many drivers were ignoring the system. Technological improvements have made the systems more accurate and drivers now see their value. A study conducted by the University of Maryland reported that the use of overhead height warning systems are effective in areas where authorities are present to take corrective action. Law enforcement has also been aided by the system. At the beginning of 2001, the state of Maryland reported 1,584 over-height vehicles traveling state roadways. Only 227 of those had the permits required by Maryland. Costly fines for such violations will help drive home the message of the risk of over-height vehicles.

As overhead height warning systems continue to prove their value to avert over-height collisions and reduce their impacts on motorists and infrastructure, many states will implement more of these systems in the near future.

For more information, please contact Amanda Riddell, 262-548-6460, amanda.riddell@dot.state.wi.us. □

GCM I-95 Summit

Continued from page 4

□ The GCM Corridor was challenged to consider expansion of some of its programs to statewide implementation within Indiana, Illinois and Wisconsin.

- The GCM Corridor could also consider expansion to include neighboring states.
- The I-95 Corridor faces considerable challenges due to their increasing size.

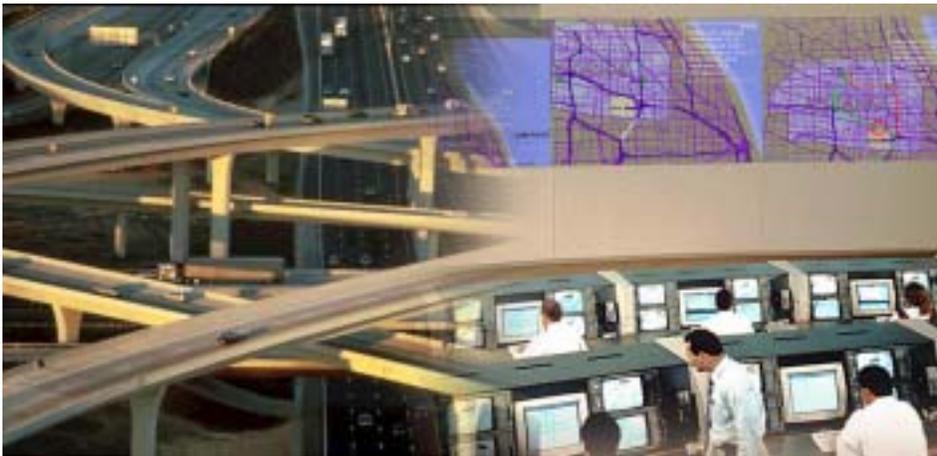
- More extensive use of performance measures is essential to refine ITS technologies and operational strategies.

For further information, please contact Dan Shamo, 317-636-7469, dan_shamo@urscorp.com. □

TIMS goes public

The Illinois State Toll Highway Authority has publicly launched its Traffic and Incident Management System (TIMS), which is designed to share travel information and reduce delays caused by incidents on the roadway. The system enables the Illinois Tollway to better detect and confirm an incident in order to deploy the appropriate maintenance or emergency vehicles and clear the roadway quickly. In addition to reducing delays, the system generates travel times, which are available to motorists via the Gary-Chicago-Milwaukee (GCM) Corridor Website, www.gcmtravel.com.

Ewing



TIMS provides real-time travel times and information to motorists and media via the GCM Website to help customers better plan their trip. It reduces incident response times, improving safety and relieving congestion. Customers are updated from information on the Web site and messages on electronic roadway signs.

TIMS centralizes 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 throughout the Illinois Tollway system, system operators are able to view reported incidents and determine appropriate roadway response.

The integration of information through TIMS allows for faster reaction to incidents. According to John Benda, Manager of Maintenance and Traffic for the Illinois Tollway, "for every minute of delay on the road, it takes from four to nine minutes to clear the resulting

congestion." When incident information is entered into the CAD system, the information is immediately sent to the TIMS system. Traffic Operations Center (TOC) operators then use roadway camera images from TIMS through the Illinois Tollway's fiber optic network to detect and confirm incidents, so they can

deploy the appropriate response, clear the roadway and relieve congestion as quickly as possible. In a number of cases, traffic incidents have been responded to before they were reported from the field because TOC operators "observed" the occurrence through the system. TOC operators coordinate a response with maintenance crews, state police and local fire and ambulance services.

The TIMS system sets the standard as the first known system integrating public safety and public works with traffic operations. TIMS has been up and running in the Illinois Tollway's Downers Grove headquarters since last fall. After programming bugs were worked out, the system was integrated with the GCM's Gateway hub and began providing online travel times to motorists in March 2003.

What's next for TIMS? Programmers are working on the ability to provide confirmed incident information on the GCM congestion map. This will give motorists more up-to-the-minute travel information so they can make even better travel decisions.

For more information contact Joelle McGinnis, (630) 241-6800 ext 2380, jmcginnis@tollway.state.il.us. □

Calendar of Events

- ITS Standards training course, various locations and dates from March 27, 2003 through December 19, 2003. To register, visit www.ite.org and go to the Technical Area under Standards. For more information, contact James Cheeks, jcheeks@ite.org.
- Transit Signal Priority Workshop, Thursday, June 12, 2003, 8:30 AM –4:00 PM. Hilton Chicago, 720 South Michigan Avenue, Chicago. To register, visit http://itsmidwest.org/docs/2003/workshop_flyer.doc. For information, contact Hallie Smith, hsmith@itsa.org, 404-467-9297 or 703-416-1631.
- RTA Workshop, June 13, 2003, 8:30 AM –12:00 noon. RTA, 175 West Jackson Boulevard, Chicago. To register or for information, contact Fluturi Demirovski, demirovskif@rtachicago.org, 312-913-3239.

News



FHWA Illinois official promoted

Wendall Meyer, who is currently serving as the Safety/Mobility Team Leader in the Illinois Division of the Federal Highway Administration (FHWA), was promoted to the position of Assistant Division Administrator in the Kansas Division. His promotion is effective on June 29, 2003.

As the Safety/Team Leader, Wendall provided technical assistance in transportation system management programs and techniques used to relieve congestion and improve mobility with a focus on Intelligent Transportation System (ITS). With his job responsibilities at the FHWA Illinois Division, he participated and supported the Gary-Chicago-Milwaukee (GCM) Coordination Work Group for a number of years. Wendall also served in the Arkansas and Indiana FHWA Divisions. Congratulations Wendall on your new assignment!

Gateway Traveler Information system access

The Gateway's Traveler Information website (www.gcmtravel.com) provided the first publicly available travel time information for the Illinois Tollway on March 15th, 2003. This release of Illinois Tollway data kicks off a new era in data exchange for the corridor. The use of Common Object Request Broker Architecture (CORBA) based data exchange in the center-to-center environment between the Gateway and the Illinois Tollway Traffic and Incident Management System (TIMS) is a proof of concept made regionally for utilizing national standards. A CORBA interface from the Gateway to the Illinois Department of Transportation (IDOT) Traffic Systems Center is in final testing and

will be implemented soon.

It is also recognized that there is a demand for Gateway traffic data by external public and private users. Many of these users are not center-to-center partners, and thus will not be CORBA subscribers. To accommodate these connections, an Extensible Markup Language (XML) version of the standard Gateway reports has been built and is being tested. The GCM Travel Web site will be undergoing additional changes over the next several weeks that will improve the overall usability of the site and quality of the data that is available.

For more information, please contact David Zavattero, (847) 705-4800, ZAVATTERODA@nt.dot.state.il.us. □

511 update

Wisconsin Department of Transportation (WisDOT), Illinois Department of Transportation (IDOT), and Indiana Department of Transportation (INDOT) will work cooperatively to plan for the deployment of a 511 traveler information system in the Gary-Chicago-Milwaukee (GCM) Corridor. Wisconsin, Illinois, and Indiana have made significant investments in the systems needed to feed and support 511 traveler information systems. They have also demonstrated strong commitment to operate and maintain these systems. The Federal Highway Administration (FHWA) supports states working together in the development of a nationwide network to provide seamless traveler information services throughout the United States.

Each GCM state developed a Request for Proposal for ITS 511 planning in their state. Wisconsin has awarded a contract to the Castle Rock/URS Team. Illinois and Indiana are still in the process of selecting a contractor for ITS

511 planning in their states. Work will begin on a combined planning effort for a 511 system in the Gary-Chicago-Milwaukee (GCM) Corridor as soon as Illinois and Indiana award their contracts.

For more information, please contact Tina Roelofs, (612) 373-6876, Tina_Roelofs@URSCorp.com. □

I-80 reconstruction planning

The widening and reconstruction of I-80 from I-65 in Indiana to I-294 in Illinois will begin in 2004. Preliminary work is underway and will continue throughout this construction season, with full replacement of the roadway beginning in 2004 and continuing through 2006.

Intelligent Transportation System solutions will be an important part of the traffic management efforts developed by the Indiana Department of Transportation, the Illinois State Toll Highway Authority and the Illinois Department of Transportation. The use of the Gary-Chicago-Milwaukee (GCM) Corridor's Gateway Traveler Information System to exchange delay and incident information in real-time will allow for use of each agency's dynamic message signing and highway advisory radio system components regardless of agency jurisdiction. Coordination of incident management teams from the three agencies will also be an important part of the effort to minimize disruption in this highly congested commercial corridor. Planning for traffic management has commenced with meetings hosted by the Indiana Department of Transportation. Since Indiana will begin major construction in 2004 from the Illinois - Indiana state line to I-65, the early planning initiatives have focused on this section of roadway.

This is a unique opportunity for the GCM Corridor to showcase a multiagency, multistate approach to minimizing delays and insuring safety during reconstruction of the major east/west interstate highway serving the upper midwest.

For further information contact Joe Ligas, (630) 985-0454, sagilj@yahoo.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. Members of ITS America are entitled to up to three free chapter memberships, based on their ITS America dues.

A qualifying organization which is not a member of ITS America may join the ITS Midwest chapter for \$245. Organizations belonging to ITS America which have used up their complimentary chapter memberships may also join for \$245. Individuals may also join for \$100 if their employer is not a member of ITS Midwest. For complete rules and costs, visit the ITS Midwest web site at www.itsmidwest.org.

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:

3M
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Argonne National Laboratory
Brown Traffic Products

Chicago Area Transportation Study
Chicago Department of Aviation
Chicago DOT
Chicago Transit Authority
Computer Sciences Corp.
CORNET Technology Inc.
County of Lake, IL
CT Control Technology Midwest
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Illinois State Toll Highway Authority
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Navtech
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Wisconsin ITS Alliance
Wisconsin DOT
Ygomo LLC

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

ITS MIDWEST

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



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- ◆ Telephone: 630-252-5455
- ◆ FAX: 630-252-4007
- ◆ 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 information on ITS Midwest, visit our website www.itsmidwest.org, or contact Jeff Hochmuth, 630-926-1487.

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

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

Indiana DOT:
Mark Newland, 317-232-5523

Wisconsin DOT:
Phil DeCaboote, 608-267-0452

URS:
Jeff Benson, 612-373-6444

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Address Correction Requested