

DRAFT MEETING MINUTES
CATS/CMAP PRIVATE PROVIDER TASK FORCE

Meeting Date: July 20, 2006
Meeting Location: RTA, 175 W. Jackson, Chicago
Call To Order: 10:25 a.m.

In attendance:

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| Allen Fugate: | Van Galder Bus/Coach USA |
| Bob Jans: | CDT |
| Duana Love: | RTA |
| Gary Tumbali: | RTA |
| Mark Pitstick: | RTA |
| Lorraine Snorden: | Pace |
| Holly Smith: | Kane/Kendall COM |
| Kevin Foss: | Executive Chauffeuring |
| Paul Losos: | Sunrise Transportation |
| Rob Hann: | Airport Express |
| Tony Pagano: | MTA |
| John Benish Jr: | Cook-Illinois Corp |
| Mathew Summy: | Deputy Director, Homeland Security Market Development (Illinois Dept. of Commerce and Economic Opportunity) |
| Bola Delano: | Deputy Director, CMAP |
| Bill Kiley: | CMAP |

Chairman Benish called the meeting to order at 10:25 am due to inclement weather conditions forcing people to arrive late.

Introduction of attendees:

Special introductions and thanks to RTA staff and Duana Love, Ms. Bola Delano, new Deputy Director of CMAP, and to Mathew Summy of Homeland Security.

Approval of Minutes:

Minutes of the May 19, 2006 meeting were approved.

Presentations:

Mathew Summy, Deputy Director, Homeland Security Market Development (Illinois Dept. of Commerce and Economic Opportunity) gave a Powerpoint presentation of the existing state of Homeland Security in Illinois.

Homeland Security was actually developed after the Oklahoma City bombing. It originally lacked multi-district, cross-functional direction and structure as to communications and specific power structure; who to call for what resources, which had authority for providing goods and services, who should head communications, etc. Presently, the main goals are:

- Response
- Prevention
- Recovery

Priorities for planning include:

- Preparedness
- Cultural infrastructure
- Transportation security
- Detection; specifically what technology do we need or need to improve

Budget and Grants

Grants previously were distributed on a formula basis. We have recently moved to a “risk area” basis. Illinois has a fair share of the Homeland Security budget, with Chicago having the lion’s share of the budget dollars guarding transportation, ports, rail yards and government buildings.

The Illinois Terrorism Task Force is comprised of over 60 agencies; police, fire, MABAS, Red Cross, IEMA, etc. Mr. Summy gave an overview of the organizational chart headed by the governor. Each unit has a role in such duties as prevention, minimizing vulnerabilities, minimizing damages, response, coordinating regional capacities,.etc.

Mr. Summy explained Homeland Security Market Development as an integration of public and private enterprise for developing and testing new ideas and products and services to enhance security. Homeland Security needs can act as an energizer for product development, or “an industry within an industry.” Grants to private and public sector firms can reach \$150,000 on a dollar-for-dollar match for developing ideas to address security issues. Homeland Security needs to lay out requirements and let the industry rise to the occasion for solutions, and is willing to use grant monies to support development. In the State of Illinois, all industries – agriculture, science, manufacturing, supply chain and energy – have a need for and a role to play in Homeland Security. The state must be a leader in coordinating efforts. Of course, the biggest problem is the shear number of agencies involved. The state must understand:

- Knowledge and relationships to determine what capacity is available
- Innovation of products and services to improve our system
- Professional management of all.

Mr. Summy encourages cross-pollination to collaborate, innovate and create solutions. He asked if there was interest in establishing and supporting Technical Assistance Centers. This type of lab would study different facets of transportation security such as toll booths, communication and asset availability. Members present at the meeting seemed to agree there was such interest. He stressed the need for a Private Sector Committee to study these needs and to further private/public sector coordination.

In a Q&A session, Dr. Pagano asked how private transportation providers could get more involved. By developing a Private Provider Security Task Force and proposing pilot programs for trial, Mr. Summy replied.

Mr. Losos said he hoped Homeland Security was aware of the inventory capacity of the private sector. Private school buses alone could provide over 10,000 vehicles with trained drivers. This does not count tour, charter, limousine service, taxis or van pools operated by private providers in the region. Mr. Summy feels our next step as a group is to meet with IEMA (Illinois Emergency Management Agency) to pursue public needs and to list inventory.

We thanked Mr. Summy for his time and asked to meet again to pursue the topic.

Old Business:

Duana Love and Gerry Tumbali of RTA presented the RTAMS program to the group. This is a no-cost program to allow private providers the opportunity to link with RTA and public agencies like Metra, Pace and CTA. The program would alert the public to all modes of transportation available in northeastern Illinois via the Internet and kiosks located at airports, train stations and other travel locations. Any information private companies wish to list, such as schedules, market areas, services provided, costs, phone, fax, and e-mail can be listed. RTA can set up a direct link to private provider web sites. At the same time, RTA can begin to assemble a regional inventory of vehicles available in case of emergencies.

Other benefits to privates listing with the service is real-time traffic information for drivers and dispatchers, market competition information, links to entertainment centers, restaurants and attractions. A "trip planner" is in the works to allow travelers a choice of transportation modes from sports venues, dining establishments, attractions and airports. As stated, there is no charge for this service, but maintenance of the individual site or body of information is up to each company. RTA will list but not maintain your information.

A demonstration using Continental Airport Express was given to the attendees to show how the program could benefit providers and users. RTAMS is a dynamic work in

continuous progress. It will only improve from its already impressive mode. Mr. Pitstick of RTA said this and the RTAP program are an opportunity for private providers to sit at the table for planning in the region.

New Business:

Mr. Kiley explained the merger of CATS and NIPC has formed CMAP, the Chicago Metropolitan Agency for Planning. A new task given the agency is to address the ties of economic development and transportation in the region. An economic Summit, "Working Together in the 21st Century" is planned for August 17, 2006 at UIC. Invitations were available at the meeting as well as mailed to regular members of the task force.

Next Meeting Date/Location: To Be Announced

Adjournment: 11:55 a.m.

Minutes Submitted By: Bill Kiley