ITS-Michigan
Intelligent Transportation Society

ITS MICHIGAN NEWSLETTER

Inside this issue:

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PRESIDENT'S MESSAGE

by JIM BARBARESSO, HNTB

The 2010 ITS Michigan Annual Meeting and Exposition will be held on May 19th and 20th in Dearborn, Michigan. The theme of this year's meeting is "Transforming Transportation through Collaboration." When we came up with this year's theme, we kept thinking about how close we are to making transformative changes in transportation. We seem to be at a "tipping point," and we only need a nudge to push us over the edge and to give us the momentum necessary to reinvent our transportation systems.

The transformation will involve our transportation infrastructure and how we operate our transportation systems. It will include our vehicles and the driving experience. Transformation must also extend into the way we finance transportation and deliver transportation services. The outcome of this transformation will be vast improvements in safety, enhanced mobility, more efficient transportation operations, cleaner air, less reliance on carbon-based fuels, a more pleasurable driving experience, and economic recovery. This is our common vision as an industry – from the automotive sector to our federal, state and local transportation agencies.

A concerted effort is needed to realize this vision. No single person or organization can make it happen. That is why our annual meeting theme also talks about collaboration. This is the key and the means by which we can achieve our common goals.

Collaboration means more than gathering once a year for a meeting. Collaboration is about developing a joint agenda, establishing plans, and working together to turn those plans into reality. It's also about the energy that comes from sharing knowledge and ideas. The old clichés that "it takes a village" or "two heads are better than one" were derived from mankind's collective and cumulative wisdom that we need to work together to effect change. In other words, collaboration is fundamental for positive change – for transformation.

Our goal this year is to make the ITS Michigan Annual Meeting more than a gathering. We want to provide the opportunity for collaboration and, by doing so, influence how transportation systems are designed and delivered in the future. ITS Michigan will be joined by other organizations that share our vision, including the Institute of Transportation Engineers, the Women's Transportation Seminar, the American Society of Civil Engineers, and the International Municipal Signal Association. We will also host some of the nation's top experts on topics such as IntelliDrive[SM], High-Speed Rail, Public Transit, Freight Transportation, Traffic Signal Systems, Distracted Driving, Asset Management, Funding and Financing. For the first time, we will be offering sessions on International Collaboration, where we will explore joint research and business opportunities with overseas counterparts. Finally, we have commitments from key leaders in industry and government, at all levels, to talk about the political and economic appetite for change…Now that's a recipe for transformation!

We hope to collaborate with you at the ITS Michigan Annual Meeting in May.

Jim Barbaresso can be reached at jbarbaresso@hntb.com or (313) 961-3330.

A HISTORY OF METRO DETROIT TRAFFIC INCIDENT MANAGEMENT CONFERENCES

by DICK BEAUBIEN, HUBBELL, ROTH AND CLARK

2010 will mark the fifth consecutive year for a conference focused on traffic incident management in Metro Detroit. In 2006 the Michigan Department of Transportation and some of its partners hosted a partnering workshop at Ford Field in downtown Detroit. This conference featured several short presentations on traffic operations issues and generous time between presentations to allow for networking. Puzzle pieces were distributed to each attendee to encourage interaction between the transportation system agencies and the public safety representatives.

In 2007 and 2008, the traffic incident management conference was a part of the broader regional concept of operations meeting held at the Southeast Michigan Council of Governments office in downtown Detroit. Traffic incident management provided a head start for the regional concept of operations, and the actions resulting from the concept development included the quick clearance and improved communications objectives expected for a traffic incident management program.

In 2009 a workshop to advance traffic incident management in Metro Detroit was held at AAA Michigan in Dearborn. This workshop was sponsored by ITS Michigan, and it attracted 120 people. Breakout sessions after the sponsored lunch focused on the National Unified Goals of responder safety, quick clearance, and reliable incident communications. These focus areas were addressed with Coordinating Committee Activities in 2009.

Dick Beaubien can be reached at Dbeaubien@hrc-engr.com or 248-454-6381.

Regional Concept for Transportation Operations (RCTO)

by Tom Bruff, SEMCOG

In 2005 SEMCOG, the Southeast Michigan Council of Governments, lead a team (known as the RCTO Steering Committee), that included MDOT, Michigan State Police, and Hubbell, Roth & Clark Inc., to develop a plan for effectively managing and operating Southeast Michigan's transportation systems at a regional level. Nowhere is the need for regional collaboration and coordination more evident than in metropolitan areas where numerous jurisdictions, agencies, and service providers are responsible for managing and operating a wide variety of transportation services.

In order to determine the key objectives for improving transportation operations stakeholders were asked one very simple question, "(regardless of available resources) What would be the first thing you would do to address or improve transportation operations?" The results of this collaborative effort focused on the top four responses gathered from interviews with the region's transportation operations stakeholders.

These top responses were:

- identifying priority corridors for future investments,
- dissemination of operations (real-time) information to stakeholders, the media, and individual motorists,
- clearing freeway incidents quickly and safely, and
- regularly retiming traffic signals for optimal progression.

A partial list of activities being address to fulfill the afore mentioned issues include:

- generate a list of high-priority corridors (completed),
- allow access to freeway video cameras to other first responders, the media and public (completed, www.michigan.gov/drive),
- approval of quick clearance legislation (bill introduced),
- implement regional database to assess traffic signals (partially completed),
- conduct responder safety workshops (ongoing),
- address sufficient traffic control equipment storage on fire trucks,
- alternative route planning,
- engage other first responders (police, fire and EMS) participation in regional operations,
- address various communications activities (e.g., 800 MHz talk groups, inventory of CAD and phone systems).

Relationship to Existing Committees

Since the early 1990s this region has focused much attention on freeway incident management beginning with Southeast Michigan hosting one of the first national conferences on incident management. These efforts gave birth to the Metro Detroit Incident Management Coordinating Committee (MDIMCC) which reports to the Intelligent Transportation Society of Michigan (ITS – Michigan) Board of Directors.

Being that the charge of the both the MDIMCC Planning and RCTO Steering Committees are to a large extent similar in scope it made sense to merge the committees to improve their efficiency and effectiveness. The name of this group is now the Regional Operations Steering Committee.

More recently there have also been several additional subcommittees formed to address specific issues related to transportation operations and incident management. These subcommittees include: Freeway Operations and Arterial Traffic Management. These subcommittees function under the direction of the Regional Operations Steering Committee.

If you are interested in participating in any of these groups a list of their schedule meetings can be found on the following website: http://itsmichigan.org/mdto/mdto-frame.html.

Vision for future

The shared transportation operations vision by the region's stakeholder is as follows:

"Southeast Michigan will have reliable and managed transportation operations across jurisdictional, geographic and modal boundaries for both routine traffic operations and traffic incident management that saves lives, time, and money for its travelers."

In order to achieve this vision, operation stakeholders must commit to work together in order to extend the use of dwindling resources. It would be great to have enough money to fix and maintain everything but that is not reality. SEMCOG's long range plan, Direction2035, indicates that there is only half the funding needed to fix all transportation deficiencies. Therefore it is vital to continue to prioritize the dollars available so they are spent on the most important projects and continue to do all the small things to keep the system safe and operational.

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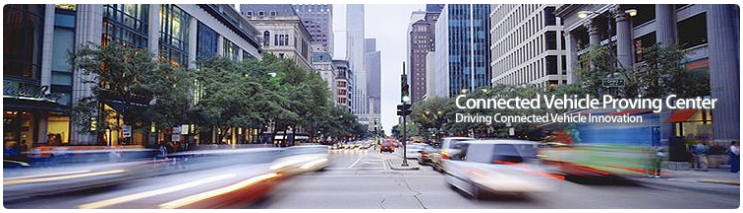
Connected Vehicle Proving Center (CVPC)

by Steven Underwood, CVPC
Udi Naamani, CVPC
Randy Motyka, CVPC

Road transportation is undergoing a significant technological transformation with wireless communication enabling vehicles to communicate with other vehicles and with the infrastructure, thereby improving safety, mobility, vehicle performance, and personal convenience. To create an environment in which to develop, test, and showcase these emerging technologies, the Michigan Economic Development Corporation (MEDC), with support from the Michigan Department of Transportation (MDOT), provided the University of Michigan - Dearborn with a grant for developing the Connected Vehicle Proving Center (CVPC).



The CVPC will test, evaluate, and showcase connected vehicle systems by integrating connected vehicles, smart roadway infrastructure, and a broad range of telecommunication technologies, as well as provide expertise in evaluation design, data storage and analysis, and information sharing. The CVPC is preparing the laboratory and field "test and evaluation" environments that will be the "gold standard" for developing and certifying connected vehicle products and services, with the intent of making Michigan the place to go for connected vehicle product development and certification.

The CVPC will serve as a magnet to the new industry to create and attract jobs to Michigan. By working with standards organizations and being the first organization with test protocols, the CVPC will be the reference environment for connected vehicles that will be used by all designers, engineers, and other potential customers.

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Developing a Traffic Operations Culture for Metropolitan Detroit

by Dick Beaubien, Hubbell, Roth and Clark

Traffic Incident Management in Metro Detroit began by recognizing that multiple disciplines are needed to make the program for safer, more efficient traffic operations effective. To this end, the Michigan Department of Transportation (MDOT) formed relationships with the Michigan State Police and the Southeast Michigan Council of Governments. When a traffic incident occurs on a roadway under the jurisdiction of the Michigan Department of Transportation, the State Police or the local police department must respond. This makes first responders a partner in the operation of the roadway system. Although the Department of Transportation owns and maintains the roadways, the safe and efficient *operation* of the roadways requires partnerships with agencies that have 24/7 responsibility for traffic safety. The most prominent evidence of shared operational responsibility for traffic operations was the relocation of the Michigan State Police regional dispatch center to a co-location with the Michigan Department of Transportation at the Michigan Intelligent Transportation Systems Center. This move gave that State Police dispatchers access to closed circuit television cameras on the Metro Detroit Freeway System. This allowed dispatchers to determine whether additional resources would be needed for traffic incident response before the police officer arrived on the scene. This permitted tow, fire, and ambulance services to be added to the response team earlier, and the result was quicker traffic incident clearance and a safer environment for both responders and motorists.

As the traffic incident management process developed, more partners were added. Broadcast media already knew of the market for traffic operations information, and the information became more reliable and more available when the intelligent transportation systems cameras were added to the freeway system. AAA Michigan recognized that traffic safety was enhanced with the traffic incident management activities, and AAA was one of the initial operators of the freeway courtesy patrol that now assists more than 35,000 motorists annually. The freeway courtesy patrol clears minor incidents more quickly, getting stranded motorists out of the traffic stream to a safer location. Metro Detroit discovered that developing relationships among agencies and organizations with shared interests yielded quicker, safer, and more effective traffic incident response and clearance.

Metro Detroit has been one of the national leaders in the use of intelligent transportation systems to improve traffic operations. By putting computer and communication technologies into the freeway and arterial systems, the road agencies have provided tools for safer and more efficient traffic operations. However, the use of the technology does not guarantee safer and more efficient operations unless the relationships and partnerships are in place. The use of video images to detect freeway traffic incidents was an early application of intelligent transportation systems technology. To respond to these incidents a partnership with the Michigan State Police was formed. The Intelligent Transportation Society of Michigan has recognized the partners in the Metro Detroit Traffic Incident Management process as users of computer and communication technologies and has supported the continued activities of the Traffic Incident Management Coordinating Committee.

In 2005, the Federal Highway Administration's interest in transportation systems management and operations led them to initiate a pilot program to develop a Regional Concept of Transportation Operations in three metropolitan areas. Metro Detroit was chosen as one of three locations for the pilot program, largely upon the strength of Detroit's existing traffic incident management partnerships. Metro Detroit felt that this pilot program would strengthen the incident management program and broaden its scope. After a process that included 22 stakeholder interviews, Metro Detroit developed a consensus that four objectives should be pursued to improve regional transportation operations. Two of the objectives tied directly to the traffic incident management program – quick clearance of traffic incidents and improved communication to motorists. The other two related to arterial street operation – improved traffic signal timing and identifying priority corridors. The Detroit Regional Concept for Transportation Operations won a Federal Highway Administration Award for Transportation Planning Excellence.

Since 2005, the Federal Highway Administration has been asking Metropolitan areas to perform an annual self assessment of their traffic incident management program, and Metro Detroit has participated in this process. Through this process and through congestion management programs, the federal government has been encouraging the adoption of performance measures so that progress toward national goals can be measured. Performance measures for traffic incident management might include such things as reducing response time, clearance time, and secondary crashes. Performance measures such as interagency agreements have been suggested as a way to track progress related to institutional arrangements. Metro Detroit has been adding partners to the process and finding ways to share information about transportation operations. This community is diverse enough to include traffic engineers and public safety officials who know who to call in case of an emergency or incident.

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Quick Clearance Bill

by Jason Gutting, MDOT and Bob Morris, SEMCOG

House Bill 5140, or the Quick Clearance Bill, was introduced by Representative Pam Byrnes in June of 2009. The bill has passed the House and is currently awaiting action on the Senate Floor after receiving approval from the Senate Transportation Committee. The bill is expected to pass the Senate by late-February and signed into law by the end of March. The legislation requires motorists to move disabled or wrecked vehicles to the side of the road if 1) the car is operable and 2) there are not any serious injuries or fatalities. This legislation was proposed as a substantial portion of motorists believe that a vehicle involved in a crash should not be moved until a law enforcement officer reviews the scene. This unwritten understanding has led to numerous secondary crashes as well as significant congestion on Michigan's roadways.

The legislation will provide motorists with the direction to move their vehicles if the task can be completed safely and there are no serious injuries or fatalities. This legislation will enhance safety and the economy by reducing crashes and mitigating congestion. A substantial public education and outreach campaign will be required after approval of the legislation to ensure that motorists are aware of what to do after a minor and/or property damage accident.

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Bob Morris can be reached at morris@semcog.org or 313-324-3333.

Electronic Crash Capture and Submission Overview

by Steve Schreier, Office of Highway Safety Planning (OHSP)

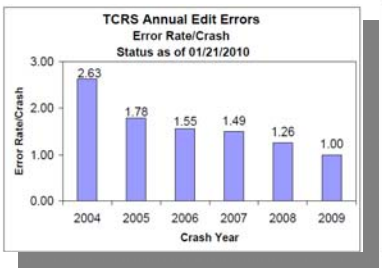
Since 2006, Michigan has increased the number of police agencies collecting and submitting crash reports from 2% to over 40% at the end of 2009. It is anticipated that by the end of 2010, over 50% of all police agencies will be using an electronic crash system.

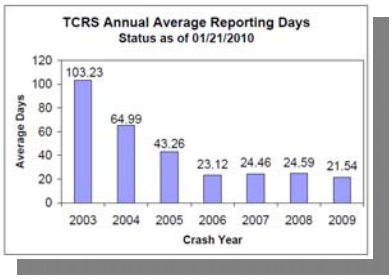
Currently the Michigan State Police (MSP), Criminal Justice Information Center (CJIC) is statutorily responsible for maintaining the state central repository for crash records. Over 600 Michigan law enforcement agencies submit crash reports (UD-10) for each crash that occurs on a public roadway in Michigan. This process results in more than 320,000 crash reports annually. In the past 7-years the entire crash system has been updated through a project called Crash Process Redesign (CPR). System changes have included but are not limited to: ability to accept crash reports electronically, development of a Web based crash reporting tool, improved processing efficiencies at CJIC, and improvements in crash locating.

In the past 4 years Michigan has seen great progress in agencies now collecting and submitting crashes via an electronic method vs. a paper report (40% submit electronically vs. 60% submitted on paper). Electronic processing of crash reports provide significant benefits in cost effectiveness, improved data quality, timeliness, consistency, and completeness as well as processing efficiencies. However, local law enforcement agencies continue to experience technical and financial barriers in moving to automated crash processing systems.

In 2007-2010 projects were started to provide law enforcement agencies the ability to collect and transmit crash information electronically. 34 grants totaling over $2.5 million have been awarded to police departments based on the quality, completeness and depth of how each agency was going to accomplish an electronic system. A *Vendor/Agency* day was held June 10th, 2008 in which lessons learned were shared vendors were provided an opportunity to let agencies know what they can do for them. Over 150 participants attended the meeting. There are now 8 vendors certified to provide an electronic crash solution available for local law enforcement agencies to work with.

Steve Schreier can be reached at schreies@michgan.gov or 517-333-5306.





Advanced Traffic Management System in Macomb

by Adam Merchant, Road Commission of Macomb County

The Road Commission of Macomb County (RCMC) has been moving forward with the installation and deployment of Intelligent Transportation Systems (ITS) on their roadways throughout the county. Their five-year plan includes communication with 600 of their 740 traffic signals, closed-circuit televisions (CCTVs) at 250 major intersections, hardware upgrades throughout the county and signal optimization for the major corridors with 48 different timings plans ready to be implemented when needed.

There are nine signal modernization/interconnect projects that will be designed by RCMC and constructed in 2010. RCMC plans to retime traffic signals along eight main corridors in Macomb County over the next two years using Congestion Mitigation and Air Quality (CMAQ) funds from FY2009 and 2010. Two projects are currently underway to retime Harper Avenue, Garfield Road, Hayes Road and Metropolitan Parkway (CMAQ funds from FY2006 and 2007) using consultants for the optimization. Schoenherr Road and Hoover Road were scheduled to be retimed by consultant contracts; however, due to CMAQ programming issues, RCMC will now be conducting the signal optimizations in-house.

RCMC has developed draft guidelines for use on all signal optimization projects. The guidelines detail how each timing plan (dials and splits) are populated, allowing for better countywide signal coordination. Currently, several of the major corridors in Macomb County run different cycle lengths making coordination between corridors impossible. “As retiming efforts expand across the county, uniform cycle lengths for peak hours are being adopted to facilitate coordination,” explains Adam Merchant, Traffic Engineer for RCMC.

RCMC is in the process of adopting several ITS Standards for new projects: NTCIP, ITS Cabinets, Advanced Traffic Controller (ATC) and ATC Application Programming Interface. One goal of the system is to standardize the hardware capabilities regardless of manufacturer. Another goal is to provide hardware and software that is both flexible in design and implementation. RCMC currently uses Eagle traffic signal controllers but is in the process of investigating and testing ATCs from various manufacturers.

RCMC is also investigating central management software for its Traffic Operations Center (TOC) to operate existing and future equipment. The goal is to have one software package that controls the CCTV cameras, wireless communication devices (radios, antennas, etc.) and traffic signal controllers. Requirements for the central management software include:

- Backwards compatibility with existing hardware/software
- Open architecture
- Manage controllers from multiple manufacturers
- Upload and download from controllers in the field

NTCIP compliant

RCMC currently uses MarcNX to communicate with its traffic signal master controllers. The Michigan Department of Transportation (MDOT) is developing a new central management software package for use at the Michigan Intelligent Transportation Systems (MITS) Center and other MDOT TOCs throughout the state. RCMC is interested in possibly adapting the same software package.

On the horizon, a Request for Proposals is expected for operations staffing at the TOC and networking solutions for video sharing from the existing and proposed CCTV cameras. It is anticipated that two operations engineers will be contracted for 20 months using operating funds for the TOC. RCMC plans to share their live video images from the CCTV cameras within the Road Commission and with other agencies including the MITS Center.

Adam Merchant is looking forward to having additional personnel to implement the video sharing and provide tangible benefits of their ITS investment.

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MICHIGAN AT FOREFRONT OF INTELLIDRIVE[SM] DEVELOPMENT

by MORRIE HOEVEL, FHWA

IntelliDrive[SM] – formerly known as Vehicle Infrastructure Integration (VII) – is a research and development (R&D) initiative to foster networked wireless communications among vehicles, the infrastructure, and passengers' personal communications devices. As home to 80 percent of the automotive R&D in the United States, Michigan is playing an active role in IntelliDrive[SM] development. The Michigan Department of Transportation (MDOT), industry, and university partners participate actively in Federally sponsored IntelliDrive[SM] research programs, and also invest in their own IntelliDrive[SM] research activities.

Michigan is home to two major IntelliDrive[SM] testing facilities: the Federal government's "Michigan Development Test Environment (DTE)"—commonly known as the "Michigan Test Bed"; and the Michigan International Speedway (MIS) connected vehicle test location, which is sponsored by a partnership that includes MDOT, the Center for Automotive Research (CAR), MIS, and others.

The USDOT's Michigan Test Bed is located in Oakland County centered in the vicinity of Novi, MI. The Test bed covers 45 square miles comprising 75 center-lane miles equipped with more than 50 DSRC-enabled Road-Side Equipment (RSE) units on I-96, I-275, and several arterials.

Constructed under a partnership Agreement between USDOT and MDOT, in cooperation with the Road Commission for Oakland County, this real world test bed was used for USDOT's Proof of Concept (POC) testing. Other participants in these tests included the VII Consortium of nine original equipment manufacturers (OEMS), automotive suppliers, Wayne County, and the American Association of State Highway and Transportation Officials (AASHTO).

In the POC tests, 25 specially-equipped vehicles were deployed to test the ability of wireless Dedicated Short Range Communications (DSRC) to enable interoperable vehicle-to-vehicle and vehicle-to-infrastructure communications for a suite of safety and mobility applications. The POC test results were released in 2009, and confirmed the potential for DSRC to provide the communications backbone for IntelliDrive[SM] active safety applications. Also in 2009, when USDOT rebranded the former VII initiative as "IntelliDrive[SM]," the decision was made to continue to use DSRC for critical safety applications that required both high availability and low latency communications, but at the same time allow other applications to use other forms of wireless communications technology.

USDOT is currently planning to modify its test bed operating environment to make it a more effective facility for continued IntelliDrive[SM] research, testing and demonstration by both the public and private sectors. In the future, USDOT anticipates evolution of the Michigan Test Bed into a precursor of the nationwide IntelliDrive[SM] deployment by establishing an implementation model of the overall IntelliDrive[SM] system. Ultimately, USDOT anticipates that the Michigan Test Bed will be transferred out of Federal control, for possible use either as a certification facility or as the foundation for an actual regional deployment of IntelliDrive[SM].

Connected vehicle technology testing officially began Aug. 24, 2009 at the MIS Test Bed. At MIS, automakers and aftermarket providers are able to test and develop connected vehicle technologies in a protected, closed, safe and convenient environment. Combined with MDOT's Telegraph Road corridor project, Michigan can now offer a connected vehicle test and evaluation laboratory on both public and private roads.

Building on the results of the POC tests, the U.S. Department of Transportation (USDOT) plans to spend $49 million on IntelliDrive[SM] research in the 2010-2014 time frame, which is approximately half of the $100 million Federal ITS program. USDOT's current IntelliDrive[SM] research is focused on refining existing wireless communications and information technologies for use surface transportation, and testing them; developing IntelliDrive[SM] safety, mobility, and environmental applications; determining actual benefits in the field; and developing consensus standards that will ensure the interoperability of IntelliDrive[SM] applications and system components. USDOT's goal is to complete the majority of this research by 2013. Also by 2013, USDOT anticipates that some IntelliDrive[SM] applications that have proven sufficiently beneficial may be ready to be carried out. In 2013, USDOT also intends to decide whether the applications show enough promise to merit deployment, and to determine whether regulation or other government action will be needed to speed deployment of potentially lifesaving applications.

More information about IntelliDrive[SM] is available at www.intellidriveusa.org.

Morrie Hoevel can be reached at Morris.Hoevel@fhwa.dot.gov or 517-702-1834.

TRAFFIC INCIDENT MANAGEMENT WORKSHOPS

by ANGIE KREMER, MDOT

Excitement is spreading throughout the state to teach the importance of Traffic Incident Management (TIM) through workshops and meetings. The main focus of these workshops is incorporating the National Unified Goal (NUG):

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications

Partnerships with the first responder community are developed or enhanced through these activities. Training activities include "Hats of Incident Management", a humorous DVD depicting stakeholders involvement in incidents, as well as the lane taper exercise where the class deploys cones based on skip marks on the roadway.

Recent workshops held include: Novi Police, Hazel Park Fire Department, Wayne County Airport authority, Oxford Township Fire Department, Muskegon County, and Monroe County.

If you need help organizing a workshop, help with topics, presentations, speakers, or anything regarding TIM, please contact Angie Kremer at kremera@michigan.gov or 517-636-0120.

ANNOUNCEMENTS

ITS ADVISORY COMMITTEE ANNOUNCEMENT

U.S. Transportation Secretary Ray LaHood has named the following candidates to serve on the Intelligent Transportation Systems (ITS) Advisory Committee, pursuant to Section 5305(h) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The ITS Advisory Committee is charged with reviewing areas of ITS research being considered for funding by the Department and advising the Secretary on ITS aspects of the Department's strategic plan. The ITS Program is overseen by the Department's Research and Innovative Technology Administration (RITA). The Committee is expected to begin its work in the next month and the Department looks forward to future collaboration in enabling the vision of the ITS Research Program. For more information, contact Stephen Glasscock in the ITS Joint Program Office.

- Mr. Steve Albert; Director of the Western Transportation Institute at Montana State University
- Mr. Scott Belcher; President and Chief Executive Officer of Intelligent Transportation Society of America
- Mr. Joe Calabrese; General Manager, Greater Cleveland Regional Transit Authority
- Ms. Robin Chase; Founder and Chief Executive Officer of Meadow Networks
- Mr. Bob Denaro; Vice President of NAVTEQ (Vice-Chair)
- Dr. Adam Drobot; President and Chief Technology Officer of Advanced Technology Solutions Telcordia
- Ms. Ann Flemer; Deputy Executive Director of the San Francisco Metropolitan Transportation Commission
- Dr. Genevieve Giuliano; Senior Associate Dean at the School of Policy, Planning, and Development at the University of Southern California
- Mr. Randell H. Iwasaki; Director of the California Department of Transportation
- Mr. J. Peter Kissinger; President and Chief Executive Officer of AAA Foundation for Traffic Safety
- Mr. Jack Lettiere; President of Jack Lettiere Consulting
- Mr. Bryan Mistele; Chief Executive Officer of INRIX Technologies, Inc.
- Mr. Don Osterberg; Senior Vice President, Safety, Schneider National, Inc.
- Ms. Janette Sadik-Khan; Commissioner of the New York City Department of Transportation
- Mr. Kirk Steudle; Director of the Michigan Department of Transportation
- Dr. Joseph M. Sussman; JR East Professor in the Department of Civil and Environmental Engineering at the Massachusetts Institute of Technology (Chair)
- Dr. Peter Sweatman; Director, University of Michigan Transportation Research Institute
- Mr. Gary Toth; Senior Director, Transportation Initiatives with the Project for Public Spaces
- Mr. Pravin Varaiya; Nortel Networks Distinguished Professor in the Department of Electrical Engineering and Computer Sciences at the University of California, Berkeley
- Mr. James Vondale; Director of the Automotive Safety Office, Sustainability, Environment, and Safety Engineering for Ford Motor Company

Please note that three Michigan professionals, Kirk Steudle (MDOT), Peter Sweatman (UMTRI), and James Vondale (Ford Motor Co) are among the 20 national experts selected by Secretary Ray LaHood for this important assignment. This clearly attests to the leadership role that Michigan has taken in the emerging area of ITS since its inception.

MICHIGAN'S MORRIE HOEVEL WINS 2009 "FHWA LEADERSHIP IN OPERATIONS AWARD"

In 2007, FHWA created a "Leadership in Operations Award" in an effort to recognize two individuals (one from their HQ Office and one from their field offices) within FHWA for their "Distinguished Contributions to the Operations Discipline". These are two individuals who best demonstrate leadership skills in enhancing system performance through improvements in system management and operations. The recipients are nominated by their peers and the 2009 Award recognizes Morrie Hoevel from our Michigan Division Office and Marianna Rizzo from their Headquarters Office.

Jeff Lindley, FHWA's Associate Administrator for Operations presented this year's Award at the Operations Council Meeting on January 14, following the TRB Annual Meeting. During the award presentation, Mr. Lindley recognized Morrie as having consistently demonstrated leadership in the Operations discipline by guiding FHWA's partners in the fast emerging fields of ITS, mobility, congestion management and vehicle infrastructure integration – all integral components of an Operations-focused Transportation Program. Mr. Lindley cited several examples of how Morrie provided this leadership. Over the years, as Michigan's ITS and Operations Programs have evolved and personnel changed, Morrie brought continuity to the process. From the start, his knowledge of Federal-aid procedure and agency goals, combined with his ability to promote new ideas have been invaluable in advancing new and emerging operational programs that focus on the goals of improving the operation of the system; to make it function more efficiently and reliably.

Morrie's positive relationship with his state partners has been a significant factor in advancing Operations and the ITS Program in the state of Michigan. Early in FY2009, Michigan was identified as one of ten Operations "Opportunity States" by FHWA's Headquarters Office. This signified that they felt Michigan was on the verge of getting to the top level in Systems Operation and Management.

Morrie has worked closely with his state and local partners to provide program guidance and technical assistance as well as identifying peer support opportunities as MDOT began their efforts to reorganize to give a higher priority to Operations. Morrie also worked closely with MDOT to develop and Operations "Action Plan". His leadership had a significant impact on the content and quality of this plan, which provides a road map for a major cultural change within the State, a change that moves agencies from a single focus on completing projects to a focus where the goal is to complete the project and improve the operation of the overall transportation system.

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NAVTEQ

Dr. Peter Sweatman
UMTRI

Edwin Tatem
Parsons Brinckerhoff Michigan

Dr. Steve Underwood
Connected Vehicle Proving Center (CVPC)

Steve Verkest
Motor City Electric

Jerry L. Walker
Traffic Improvement Association

Not Pictured:

Scott Geisler,
General Motors

Richard Wallace,
CAR

ITS-Michigan
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Thanks to Parsons Brinckerhoff Michigan, Inc. for the preparation of this newsletter.

ITS-Michigan
Intelligent Transportation Society

UPCOMING EVENTS

19-20 MAY

About the ITS Michigan Annual Meeting and Exposition:

The theme of this year's meeting is "Transforming Transportation through Collaboration." We have collaborated with a number of partner organizations to create an eclectic, yet fast-paced and thought provoking technical program wrapped around the topic of "transformation". Our partners include the Institute of Transportation Engineers, the Women's Transportation Seminar, the International Municipal Signal Association, and the American Society of Civil Engineers. Our collaboration extends across international borders also, as our international partners will be participating in the program.

When: 19-20 May, 2010
Where: Ford Conference & Event Center
1151 Village Road, Dearborn, MI 48124

22-24 JUN

About the AUSVI-GLC/CVPC event:

This workshop is the first of an annual event that will bring the automotive industry's Connected Vehicle Initiative researchers together with the Department of Defense Autonomous Ground Vehicle researchers to forge common purpose and cross leverage technologies. The goal is to reduce the cost of robotics to the military and increase the competence and penetration of active safety systems and other intelligent controls in the auto industries through dual-use development and technology transfers.

When: 22-24 June, 2010
Where: Troy Marriott, Michigan

For more information visit: **www.itsmichigan.org**