

## **SR-31, As Adopted by Senate, March 25, 2015**

Senator Kowall offered the following resolution:

### **Senate Resolution No. 31.**

A resolution to urge the adoption of Intelligent Transportation System technologies throughout the state, further research into vehicle communication systems, and the testing and operation of connected and automated vehicles.

Whereas, Southeast Michigan has been a national leader in intelligent transportation system (ITS) technology development and testing since the 1950s. These systems use state-of-the-art sensing, communications, and data-processing technologies to solve congestion and safety issues by making existing structures more efficient. The Michigan Department of Transportation (MDOT), the road commissions of Oakland and Macomb counties, the Wayne County Department of Public Services, the city of Detroit, and the Suburban Mobility Authority for Regional Transportation (SMART) have cooperated to develop and install many traffic management systems, including freeway cameras, dynamic messaging signs, adaptive traffic signals, traffic detectors, and traffic operations centers. Oakland County also had the first beacon-based route guidance system deployed in North America, with project partners Ford, GM, and Chrysler. The collaboration of private industry and public agencies in such work builds upon the long tradition of automotive research centered in Michigan; and

Whereas, The University of Michigan Transportation Research Institute is the nationally preeminent public research facility in intelligent vehicle and traffic systems and is currently managing the most significant testing of such technology in the country; and

Whereas, Michigan's leadership role has been highlighted by hosting the prestigious Intelligent Transportation Systems World Congress in September 2014 and the leading role MDOT has taken among state transportation departments in researching and reviewing intelligent traffic systems and the use of connected and automated vehicles; and

Whereas, Michigan has been involved in the development and demonstration of vehicular communication systems which could help avoid up to 81 percent of all traffic accidents. The region's road agencies and partners continue to collaborate and stay on the cutting edge of transportation technology to improve safety and reduce congestion on the roads; and

Whereas, The U.S. Department of Transportation has a new ITS Strategic Plan that continues the momentum of ITS development in the United States, with a particular focus on connected vehicle and automation programs. Development of connected vehicles and automation will produce significant safety and congestion benefits when just 5-7 percent of vehicles are so equipped. The other program categories of the strategic plan align with the wider objectives contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21,) including safety, mobility, environmental impact, innovation, and information sharing; and

Whereas, Although MDOT and other Michigan road agencies have received federal research dollars in the development and testing of various ITS technologies and have expanded the use of the technology from the urban Detroit freeway network to Grand Rapids and other areas, this is technology from which the entire state could benefit. Improved traffic signal control and traveler information systems are some of the most cost-effective methods for increasing safety and mobility. The cost-benefit ratio of retiming 640 traffic signals in Oakland County was 175:1. Integrated corridor management systems that promote coordination among freeways, arterials, and transit systems can help balance traffic flow and enhance safety and are also cost-efficient over ten years. With millions of federal dollars available for further ITS research, Michigan can benefit and should expand the technology to enhance safety statewide to continue its national leadership in ITS technology; now, therefore, be it

Resolved by the Senate, That we urge the adoption of Intelligent Transportation System technologies throughout the state, further research into vehicle communication systems, and the testing and operation of connected and automated vehicles.