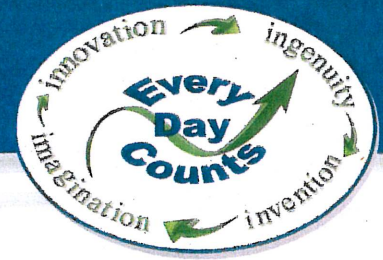


Federal Highway Administration  
**Every Day Counts**  
Innovation Initiative



### **Michigan State Transportation Innovation Council (STIC) Charter**

The Michigan Department of Transportation (MDOT), Local Public Agencies and tribal transportation agencies own the MI transportation system and make key decisions on how to deliver projects, as well as what techniques and technologies to use in the operation and safety on our highway system. The Michigan State Transportation Innovation Council (MI-STIC) can bring together stakeholders that represent all those market forces and work together to lead innovation in their state transportation program.

#### **Purpose**

This Charter establishes the Michigan State Transportation Innovation Council (MI-STIC) and defines its mission, scope and responsibility, membership, and administration.

#### **Vision**

The MI-STIC will foster a collaborative culture for rapid implementation of meaningful innovations to efficiently deliver the public a modern, high quality highway system.

#### **Mission**

Facilitate the rapid implementation of technology, tactics and techniques among transportation program delivery professionals at all levels of state government and throughout the private and non-profit sector to ensure smart, efficient investment in Michigan's highway infrastructure.

#### **Scope and Responsibility**

MDOT, Local Public Agencies and tribal transportation agencies statewide own the system and make key decisions on how to deliver projects, as well as what techniques and technologies to use in the operation and safety on our highway system. The MI-STIC can bring together stakeholders that represent all those market forces and work together to lead innovation in their state transportation program.

The MI-STIC shall provide multi-stakeholder leadership to perpetuate the deployment of innovation in each state. The objectives and duties of the MI-STIC shall be to identify and recommend ways to ensure that the Michigan responds to key issues and challenges that impact the highway program. The MI-STIC will act as a catalyst for rapid deployment of those nationally identified technologies, techniques and tactics that have been demonstrated in "real world" applications and can offer improved performance/effectiveness in their state.

The MI-STIC will:

- Provide a means of ensuring regular contact between the MDOT, FHWA, Local Public Agencies, and highway sector.
- Advise the MDOT Director and FHWA-MI Division Administrator on the implementation of the *Every Day Counts* Initiative and related matters.

- Provide leadership to promote and support rapid deployment of selected technologies, tactics and techniques.
- Provide a forum for discussing and proposing solutions to transportation-related problems.
- Act as a liaison among the stakeholders represented by the membership, and may provide a forum for those stakeholders on current and emerging issues in the transportation sector.
- Develop a process to select technologies, tactics and techniques on which to focus implementation efforts.
- Identify and mobilize champions within the state who are committed to the deployment of chosen technologies, tactics and techniques.
- Monitor performance metrics to ensure priority initiatives move into standard practice.
- Share information with all state stakeholders through meetings, workshops and conferences.

### Membership

The MI-STIC's membership shall reflect the diversity of the highway industry in the state by representing a balanced cross-section, including entities from various geographic locations and agencies of varying size. At a minimum, membership represents the following:

- MDOT
- FHWA
- LTAP/TTAP
- NACE of MI
- CRAM
- MPOs
- MITA
- ACEC of MI
- APWA of MI

In addition, subject matter experts (SMEs) and other advisory members may be invited to attend MI-STIC meetings as needed with the concurrence of the MDOT Director and FHWA Division Administrator.

The MI-STIC shall be co-chaired by the MDOT Director and the FHWA Division Administrator and composed of not more than twenty members. All members who are not State and Federal employees will serve as Representatives and will be appointed for a 2-year term, with each member eligible to be reappointed for successive 2-year terms.

### Meetings

The MI-STIC shall meet regularly at a time and place set by the Co-Chairs. In addition, the MI-STIC may be convened in an emergency session to address time-critical topics as deemed necessary by the Co-Chairs. It is currently expected that the MI-STIC shall meet quarterly

Members are expected to attend all meetings. Attendance may be in person or any two-way, interactive communications means, such as conference call or video conference. If necessary, a member may be represented by a designated alternate.

Items presented for MI-STIC review shall be circulated electronically for members' review far enough in advance of the meeting to allow members time to review the documents in a meaningful way.

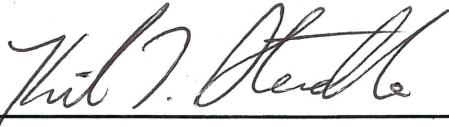
### Subcommittees

The MI-STIC may establish subordinate committees as it considers necessary for the implementation of the Every Day Counts initiatives.



MI-STIC Charter Members

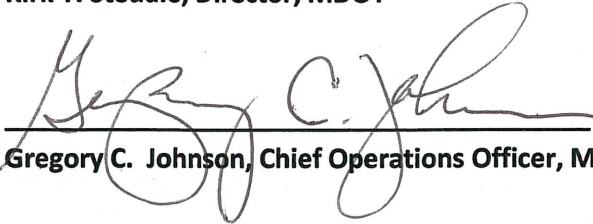
March 8, 2012



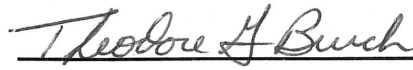
Kirk T. Steudle, Director, MDOT



Russell L. Jorgenson, Division Administrator, FHWA-MI



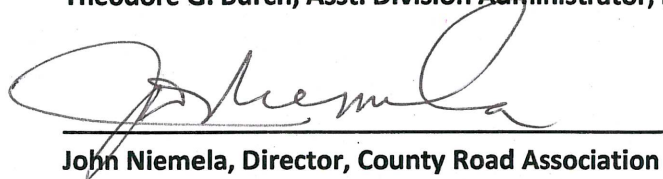
Gregory C. Johnson, Chief Operations Officer, MDOT



Theodore G. Burch, Asst. Division Administrator, FHWA-MI



Laura J. Mester, Chief Administrative Officer, MDOT



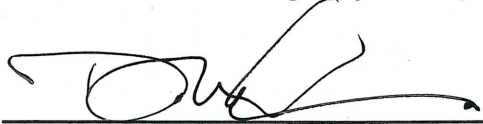
John Niemela, Director, County Road Association of MI



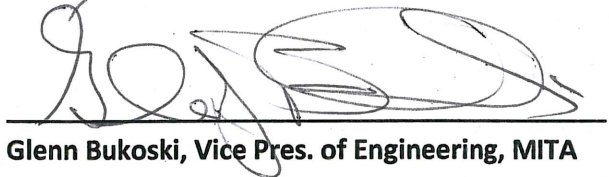
Mark Van Port Fleet, Highway Development Eng., MDOT



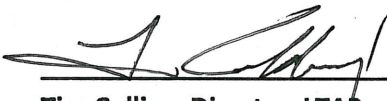
Jon Rice, State Board Director, NACE of MI



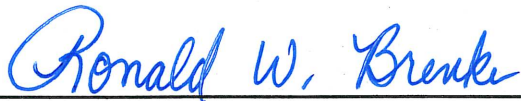
David Wresinski, Transportation Planning Dir., MDOT




Glenn Bukoski, Vice Pres. of Engineering, MITA



Tim Colling, Director, LTAP



Ronald W. Brenke, Exec. Director, ACEC-MI



Carmine Palombo, Dir. Transportation Programs, SEMCOG



Chad Gamble, APWA of MI