

METRANS NEWS

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METRANS Poised to Compete for New UTC Program

A surprise decision in Washington means a new era of challenges and opportunities for the METRANS Transportation Center.

On June 3, the US Department of Transportation (USDOT) informed all 59 University Transportation Centers (UTC) that it was eliminating the program in its current form and replacing it with a new one.

The USDOT's decision suspended all UTC funding until the new research program is in place. The UTC program is part of the federal surface transportation program authorized by multi-year legislation, the most recent of which was passed in 2005 and expired in 2009. Since then, the surface transportation program has been extended under a series of continuing resolutions.

This time, the US DOT Secretary used authority provided in the legislation to end funding for any "substantially completed" program. The decision to declare the UTC program as completed was not anticipated. "Changing a research program in a continuing resolution is unprecedented," says METRANS director Genevieve Giuliano, who is also president this year of the Council of University Transportation Centers, "and it has implications for the future of federally funded university research programs, both in new continuing resolutions and ultimately in a new surface transportation bill."

Universities will compete for a drastically restructured UTC program that will fund at most



METRANS director Genevieve Giuliano and deputy director Marianne Venieris, here with Professor Jim Moore, accept the "Organization of the Year Award" at the California Transportation Foundation Tranny Awards. Ed Anderson Photo

22 centers at \$3.5 million each. "METRANS will be playing a key role in these centers, however they are eventually constructed," says Giuliano. "We will be submitting a consortium proposal to continue our work, and collaborate with new partners across the country."

Building on an Excellent Record

METRANS is poised to compete as never before after an extraordinary year of recognitions and awards. The California Transportation Foundation recently named METRANS its "Organization of the Year," a distinction which had previously only gone to companies.

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METRANS RESEARCH SPOTLIGHT

Examining the Costs of Staying out of the Chassis Pool

The Los Angeles and Long Beach ports are the subject of many METRANS research projects.

Together, these two facilities in San Pedro Bay rank as the fifth largest port complex in the world and account for more than 40% of all containerized

imports into the US. The ports handled a combined 14.09 million twenty-foot equivalent units (TEU) of container volume in 2010, forecast to reach 43.2 million TEU by 2035.

METRANS researchers Dr. Hanh Dam Le-Griffin and Dr. Thomas O'Brien have been investigating the evolution of goods movement through the ports of Los Angeles and Long Beach for the past several years.

In their latest research project, Le-Griffin and O'Brien want to understand the role played by the wheeled truck chassis used to haul shipping containers. Specifically, they looked at process efficiencies and environmental impacts related to ownership, management, and use practices of

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METRANS
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METRANS, a partnership of the University of Southern California and California State University, Long Beach, is a US Department of Transportation designated University Transportation Center. Its mission is to solve transportation problems of large metropolitan areas through research, education and outreach.



Dr. Hanh Dam Le-Griffin and Dr. Thomas O'Brien

Fourth National Urban Freight Conference Goes International

METRANS' National Urban Freight Conference (NUF) returns for a fourth meeting October 12–14 at the Hyatt Regency in Long Beach, California. NUF brings together the academic and professional communities to examine the impacts of goods movement and international trade in metropolitan areas.

The first NUF was convened in 2006. At the time, recalls METRANS director Genevieve Giuliano, "People thought about logistics or urban planning, but they didn't talk to each other. 'Urban freight' was an opportunity to get everybody in the same room."

Researchers hail from diverse disciplines including engineering, information science, business, economics, geography, public policy, planning, public administration, environmental and health sciences, etc. Practitioners include those from industry, government and non-profit sectors.

Conference tracks focus on modeling, port operations, transport economics, environment, policy/institutions, security/vulnerability, and best practices/lessons learned. The number of accepted papers has grown from 80 in 2006 to 110 in 2011, and includes 24 papers from Canada, Europe and Africa.



C. Michael Walton

The keynote speaker this year is Dr. C. Michael Walton, Ernest H. Cockrell Centennial Chair in Engineering at the University of Texas at Austin.

Southern California has been the ideal venue for NUF, with 20 million residents, a huge market for consumer and business goods, and thriving ocean and air cargo terminals, distribution centers and transportation corridors. All of these contribute to classic metropolitan problems such as trade-related congestion and pollution.

"This environment is a microcosm of what's going on around country and around the world," Giuliano adds.

Spotlight Session panels combine practitioners and academics to discuss issues such as trucking, environmental justice, North American research linkages, and what researchers need to know about industry.

This year's conference includes an optional site visit following freight from ship to shelf. The journey begins by viewing Port of LA terminal developments, technology investments and operational changes to improve the flow of goods to truck and rail. A third party logistics coordinator will show transportation and container management in action, including transloading operations. Finally, touring a private warehouse helps to understand the supply chain geography of a major shipper.

NUF shows how METRANS' three priorities of research, education and outreach go hand-in-hand. "At NUF, academics get a much-needed reality check on what they are doing," Giuliano notes. "Industry gets a better, broader sense of new trends and ideas than what they can learn from competitors at trade shows. Likewise, practitioners are much more willing to share their time, opinions and information than they would outside of an academic conference."

Early registration for NUF 2011 is available through Sept. 21. Highlights of the NUF 2009 and summaries of the tracks and presentations also are available. For more information, visit www.metrotrans.org/nuf/2011

METRANS Outreach Briefs

Giuliano Leads Council of University Transportation Centers

METRANS director **Genevieve Giuliano** is president of the Council of University Transportation Centers for July 2011–June 2012. CUTC represents 94 of the nation's leading university-based transportation programs. The Council provides a forum for advancing and integrating university activities including research, education, training and technology transfer. <http://cutc.tamu.edu>



Marianne Venieris

Venieris Heads International Business Association

METRANS deputy director **Marianne Venieris** is president for the coming year of the International Business Association of Southern California, a branch of the Long Beach Area Chamber of Commerce whose mission is the promotion of international business and trade throughout the region. www.iba-longbeach.org

Design Awards for METRANS Annual Reports 2009 and 2010

The METRANS Annual Reports for 2008–2009 and 2009–2010, designed by **Dann Froehlich Design**, received Hermes Creative Awards in an international competition administered and judged by the Association of Marketing and Communication Professionals.

www.hermesawards.com/list10.php



METRANS OUTREACH

Fall Seminar Series

12:00 noon to 1:30 pm

Wednesday, August 31

Dr. Lisa Schweitzer
No-Notice Evacuations from 2000 to 2010 in California: Socio-Spatial Distribution

Wednesday, September 7

Dr. Cyrus Shahabi
TransDec: A Data-Driven Framework for Decision-Making in Transportation Systems

Wednesday, September 14

Dr. Maged Dessouky
The California Cut Flower Industry: A Case for Transportation Consolidation

Wednesday, October 26

Dr. Brian D. Taylor (UCLA)
Hate to Wait: The Effects of Waiting and Transfers on Perceptions of Transit Travel

Wednesday, November 9

Dr. Chris Redfearn
Title: TBA

Wednesday, November 16

Dr. Hanh Dam Le-Griffin and Dr. Tom O'Brien
Impact of Streamlined Chassis Movements on Port Terminal Capacity

Transportation Student Awards 2010–2011

We take pride in the recent accomplishments of our transportation students.

Christine Nguyen, USC VSoE ISE PhD student, is the 2010-2011 METRANS Student of the Year (see her profile in the February 2011 issue of the newsletter).

National and International Awards

Sylvia He, USC SPPD PhD student, received the Mobility Cultures in Megacities fellowship from BMW.



Sylvia He



Rebecca Garcia

Rebecca Garcia, USC MPL student, received the German Chancellor Fellowship for Prospective Leaders.

Local Awards

Christopher Kidd, USC MPL student, won the 2011 Distinguished Leadership Award—Student Planner from the California Chapter of the American Planning Association for his work at the LADOT Bike Program.

Qian An, USC VSoE PhD student, and **Janelle Patterson**, USC VSoE undergraduate student, were awarded WTS Transportation Scholarships.

USC undergraduates **Jack Massey** (SPPD), **Corrine Montana** (SPPD) and **Lillian Ware** (VSoE) were selected to participate in the 16th

Annual California Transportation Foundation Educational Symposium in Santa Cruz, CA.

CSULB GLS students **Judith Barcelata**, **Matthew Lyman** and **Tai Nguyen** received Harbor Transportation Club scholarships.

CSULB MAGL students **David Sun** and **Ebony Loeb** and GLS student **Jim Dai Tran** received Los Angeles Transportation Club Award scholarships.

CSULB GLS students **Laura Guerrero** and **Andrew Holder** and MAGL students **Amir Khan**, **Samuel Palacios**, **Ebony Loeb**, and **Pablo Sierra Arias** received Port of Long Beach scholarships (see below).

CSULB GLS student **Melody Quintana** received the Mary Bleming Scholarship from the Long Beach Chamber/International Business Association.

CSULB GLS student **Damon Stathatos** received the Container & Intermodal Institute scholarship.

CSULB GLS student **Sokchanda Im** and MAGL students **Ella Caillouette** and **Ebony Loeb** received scholarships from the Southern California Roundtable for the Council of Supply Chain Management Professionals.

University Awards

Yong-Jin Ahn, USC SPPD PhD student, received a Fellowship from the USC Lusk Center for Real Estate.

USC MPP students **Tamim Ayuby**, **Marissa Blunski**, **Edward Nb** and **Noah Verleun** won the 2011 Biller Award for Excellence in the Practicum for their project, "Electrifying the Alameda Corridor."

USC MPP students **Andrew Kim**, **Jing Li** and **Ilann Messeri** received Academic Capstone Awards for their research project, "Economic Impact Assessment of LAX's North Airfield Reconfiguration."

USC MPP students **Nat Gale**, **Angela Rosales** and **Alex Shoor** received Academic Capstone Awards for their research project, "Measuring the Value of Transit-Oriented Developments: Evaluating the LA Metro Joint Development Program."

Sylvia He, USC SPPD PhD student, received the USC Dissertation Completion Fellowship.

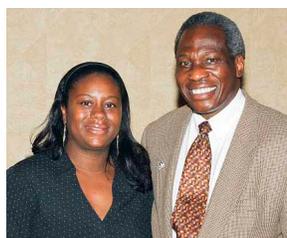
CSULB MAGL students **Pablo Sierra Arias** and **Ebony Loeb**, both from Ports America, received recognition for 2011 Outstanding Capstone Project.

CSULB MAGL student, **Lauren Roslanowick** was recognized as Outstanding Graduate Student 2010–2011.

CSULB GLS students, **Hector Baldemore**, **Judith Barcelata**, **Luwana Davis** and **Daniel Sowinski** won Best GLS Capstone Project for their project team for Fall 2010.



Angela Rosales



Ebony Loeb with Long Beach Harbor Commissioner Thomas Fields



Port of Long Beach scholarship recipients (and faculty) from left: Wade Martin (CSULB Economics Department chair), Samuel Palacios, Amir Khan, Kristen Monaco (MAGL program director), Pablo Sierra Arias, Laura Guerrero, Andy Holder and Melody Quintana.

Chassis Pool Strategies (continued)

chassis in Southern California. To find out why these practices persist locally and throughout the rest of North America—but nowhere else in the world—the researchers used a combination of interviews, measurements and simulations.

Capacity and Community Constraints

“These two ports are looking at an inevitable increase in container traffic over the next 20 to 30 years that their current methods of operation simply cannot handle,” Le-Griffin and O’Brien write. “They must find ways to accommodate growth by improving the effective capacity of the terminal itself. On the other hand, they are facing an increasingly frustrated array of public officials and community groups who are prepared to challenge future growth unless the impacts of goods movement on local communities are adequately addressed.”

The perennial US trade imbalance between imports and exports creates an additional complication. It means extra trips to “reposition” truck cabs, empty containers and chassis between ocean terminals, rail yards, distribution centers and other destinations.

While efforts to resolve congestion have so far concentrated on reducing total truck wait time outside terminal gates, Le-Griffin and O’Brien found that some of the improvements achieved outside the gate have been at the expense of in-terminal efficiency, with a negative impact on effective capacity, system operation times and air emissions alike.

The Containerization Ecosystem

Standardized shipping containers revolutionized international trade with simple, modular boxes that stack with Lego-like precision on cargo ships, rail cars and truck chassis. Containerization works because intermodal cargo and cargo handling equipment are basically universal around the world. But common standards do not equate with common ownership; cargo handling equipment represents a considerable investment, and owners must manage, maintain and update these assets.

In the case of the chassis, however, exactly who owns them varies in different parts of the world. In Europe and Asia, trucking companies or shippers supply the chassis. The system evolved differently in the US. Here, by providing the chassis as well as the containers, ocean carriers controlled access to other portions of the domestic market and differentiated themselves by promising customers a chassis fleet that was reliably maintained and available.

This reliability is increasingly critical at Los Angeles and Long Beach because these mega-ports receive mega-vessels with capacities of 10,000 TEU or more, which must be offloaded as quickly as possible, pulsing huge quantities of containers through the system in a short time.

A trucker often arrives at the port, with an empty or export-laden container to drop off, and a separate order to pick up an inbound “can.”

Faculty Profiles

Originally from Vietnam, Hanh Dam Le-Griffin joined the research faculty at USC in 2001, conducting research on commercial marine ports and their landside support systems. Before that, for almost 10 years, she was a transportation researcher in Japan, where she earned her PhD in the Department of Civil Engineering of Gifu University. She has recently relocated to British Columbia, where she is technical director for ports and marine engineering in the infrastructure and environmental division at WorleyParsons Corporation. She remains on the USC faculty as adjunct associate professor.



Since 2002, Professor Le-Griffin’s USC course “Port Engineering: Planning and Operations” has included a tour of harbor facilities.



Dr. O’Brien moderates a panel at National Urban Freight 2009.

Originally from New York, Tom O’Brien earned his MPL and PhD at SPPD and is both METTRANS associate director for CSULB programs and research director at the CSULB Center for International Trade and Transportation. His research focus is transportation policy analysis and institutional issues that affect program effectiveness. He teaches in the CSULB Master of Arts in Global Logistics (MAGL) program as well as the Global Logistics Specialist Professional Designation Program. He also writes a monthly trade and transportation column for the Long Beach Business Journal.

Of working with Le-Griffin, O’Brien says: “It’s a nice pairing because Le approaches it as an engineer, with questions about how efficient use of terminal equipment affects the supply chain. But technologies or optimization studies don’t get implemented without policies and incentives that drive behavior on the supply chain. You need both.”

The trip is complicated if the driver must “swap” or “flip” the chassis belonging to one carrier for another chassis belonging to a second carrier—even though the two chassis are functionally identical.

There are three problems with this. The actual switch is quick, but the line to do so can add an hour to the round-trip “turn” a truck makes into and out of the terminal. The cargo handling equipment used on the docks to maneuver chassis and containers can also be sources of diesel particulates. These in-terminal movements amount to millions of miles across the two ports. Finally, storing so many chassis on the terminal grounds uses many acres of valuable land that might otherwise add to cargo handling capacity.

How Chassis Pools Work

One alternative is “pooling” chassis, an agreement to manage and share them collectively. “There is an economic logic to chassis pools that ocean carriers and terminal operators understand,” Le-Griffin and O’Brien explain. And the pool concept has gained traction with a number of carriers that decided to phase out the provision of chassis beginning in 2009, driven in part by a bad economy and the need to better manage equipment.

Generally, there are two ways to set up chassis pools. In a co-op model, carriers make their chassis available to others during their own slow days to earn credit used during their busy times. In the neutral chassis model, a third party maintains the stocks and rents them out as needed. Both methods are now being tried on the US East Coast at facilities such as the Ports of New York/New Jersey, Hampton Roads in Virginia and among the Southeast seaports of Savannah, Charleston, Wilmington, Jacksonville and nearby inland intermodal hubs such as Atlanta.

But the researchers add, “There are institutional issues that argue against chassis pools and undermine the economic logic.” Terminal

operators worry about billing problems. Truckers have neither the space nor the capital to take on the chassis fleets and don’t feel they can pass chassis fees to their customers. Carriers aren’t eager to add another complication to labor negotiations. All worry about finding the technology to track such a large inventory throughout the region and finding a neutral vendor to competently manage the pool without raising prices.

“The model of chassis ownership that works overseas is not very feasible in the US,” Le-Griffin and O’Brien acknowledge. Neither are the chassis pool models emerging on the East Coast, which have key differences with the LA/LB complex, such as a larger number of smaller competing ports, many of which are more involved with local governments.

The challenge is devising an alternative acceptable to the disparate stakeholders involved in Southern California.



Stacked chassis await containers at Port of Long Beach.

Poised to Compete (continued)

METRANS is one of the highest performing transportation centers in the country,” Giuliano adds. She points to METRANS’ excellent performance on all three aspects of the UTC program: research, education and outreach.

Since 1998, METRANS has funded 112 faculty at USC and CSULB in fields as diverse as engineering, business, economics, geography, information sciences, public policy, planning, public administration and health sciences. METRANS is internationally recognized for its research in goods movement and international trade, as well as urban mobility. On the strength of prior METRANS research, faculty members this year won major research grants to archive and analyze traffic data; to prototype a dynamic market for ridesharing; and to experiment with new technologies linking drivers, vehicles and infrastructures for safer transportation in tomorrow’s megacities.

“We have national and international recognition and reputation as measured by publications, research quality, education quality and an exemplary outreach program,” she says. Outreach programs have evolved to include

new issue-oriented Point/Counterpoint events exploring industry-wide topics such as Panama Canal expansion; new international efforts such as the NAFTA-wide collaborative that launched with the conference “Collaborators and Competitors: Understanding the Connections Between Canadian, American and Mexican West Coast Ports and Gateway Regions”; and innovative live and online seminars and webinars covering the latest trends and issues for the general public or for trade and transportation specialists, such as “How do Shippers Choose Ports.” At the same time, social media, communities of practice, videoconferences, podcasts and a searchable database of news articles are taking advantage of web technologies.

With educational programs spanning undergraduate, graduate and professional levels, the number of students involved at both USC and CSULB is growing, with participants from USC’s Schools of Engineering and Policy, Planning, and Development as well as in Long Beach’s Master of Arts in Global Logistics program. USC PhD graduates have been placed in universities and research institutes

around the world, while increasing numbers of masters graduates are moving into leadership positions in both public and private sectors. METRANS and CITT students have more program offerings, including the new Marine Terminal Operations Professional Program and a version of the Global Logistics Specialist Professional Designation Program designed for international students in conjunction with the American Language Institute.

METRANS’ social capital includes strong relationships with stakeholders across the supply chain. In particular, METRANS was the first UTC to engage with longshore labor. “The center has been successful in large part because of all the support it has received.” This includes matching funds from the State of California, as well as support from the groups represented on its advisory board and the larger California community.

“Stay tuned,” Giuliano says. “We already have working relationships with several other UTCs around the US, we have great faculty and staff, and we have the strong support of two university administrations.”

Recently Completed Projects

The following 23 projects have been completed. Final reports are posted on the METRANS website in the Research section.

Area	School	PI/Co-PI	Project Title
Safety	USC	John A. Kuprenas	Reduction of Construction Project Risks to Pedestrians, Drivers and Transit Passengers Through Analysis of Historical Accident Records
Goods Movement	USC	John Heidemann	Sensornets for Remote Vehicle Classification (SRVC)
Goods Movement	USC, CSULB	Hanh Dam Le-Griffin Tom O'Brien	Impact of Streamlined Chassis Movements and Extended Hours of Operation on Terminal Capacity and Source-Specific Emissions Reduction
Goods Movement	USC, CSULB	Petros Ioannou Anastasios Chassiakos	Reconfiguration Strategies for Mitigating the Impacts of Port Disruptions
Goods Movement	USC	Paul D. Ronney Martin Gunderson	Transient Plasma Ignition for Clean, Fuel-Efficient Transportation Vehicle Engines
Mobility	USC	Christian L. Redfearn	Revisiting the Empirical Foundations for Measuring the Capitalization of Access to Transit
Safety	CSULB, USC	Darin Goldstein Hanh Dam Le-Griffin	Emergency Traffic Management Tool for the LA and LB Harbor Area
Safety	USC	Martin Krieger Ramesh Govindan	Ten Thousand Eyes on California's Streets, Roads and Infrastructures
Infrastructure	USC	Cyrus Shahabi	A Geospatial Framework for Dynamic Route Planning Using Congestion Prediction in Transportation Systems
Mobility	USC	Gary Painter	Spatial Mismatch and Transit Choice Among Immigrants
Mobility	USC	Peter Gordon Qisheng Pan	Towards Peak-Load Pricing in Metropolitan Areas: Modeling Network and Activity
Goods Movement	USC	Josh Newell Mansour Rahimi	Moving Containers Efficiently with Less Impact: Dynamic Modeling and Decision-Support Architecture for Clean Port Technologies
Mobility	USC	Constantinos Sioutas Zhi Ning	Measurement and Toxicological Assessment of Population Exposures to Airborne Particulate Matter (PM) in Subways and Light Rail Trains
Goods Movement	USC	Maged Dessouky	Dynamic Scheduling of Trains in Densely Populated Congested Areas
Mobility	USC	Cyrus Shahabi	Stream Traffic Data Archival, Querying and Analysis with TransDec
Safety	CSULB	Chin Chang	Development of Fiber Optic Sensor Networks for Transportation Infrastructure Monitoring
Goods Movement	CSULB	Hamid R. Rahai Anotonella Sciortino	The Effects of Distortion on Trajectory of Diesel Particulate Matter from Mobile Sources
Infrastructure	CSULB	Shadi Saadeh	Development of a Quality Control Test Procedure for Characterizing Fracture Properties of Asphalt Mixtures
Mobility	CSULB	Fei Wang	Optimize Pollutant Emissions through Adaptive Highway Management
Goods Movement	CSULB	Burkhard Englert Shui Lam	The Impact of Truck Repositioning on Congestion and Pollution in the LA Basin
Applied Research	CSULB	Christopher Lee	Feature Extraction from High Resolution Satellite Imagery as an Input to the Development and Rapid Update of a METRANS Geographic Information System
Applied Research	CSULB	Kenneth A. James	Evaluating the Feasibility of Electrified Rail
Special Project	CSULB	Anastasios Chassiakos	Terminal Simulation Test-Bed and Design Tool

Recent METRANS Faculty Awards and Recognitions



**Bhaskar
Krishnamachari**

National and International Awards

Bhaskar Krishnamachari, Professor, Electrical Engineering and Computer Science at the Viterbi School of Engineering (VSoE), USC, received the American Society of Education's Frederick Emmons Terman Award from the American Society of Education.

Other Awards

Maged Dessouky, Professor, Daniel J. Epstein Department of Industrial & Systems Engineering, USC, won the 2011 Outstanding Engineering Educator Award from the Orange County Engineering Council and was also appointed to the editorial board of *Transportation Research Journal, Part B*.

Genevieve Giuliano, Professor and Senior Associate Dean, School of Policy, Planning, and Development (SPPD), USC, was honored by WTS as one of the top 25 women who have made significant contributions to the transportation industry in Southern California.

James Moore, II, Professor, Daniel J. Epstein Department of Industrial Systems Engineering, SPPD and Sonny Astani Department of Civil and Environmental Engineering, USC was awarded the Faculty Appreciation Award from the Office of International Services.



Leana Golubchik

USC Viterbi School of Engineering Deans **Maja Mataric** and **Yannis Yortsos** received Melon Mentoring Awards.

Leana Golubchik, Associate Professor, Computer Science and Electrical Engineering Systems, USC, received the 2011 Diversity Leadership Award from WTS, Los Angeles Chapter.

The George Marshall Instructor Award for Outstanding CSULB GLS instructor was awarded



**Samuel
Jebananthan**

to **George Cummings** of the Port of Los Angeles (Fall 2010) and **William Capone** of Korean Air (Spring 2011).

The CSULB MTOP Outstanding Instructor Award was given to **Captain Samuel M. Jebananthan** of APL Limited/Eagle Marine Services.

Leadership in Professional Associations

Gary Painter, Professor, SPPD, USC, was elected 2nd Vice President of the American Real Estate and Urban Economics Association and was promoted to the rank of Professor.

David Sloane, Professor, SPPD, USC, was appointed Associate Editor of the *Journal of the American Planning Association*.

Kristen Monaco, Professor, Dept. of Economics, CSULB, was appointed to the Transportation Research Board Committee on Trucking Industry Research.

Jean-Pierre Bardet, USC, chair of the Sonny Astani Department of Civil and Environmental Engineer, was appointed by the City of Los Angeles to a blue ribbon panel to study the city water distribution system.



Kristen Monaco

Najmedin Meshkati, USC, VSoE Professor of Civil/Environmental Engineering and Industrial & Systems Engineering was named to the federal advisory panel on the Deepwater Horizon explosion and the Gulf of Mexico oil spill.

Promotions & Appointments

Anastasios Chassiakos, Professor, CSULB was promoted to Director of California Pre-Doctoral Program.

Former Executive Committee member **Mahyar Amouzegar** joined Cal Poly Pomona as its new Dean of Engineering.

METRANS EXECUTIVE COMMITTEE

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METRANS WEBSITE

More information on transportation research, publications, education, training and technology transfer can be found at www.metrans.org.

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WE'RE ON THE WEB
WWW.METRANS.ORG

METRANS News Editor: Steve Barth
Reflected Knowledge (www.reflectedknowledge.com)

Dear Reader:

The summer has ended, and we are fully engaged in another academic year. This year has already shaped up to be busier than usual. We, along with all the other University Transportation Centers around the country, are adjusting to a new era of uncertainty. As we describe in this issue, we are busy preparing for a new UTC program competition. We are optimistic about our success, and look forward to launching a new METRANS.

We traditionally highlight students in our fall issue. Many awards are announced at graduation (too late for the Spring issue), and most students have found jobs by the end of the summer. You will see an entire page of student awards, followed by a few highlights on alumni awards and placements. Our students excel in their degree programs, graduate, and excel in the workplace. They are our best mechanism for technology transfer: they bring state-of-the-art knowledge and skills into the workplace.

It is not only our students who excel. We have outstanding faculty who are internationally recognized experts and leaders in their professions. They also are impressive award winners, as you will see in this issue.

As this issue goes to press, the final preparations for our National Urban Freight Conference are taking place. We have an exciting agenda of keynote speakers, special sessions and over 100 conference papers. The agenda is now available on our website. Thanks to many of you, we have been quite successful in fundraising.

We are grateful for such generous support.

Genevieve Giuliano
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