



CFIRE

NATIONAL CENTER FOR
FREIGHT & INFRASTRUCTURE
RESEARCH & EDUCATION

Volume 2

Issue 1

Winter 2008

From the Director

Happy New Year!

We are very excited about the direction our Center is headed thanks to the researchers and stakeholders who participated in our November 16th Freight Research Workshop. The event helped us scope our priorities for the coming year and I found the dialogue to be tremendously useful and well-informed. I am grateful for the efforts of the Center staff and all the participants. It was a wonderful opportunity for interaction among our stakeholders, executive committee members, STAR groups, and staff, and I am both excited and pleased with the results. More information on the workshop appears in this newsletter.



Dr. Teresa M. Adams, Director

The focus of my column this month is going to be on our Center's New Year's Resolutions. The end of the year is always a good time for looking back, and more importantly, looking

forward to the coming year. It's a time to reflect on the changes we want (or need) to make and resolve to follow through on those changes. So on behalf of the National Center for Freight and Infrastructure Research and Education here are our principal resolutions for 2008:

- Highlight the exciting and notable work our researchers are pursuing. 2008 will see a slate of presentations, publications, and invited lectures advancing the body of knowledge in freight. Our research work will be featured from coast to coast and internationally.
- Support the Highway Corrections bill to ensure that transportation research is adequately funded. Our leaders must recognize that the combination of aging infrastructure, constrained funding, and unfortunate technical discrepancies

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CFIRE is proud to announce the selection of Bill Holloway as its 2007 Student of the Year. For more information, please visit cfire.wistrans.org.

You are invited to the
2008 Wisconsin Transportation Reception
During the TRB Annual Meeting



Tuesday, January 15, 2008

6:00 p.m. - 7:30 p.m.

Marriott Wardman Park Hotel

Virginia Rooms B & C

2660 Woodley Road, NW

Washington, D.C.

2008 Sponsors

- ◀ UW-Madison Department of Civil and Environmental Engineering
- ◀ Midwest Regional University Transportation Center at University of Wisconsin
- ◀ Wisconsin Asphalt Pavement Association
- ◀ HNTB
- ◀ University of Wisconsin-Superior
- ◀ University of Wisconsin-Milwaukee
- ◀ Wisconsin Traffic Operations and Safety Laboratory at UW Madison
- ◀ ITE - Wisconsin Section
- ◀ SmartWays-Wisconsin
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- ◀ Wisconsin Highway Research Program
- ◀ Wisconsin Concrete Pavement Association
- ◀ Recycled Materials Resource Center
- ◀ CTC & Associates
- ◀ Wisconsin Department of Transportation
- ◀ Construction & Materials Support Center
- ◀ Ayres Associates
- ◀ Great Lakes Maritime Research Institute

First Research Workshop a Tremendous Success

Over 50 Participants Help Set Research Priorities for the Program

Onder Highlights National Objectives

Members of the executive, advisory, and STAR groups of the National Center for Freight and Infrastructure Research and Education (CFIRE) mixed with dozens of freight industry stakeholders in the Center's first annual research workshop in November. The workshop was convened by Center director Dr. Teresa M. Adams to set the freight transportation research roadmap for the next two years in four specific areas:

- Design, materials and construction processes for highway, harbor and rail infrastructure
- Multimodal systems planning and optimization
- Traffic operations and safety
- Energy and environment

Workshop participants from government, business, and academia ranked a comprehensive list of submitted CFIRE research ideas through small groups. These lists will help the advisory committee generate its RFPs and lead the programs' research efforts.

In her opening talk, Adams outlined current priority areas and highlighted some of the many key topic areas:

INFRASTRUCTURE: Durability of sustainable materials for highway roadbeds and railroad ballasts; superloading of highway bridges; design and construction of rail infrastructure; asset management.

PLANNING: Performance measures of freight; economic impacts of freight globalization; modeling commodity flows; demand forecasting; stakeholder behavior; investment planning; collaboration; public private partnerships; supply chain and logistics; containerization.



CFIRE Director Dr. Teresa M. Adams

OPERATIONS AND SAFETY: Truck parking and integration of technology; congestion pricing and its reliability; managed lanes for heavy trucks; truck traffic on local roads; intermodal container operations.

ENERGY AND ENVIRONMENT: Emissions and air quality of ports and roads; transportation, production and distribution of biofuels and HAZMAT; environmental impacts of modal shift; sustainability of transportation.

CFIRE advisory committee member Michael Onder, a team leader within the FHWA Office of Freight Management and Operations, delivered a keynote speech on how federal and CFIRE priorities in common would improve freight transportation and efficiency for the benefit of the economy. Onder also noted the respect for sustainability and environmental priorities and the prospects for a

national freight transportation system. He stressed the importance of collaborative research and planning efforts and funding authorizations.

Onder included comments on FWHA's proposed freight research roadmap through 2012, scheduled to be Web-accessible this year. He detailed the need for applying technology to determine how truck size and weight fits into overall freight operations. Onder detailed the expanded and improved Freight Analysis Framework (FAF) to assist researchers and decision makers alike and give a clearer picture of current and project future conditions. "We see that trend happening again," Onder said, commenting on tremendous growth in freight as regional economies shift. "We must be prepared for it."



Michael Onder, FHWA Office of Freight Mgmt. & Operations

Another priority is improving technology transfer, especially with respect to reliability of freight movements at ports of entry and along corridors using collaborative testing and research. Onder envisions using technology to reduce congestion and improve mobility and applying models to the top 100 cities where 80 percent of the nation's economic output occurs. Onder declared that research is critical to resolving the relationship between the supply chain and an efficient transportation network. Examples like the Kansas City Smart Port will be very effective projects. "It has transferability to just about every network in the country," he said.



(CFIRE Workshop, continued from page 2)

Looking at 2008 priorities, Onder discussed virtual weigh stations to expedite traffic movement, monitored driver licensing, safety priorities, and hours of operation.

Onder added that freight efficiency is high on the federal priority list as well and reflected on the importance of the CFIRE strategic plan. FHWA indicated the need to assess the cost

benefit of exclusive truck lanes, truck parking solutions, reducing noxious emissions from trucks, and signing up companies for the SmartWay project to monitor traffic congestion and emissions.

Another key is re-authorization of Corridors of the Future funding so that transportation planners can “continue to work toward implementation

and see it through to its conclusion,” he said.

NATIONAL FREIGHT TRANSPORTATION SYSTEM THE ULTIMATE GOAL? “That’s exactly where we’re trying to go with this,” Onder said.

Additional workshop details will be posted to the Center’s Website at cfire.wistrans.org.



(From the Director, continued from page 1)

threatens to strangle the transportation system.

- Co-sponsor a wildly successful Wisconsin Transportation Reception at the Transportation Research Board Annual Meeting in Washington. We must recognize that this event is not possible without the continued support of our collaborators, partners and stakeholders. Details of the reception are posted on the Wisconsin Transportation Center Website, cfire.wistrans.org.
- Ensure the findings and recommendations of the National Surface Transportation Policy and Revenue Commission reflect the vision of our Mississippi Valley Freight Coalition partners. We will host a meeting of our ten-state consortium in late March to formally address the findings and position our region for the future.
- Work towards the development of sustainable national freight policy that protects our economy, our environment, and our society. Our partners within the public and private sector rail, trucking, and maritime industries recognize the importance of this leadership to our continued economic competitiveness.
- Continue to expand our outreach activities to encourage new entrants in the transportation profession. We plan to do our part to meet the tremendous demand on our freight transportation system by encouraging new entrants to the field—we will focus especially on under-represented groups including women and minorities.
- Continue to engage our stakeholders and researchers to direct and perform cutting-edge, advanced research.

The bread and butter of our operations are reliant on our ability to solve important problems. Our November workshop helped identify these and we will work to find the solutions we need.

- Collaborate with, state DOTs, MPOs, FHWA, sister UTCs and other partners to develop meaningful research products that are ready to implement. TRB’s theme of Partnerships for Progress in Transportation could not be more appropriate. We will collectively fail if we do not collaborate.
- Bring together the leading researchers and practitioners in the Midwest and nation for the 2008 Mid-Continent Transportation Research Symposium. The MidContinent is an exciting collaboration—we look forward to a successful event. Our call for abstracts can be found at mrutc.org/midcon.

That’s what we’ll be working on. 2008 offers exciting opportunities to impact the way the nation and region look at freight transportation and we will do our best to meet your expectations. Please, let us know what you think. Our Website has a comment box for a reason and we’re hoping to have a continued strong position within the freight community.

Blessings to you and yours throughout 2008. We hope you enjoy this newsletter.



TRB 87th Annual Meeting

Freight Session Highlights

More than 10,000 policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions are expected to attend the Transportation Research Board (TRB) 87th Annual Meeting, in Washington, DC, January 13-17, 2008. The meeting, held at the Marriott Wardman Park, Omni Shoreham, and Hilton Washington hotels, includes more than 3,000 presentations in 600 sessions, 85 workshops, and 400 TRB committee meetings covering all aspects of transportation. Below are highlights of Freight Transpor-

tation and Environment, and Freight Systems sessions. For complete information see the meeting Website, trb.org/meeting. The Interactive Preliminary Program (trb.org/am/ip) contains full session and individual presentation information, and registration enables access to session room location. You will be able to use the Interactive Preliminary Program to conduct searches by session title, paper title, keywords, author, and subject area to plan your personalized itinerary which includes meeting room names.

Freight Transportation and Environment

Complex environmental issues related to freight demand are the focus of increasing attention. Three sessions will address transportation issues related to ethanol including growth in shipments of raw materials to produce ethanol and related impacts on rural transportation and the railroad industry. A Sunday workshop and two sessions will address issues related to emissions resulting from transportation. For a full schedule of Freight Transportation and Environment sessions, see onlinepubs.trb.org/onlinepubs/news/87AM/FreightEnvironment.pdf.

Highlighted Sessions

Workshop 157 - Developing a Course of Action for Ameliorating Air Emissions Associated with the Import Supply Chain

The cost and perception of the public health impacts linked to air emissions associated with freight gateways and corridors and the regulatory process surrounding this issue often result in costly legal challenges. This workshop will consider approaches to measuring and mitigating the impact of freight movement on the environment. (Details: trb.org/am/ip/assembly_detail.asp?id=10552&e=187)

Session 274 - Transportation and Energy, Part 1: Transportation Demand in a Growing Ethanol Market

Recent government initiatives have changed the magnitude and characteristics of the ethanol market. Feed grain production that had traditionally moved from farm to local feedlots and export markets is increasingly being used to satisfy demand from ethanol-processing plants. The current and projected demand for ethanol is likely to play a greater role in future transportation decisions. This session will explore the expansion of U.S. corn-based ethanol from the agricultural transportation perspective, examine terminal and fleet capacity demands, review the role of barges in meeting the nation's agricultural transportation needs, and highlight some of the other transportation implications of bioenergy. (Details: trb.org/am/ip/assembly_detail.asp?id=10986&e=187)

Session 309 - Transportation and Energy, Part 2: Alternative Fuels Investments and the Impact on Rural Transportation

Changes in demand for agricultural products as a result of the growth in bioenergy are having a profound impact on rural business demands and local transportation networks. This session will explore the current and long-term implications of

alternative-energy-related policies for rural transportation at the local level. The session will examine implications of an agriculture-based alternative-energy future for local economies and the role of truck transportation in positioning inbound agricultural products. It will also review the implications of alternative fuels for rural transportation on the basis of findings from a southwestern Minnesota freight study. (Details: trb.org/am/ip/assembly_detail.asp?id=10987&e=187)

Session 312 - Diesel Emissions from Intermodal Transportation Modes: Data Sources and Analytical Methods

Growth in the global economy has led to increasing use of diesel trucks, ships, and railroads to transport goods to and within the United States. Air pollution from diesel vehicles has become a prominent public health issue, and many communities are looking for strategies to mitigate or eliminate it. Transportation and air quality agencies need comprehensive and timely data on intermodal transportation modes to determine the impacts of diesel emissions from these sources. This session will investigate techniques for obtaining this type of data and methods for utilizing them. (Details: trb.org/am/ip/assembly_detail.asp?id=10937&e=187)

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Freight Systems

Freight transportation issues are central to many concerns facing the entire transportation network, as freight demand continues to grow. TRB's 87th Annual Meeting will include a series of sessions featuring industry and government leaders exploring critical issues facing freight transportation and involving the private and public sectors. The sessions will address using economics to balance benefits and costs of freight, balancing environmental concerns with freight transportation, assessing the highway network's role in the intermodal supply chain, and identifying the effects of land use practices on freight movements. For a full schedule of Freight Systems sessions, see onlinepubs.trb.org/onlinepubs/news/87AM/FreightSystems.pdf.

Highlighted Sessions

Session 423 - Critical Issues Facing Freight, Part 1: Goods Movement—Using Economics to Balance Benefits and Costs

Together, the Ports of Los Angeles and Long Beach represent possibly the single most important infrastructure node in the United States. Because of their importance, the ports have been struggling with dramatic growth in both traffic and pollution. Problems with growing pollution threaten to choke off any further expansion at

the ports unless that expansion comes with reduced pollution and improved quality of life. This session will explore the economic reasons for this confrontation between people and freight, the contribution of freight to the nation's economy, and lessons learned from the challenges faced by the Ports of Los Angeles and Long Beach. (Details: trb.org/am/ip/assembly_detail.asp?id=10812&e=187)

Session 472 - Critical Issues Facing Freight, Part 2: Balancing the Environment with the Economics of Freight Transportation

International freight plays an increasing role in the U.S. economy. Like most enterprises in the United States, the business of transporting freight is driven by competitive marketplace realities, including reducing costs and increasing profits. Protecting the environment has often been perceived as an added cost of doing business and historically has been treated as a risk to profit. The emerging risk, however, is that the public's demand for protection of the local environment may block further port expansion and intermodal improvements needed to deliver international goods. This session examines how evolving public policies and private corporation strategies are seeking to create a balance between environmental protection and economic development in the transportation sector. (Details: trb.org/am/ip/assembly_detail.asp?id=10984&e=187)

Session 502 - Critical Issues Facing Freight, Part 3: Are Highways Failing to Enable a Seamless Intermodal Supply Chain?

As the global trading environment encourages intermodal freight transportation options, private-sector investments in port and rail operations have greatly enhanced the capacity and productivity of U.S. intermodal networks. For example, over the past several decades the capacity of containerships has nearly doubled, and Class I railroads have invested to support double-stack container trains. However, highways, which support the first and last freight movements through intermodal networks, are increasingly hampered by congestion. This session will explore economic and market factors driving private freight decisions and investments in increased capacity and examine public-sector options for catching up. These issues will be addressed from several viewpoints, including that of a public-sector planning authority and a private-sector supply chain user, and from an academic civil engineering perspective. The session will also include the viewpoint of another major industrial economy—the European Union—regarding its public policy response to these issues. (Details: trb.org/am/ip/assembly_detail.asp?id=10927&e=187)

(Freight and Environment, continued from page 4)

Session 359 - Transportation and Energy, Part 3: Ethanol Implications for the Railroad Industry

Ethanol production is fueling a boom in railroad traffic in rural areas, particularly in corn-producing states in the Midwest. Ethanol plants consume inbound loads of corn and generate outbound loads of dried distillers grain and ethanol. Unlike many agriculture-based industries, ethanol plants operate year-round, making them a steady and dependable source of revenue for railroads, often in locations where railroad traffic has been in long-term decline. Despite these advantages, the railroad industry is concerned about the sustainability of ethanol-based traffic. This session will explore the long-term viability of the corn-based ethanol industry and the relationship between railroads and ethanol. The session will also examine constraints on the availability of railcars for ethanol transportation, concerns about hazardous materials transportation, and the optimization of the railroad-ethanol plant interface. (Details: trb.org/am/ip/assembly_detail.asp?id=11187&e=187)



2007 Midwest Clean Diesel Leadership Award Winners

The Midwest Clean Diesel Initiative (MCDI) has recognized three organizations for their commitment to measurable improvements in air quality through development and/or implementation of clean diesel actions.

The 2007 MCDI leadership awards have been given to the following:

- **South Shore Clean Cities, Inc.**, for creating and implementing clean diesel programs in northwest Indiana and beyond. SSCC is a nonprofit organization that has formed many partnerships in the clean diesel area. Activities have included more than 30 outreach events, creating a Web site, developing a multimedia anti-idling campaign that has reached thousands of Indiana residents, and retrofitting school buses and other locally-owned vehicles.
- **Hamilton County (Ohio) Department of Environmental Services**, for serving as a model for other communities to affect voluntary diesel emissions reductions to reduce air pollution. The department started its current Southwest Ohio Clean Diesel Campaign in 2003 and has partnered with public and private sector organizations. Since 2004, the department has retrofitted 265 buses, on its way to a goal of retrofitting 800 school buses.
- **Marten Transport, Ltd.**, a trucking company with a goal of retrofitting its entire fleet of more than 2,200 vehicles to reduce whole-engine idling and thus save more than four million gallons of fuel per year while reducing air pollution. So far, Marten Transport, Ltd. has retrofitted more than 800 of its diesel-powered vehicles.

The MCDI leadership co-chairs met in Chicago in October 2007. One of their priorities is to restructure its leadership group for 2008. The co-chairs provide guidance and direction to the Clean Diesel Program Development Workgroup which is a liaison to six state coalitions. The Non-Monetary Incentives and Outreach Subcommittee provides case studies and other outreach documents to enhance a state coalition's outreach or highlight projects they've completed. The MCDI funding development subcommittee seeks new or supplementary funding for priority projects.

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For more information, visit epa.gov/midwestcleandiesel/leadershipgroup.



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Great Lakes Shipping Big Winner in New Federal Energy Law

The new federal energy law signed by President Bush in December is being called a major victory for advocates of Great Lakes and coastal shipping.

The new law includes a short sea shipping provision that mitigates landslide congestion and encourages expansion of vessels, terminals, shipper utilization, and maritime transportation strategies by state and local governments. It provides Capital Construction Funds (CCF) of up to \$400 million for short sea shippers to build container and roll-on/roll-off ships operating between contiguous states or on any Great Lakes or St. Lawrence Seaway ports. Shipping firms could use the funds to build new ships or pay off loans. There's also competitive funding for loan guarantees under the Title XI ship building program.

"This provision fits perfectly with CFIRE's strategic plan to enhance freight movement through multimodal optimization, including ports and harbors," CFIRE director Dr. Teresa M. Adams said. "Freight transport to and from the Midwest region will be more fuel efficient and environmentally sustainable from opening up short sea shipping through cooperative efforts."

"We're pleased with the recognition of the maritime highway," added Dr. Richard Stewart, co-director of the Great Lakes Maritime Research Institute (GLMRI). GLMRI partners with CFIRE and the Midwest Regional University Transportation Center (MRUTC) on addressing maritime freight issues.

Transportation Program Course Offerings

D E P A R T M E N T O F
Engineering Professional Development

Course Title	#	Date(s)	Location
Designing and Implementing Roundabouts	J736	January 23-24	Las Vegas, Nevada
Designing Optimized Traffic Signals and Systems Using Visual TEAPAC, PASSER, TRANSYT & CORSIM	J735	January 22-24	Las Vegas, Nevada
Docks and Marinas	J908	October 15-17	Madison, Wisconsin
Drainage Engineering Fundamentals for Non-Engineers	J761*	March 27-28	Las Vegas, Nevada
Effective Roadway Lighting	J140	April 28-30	Madison, Wisconsin
Engineering Fundamentals of Rail Freight Terminals, Yards, and Intermodal Facilities: Current Practices in Design and Construction	J600*	February 20-21	Orlando, Florida
Engineering Fundamentals of Rail Transit Passenger Systems: Light Rail, Commuter Rail, Rapid Transit	J607	January 9-11	Madison, Wisconsin
Fleet Management - Effective Practices for Public and Private Fleets	J932	February 25-26	Macungie, Pennsylvania
Fundamentals of Railway Train Control and Signaling Systems	J943	September 17-18	Philadelphia, Pennsylvania
Highway Bridge Design, Including Seismic	J921	April 28-30	Sunnyvale, California
Highway-Rail Grade Crossing Safety Course	J609	January 17-18	Madison, Wisconsin
Implementing a Sidewalk Management System	J757*	January 28-29	Madison, Wisconsin
Implementing Effective Culvert Maintenance	J967	April 21-23, 2009	Madison, Wisconsin
Improving Public Works Construction Inspection Skills	J371	February 4-5	Orlando, Florida
Maintaining Asphalt Pavements	J374	February 6-7	Orlando, Florida
Maintenance, Rehabilitation and Upgrading of Conventional Railroad Track	J608	January 14-16	Madison, Wisconsin
Mastering the Fundamentals of Culvert Hydraulic Design	J758*	March 25-26	Las Vegas, Nevada
Municipal Engineering Fundamentals for Non-Engineers	J491*	April 7-8	Madison, Wisconsin
Preparing an Effective Municipal Capital Improvements Plan	J488	May 8-9	Madison, Wisconsin
Railway Bridge Engineering	J933	June 18-19	Philadelphia, Pennsylvania
Railway Track Systems: Engineering and Design	J599*	February 18-19	Orlando, Florida
Soil Engineering for Roads and Pavements	J928	May 12-13	Madison, Wisconsin
Using HEC-RAS to Compute Water Surface Profiles for Floodplains, Bridge and Culvert Hydraulics	J489*	May 5-7	Madison, Wisconsin

These transportation short-courses are being offered by the University of Wisconsin-Madison. Please refer to the EPD course Web pages for more information: epdweb.engr.wisc.edu. Click on Courses then Civil and Environmental Engineering Courses. *Indicates additional scheduled dates and locations for this course. See the EPD Website for details.

TRB Publications Online

Commercial Truck & Bus Safety Synthesis

The federal Commercial Truck and Bus Safety Synthesis Program (CTBSSP), sponsored by the Federal Motor Carrier Safety Administration and administered by the Transportation Research Board, compiles knowledge from sources relating to specific commercial truck and bus safety issues. CTBSSP publications are online at trb.org/crp/ctbssp/ctbssp.asp.

Here are two recent CTBSSP publications, with summaries from the TRB Web site:

Synthesis 14: The Role of Safety Culture in Preventing Commercial Motor Vehicle Crashes. This synthesis explores developing and enhancing a culture of safety among commercial motor vehicle drivers. The report also examines steps for increasing a safety culture. (onlinepubs.trb.org/onlinepubs/ctbssp/ctbssp_syn_14.pdf)

Synthesis 15: Health and Wellness Programs for Commercial Drivers. This synthesis describes commercial truck and motor coach driver health risks. The report examines the association between crash causation and functional impairments and elements of employee health programs that could be applied or already exist for commercial drivers. (onlinepubs.trb.org/onlinepubs/ctbssp/ctbssp_syn_15.pdf)

Guidebook for Integrating Freight into Transportation Planning and Project Selection Processes

TRB's National Cooperative Highway Research Program (NCHRP) *Report 594: Guidebook for Integrating Freight into Transportation Planning and Project Selection Processes* explores a framework for incorporating freight needs for all modes into transportation planning and priority programming by state, regional, metropolitan, local, and special transportation agencies. The report covers technical issues, organizational suggestions, and communication requirements of freight planning and programming. A project final report that describes the case studies used to help develop the guidebook and other resources used in the guidebook is available as NCHRP Web-Only Document 112. (onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w112.pdf)

The National Center for Freight & Infrastructure Research & Education

U P C O M I N G E V E N T S

January

- **TRB 87th Annual Meeting**
January 13-17, Washington, D.C.
trb.org/Meeting
- **2008 Wisconsin Transportation Reception at TRB**
January 15, Washington, D.C.
(See page 1 for details)

February

- **National Motor Freight Traffic Association (NMFTA) Annual Meeting**
February 3-6, Fort Lauderdale, Florida
nmfta.org
- **National Biodiesel Conference & Expo 2008**
February 3-6, Kissimmee, Florida
biodieselconference.org
- **American Trucking Associations (ATA) Technology & Maintenance Council (TMC) Annual Meeting and Transportation Technology Exhibition**
February 4-7, Orlando, Florida
truckline.com/upcomingevents
- **Wisconsin Motor Carriers Association 2008 Safety Awards Banquet**
February 9, Green Bay, Wisconsin
witruck.org

- **CFIRE Advisory Committee Meeting**
February 15 (tentative), Madison, Wisconsin
wistrans.org/cfire
- **Michigan Trucking Association Truck Expo, Safety Symposium, and Safety Awards Banquet**
February 19-20, Lansing, Michigan
mitrucking.org
- **AASHTO Subcommittee on Highway Transport Meeting and AASHTO Washington Briefing**
February 21-22, Washington, D.C.
freight.transportation.org/highway_meetings.html

March

- **Mississippi Valley Freight Coalition**
March 31-April 2, Indianapolis, Indiana
mississippivalleyfreight.org

April

- **2008 Freight Claims & Loss Prevention Annual Conference**
April 29-May 1, Long Beach, California
truckline.com/upcomingevents

August

- **MidContinent Research Symposium**
August 13-15, Madison, Wisconsin
mrutec.org/midcon

The National Center for Freight and Infrastructure Research and Education (CFIRE) at the University of Wisconsin-Madison is one of ten National University Transportation Centers. The CFIRE consortium includes the University of Wisconsin-Milwaukee, University of Illinois at Chicago, University of Toledo, and University of Wisconsin-Superior. CFIRE's mission is to advance technology, knowledge, and expertise in the planning, design, construction and operation of sustainable freight transportation infrastructure through education, research, outreach, training, and technology transfer. Our vision is to be an internationally recognized authority and resource that creates knowledge, advances understanding, develops technologies, and prepares leaders to meet the nation's need for safe, efficient and sustainable infrastructure for the movement of goods. CFIRE has four signature technical areas of research as noted below.

Dr. Teresa M. Adams **DIRECTOR**
adams@engr.wisc.edu

Jason Bittner **DEPUTY DIRECTOR**
bittner@engr.wisc.edu

Dr. Bruce Xiubin Wang **RESEARCHER**
wangx@engr.wisc.edu

Gregory Waidley Jr. **RESEARCH & EDUCATION PROGRAMS COORDINATOR**
gwaidley@engr.wisc.edu

Susan Karcher **UNIVERSITY SERVICES ASSOCIATE**
skarcher@wisc.edu

Signature Technical Areas of Research (STAR) Chairs:

Dr. Jessica Guo, **PLANNING AND MULTIMODAL SYSTEMS**
jjguo@wisc.edu

Dr. Tracey Holloway, **ENERGY AND ENVIRONMENT**
taholloway@wisc.edu

Dr. David Noyce, **TRAFFIC OPERATIONS AND SAFETY**
noyce@engr.wisc.edu

Dr. Michael Oliva, **DESIGN AND MATERIALS**
oliva@engr.wisc.edu



THE UNIVERSITY
OF
WISCONSIN
MADISON

PHONE 608.263.2655
FAX 608.263.2512

WEBSITE cfire.wistrans.org
EMAIL cfire@engr.wisc.edu

MAIL National Center for Freight & Infrastructure Research & Education
2205 Engineering Hall
1415 Engineering Drive, Madison, WI 53706-1691