



From the Director

It's time. When you read this, Teresa Adams, who is a professor of civil engineering at the UW and who has been the associate director of the MRUTC from its start, will have assumed the role of director. She is a very capable person. Please lend her your support.



I have been a public employee in the field of transportation for almost exactly 29 years. I was an accidental transportation person. My training is in education and public management. In 1976, when baby boomers with advanced degrees were a plague on the country, WisDOT offered me a job. I knew nothing about transportation then, but I have picked up a little over the years. I would like to devote the paragraphs that follow to a little of what I have learned about transportation and about public service.

The most basic thing I have learned about transportation is that no one cares about it or notices it, as long as it works. But, let the road become uncomfortably rough, post a bridge, let time be lost to congestion, or let too many people die on the highways, people will notice. Politicians, business people and Joe Sixpack will all notice, and they'll wonder how you could have let that happen.

The 1970s was a time when transportation was neglected. The Interstate system was about completed. The nation had many new miles of freeway with capacity to spare. It was a time when you could still have the feel of the open road on the Interstate, even near urban places. It was also a time when transportation agencies were stinging from the public backlash that occurred in the wake of Interstate era abuses.

Of course, we hadn't learned much about system preservation while the Interstate was being built, so many of the older roads were in need of repair. At that time we also started to hear about deficient bridges. On the bright side, the rate of traffic crashes and fatalities

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Adams Named Center Director

Teresa M. Adams has been named Director of the Center as of May 15, 2005. Adams is a faculty member in UW-Madison's Civil and Environmental Engineering Transportation Engineering and City Planning Program. She founded and currently chairs the Transportation Management & Policy certificate program.



Teresa Adams

As MRUTC director, Adams will manage technical and policy research related to improving highway operations and maintenance, evaluate alternative transportation modes and their impact on state department of transportation programming and planning, and measure the performance of transportation systems. She will also be responsible for the center's ongoing professional training, technology transfer and education programs. "Ernie did truly great work in building a national reputation during the center's first 5 years. I'm looking forward to strengthening the center's role in transportation research."

Please welcome Teresa and wish Ernie well in his second retirement.

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were falling, as were the absolute numbers. Traffic moving to the Interstate routes, better cars and better enforcement turned the carnage of the 1960s around.

The seventies was not a bright time for public transportation. It was on life support. An infusion of public money was keeping it afloat, but service and ridership were falling.

Some things have changed: The new Interstate is now old and in need of repair in many places. The excess capacity is gone. Urban areas are virtually all congested. Rural routes are also increasingly operating near or at capacity. Autos have taken a part of that capacity, and trucks have taken part. Drive almost any Interstate route though the Midwest and you'll at times feel like you are part of a convoy of eighteen-wheelers. Those convoys, for a number of very good economic and business reasons, have changed the nature of the rail industry. Rail mileage has fallen sharply. Rail points of service have been significantly reduced. Rather than competing with trucks to provide service to local industries, rail service has become largely long haul and long trains.

Safety is another thing that has changed. We have not gotten back to the 1960s, but we seem to have exhausted the benefits of better cars and better roads. At the same time we have seen a sharp reduction in enforcement. As a result, the numbers are going in the wrong direction. Too many people are dying.

Other things have not changed much: Public transportation is still on life support in many places. Every time our public budgets get the sniffles, public transportation seems in danger of getting pneumonia. While ridership is generally going up, and more people seem to agree that it is necessary (usually for other people), we still have not figured out how to provide stability to public transportation's funding.

In the seventies many highway agencies had just been reborn as DOTs. They didn't really know what that meant, but there was talk of modal-trade-offs, multi-modalism and intermodalism. After thirty years, we are still thinking and talking about the same things. But we've not done much about them.

As we were thinking about what it meant to be a DOT, we didn't learn much about system preservation, so many of our highways are still in need of repair. We still hear about deficient bridges.

Thirty years ago, much of our inland waterway system was underutilized and antiquated. It has only become more so.

2 Finally, thirty years ago, transportation agencies were distrusted because of the Interstate era backlash. Because they were distrusted, they had a very difficult time doing anything. Now, despite untold numbers of hours and dollars dedicated to research, training and procedure development on public involvement, conflict resolution, partnering, environmental justice and related items (and a

MRUTC Supports Future Cities

MRUTC Program Manager Greg Waidley recently worked as a volunteer engineer mentor with a group of junior high school students to encourage their participation and enhance their interests in issues related to transportation and development. The efforts are intended to help increase the exposure of these students to transportation focused issues.

The Future City competition invites 7th and 8th grade students to create a city of the future using SimCity 3000 software. Working with a teacher and volunteer engineer mentor, the teams then build a large, table-top scale model of a portion of their city, and present and defend their designs before a panel of judges at the competition. The cities contend with congestion, pollution, unemployment, security, crime rates, and other real-life problems – with no deficit spending. Students also have written an essay on creating future transportation systems using basic aggregates – stone, sand, and gravel. This year's essay challenge was sponsored by the National Stone, Sand and Gravel Association. By merging the materials related emphasis with the use of alternative modes of transportation, the program allows students to develop feasible transportation systems for their proposed communities.

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nearly equal effort on the topic of environmental streamlining), things have only gotten worse.

We may be coming to a time when people will pay attention to transportation again. Growing congestion, rising energy prices and global competition seem to be pushing us to the point of crisis. We have very limited options to the auto and the truck for the movement of people and freight, but the forces at work now raise serious questions about the long-term sustainability of these basic tools of transportation.

If we are to address these challenges before they become a major crisis, we will have to think about our basic approaches to public policy and public service. Protecting or improving our transportation infrastructure requires long-term thinking; it requires vision; it requires decision makers to think about investment rather than expenditures; and it requires the commitment of talented people.

Unfortunately, our public discourse and actions in 2005 seem inadequate to the need. Congress and the Administration are two years late in passing a transportation bill. If it is passed, it will almost certainly not contain a long-term vision (In fact, at least two of the six years of the authorization will have already passed.). Nor will it provide sufficient resources to even sustain the current condition and service level of our transportation system. Many states are borrowing money for transportation in a manner that cannot be sustained. And political leaders of both parties seem not to like government. As a result, what was termed public service in the seventies is now at best public employment.

As I re-read what I have written, it seems terribly pessimistic. It doesn't have to be that way. As a nation, we have the resources needed, both human and capital, to make our public infrastructure what it should be. We did it consistently over most of the last two centuries, often during much worse financial times that exist today. It's simply a matter of recognizing the needs and making them a priority.

So how do we make the need clear and make it a priority? We might begin by reviewing basic economics: Nations prosper by creating wealth. This should not be confused with making money, which is often the process of redistributing existing wealth. Creating wealth requires natural resources, human resources and capital, which is largely public and private infrastructure.

After nearly five hundred years of sustained effort, we have failed to destroy North America's natural resources. We've wasted a lot of them, but they still exist in abundance. Our challenge is to use them more constructively.

3 We have challenges in human resources. Not enough of our bright young people are choosing careers in the math and science disciplines or in public service. Existing professionals have to accept the responsibility of providing the role models that students in the K-12 system need to understand the career opportunities that exist in these fields. This is more than doing fifteen minutes at the annual

Engineering Expo A Hit Again

The MRUTC worked closely with the UW-Madison Transportation Society and the Traffic Operations and Safety Laboratory to host a booth at the 2005 Engineering Expo.



The Transportation Exhibit

The Transportation booth was staffed continually during the 3 day event. Thousands of people participated.

The UWITS/MRUTC/TOPS display included a real-time feed to traffic monitoring cameras on the Milwaukee area freeway system. The booth also had live links to the transportation lab in the basement of Engineering Hall.

MRUTC Affiliate Faculty Member David Noyce and UWITS presented "Wonders of Transportation" an hour-long interactive extravaganza. Students and teachers from over a dozen area schools sat in on the performance featuring TMP Student Andi Bill and others. DVDs are available showing the presentation.

A copy of the Expo 2005 program may be seen at <http://homepages.cae.wisc.edu>



The Wonders of Transportation Extravaganza

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career day. It will require a long-term commitment on the part of many people both in the math and science professions and in the school systems. We have many programs that provide a framework for this effort. We need more volunteers to fill the available slots. The leaders of the transportation community and industries also have to accept the responsibility for making transportation agencies and firms attractive places for all people. People who look like me (white, middle-aged and male) will soon be a minority in many American job markets. Transportation leaders need to recognize this fact and act accordingly.

Finally, we have huge capital, or infrastructure challenges. Transportation, water, waste treatment, energy generation and distribution all suffer from under investment. The Texas Transportation Institute just published its annual update on American congestion. It's getting worse. We continue to waste time and billions of gallons of petroleum because of congestion. That's unfortunate for commuters, but it can be life threatening for the businesses that depend on truck transport to move their raw materials and product. As a popular book now tells us, our economic world is flat (as in level playing field). Therefore, America is competing with the rest of the world based on the cost of production and transportation. If transportation costs more, production will have to cost less, or the production process will move to a more favorable location.

To meet this challenge, we have to increase our level of infrastructure investment, and we have to invest more wisely. We need the policies and investments that will make transportation truly multi- and inter-modal. If our economy keeps growing at a reasonable rate, we will have enough freight to use all of the modes: highway, rail, water and air. But using them all appropriately will require new national transportation policies, policies that promote inter-modalism rather than modal stovepipes. The European Union, for example, has policies in place to promote the use of inland and coastal waterways for freight transport. They see water as an efficient mode that is environmentally friendly and has unused capacity. For containers, bulk products and scheduled service, the EU is developing new vessels and terminals to make use of their waterways. To date, we in the US have had the luxury of not using our water transportation resources. If we are to compete, we will have to shed that luxury. We will also have to drop the luxury of thinking of railroads solely as private companies that can fend for themselves and respond solely to market incentives. Finally, we have to do away with the myth that our highway system is complete and must simply be maintained. We have to develop policies to guide the modernization and enhancement of our principle highways in a logical regional and national basis. We cannot expect our highways to simply stretch to accommodate ever more traffic.

4 On the investment side, we will have to convince ourselves that we are making investments

Dates Changed for Conference

6th National Conference on Asset Management

"Making Asset Management Work in Your Organization"

Please make note that the dates for the **6th National Conference on Transportation Asset Management** and the **1st National Pavement Preservation Workshop** have been changed.

The Pavement Preservation Workshop will still be held immediately preceding the 6th National Conference October 31-November 1st in Kansas City Missouri. The 6th National Transportation Asset Management Conference will follow November 1st through November 4th.

TRB has established a special registration fee for attending both events.

Hotel, registration, agenda, and other travel information are available on the TRB website: <http://www.trb.org/conferences/preservation-asset/>.

For more information, contact Tom Palmerlee at (202) 334-2934 or tpalmerlee@nas.edu, or Conference Chair and MRUTC Executive Committee Member Katie Zimmerman at kzimmerman@pavementsolutions.com.

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rather than simply spending money. Transportation spending is not about providing money to contractors. It is not about employing equipment operators or skilled craftsman. It is about providing the basic services necessary to allow our economy to work. It is about providing one of the key ingredients needed to create wealth.

This is perhaps the second major thing I've learned both about transportation and public policy: Transportation is an investment and should be viewed as such, but our public processes make it very difficult to take that view. Those processes are too short-term and too "poll" driven.

With this dismal assessment of twenty-nine years, I'm taking one more step toward retirement. I'll still be around, but I'll be working even more at my own pace and on things that really interest me. Thanks to all who have been a part of those years, particularly to those associated with the MRUTC, who helped me recharge and learn some new things over the last five years.

Thanks Ernie !!! We'll miss you

5

(Future Cities, continued from page 2)

The Midwest Regional University Transportation Center donated Waidley's time to serve as an engineer mentor to students at Hamilton Middle School. Hamilton was the only school in the Madison area to enter a team in the regional competition that took place at the Kern Center in Milwaukee on January 29, 2005.

The students' city, New Poswell – roughly based on a futuristic Madison, Wisconsin, was highlighted by a unique, multi-modal transportation system that employed electromagnetic energy and environmentally intelligent (EI) cars to make travel safe, smooth and energy efficient. Madison Mayor Dave Cieslewicz requested a personal presentation of the students' project where he took special interest in the transportation system. In addition to the praise of the



Madison Mayor Cieslewicz with the Future Cities Team

Mayor, the students took home prizes for "The Most Innovative Use of Technology" and "Best Essay" in the statewide contest.

For more information, contact Greg Waidley, 608/262-2013, gwaidley@engr.wisc.edu

Asset Management Council Releases 2004 Annual Report

The Michigan Transportation Asset Management Council released its 2004 Annual Report on April 6th. This document describes the activities of the Council and the significant progress made since the adoption of Michigan's Transportation Asset Management legislation. The highlights from 2004 include:

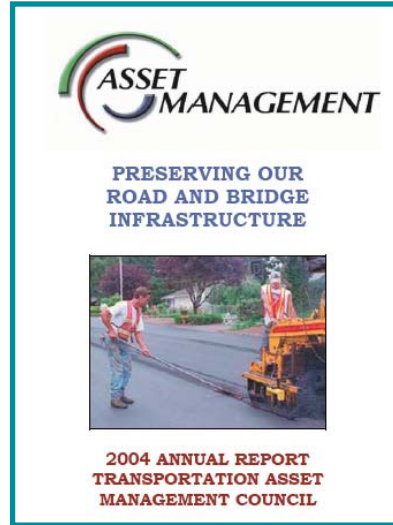
- Completed second year of collecting condition data on the federal-aid eligible system
- Adopted Goal Statement and four major objectives
- Adopted Work Program for 2004-2006
- Published second Annual Report and submitted it to the Michigan Legislature and State Transportation Commission
- Developed a brochure for distribution to local governments outlining the basic principles of asset management
- Adopted an Education and Communication plan
- Sponsored the National Highway Institute Course on Asset Management
- Developed a process for conducting pilot studies and issued a call for projects for such studies
- Sponsored a "vendor fair" to review the capabilities of various management systems
- Conducted a day-long planning session with members of the various Metropolitan Planning Organizations and regional planning agencies

Included in the report are the statewide pavement scores using the PASER rating system.

More information at the Michigan Transportation Asset Management website:

http://www.michigan.gov/mdot/0,1607,7-151-9623_10697_27106---,00.html.

The MRUTC has undertaken a project Documenting Training Opportunities in Transportation Asset Management as part of the Council's education plan. The effort will catalogue existing training offered in the area. More details on this project is available at the MRUTC website: <http://www.mrutc.org/research/0602>.



Smith named Eno Fellow

MRUTC Project Assistant Janille Smith was recently named a 2005 Eno Fellow by the Eno Transportation Foundation. Janille will spend 5 days in Washington, D.C. as part of the Eno Leadership Development Conference as part of the award.

Held annually, this week-long program brings 20 top students from colleges and universities around the country to Washington DC for a first-hand look at how national transportation policy is decided and implemented.

The purpose of the Eno Transportation Foundation's Leadership Development Conference is to stimulate and foster early professional development and leadership qualities among the most promising graduate students preparing for transportation careers. Throughout their careers, the Eno Foundation will provide alumni of the program with opportunities designed to promote professional networking and greater cooperation between the many disciplines and interests they represent in transportation.

The Leadership Development Conference is geared for students in transportation-related programs, including engineering, planning, public policy, public administration, economics, business, and law.

Janille was nominated by new Director Teresa Adams. The MRUTC is supporting part of her participation. She is the fourth UW-Madison student to participate in the program since the inception of the MRUTC. Congratulations Janille!

National Transportation Week Activities Planned

National Transportation Week is upon us once again. President Bush made the annual declaration effective May 15-21st. The MRUTC has scheduled a series of interesting events to celebrate:

■ Monday May 16th
Madison Metro bus facility tour
12:30 – 2:00 pm

Come tour Madison's public transportation hub! We'll ride the No. 6 bus from the corner of Johnson and Randall to Metro's facility at the corner of East Washington Avenue and Ingersoll Street. Our tour includes a bus trip through Metro's neighborhood and a ride through the bus wash. If that's not enough excitement, we'll explore a vintage 1948 bus and take a trip through the maintenance facility. In less than an hour, we'll learn how Metro works. Come with questions and try to stump the experts!



■ Tuesday May 17th
Aviation Planning Speakers Forum
11:30 – 1:00 pm

Bob Kunkel, former director of WisDOT's aviation division and currently with the Airports Team at Mead & Hunt, will speak on Airports and Land Use in a brown bag lunch forum (location TBA). Mead & Hunt's Airports division recently completed a statewide land-use plan for WisDOT's aviation division and is active in revising zoning ordinances addressing airport land-use compatibility. Bob has worked in transportation for over 30 years in both the public and private sector. Don't miss this chance to learn what's happening in the growing field of airport transportation planning.



■ Wednesday May 18th
Trek Bicycle Factory Tour
10:00 am – 12:00 pm
Trek bicycles and the bicycle industry in general have grown into a major economic force in Wisconsin. Come see where it all started. The tour will show us the steps in building some of the country's best bicycles. We will leave at 9:00am from Engineering Hall. Vans provided.

■ Wednesday May 18th
Milwaukee Electric Railway and Transit History ITE Wisconsin Section Meeting, Pewaukee
Don L. Leistikow of the Wisconsin Electric Railway Historical Society, Inc. will present as part of the May membership meeting of ITE Wisconsin. For more information, contact Heidi Sheldon at CH2M HILL, by email at Heidi.Sheldon@CH2M.com or by phone at (414) 847-0270.

■ Thursday May 19th
Highway 12 Construction Site Tour
2:00 - 3:00pm

On Madison's west side, a 4 lane highway project is moving ahead. A site tour with the newly chosen contractor and the Wisconsin Concrete Pavement Association is scheduled. The \$23 million project had been delayed due to bankruptcy of the original contractor. Construction on the entire 18-mile corridor to correct numerous safety issues has been performed under traffic with no long-term detours. Work began in April 2002 and should be completed in 2005.

■ Friday May 20th
Bike to Work Week Fiesta
4:00 - 7:00pm

We've added onto the post week party at Vilas Park with food, drink, and live music. This party is always fun. If you rode your bike to work instead of driving come on out and join the fun!

TAM Pooled Fund Available for Additional State FY06 Funding

The intent of the TAM Pooled Fund Research Program TPF-5(036) is to supplement current national research efforts of the MRUTC, prevent duplicity of other existing efforts, and provide a means for state DOTs to share asset management resources, technology and ideas in a coordinated environment. Current FY06 participants include Missouri, Michigan, Ohio, Texas & Wisconsin. For details, contact Jason Bittner at bittner@engr.wisc.edu.

MRUTC Announces Grant Year 6 Project Awards

The Advisory Committee of the MRUTC met on April 1st 2005 to make Grant Year 6 research awards. Among the project highlights were the Center's first awards to PIs at Michigan State University and University of Minnesota. A project was also awarded to Michigan Technological University. In total, six projects with values in excess of \$650,000 were awarded.

The projects are:

- Rail to Truck Modal Shift: Impact of Increased Freight Traffic on Pavement Maintenance Costs [UW-Superior] \$87,000
- Development of a Guide to Statistics for Maintenance Quality Assurance Programs in Transportation [UW-Platteville] \$68,685
- Meaningful Use of Collected Local Roads Data and Information [Michigan Tech] \$171,715
- Measuring the Benefits of Implementing Asset Management Systems and Tools [University of Illinois-Chicago] \$81,039.55
- Guidelines for Benefit-Cost Analysis of Bicycle Facilities: Refining Methods for Estimating the Effect of Bicycle Infrastructure on Use and Property Value [University of Minnesota] \$170,551
- An Asset Management Approach for Drainage Infrastructure and Culverts [Michigan State] \$179,925

These six projects are in addition, to two previously awarded GY6 projects: 06-01-Synthesis of Maintenance Common Measures and 06-02: Documenting Training Opportunities in TAM. More details on each project can be secured via the MRUTC website. Each project is starting this summer with expected completion by September 2006. The Advisory Committee also reserved some funds to possibly award another project during the summer.

Scanning Tour Information Posted to TAM Today Website

The Federal Highway Administration recently completed a four nation scanning tour on Transportation Asset Management. The team visited the United Kingdom, Canada, New Zealand, and Australia for the scan. Preliminary available information through the TAM Today website. A final report is being drafted. Presentations will be made at the TRB Summer Conference and in other venues.

The purpose of this international scan was to investigate asset management experience, techniques and processes in the world. Lessons from this experience could be very relevant to the U.S. for better understanding how asset management applications can be used to enhance the effectiveness of decision making and infrastructure management in federal, state, and local transportation agencies. With the significant infrastructure preservation and capital replacement challenge facing the U.S. transportation system, the lessons learned from this scan could provide important indications of how those who have been working on this issue for some time have approached the problem from both an institutional and technical point of view.

The preliminary report is available at <http://assetmanagement.transportation.org> in the Innovation and Success/Works in Progress section.

WHRP Announces Project Awards

In January 2005, the Wisconsin Highway Research Program's (WHRP) Steering Committee gave its support to advertise seven RFPs in the four research areas including geotechnical, structures, flexible and rigid pavements. Eighteen proposals to these seven RFPs were collected by April 1st and with the recommendations from the WHRP's Technical Oversight Committees (TOC) in each of those four research areas, seven contractors were selected at the April 28th meeting of the Steering Committee. Total funding awarded for these seven research projects is approximately \$720,000.

Below is a list of the RFPs in the four research areas and information on the research team selected to perform the research.

Flexible Pavements

- Development of In-Place Permeability Criteria for HMA Pavement in Wisconsin, UW-Platteville - Principal Investigator: Robert Schmitt
- HMA Perpetual Pavement Instrumentation (on the Marquette Interchange), Marquette University - Principal Investigator: MRUTC Advisory Committee Member James Crovetti

Rigid Pavements

- Investigation of Concrete Properties to Support Implementation of the New AASHTO Pavement Design Guide, UW-Milwaukee-Tarun Naik

Geotechnical

- Construction Vibration Attenuation with Distance and its Effect on the Quality of Early-Age Concrete, HNTB/UW-Milwaukee, Principal Investigator: John Siwula
- Comparison of Basic Lab Test Results with More Sophisticated Lab and In-Situ Test Methods on Soils in Southeastern Wisconsin, UW-Madison - Principal Investigator: Tuncer Edil

Structures

- Evaluation of Methods of Rebar Protection, Spall Prevention, and Repair Techniques on Concrete Girders, UW-Milwaukee, Habib Tabatabai
- Evaluation of Fiber Reinforced Concrete Deck Forms, UW-Madison-Principal Investigator: Larry Bank



MARK YOUR CALENDARS !!!

October 24–25, 2005 in Madison, Wisconsin

**University of Wisconsin–Madison
Deer-Vehicle Crash Information Clearinghouse**

Welcomes your participation in

DEER-VEHICLE CRASH REDUCTIONS: SETTING A STRATEGIC AGENDA

- Learn about innovative projects related to deer-vehicle crashes and crash reduction
- Review progress on action items proposed by the 2000 Deer-Vehicle Crash Reduction Working Group
- Set strategic agenda action items to guide future deer-vehicle crash activities related to
 - ✓ Research and Data Collection
 - ✓ Funding
 - ✓ Partnership Building
 - ✓ Technology Transfer and Education

More detailed meeting agenda and registration information will follow and be posted on www.deercrash.com



Engineering Professional Development Course Offerings

The following transportation short courses are being offered at the University of Wisconsin-Madison. See individual course Web pages for more information.

Traffic Engineering Fundamentals

June 6-8, 2005 (Oak Creek, WI) • epdweb.engr.wisc.edu/WEBG902

Design of Railway Track Systems epdweb.engr.wisc.edu/WEBG783

Oct 10-11, 2005

Fundamentals of Railway Train Control and Signaling Systems epdweb.engr.wisc.edu/WEBG781

Oct 12-13, 2005

Docks and Marinas epdweb.engr.wisc.edu/WEBG599

Oct 17-19, 2005

Railroad Engineering epdweb.engr.wisc.edu/WEBG600

Nov 2-4, 2005

Highway Bridge Design epdweb.engr.wisc.edu/WEBG601

Nov 30-Dec 2, 2005

Maintaining Asphalt Pavements epdweb.engr.wisc.edu/WEBG881

Dec 1-2, 2005

Design of Railway Track Systems epdweb.engr.wisc.edu/WEBG817

Dec 5-6, 2005

Railway Bridge Engineering epdweb.engr.wisc.edu/WEBG071

Dec 8-9, 2005

Maintaining Asphalt Pavements epdweb.engr.wisc.edu/WEBG966

Jan 11-12, 2006



Phase II of Upper Midwest Freight Corridor Effort to Begin

The MRUTC and its partners at University of Illinois-Chicago and the University of Toledo completed a \$412,500 study of the region's freight transportation system in January. The final report is available on the Upper Midwest Freight Corridor Study Website: <http://www.uppermidwestfreight.org>.

The second phase of this research effort, a \$173,000 study, will begin soon. All seven states from the study region have committed to funding the work which will focus on deliverables in 3 key areas:

- Develop a Regional Freight Agenda
- Facilitate the beginning of a regional approach to deploying commercial vehicle-related intelligent transportation systems
- Maintain and improve the regional information system on freight

The Upper Midwest Freight Corridor Pooled Fund is managed by the Ohio Department of Transportation. The Phase II pooled fund is solicitation number 926. For more information visit <http://www.pooledfund.org> or contact MRUTC Deputy Director Jason Bittner, bittner@engr.wisc.edu, 608/262-7246.

Russell Awarded Presidential Award for Excellence

MRU TC Principal investigator & UW-Madison Chair of Civil & Environmental Engineering Jeffrey S. Russell received a Presidential Award for Excellence in Science, Mathematics and Engineering Mentoring (PAESMEM) at a ceremony May 16 in Washington, D.C.

The National Science Foundation administers the award on behalf of the White House. The award recognizes those who encourage people from traditionally under-represented groups, including women and minorities, to participate in science and engineering.

Russell is passionate about developing future leaders from under-represented groups. His mentoring efforts couple a local "one-on-one" approach with "global" participation.

When he came to UW-Madison in 1989, one of Russell's objectives was to build a construction engineering and management program. At that time, he recognized that the next generation of construction professionals would be more diverse in gender, ethnicity and talents and created an inclusive program full of opportunities for those new students.

Nationally, Russell has led and participated in initiatives to increase awareness of and publicize diversity issues within engineering education and practice. Among these events was the 2002 Diversity in Transportation Workforces Conference sponsored by the MRUTC. Russell has worked with leaders in the construction industry, in government agencies and in private and professional organizations.

The future of engineering, says Russell, is about developing leaders. "To be successful, we must have a diverse workforce," he says. "We all have an obligation to enable everyone in our society to reach their full potential. I am grateful for this recognition and this will further motivate me to double my effort and commitment to fostering a diverse workforce."

TRB Issues Calls for Papers

More than 60 of the Transportation Research Board's standing committees issued Calls for Papers this week for the Transportation Research Board 85th Annual Meeting, January 22-26, 2006.

Solicited and unsolicited papers for presentation and/or publication as part of the 85th TRB Annual Meeting must be submitted directly to TRB via the online paper submission website by **August 1, 2005**.

Among the calls for papers is one from the TRB Asset Management Committee for papers on Transportation Asset Management *education* from academics and practitioners in the public and private sector.

Contributions are sought but not limited to the following areas:

- The core content of *courses* and programs in infrastructure asset management
- Successes and challenges of developing programs in infrastructure asset management, and lessons learned as these challenges are addressed and overcome
- Linking infrastructure asset management courses and programs with public and private practitioner needs
- Measures of success being used for course and program assessment
- Linking infrastructure asset management research and education

Potential authors are encouraged to consult the Information for Authors page (http://www4.nas.edu/trb/annual.nsf/web/information_for_authors) for guidance on preparing their manuscripts.

Upcoming Transportation Asset Management and University Transportation Center Program Events

June 2005

Joint Standing Committee on Planning and Highway Subcommittee on Systems Operations and Management Meeting, Overland Park, Kansas

Date: June 5-8, 2005

Council of University Transportation Centers Annual Meeting, Cambridge, Massachusetts

Location: New England University Transportation Center, Massachusetts Institute of Technology

Date: June 7-8, 2005

For more information: NLMartin@mit.edu

Linking Workplace Ethics and Education, Los Angeles, California

Date: June 9-10, 2005

American Society for Engineering Education Annual Conference & Exposition, Portland, Oregon

Date: June 12-15, 2005

ITE District 4 Annual Conference, Wisconsin Dells, Wisconsin

Location: Kalahari Resort & Convention Center

Date: June 22-24, 2005

National Association of Regional Councils, 38th Annual Conference and Exhibition, Marina, California

Date: June 24-28, 2005

July 2005

Commodity Flow Survey Conference, Boston, Massachusetts

Date: July 8-9, 2005

TRB Joint Summer Meeting of the Freight, Planning, Management, Economics, Environmental, and Finance Committees, Boston, Massachusetts

Date: July 10-12, 2005

Event titles are links to Web sites (where available)

Visit www.mrutc.org/about/calendar.htm for the latest updates.



Upcoming events related to Transportation Asset Management and the University Transportation Center programs.

July 2005 (continued)

95th Annual Mississippi Valley Conference, Chicago, Illinois

Date: July 13-15, 2005

AASHTO Subcommittee on Maintenance, Concord, New Hampshire

Date: July 17-21, 2005

AASHTO Value Engineering Conference, San Antonio, Texas

Remember the Value!

Date: July 19-22, 2005

National Local/Tribal Technical Assistance Program (LTAP/TTAP) Conference, Dubuque, Iowa

Date: July 23-27, 2005

August 2005

National Research Advisory Council Meeting, Wilmington, North Carolina

Date: August 1-5, 2005

*Eighth International Conference on Concrete Pavements
Colorado Springs, Colorado*

Date: August 13-18, 2005

*31st Annual Governor's Conference on Highway Safety,
Green Bay, Wisconsin*

Date: August 17-18, 2005

*Mid-Continent Transportation Research Symposium, Ames,
Iowa*

Date: August 18-19, 2005

*2005 Context Sensitive Design & Solutions Workshop,
Minneapolis, Minnesota*

Date: August 24-26, 2005

*International Conference on Ecology and Transportation,
San Diego, California*

Date: August 29-September 2, 2005

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*Event titles are links to
Web sites (where available)*