

TRANSNOW

University Transportation Center for Federal Region X at the University of Washington

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Research Workshop: Collaboration is Key

Thirty-nine representatives from Region X university transportation centers, state DOTs, and federal transportation agencies, met at the University of Washington on June 8-9, 2006 to participate in the Region X Research Workshop: "Improving Collaboration in the Northwest". This two day TransNow-hosted workshop was initiated by the Region X research task force, one of the task forces created by the newly formed region-wide

"There is strong support in the region for collaboration. We are motivated to collaborate."

Barnie Jones, ODOT

coalition of UTCs and state and regional agencies (<http://www.transnow.org/regionx>). Michael Kyte, Director of NIATT, the Idaho Tier 1 UTC, organized and directed the workshop with the help of other task force members.

The event opened with three sets of panel presentations: a panel of research managers or directors from each of the four state DOTs, a panel of center directors of the four university transportation centers (UTCs), and a panel of representatives from the Federal Highway Administration, the Federal Transit Administration, and the American Association of State and Highway Transportation Officials. These presentations were designed to provide information on the transportation research activities and expertise of each organization, the opportunities that exist for regional collaboration, and the roadblocks that exist for such collaboration. Professor Kyte provided a presentation template for all of the presenters to address these issues in a common format.

Breakout sessions focused on two questions: First, how to improve our collaborative process

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Happy Birthday Interstate!

On June 29, 2006 the American Road and Transport Builders Association (ARTBA) hosted a dinner at the Ronald Reagan Building and International Trade Center in Washington, DC to celebrate the 50th anniversary of the Interstate Highway System. On that same date in 1956, President Eisenhower signed the legislation that authorized construction of the Interstate system.



Colin Powell and Nancy Nihan

General Colin Powell was the keynote speaker for the gala dinner celebration, which hosted over 600 transportation construction industry executives, Congressional members and staff, Bush Administration officials, and other honored guests. TransNow Director and Professor Nancy Nihan, who is President of ARTBA's Research and Education Division, attended the event.

General Powell pointed out the important role the Interstate has in military operations and logistics. He also underscored the tremendous positive impact the Interstate has had on the US economy. He closed by saying that our transportation industry needs a new vision for the next 50 years that will be as valuable and far-reaching as this first vision of an interconnected highway; "America needs a new transportation vision for the 21st century that adds capacity and is as "historic and far-reaching" as the one articulated by President Dwight Eisenhower more than 50 years ago when he created the Interstate Highway System."

Additional celebratory activities marked this historic occasion, including the arrival of an

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TransNow Newsletters now feature a special Region X section dedicated to regional news and issues

UW College of Engineering Open House 2006

During this year's College of Engineering Open House held April 28-29 at the University of Washington, thousands of Seattle-area elementary, middle school, and high school students visited the various engineering departments on campus to witness and participate in scientific demonstrations and exhibits. On Friday, over 120 school buses from 110 schools dropped off teachers and students. Families visited on both Friday and Saturday. There were approximately 10,000 visitors in all, including close to 8000 students. Almost all of these came through the Department of Civil and Environmental Engineering which featured 16 exhibits, the majority of which were transportation-related. TransNow, in cooperation with the CEE department, hosted the outreach activities and co-sponsored the exhibit contest where students competed for cash prizes for the best civil engineering science demos and displays.



Grand Prize \$600 / \$400

1. "Ride the Quake" - Pete Carney, Vince Chaijaroen, Ryan Thody
2. "Transportation Carnival" - Kelsey Miner, Heather Munden, Brett Ozolin

Design \$300 / \$200

1. "Timber Design" - Mike Berry, Andy Chronister, Blake Doepker, Dylan Freytag, Amanda Jellin, Tyler Ranff, Jeff Walters, Travis Williams
2. "3D Traffic" - Peter Chen, Joshua Johnson, Tony Woody

Teaching Presentation \$300 / \$200

1. "Bridge Scour and Open Channel Flow" - Bronwyn Hayworth, Emily Y. Spahn, David Thurman, Lisa Siek
2. "Modeling Human Body" - Michael Dahl, Amy Vincent, Jeff Wimpee




Outstanding Student



Mike Lowry

Mike Lowry from the University of Washington (UW) was awarded the 2005 Outstanding Student of the Year Award for USDOT, Federal Region X. The award was presented during the Transportation Research Board Annual Meeting in Washington, DC.

Mike earned his Bachelor's Degree in Civil and Environmental Engineering as well as his Master's Degree in the same concentration from Brigham Young University. His thesis was entitled "Coordinated Regional and City Planning Using a Genetic Algorithm." He is currently working toward a doctoral degree in Civil and Environmental Engineering at the UW. Mike has extensive professional experience and has written reports for the Washington and Utah state DOTs. He further interned as a surveyor for transportation projects with Burns & McDonnell in Chicago, IL and worked as a teaching assistant for a graduate transportation class at the UW.

Mike currently serves as president of the ITE student chapter and as student representative to the TRB Committee on Programming, Planning & Systems Evaluation. He is presently completing research for his dissertation on new methods to enhance public participation in regional transportation planning and hopes to participate in the Valle Exchange to Norway next year. 

Thank You

We went to the Engineering open house a couple of months ago and really really enjoyed the Civil Engineering exhibits. My kids, who are teenagers, didn't want to leave the building. (And this was after a lot of convincing to even get them to go with us). Today my daughter received a package from your department, saying that she had won the raffle at the time. Timing couldn't be better since it's her birthday!

The whole thing was a great experience, and you really went to a lot of effort and did a great job. I was only slightly jealous since my husband and I are Materials Science grads. :-) Thanks!

Liz Riemer

Thank you for selecting me for the Student of the Year award. The money will be a great financial support as I finish my degree. It was a privilege and an honor to receive the award in Washington D.C..

Mike Lowry


New TNW Associate Director



Peter Briglia

Pete Briglia joined TransNow on June 16 as our first Associate Director. He will oversee TransNow operations in the absence of the Director and will also serve as Director of the TransNow Freight and ITS/Traffic Operations research and training programs.


Pete holds BSCE and MS Env.E degrees, and is a registered professional engineer in Washington. He has worked as a traffic and transportation engineer for 26 years; serving approximately 23 of those years as the Northwest Region Freeway Operations Engineer and as the ITS Program Manager for the Washington state DOT.

Pete comes to TransNow from the Puget Sound Regional Council where he spent 9 months as a principal planner working on ITS planning and coordinating regional operations. He served on the TRB Committee on Freeway Operations for 15 years and was Committee Chair for 6 years. 

Strategic Alliance Plans State-wide Mobility Conference

The Strategic Alliance of the American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), the American Road and Transport Builders Association (ARTBA), and the Council of University Transportation Centers (CUTC) have proposed a series of statewide conferences over a two or three year period on mobility with the goal of creating greater appreciation of the importance of people and freight mobility at the local and state level, culminating in a national conference in Washington, DC, which will tie the findings of the statewide conferences to the nations's federal transportation programs.

The Strategic Alliance will work with universities in participating states to sponsor the statewide mobility conferences. TransNow has joined this effort and will be collaborating with other universities and transportation organizations to sponsor one or more statewide conferences in Region X.

The Strategic Alliance will be forming a planning committee to develop a detailed plan and suggested list of participants of a generic nature. The generic participant list will include local and state officials, key stakeholders, university representatives and other suggested members of the broader public arena. For further information on the Strategic Alliance proposal, contact Gene Griffin at Gene.Griffin@ndsu.nodak.edu. 

Regional Competition Results

The UTC Program regional grant competition is now closed and 10 universities have been selected to receive UTC Grants for regional centers in 2007-2009. The University of Washington's Transportation Northwest (TransNow) Center was, once again, selected as the regional center for Federal Region X.

Each of the regional grant applications submitted to the Research and Innovative Technology Administration (RITA) of the USDOT requested \$6,225,000 for the next 3-year grant period. This amount was authorized for each regional center in the SAFETEA-LU transportation bill that President Bush signed last August. Universities selected to receive regional UTC Grants in 2007-2009 are:

- Region I: Massachusetts Institute of Technology
- Region II: City University of New York
- Region III: Pennsylvania State University
- Region IV: University of Tennessee
- Region V: Purdue University
- Region VI: Texas A&M University
- Region VII: University of Nebraska
- Region VIII: North Dakota State University
- Region IX: University of California
- Region X: University of Washington

Happy Birthday Interstate!

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Interstate convoy that had just re-traced, in reverse, the cross-country route of the 1919 convoy of U.S. Army vehicles known as "The First Transcontinental Motor Train". The original convoy, which took 62 days to complete the trek, carried 258 enlisted men and 39 officers. Lt. Col. Eisenhower was one




Courtesy ARTBA

of the officers. The American Association of State Highway and Transportation Officials (AASHTO) planned the reenactment of this journey by a modern-day convoy that arrived in Washington D.C. on June 29, 2006.



President Eisenhower 1956
US. Army Transportation Museum

For more information on the Interstate and the commemorative events that showcased its 50th anniversary, visit the following websites: <http://interstate50th.org/> and <http://www.artba.org/50th/50th.htm> 

New TransNow Projects for 2006/2007

Improved Freight Modeling: This research will address the emerging needs of local, state and regional transportation planners and policymakers to better understand the transportation characteristics, functions and dynamics of ocean port-to-handling facility and handling facility-to-final market freight movements. It proposes a modeling approach that captures the fundamental economic choices individual shippers consider when trading-off the marginal benefits/costs associated with warehouse inventory management/control relative to transportation access and flow while incorporating the primary freight generation activity centers (warehouse/distribution centers) in the Puget Sound region. Contact: Anne Goodchild, UW, annegood@u.washington.edu

Managing Pedestrian and Bicyclist Safety: This project is the continuation of current work, which develops and uses a database of 13,914 individual pedestrian and bike collisions. In the proposed project, current research on road design and land use correlates of collision frequency and severity will be augmented by :



1. Analyses of pedestrian motor vehicle collisions on city streets;
2. Analyses of bicycle motor vehicle collisions on SR and on city streets;
3. Longitudinal analyses of the collision data to identify potential causes of collisions;
4. Scenario planning examinations of safety-dependent locations, such as (a) freight routes, (b) transit hubs, (c) areas that are experiencing major development and growth, (d) areas subject to substantial infrastructure investments, and (e) areas with different levels of transportation efficiency (measured as travel options available beyond SOV travel, and derived

from the Transportation Efficient Land Use Mapping Index. Contact: Anne Vernez-Moudon, UW, moudon@u.washington.edu

Traffic Simulation Lab: This project will create a traffic simulation facility at the University of Washington aimed at increasing access to traffic simulation software, data sets, and coursework to students throughout the Pacific Northwest. The center will also serve as a repository for calibrated data sets of WSDOT roadway networks that allow quick turn-around research analyses of WSDOT operational problems. Contact: Mark Hallenbeck, UW, tracmark@u.washington.edu

Incorporation of Forward-Directivity into Seismic Hazard Analysis: Recent earthquakes have shown that pulse-type earthquake ground motions, which result from forward-directivity (FD) effects, can result in significant damage to structures. These observations have been corroborated by experimental evidence and analytical research. In a typical design project, seismic demand is characterized by the Equal Hazard Spectrum (EHS) and is determined using Probabilistic Seismic Hazard Assessment (PSHA). The research goal is to provide a methodology for incorporating FD effects into PSHA and provide guidelines for the selection of FD time histories for design. The methodology will lead to a more rigorous treatment of FD motions in PSHA, and thus to a better evaluation of seismic hazard for sites affected by FD. Contact: Adrian Rodriguez-Marek, WSU, Adrian@wsu.edu

Area-Wide System for Coordinated Ramp Meter Control: Current ramp metering algorithms tend to optimize only freeway travel using local ramp detectors' inputs and overlook the negative impacts on local streets. This may generate two problems: 1) the optimal local ramp meter settings may not result in a system-wide optimum in terms of traffic operations; and 2) the increased congestion on local streets due to ramp metering may counteract the gains in freeway operations. This project proposes an area-wide ramp metering system to coordinate previously isolated ramp meters for system-wide optimization. The Additive Increase and Multiplicative Decrease (AIMD) mechanism used for computer network congestion control is applied to calculate ramp metering rates. The effectiveness of this new ramp metering strategy will be evaluated using the VISSIM simulation tool. Contact: Yin Hai Wang, UW, yinhai@u.washington.edu



Occlusion Robust Vehicle Tracking Using Motion-based Features: In this study, an occlusion robust vehicle tracking algorithm using motion-based features is proposed. In the proposed algorithm, the Kanade-Lucas-Tomasi (KLT) feature tracking algorithm is employed for motion feature extraction. An improved K-means algorithm is applied to classify feature points into groups. Each feature group corresponds to one vehicle. Bayesian Information Criterion (BIC) is used as the selection criteria for choosing the optimal number of clusters. The proposed algorithm is functional on highways even under light changing conditions because most feature points tracked will not be affected by luminance change. It is also robust to camera vibrations due to relaxed requirements of the stable background. Contact: Yin Hai Wang, UW, yinhai@u.washington.edu

Using Vehicle Feet GPS Data and Traffic Sensor Data to Measure Arterial Performance: The private sector is beginning to obtain and aggregate vehicle probe (GPS) data from multiple commercial vehicle fleets (taxicabs, shuttle services, household service vans, etc.) in order to produce and distribute real-time traffic congestion information on arterials. This same data source provides (potentially) an ideal, low-cost, continuous data stream that can be used to measure arterial performance. Inrix Corporation, a leader in using fleet data for traffic congestion forecasts, has agreed to supply several hundred thousand dollars worth of vehicle probe data to the University of Washington for traffic research and training. This project will fuse these privately collected data sources and traffic sensor data from major arterials within the Seattle metropolitan region to develop a practical measurement system for arterial performance which could result in a cost effective system for monitoring congestion on all roads in almost all metropolitan regions in the country. Contact: Mark Hallenbeck, UW, tracmark@u.washington.edu

Accounting For Transit Infrastructure, Transit Operations and Pedestrians in Concurrency: The goal of this project is to determine practical ways of incorporating transit operations and pedestrian facilities into existing concurrency systems in Washington jurisdictions. The concurrency regulations of most cities are based strictly on traffic congestion indices. Yet most city transportation plans assume a growing segment of travel will occur via transit and pedestrian modes of travel. Having multi-modal concurrency systems in place will help reduce congestion in densely populated areas as vehicular trips are substituted with transit and non-motorized options. Contact: Mark Hallenbeck, UW, tracmark@u.washington.edu



De-Bonding Cracking in Hot Mix Asphalt Pavement: Recent evidence indicates a significant portion of cracking in thick hot mix asphalt (HMA) pavements is due to a previously uninvestigated phenomenon: bottom-up cracking of a de-bonded HMA surface layer. This study would be the first known investigation into the significance, prevalence and performance impact of de-bonding cracks. Researchers will work with the Washington State DOT to identify and perform statistical and forensic analyses on pavements thought to suffer from

de-bonding cracks and gather an understanding of this failure phenomenon. Contact: Steve Muench, UW, stmuench@u.washington.edu

Wireless and Transit Tracking: This project will investigate the possibilities for transit management to take advantage of the ever increasing wireless/Wi-Fi infrastructure in urban areas. The first area of interest involves Wi-Fi on selected Sound Transit routes. The second area is the soon to be GPS equipped Sound Transit busses operated by Pierce Transit and Community Transit. Using existing Wi-Fi sites as beacons would vastly improve the tracking in urban areas. Contact: Daniel J. Dailey, UW, dan@its.washington.edu

Continuing TransNow Projects for 2006/2007

Cost-Effective Safety Improvements for Two-Lane Rural Roads: National statistics show that about 74.9% of fatal crashes, and only 38.8% of total accidents, occurred on two-lane roads in the U.S. in 2004. This indicates that accidents on two-lane roads are more serious than those on multi-lane roads. The objective of this study is to better understand rural roadway accident causes in Washington state and to help find cost-effective solutions for reducing the frequency and severity of crashes on rural two-lane roadways. Contact: Yinhai Wang, UW, yinhai@u.washington.edu



Optimization-based Methods for Image Registration: The goal of this project is to develop and implement methods for comparing digital image data of transportation facilities to assess change in their condition over time. The main challenge in this problem is the ability to register image sequences taken at different times, perhaps with different cameras, and in different environmental conditions. Registration is a nonlinear transformation that produces correspondence between image features to allow their metrics to be directly compared. The proposed demonstration application is the monitoring of distress evolution in concrete pavements. Contact: George Turkiyyah, george@ce.washington.edu

Estimation of Incident-Induced Travel Delays on Freeways: Traffic congestion on Seattle's key streets and highways costs each commuter an average of \$759 annually in wasted time and fuel (Road Information Program, 2004). The objective of this study is to develop an algorithm for quantifying incident-induced travel delays on freeways using archived loop detector data and incident log data. The algorithm will be automated in a computer program to facilitate the applications. Contact: Yinhai Wang, UW, yinhai@u.washington.edu



Alaska



Idaho



Oregon



Washington

A UTC in Every State

With the passage of SAFETEA-LU, Region X now has a university transportation center in every state. There are two new national centers in Alaska and Oregon, a tier 1 center in Idaho, and a federal regional center in Washington. All universities in the original TransNow consortium (OSU, PSU, UAF, UI, UW, and WSU) belong to one of these centers. Brief descriptions of our region's UTCs follows.



Billy Connor

Alaska University Transportation Center (AUTC). The new Alaska center is a national UTC representing a consortium of three universities, the University of Alaska at Fairbanks (UAF), the University of Alaska at Anchorage (UAA), and the University of Alaska Southeast (UAS).

Billy Connor, a retired engineer with the Alaska Department of Transportation and Public Facilities, is the AUTC Center Director. The office of the Director and AUTC staff is located at UAF. The center's theme is "Development of Transportation in Cold Regions." For additional information about AUTC, see Billy Connor's recent presentation at <http://www.transnow.org/regionx>.

Idaho's **National Institute for Advanced Transportation Technology (NIATT).**

The tier 1 UTC was established with the passage of TEA-21 and is located at the University of Idaho (UI). Michael Kyte, a Professor of Civil Engineering, is the NIATT Center Director. The center theme is "Transportation Technology" and has two major subareas: Clean Vehicle Technology and Traffic Operations and Control. For additional information about NIATT, visit their web site at <http://www.webs1.uidaho.edu/niatt/index.htm>.



Michael Kyte



Robert Bertini

Oregon's **Center for Transportation Studies (CTS).** The new center is a national UTC representing a consortium of four universities, Portland State University (PSU), Oregon State University (OSU), The Oregon Institute of Technology (OIT), and the University of Oregon. Robert Bertini, an Associate Professor of Civil & Environmental Engineering and Urban Studies & Planning is the CTS Center Director. The office of the Director and the CTS staff is located at PSU. The center theme is "Advanced Technology, Integration of Land Use and Transportation, and Healthy Communities." For additional information about CTS, visit their web site at <http://www.cts.pdx.edu>.



Nancy Nihan

Washington's **Transportation Northwest (TransNow)** was established with the passage of The Surface Transportation Act of 1987. It was one of the original 10 federal centers representing a consortium of six universities with transportation programs in Federal Region X. It presently represents a consortium of two universities, the University of Washington (UW) and Washington State University (WSU). Nancy Nihan, a Professor of Civil and Environmental Engineering, is the TransNow Center Director. The office of the Director and the TransNow staff is located at the UW. The center theme is "Transportation Operations and Infrastructure". The theme has three major subareas: Traffic Operations (with ITS emphasis), Freight Operations, and Transportation Infrastructure. For additional information about TransNow, visit their web site: <http://www.transnow.org>.

Northwest Universities Consortium Re-Invented

The six universities that formed the consortium for the original Region X University Transportation Center (TransNow) 18 years ago signed a formal agreement on May 2, 2006 to reestablish this university consortium in order to continue the synergetic relationships and collaborative efforts that have flourished over their years of involvement in the federal UTC Program.

The Statement of Intent signed by representatives of Oregon State University, Portland State University, the University of Alaska at Fairbanks, the University of Idaho, University of Washington, and Washington State University acknowledges the formation of the Northwest Universities Transportation Consortium (NUTC)* and

recognizes the regional center, TransNow, as the focal point for coordination and communication for NUTC.

Membership in the consortium is available to any Region X university with a transportation research and/or education program. Therefore, universities in the newly established Alaska and PSU national centers are expected to join the original six consortium members. These include the University of Alaska at Anchorage, the University of Oregon and the Oregon Institute of Technology. A copy of the signed Statement of Intent can be viewed at <http://www.transnow.org/regionx>.

*Yes we know how the acronym sounds. 



New Faculty at UAF and PSU

The University of Alaska at Fairbanks had a hiring spree. They've added Jenny Liu in the materials/pavement area, Xiong Zhang and Kenan Harizababa in the geotechnical area, Leroy Hulsey, in structures, and Ming Lee in transportation operations. Each has a dual appointment: 50% UAF College of Engineering and Mines and 50% Alaska University Transportation Center. They are all joining UAF as tenure-track Assistant Professors.

Dr. Jon Glied will join PSU as an assistant professor of urban studies and planning. Dr. Chris Monsere, current research faculty, will be appointed as a tenure track assistant professor of civil and environmental engineering.



Upcoming Events and Activities

- The autumn meeting of Region X UTCs and partners will be held at PSU, October 2006 (final date TBA).
- PSU will offer the course "Moving Forward: A Portland Perspective" in September as part of the Urban Rail series. Register at <http://www.cts.pdx.edu/professionalcourses.htm>.
- PSU's weekly online seminar series will begin in late September: See <http://www.cts.pdx.edu/seminars.htm> for more information.
- The ITS Washington Annual meeting will be held on October 3, 2006. Please check the ITS Washington web site for more information: <http://depts.washington.edu/itswa/calendar.htm>
- WSDOT is developing an online searchable database of research reports dating back to 1972. By year's end, more than 800 report abstracts will be available. You may view the reports at: <http://www.wsdot.wa.gov/Research/Reports/>.
- WSDOT and AASHTO's Research Advisory Committee Region 4 (RAC4) will host the annual AASHTO Research Advisory Committee meeting in Seattle, WA in the summer of 2007. Location and meeting details are still being worked out. University Transportation Centers within the RAC 4 states will be invited to the event.

Research Workshop

Continued from Page 1

and second, which research area should be the focus of our collaboration. Session facilitators reported on the results of each session to the entire group of participants. "There is strong support in the region for collaboration. We are motivated to collaborate." said Bernie Jones, Research Manager at the Oregon Department of Transportation.

Several ideas for multi-university multi-agency collaboration were proposed. One suggestion was the development of a Region X "Yellow Pages" directory of research expertise. TransNow is currently developing this site, starting with the UTCs, and continuing later with the state DOTs and the regional transportation agencies.

Another proposal addressed multi-state collaboration between UTCs and state DOTs. (See inset for proposed pooled fund program.)

Pooled Fund Proposal

The four state DOTs are considering a pooled fund activity that would raise \$400,000 per year for multi-state/multi-university research projects addressing regional goals:

- Each state DOT commits \$50,000 per year
- The 4 state DOTs identify a research theme area for that year's RFP
- Region X universities respond to the RFP with multi-university research proposals
- Each multi-university proposal commits combined federal match of \$200,000
- State DOTs appoint a regional review committee to select one collaborative project per year

The state DOTs will prepare and circulate a draft of the proposed pooled fund concept to their respective decisionmakers for approval and commitment of the local funds and report on this at the next Region X meeting in October.

Some quotes from workshop participants: "I'm fairly confident that I've never in a two day period heard or said the word collaboration more often than I have today or yesterday!" Eric Jessup, Research Assistant Professor, Washington State University. "I'm really happy this was all pulled together, because I think dialog is something that's been missing." Rick Krochalis, Regional Administrator, Federal Transit Administration. "I view UTCs as a new partner." Joe Conway, Turner-Fairbanks Highway

For a full description of the presentations, research reports, and proposed strategies for collaboration, go to http://www.webs1.uidaho.edu/mkyte/region10-June_2006/report/report01.htm.

*Transportation Northwest
Regional Center
Newsletter*

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TransNews

New Staff at TransNow

TransNow has undergone some staffing changes. Pete Briglia joined TransNow as our first Associate Director, Jennifer Sheldon has joined as the new Program Support Supervisor and Larisa Petrik fills the position of Fiscal Specialist.

Idaho Engineering Design Expo 2006

NIATT was a Gold Sponsor of the University of Idaho's Engineering Design Expo 2006, which included over 60 interdisciplinary projects designed by UI students. The student team of Dustin DeVoe, Steven Allen, Tyson Rallens and Michael Busby received both the Expo's Award for Excellence for their technical presentation and the Idaho Research Foundation's Innovation Award for their UTC-funded traffic signal project.

CUTC Presentation

Leni Oman was invited to give a presentation on working with state DOTs at the Council of University Transportation Centers (CUTC) mid-year meeting in Big Sky, Montana on June 21, 2006. The presentation focused on what state DOTs and universities look for in mutual partnerships.

Programs eligible as match

A paper on which FHWA and state DOT programs can be used as match for University Transportation Centers (UTCs) is now available. It can be viewed under University Transportation Centers on the WSDOT Research website <http://www.wsdot.wa.gov/research>. The paper was developed by Leni Oman, Research Director, WSDOT, in collaboration with the Federal Highway Administration, RITA, the Transportation Research Board and other state DOTs.

International Meetings

Pete Briglia, TransNow's Associate Director, received an expenses-paid invitation to attend the 1st International Symposium on Freeway and Tollway Operations in Athens, Greece. The event also served as the mid-year meeting of TRB's Committee on Freeway Operations. He moderated a panel session called "Speeding and Speed Limits: Are Drivers Out of Control?" that included Rob Bertini from Portland State University and representatives from Canada, China, England and Germany.