

[Catalyst](#)[Journal of Transport & Land Use](#)[Freight and Logistics E-News](#)[Videos](#)[Annual Reports](#)[Research Reports](#)[Research Summaries](#)[Proceedings](#)[Library Services](#)[Subscribe to Newsletters & Announcements](#)[Order Publications](#)

## Freight and Logistics E-News November 2003 (Vol. 1, No. 3)

[Current Issue](#) | [Previous Issues](#) | [Subscribe](#)

[Annual Freight & Logistics Symposium](#)  
[Minnesota Freight Advisory Committee fall meeting recap](#)  
[New trucking resource page on Mn/DOT Library Web](#)  
[Twin Ports Intermodal Freight Study](#)  
[National Freight Data Program](#)  
[Integrating Freight Facilities and Operations with Community Goals](#)  
[Dealing with Truck Parking Demands](#)  
[Financing and Improving Land Access to U.S. Intermodal Cargo Hubs](#)

### Annual Freight & Logistics Symposium

There's still time to register for the [Seventh Annual Freight and Logistics Symposium](#), to be held December 5, 2003, in Minneapolis. Topics will include: leading-edge trends and concepts, community-integrated logistics, and federal initiatives and legislation.

To register, click [here](#) or contact Shirley Mueffelman, 612-624-4754, [smueffel@cce.umn.edu](mailto:smueffel@cce.umn.edu). Check the Symposium Web page at [www.cts.umn.edu/events/logsymposium/index.html](http://www.cts.umn.edu/events/logsymposium/index.html).

### Minnesota Freight Advisory Committee fall meeting recap

The Minnesota Freight Advisory Committee met October 9, 2003, for its fall quarterly meeting in St. Paul, Minnesota. New MFAC chair Ron Lifson, of LDI Fibres, Inc., succeeded Tim Penny, chair since the committee's inception in 1996.

[Minnesota Department of Transportation](#) deputy commissioner Doug Differt affirmed Mn/DOT's commitment to continuing the dialogue between the public and private sector on freight issues. Differt also reported that projects aimed at relieving congestion around the state are being pursued through an accelerated project development process as well as the use of design/build for projects such as Trunk Highway 52 in Rochester and the TH-212 project. A total of \$450 million has been appropriated to complete the projects.

Next, Differt responded to concerns about proposed new federal hours-of-service regulations for truck drivers. Though the proposal is a federal action, he encouraged MFAC to track the issue and inform Mn/DOT of action needed at the state level.

Dan Krom, Mn/DOT director of federal relations, said that the federal transportation funding reauthorization (SAFETEA) is not likely to be passed until the recently enacted five-month continuing resolution expires in February.

Finally, Bill Gardner, Mn/DOT director of freight planning and development, briefed the committee on Mn/DOT's statewide freight transportation plan currently under development. At future meetings, the committee will provide input regarding freight needs and potential solutions for improving freight movement. Other anticipated agenda items include development of funding and research proposals.

MFAC is a partnership between government and business to exchange ideas and recommend policy and actions that promote safe, productive, and sustainable freight transportation in Minnesota. For more information, contact Bill Gardner with the Mn/DOT Office of Freight & Commercial Vehicle Operations at 651-406-4806.

### New trucking resource page on Mn/DOT Library Web

The [Mn/DOT Library](#) has created a Web page that lists the most frequently requested Web sites for the Minnesota trucking industry, including the *Minnesota Commercial Truck and Passenger Regulations*, the Medical Examination Report For Commercial Driver Fitness Determination, seasonal load limits, and other relevant federal, state, and industry links. Check it out at [www.dot.state.mn.us/library/trucking.html](http://www.dot.state.mn.us/library/trucking.html).

### Twin Ports Intermodal Freight Study

The [Transportation and Logistics Research Center](#) in the University of Wisconsin—Superior's Department of Business and Economics and the [Midwest Regional University Transportation Center](#) at the University of Wisconsin—Madison, along with teams from the Urban Transportation Research Center at the University of Wisconsin—

Milwaukee and the Tioga Group, Inc., conducted a year-long study on the potential of establishing intermodal service in the Twin Ports of Duluth-Superior. The final report was published this summer, and is available online at [www2.uwsuper.edu/TRANS/index.htm](http://www2.uwsuper.edu/TRANS/index.htm).

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## National Freight Data Program

The Transportation Research Board recently published a special report in pre-publication form, *A Concept for a National Freight Data Program (Special Report 276)*.

This report proposes a conceptual framework for use in developing a national freight database, which "aims to fulfill the major needs of a wide variety of users by capturing the important characteristics of freight movements." The full report is available on the TRB Web site at <http://gulliver.trb.org/publications/sr/sr276.pdf>.

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## Integrating Freight Facilities and Operations with Community Goals

The Transportation Research Board's National Cooperative Highway Research Program (NCHRP) recently published a synthesis report, *Integrating Freight Facilities and Operations with Community Goals (Synthesis Report 320)*.

"There is no one-size-fits-all solution for making freight operations and facilities good neighbors within their communities. Instead, as demonstrated in this synthesis, a wide range of practices to balance or mitigate the presence of freight facilities and operations has been implemented," the report says.

The full report is available on the TRB Web site at [www4.trb.org/trb/onlinepubs.nsf/web/nchrp\\_synthesis](http://www4.trb.org/trb/onlinepubs.nsf/web/nchrp_synthesis).

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## Dealing with Truck Parking Demands

The Transportation Research Board's NCHRP recently published a synthesis report, *Dealing with Truck Parking Demands: a Synthesis of Highway Practice (Synthesis Report 317)*.

This report examines the approaches that states have implemented to manage a growing demand for commercial vehicle parking. Some of the effective strategies include:

- Expanding or improving public rest areas
- Educating or informing drivers about available spaces
- Making better use of the private sector and private truck spaces

The full report is available on the TRB Web site at [www4.trb.org/trb/onlinepubs.nsf/web/nchrp\\_synthesis](http://www4.trb.org/trb/onlinepubs.nsf/web/nchrp_synthesis).

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## Financing and Improving Land Access to U.S. Intermodal Cargo Hubs

The Transportation Research Board's NCHRP recently published a project report, *Financing and Improving Land Access to U.S. Intermodal Cargo Hubs (Project Report 497)*.

According to the report, "the nation's transportation system faces a significant challenge in providing and/or maintaining adequate access facilities as new cargo hubs are developed and existing hubs expand. Arterial highways, local streets, and access facilities that connect these cargo hubs to interstate and other major highway facilities—often in developed parts of metropolitan areas—require significant investments to replace obsolete infrastructure, separate truck from rail or automobile traffic, provide adequate capacity, or improve safety. In some cases, the most practical solutions involve non-highway investments (e.g., new rail connections, added rail capacity, new intermodal rail yards, and barge services)."

The full report is available on the TRB Web site at [www4.trb.org/trb/onlinepubs.nsf/web/nchrp\\_reports](http://www4.trb.org/trb/onlinepubs.nsf/web/nchrp_reports).



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