

METRANS NEWS



CALIFORNIA STATE UNIVERSITY
LONG BEACH

Dedicated to solving metropolitan transportation problems through
research, education and outreach.

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Inside this issue

- MetroFreight Update 2
- Marco Dean Presents
Methods to Improve
Decision-Making For Mega
Projects at Seaports 3
- Five New Tier One
Research Projects Awarded 3
- CITT Town Hall *Continued* 4
- METRANS Education
In Brief 5
- New Master of Science in
Supply Chain Management 6
- New Federal Transportation
Workforce Center *Continued* 6
- METRANS Associate
Partner Spotlight:
The Port of Los Angeles 7

METRANS OUTREACH

CITT Town Hall Spotlights Need For Cooperation and Integration to Strengthen Global Supply Chain

When a port chief executive, a union leader, and an advocate for customs brokers and freight forwarders all sit down to discuss the most pressing challenges facing the Southern California goods movement industry, one would expect a rigorous debate about possible solutions.

Such was the case during the Center for International Trade and Transportation's (CITT) State of the Trade and Transportation Town Hall featuring a roundtable discussion with new Port of Long Beach Chief Executive Jon Slangerup, Peter Friedmann representing the Pacific Coast Council – Customs Brokers & Freight Forwarders Association, Coalition of New England Companies for Trade (CONNECT), and Agriculture Transportation Coalition (AgTC), and Bobby Olvera, Jr., ILWU President of Local 13, and moderator Kristin Decas, Chief Executive of the Port of Hueneme.

continued on page 4



From left to right: Kristin Decas, Jon Slangerup, Peter Friedmann, Bobby Olvera, Jr. discuss supply chain solutions during the CITT Town Hall.

METRANS RESEARCH

METRANS Awarded New Federal Transportation Workforce Center

METRANS was recently awarded a grant by the Federal Highway Administration (FHWA) to develop a new regional workforce center that will cover eight states – California, Arizona, Nevada, New Mexico, Utah, Colorado, Oklahoma, and Texas. The center will be housed at CSULB's Center for Trade and Transportation (CITT) and will be directed by Thomas O'Brien, CITT Executive Director and METRANS Associate Director.

The new Southwest Regional Surface Transportation Workforce Center (SRSTWC) gives METRANS "a formal place where we can act as a clearing house to address critical workforce issues that address the intersection of labor, education, and transportation," O'Brien said.

Under the shared METRANS partnership of CSULB and USC, the new center will draw from the broad range of expertise at both universities. Genevieve Giuliano, Senior Associate Dean of the Sol Price School of Public Policy at USC and Director of METRANS, will serve as the center's senior researcher and project advisor. Susan Gautsch, a professor at USC who is nationally recognized for her distance learning expertise, will advise on matters related to non-traditional workforce development delivery methods; and Roberto Suro, Director of the Tomas Rivera Policy Institute at USC, will advise on workforce development challenges and opportunities in diverse communities. Stephen Lantz, a CITT project manager with more than 30 years of public sector transportation

continued on page 6



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

MetroFreight Team Attends PASI-SUFS 2014 in Bogota, Columbia

Senior and junior members of the MetroFreight research team traveled to Bogota, Colombia, from August 3-15 for the 2014 Pan-American Advanced Studies Institute on Sustainable Urban Freight Systems (PASI-SUFS).

METRANS and MetroFreight leaders Genevieve Giuliano and Tom O'Brien, Researchers Laetitia Dablanc, Eleonora Morganti, and Qian Wang, and Ph.D. students Shaui (Louis) Tang and Sanggyun Kang represented the MetroFreight Center of Excellence. Kang, a USC Price Urban Planning Ph.D. student, was awarded a sponsorship by Volvo Research and Educational Foundation (VREF) to attend the full two weeks of the conference.

During the conference, senior MetroFreight researchers participated in a range of panels and also presented independently. Giuliano presented "The Urban Freight Landscape," O'Brien presented "Global Trends in Supply Chains and Their Impact on Urban Freight," and Dablanc presented "Logistics Sprawl and What Can We Do About It."

Later in the conference, junior MetroFreight researchers joined other graduate students in attendance to present their research. In concert with other senior researchers, Giuliano, O'Brien, and Dablanc gave the junior presenters feedback on their methods and practices.

Organized by the Rensselaer Polytechnic Institute, this workshop brought together center directors, researchers, faculty, and students conducting research on sustainable urban freight systems (UFS) to work together to develop a holistic view of UFS issues and solutions.

The main goal of the workshop was to provide a collaborative forum to help the new generation of researchers and practitioners develop innovative freight transportation research, education, and practice in sustainable UFS.

PASI-SUFS is organized and supported by the Rensselaer Polytechnic Institute, VREF Center of Excellence for Sustainable Urban Freight Systems (CoE-SUFS), Universidad del Norte, Universidad de los Andes, and the METRANS VREF MetroFreight Center of Excellence.

Giuliano Teaches Weeklong Course at Peking University

METRANS Director Genevieve Giuliano gave a "Training the Trainers" course at Peking University's Lincoln Institute Center for Urban Development and Land Policy based in Beijing, China. The course, which took place from July 7-11 targeted academics and research professionals with backgrounds in urban economics, urban planning, regional economics, and land policy. Giuliano addressed this year's topic, "Urban Transportation, Land Use, and the Environment," in a format that introduced theoretical frameworks, methodology, and international experiences.

METRANS and MetroFreight Transportation Students Present Research at ACSP

USC transportation Ph.D. students presented their research at the 54th Annual Conference of the Association of Collegiate Schools of Planning

(ACSP), "Big Ideas, Global Impacts." Sandip Chakrabarti, Andy Hong, Yuting Hou, Mohja Rhoads, Eun Jin Shin, Xize Wang, and Quan (Jack) Yuan presented their research at the conference, which took place October 30 to November 2 in Philadelphia.

Chakrabarti's presentation, "The Demand For Reliable Travel: Analyzing the Influence of Service Reliability on Transit Mode Choice," explored whether travelers' mode choice decisions are governed in part by their "demand for reliable travel." His research specifically analyzed transit data from the Los Angeles region.

Hong's presentation, "Can New Light Rail Transit Promote Neighborhood Physical Activity?," explored whether the new Expo light rail transit project in south Los Angeles was associated with increased physical activity for near-rail residents compared to residents living beyond walking distance of the new service.

Hou's presentation, "Urban Firm Location Choices: A Study of The Los Angeles Metropolitan Area," examined and estimated the economic impacts "of traffic congestion by looking at agglomeration through the lens of firms' location decisions." Her study used Los Angeles, the most congested urban area for the past 30 years, as an example to test and measure the tradeoff between the two effects, congestion costs and agglomeration benefits, at the sub-metropolitan level.

Rhoads' presentation, "New Data, New Applications: A Method for Transportation System Performance Monitoring," explored different modes of analysis for a new transportation data source: the Regional Integration of Intelligent Transportation Systems (RIITS). The system generates a real-time data feed used for transportation system monitoring in the Los Angeles region, and includes freeway, arterial and public transit data produced by several state and local agencies. The transit information comes from a combination of GPS devices and passenger counts from all Los Angeles Metro transit bus and rail routes.

Shin's presentation, "Skilled Latino Immigrants' Commute Mode Choice," recounted findings from a study that drew from the 2000 Public Use Microdata Sample. Shin analyzed how the causal impact of living in an ethnic enclave influenced immigrants' commute-mode choice. Shin's research suggested that enclave-based transit services, and transportation policy that supports carpooling among immigrants, should be provided based on ethnic niche industries to increase transportation mobility of Latino immigrants' transportation mobility.

Wang's presentation, "'Peak Car' In The Car Capital: Are Angelinos Driving Less To Work? A Cohort," explored whether the "peak car" hypothesis holds in the United States by applying demographic analytical methods. The "peak car" hypothesis posits that rates of driving have reached their peaks and will start declining in developed nations.

Yuan's presentation, "Are Compact Cities Greener? Evidence from China, 2000-2010," used panel data of Chinese cities from 2000 to 2010 to investigate the relationship between the compactness of growth, measured by the average population density, and various indicators of urban greenness. Yuan found evidence that although compact growth reduces per capita urban park and green space, denser cities may compensate for that by improving residents' access to park and green space within and outside of built-up areas.

METRANS RESEARCH

Marco Dean Presents Methods to Improve Decision-Making for Mega Infrastructure Projects at Seaports

Poor decision-making for mega projects typically costing more than \$1 billion can be disastrous – leading to longer development cycles and negative impacts on communities, environments, and budgets.

Making prudent decisions for mega-seaport projects is particularly challenging, contended Marco Dean during his September 26, 2014 presentation at USC.

Dean presented his research to students, faculty, and practitioners as part of the METRANS Transportation Research Seminar Series and the Volvo Educational Research Foundation’s (VREF) Educational Exchange program.

“Major seaports are not only embedded in global supply chains, and consequently exposed to transport, logistics, technological and economic concern, but also in urban economies and industrial areas that are regulated by different forces than in the transport business,” explained Dean in regard to his study titled: “Improving Decision-Making for Mega Infrastructure Projects: Study on the Possible Applicability of the Policy-Led Multi-Criteria Analysis (PLMCA) to the Planning and Appraisal of Major Gateway Port Projects.”

During his presentation, Dean noted that traditional decision-making processes like Cost-Benefit Analysis (CBA) and Multi-Cost Analysis (MCA) often fail to address the wide range of complex issues linked to mega projects.

“Complexity” is indeed the operative word in Dean’s research. He defines complex projects as consisting of “many varied interrelated elements which can also be organized in different subsystems or hierarchical levels.”

Using that criteria, gateway port projects – comprising a combination of port terminals, inland intermodal terminals and integrated logistics parks connected to each other by means of road and rail corridors – are clear examples of complex mega projects.

“International literature points out that, in many cases, decision-making processes on mega projects turn out not to be adequate,” explains Dean in an abstract of his work. “By channeling decisions into rigid schemes of thought, narrowing the scope of analysis, limiting the involvement of those whose interests are affected and relying exclusively on simplistic evaluation techniques, conventional planning and appraisal methodologies are likely to prevent key decision makers from properly understanding the nature and balance of all the factors involved.”

To address such complexities, Dean contends that new planning and appraisal methods are needed to improve the decision-making procedures for mega projects at seaports. “To effectively deal with complexity, ” Dean recommends, “simplistic assumptions and reductionist approaches should be avoided.”

Marco Dean is a Ph.D. Student at the Bartlett School of Planning, University College London (UCL) as well as a Research Assistant of the OMEGA Centre at the Bartlett School of Planning, UCL. He holds a bachelor’s and a master’s degree in Civil Engineering from the University of Udine, and a master’s degree in Infrastructure Planning from the University College London. Dean’s principal areas of research lie in the fields of transportation, logistics, complexity in strategic decision-making on major infrastructure projects, and planning and appraisal tools and techniques. He has published several articles on these topics.

METRANS RESEARCH

Five New Tier One Research Projects Awarded

METRANS Tier One University Transportation Center recently funded five new research projects totaling approximately \$335,000, selected from proposals submitted in response to its Spring 2014 request for proposals (RFP). Each project is intended to increase U.S. economic competitiveness by improving transportation system performance in large metropolitan areas. The RFP specifically called for projects that sought to provide solutions to metropolitan transportation problems through development of improved technology, policies, operations, or management practices. The projects are as follows:

| Topic | Project | University, School, and Department | PIs/Co-PIs | Funding (Rounded) |
|---|---|---|---|-------------------|
| Integrated Management Across Users and Modes | 14-09: A Dynamical Framework for Integrated Corridor Management | USC Viterbi School of Engineering, Sonny Astani Department of Civil and Environmental Engineering | Ketan Savla | \$35,000 |
| | 14-11: Vehicle-to-Vehicle Communications in Mixed Passenger-Freight Convoys | USC Viterbi School of Engineering, Ming Hsieh Department of Electrical Engineering | Andreas Molisch | \$90,000 |
| Policies for More Efficient Urban Transportation | 14-04: Analysis and Production of Spatiotemporal Impact of Traffic Incidents for Better Mobility and Safety in Transportation Systems | USC Viterbi School of Engineering, Department of Computer Science | Cyrus Shahabi Ugur Demiryurek | \$100,000 |
| Better Data for Analysis of Passenger-Freight Interactions | 14-06: Development of Micro Wireless Sensor Platforms for Collecting Data of Passenger-Freight Interactions | CSULB College of Engineering, Department of Electrical Engineering | Mohammed Mozumdar | \$35,000 |
| | 14-13: Smart Truck Driver Assistant: A Cost Effective Solution for Real Time Management of Container Delivery to Trucks | CSULB College of Engineering, Department of Computer Engineering and Computer Science | Burkhard Englert Mehrdad Aliasgari Shadnaz Asgari | \$75,000 |

METRANS OUTREACH

CITT Town Hall *(continued from page 1)*

But beyond debate and differences of opinion, the big news for the evening was the practical consensus from all stakeholders that the global supply chain is only as strong as its weakest link. Slangerup, Friedmann, and Olvera each from their distinct industry perspectives agreed that the Southern California goods movement industry should be viewed as a single integrated system.

"In order to remain competitive moving forward, we must figure out a way to make the entire supply chain operate as a single system," Slangerup said. "In my view, the supply chain from destination to origin is stressed," he said. "It doesn't function as an integrated system."

Olvera agreed, noting that a breakdown in the supply chain in Southern California impacts any stakeholder that does business with the San Pedro Bay ports. "What we do here impacts every congressional district in the country," he said.

If businesses seeking to work with the ports become frustrated due to prolonged delays, Friedman warned that they might seek out other options. He said it was a "mistake" to consider existing cargo at the Long Beach and Los Angeles ports as "captive to this area."

"Foreign customers have lots of options," Friedman contended. If the San Pedro Bay ports fail to remain competitive, South Asian importers may explore sending ships through the Suez Canal to access East Coast ports in lieu of the West Coast, he said.

There was also consensus during the round table that the weakest link in the current supply chain is the lack of chassis for truckers to transport containers to and from the Long Beach and Los Angeles ports. Over the last two years, ocean carriers have largely ceased their practice of providing chassis with their containerized freight – opting to divest the equipment to intermodal providers or third party chassis management companies. In the aftermath, the new chassis providers have struggled to meet the demand as new mega ships bring evermore containers to the San Pedro Bay ports.

Olvera agreed that chassis were a major reason for congestion at the ports. He also noted that ILWU inspectors had identified safety concerns with substandard chassis.

"It's peak season and we don't have enough chassis available," Slangerup said. "It's a wake up call." However, he went on to characterize the chassis bottleneck as "an easy fix."

"When we apply the proper amount of chassis to the system, we will in fact solve the problem," Slangerup said.

Although Slangerup, Friedmann, and Olvera each cited a range of challenges facing the Long Beach and Los Angeles ports, they all agreed that the two ports still maintained a strong competitive edge over other West Coast and East Coast competitors. Both ports offer importers and exporters access to deep-water harbors and infrastructure capable of handling a volume of mega ships and containerized traffic that other competitors are not currently equipped to handle.

Kristin Decas, Chief Executive and Port Director of the Port of Hueneme, who moderated the roundtable discussion, said that there was consensus among the participants that the San Pedro Bay ports would remain competitive if they solved long-term problems. She concurred that the "immediate issues" standing in the way of the ports' competitiveness were congestion problems linked to the chassis shortages.

If leaders in the Southern California international trade community are "consistent" in addressing local problems, "cargo is going to continue to come here," Decas said.

Other topics raised during the roundtable focused on challenges related to synchronizing new automating technologies with existing labor practices to ensure maximum safety and productivity.

Toward the end the roundtable discussion, Decas asked participants to predict future trends. Friedmann stressed the importance of seeking new ways that the ports could diversify their infrastructure to service more than containerized freight. Olvera asserted that the ports needed to transition to 24-hour operations. Slangerup agreed that new hours of operation will be required to address increasing demand at the ports; but he specified that such expanded hours may not require 24-hour operations but rather new flexible systems with the capacity to expand hours to meet demand during peak periods. The ports need to "remain highly competitive through a velocity and throughput standpoint," he added.

The October 15 Town Hall began with a welcome from CSULB President Jane Close Conoley followed by a new video from the award-winning CSULB College of Continuing and Professional

Education media team. Titled "Global Trends, Local Impacts, BIG DECISIONS," the video explored how emerging markets, bigger ships, e-commerce, 3-D manufacturing, and rising energy costs are global trends that are directly impacting Southern California.

"The table was set nicely with the video," Decas said. "It took a global view and boiled it down to what's happening in our back yards." If those backyard issues are addressed, Decas agreed that the Southern California goods movement community would remain competitive in the face of emerging global challenges.

In concluding comments after the roundtable discussion, METRANS Director Genevieve Giuliano affirmed the need for cooperation and integration to keep the Southern California goods movement industry competitive in the global marketplace. She emphasized her point with a simple metaphor. "Trade is like water," she said. "It finds the best place to flow."

Webcasts of the 2014 CITT Town Hall and the related video can be viewed at www.ccpe.csulb.edu/citt, under News and Events and then Town Hall Meetings.



Eric Shen, Director of Transportation Planning for the Port of Long Beach and an Industry Lecturer at USC's Sol Price School of Public Policy and the Viterbi School of Engineering and more than 20 of his students attended the CITT Town Hall. Photo Credit: Eric C. Shen

METRANS EDUCATION

METRANS In Brief

METRANS

Veterans Develop Logistics Skills at CSULB

In an effort to train veterans for open jobs in the logistics sector, the Pacific Gateway Workforce Investment Network and the Los Angeles City Workforce Investment Board are partnering with CSULB's Center for International Trade and Transportation (CITT) to actively recruit veterans into the Global Logistics Specialist (GLS) program. The goal is to provide training that will supply in-demand skills for employers in the Southern California region.

"It is very unique for a certification program like GLS to get such a strong level of support from U.S. Department of Labor workforce boards. This is an honor for the program," said Thomas O'Brien, Executive Director for the Center for International Trade and Transportation.

The partnership was developed through the efforts of Lynn Stewart, former Deputy Sector Navigator for Los Angeles County for Global Trade & Logistics under the California Community Colleges Chancellor's Office program called, Doing What Matters for Jobs and the Economy. "I see the GLS program as the perfect fit to provide industry-specific training that contributes to a highly skilled, productive workforce in global trade and logistics. Who better to target for this than our veterans?" said Stewart, who is now Deputy Sector Navigator for Global Trade & Logistics for Orange County based in the Rancho Santiago Community College District.



Pictured above from left to right: Fernando Godinez (Community Career Development, Inc./Wilshire-Metro Worksource), Miguel Ramirez, Angeli Logan, Tien Bui, Derek Holt, Lynn Stewart, Tommy Pink, Salvador Barajas (Pacific Gateway Workforce Investment Network).

METRANS UTC

USC Price Students Tackle Detroit's Transit Woes

Detroit is a captivating study in urban evolution. Once one of America's richest cities, it is now among its poorest. This summer, under the guidance of Professor Michael Thom, twenty USC Price students had the opportunity to help reverse the decline, addressing the challenges of transit, land use, education, and nonprofit innovation. Among them, masters students Michael Johnston and Kurt Taillon along with undergraduates Derek Hung, Rory O'Sullivan, and John Tomlinson were tasked with transforming the city's bus system, known as the Detroit Department of Transportation, or DDOT. After a week onsite, the students returned to Los Angeles to analyze the data they gathered and prepare a report of their findings and recommendations for Detroit Future City, a nonprofit tasked with helping transform Detroit into a sustainable, livable community.

METRANS

USC Transportation Students Intern at LADOT

Four USC transportation undergraduates, Thomas Check (Civil Engineering [CE]), Felipe Helman (Industrial and Systems Engineering [ISE]), Takahiro Kuwabara (ISE), and Benjamin Richardson (CE) have each been awarded two year paid internships from the Los Angeles Department of Transportation (LADOT) as part of the new College Internship Program. Designed to give students practical work experience in transportation engineering and planning, the program allows each intern four six-month rotations between the various LADOT offices including Downtown Los Angeles, Hollywood, Valley, West Los Angeles, and San Pedro. Duties include assisting with engineering field investigations, reviewing traffic records and planning documents, conducting research, participating on project teams, and interacting with private citizens, local businesses, public agencies, and the staff of elected officials.

METRANS

METRANS Leaders and Students Join Harbor Tour

METRANS Director Genevieve Giuliano and Assistant Director Thomas O'Brien and ten USC transportation students were guests of the Los Angeles Chapter of WTS August 14th Long Beach port and harbor tour to welcome newly appointed POLB Chief Executive Jon Slingerup. Harbor Commissioner and CITT Policy and Steering Committee Member Rich Dines gave the tour to more than 100 transportation professionals and invited students.

METRANS EDUCATION

New Master of Science in Supply Chain Management to Begin Fall 2015

The Center for International Trade and Transportation (CITT) at CSULB recently announced that it will administer a new Master of Science degree program in Supply Chain Management, effective fall 2015.

The program replaces the Master of Arts in Global Logistics (MAGL), which was housed in the College of Liberal Arts, Department of Economics. The new program is a joint effort of the Colleges of Business Administration, Liberal Arts, and Continuing and Professional Education. It is designed to provide students with training in modern supply chain management practices, analysis methods, technology applications, strategy development, and other relevant skills that will prepare them to address challenges in global supply chain environments.

"The global nature of business more than ever requires understanding supply chains and how they are managed," said CBA Dean Michael Solt. "Our new Master of Science in Supply Chain Management will provide the knowledge and skills needed to successfully manage all parts of supply chains, and we will provide companies with professionals that will help them compete and thrive in today's global business environment."

The program is designed to provide students with training in modern supply chain management practices, analysis methods, technology applications, strategy development, and other relevant skills that will prepare them to address challenges in global supply chain environments.

Program requirements comprise a 30-unit series of courses covering three core components:

- developing an advanced understanding of operations planning, supply chain management, logistics and transportation, project management, and leadership in a global supply chain environment;
- acquiring business analytics, statistics, and information-technology skills required to tackle real world supply chain management challenges: and
- demonstrating competency through a culminating ("capstone") experience in which students interact with local industry leaders to identify improvement opportunities and develop data-driven solutions.

METRANS RESEARCH

METRANS Awarded New Federal Transportation Workforce Center *(continued from page 1)*

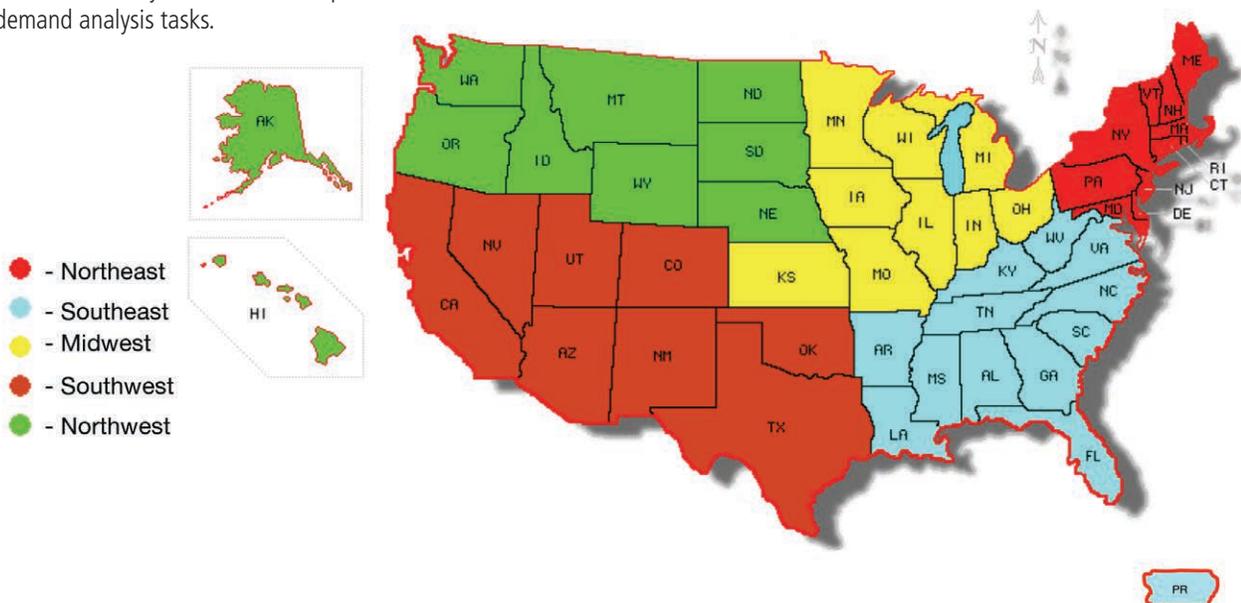
planning and management experience, will coordinate stakeholder development and participation and directly supervise research assistants.

"Winning this new center is a big deal because it recognizes the work we've done at METRANS in workforce development," O'Brien said. "We've built a portfolio of educational and workforce programs that address 21st century transportation and mobility issues, which made us uniquely qualified to undertake this challenge."

In addition to experts from USC and CSULB, the new center team will be further strengthened by three nationally recognized sub-applicants: Mark Coppock, from the Texas A&M University Transportation Institute, who will lead the center's website development and administration; Fran Beauman, from the National Occupational Competency Testing Institute, who will lead curriculum development for Grades 6-12; and ICF International senior staffers, including Brian Cronin, who is an expert in transportation industry workforce development and will lead the labor force demand analysis tasks.

The FHWA selected METRANS as one of five Regional Surface Transportation Workforce Centers. According to the FHWA, the centers are responsible for engaging and facilitating "partnerships with State Departments of Transportation, State Departments of Education, industry, and other public and private stakeholders throughout the transportation, education, labor, and workforce communities."

"The new workforce center will enrich the work we are doing at METRANS with new training partnerships and help us access data tied to both urban and rural transportation services, transportation in and through border states, and trade gateways and corridors," O'Brien said. Center efforts will address workforce development activities at the 6-12 grade levels, technical schools, community colleges, universities, post-graduate programs, and professional development for incumbent transportation workers, he added.



METRANS OUTREACH

METRANS and the Port of Los Angeles: A Shared History of Research and Collaboration

To remain competitive, 21st century port leaders are synchronizing their management efforts with stakeholders and policymakers in every aspect of the global goods movement system. As an original member of the METRANS Associates Program, the Port of Los Angeles serves as an exemplar of such engagement.

Over the last 25 years, “the ports have become increasingly multimodal,” said Mike Christensen, Deputy Executive Director of Development of the Port of Los Angeles and a member of the METRANS advisory board. During their first 75 years of existence, Christensen said ports were able to function inside a “bubble.” However, “in this new era of intermodalism and unbelievable mega transport, we have to look beyond that bubble,” he said.

Christensen explained that the port’s relationship with METRANS equips port officials with research and analysis to better understand and respond to issues impacting not only the ports but also key goods movement stakeholders and policymakers.

“The Port of Los Angeles has been very generous in providing access to research and data,” said Genevieve Giuliano, Senior Associate Dean of the Sol Price School of Public Policy at USC and Director of METRANS.

“Through our partnership, METRANS researchers have secured permission to count trucks and permission from terminals to survey the gates and gate entry,” she said, adding that port officials also provided information that researchers used to develop vessel speed reduction programs.

“We’ve done several studies like that which were made possible by the access given by the port and through a willingness to facilitate terminal cooperation,” Giuliano said.

METRANS researchers and leaders at the Port of Los Angeles have maintained strong professional linkages over the years. “Many of our students have had internships at the port that have turned into permanent hires,” Giuliano said, adding that today “linkages with the port are now even stronger than they were before.”

USC recently hired Dr. Geraldine Knatz, a Professor of the Practice of Policy and Engineering in a joint appointment between the Sol Price School of Public Policy and the Sonny Astani Department of Civil and Environmental Engineering at the Viterbi School of Engineering. In that capacity, Knatz – who previously served as the executive director of the Port of Los Angeles from January 2006 to January 2014 – will teach as well as conduct research in affiliation with METRANS.

“As a faculty member, I seek to expose more of my students to the industry,” said Knatz, who earned a MS and Ph.D. from USC.

The research METRANS provides to the Port of Los Angeles is extremely valuable, Knatz said. During her tenure at the port, she recalled “looking on the METRANS website and coming across a research project on container traffic” that addressed an issue she was facing.

Knatz served on the METRANS advisory board for many years until she became CEO of the Port of Los Angeles. “At that point Mike Christensen took over my duties on the advisory board,” she said. Both Knatz and Christensen agree that leaders at the Port of Los Angeles should continue

their tradition of helping METRANS researchers make meaningful connections with industry professionals. In this way, the port can serve as a catalyst for innovative, industry-informed research on goods movement. Such efforts will ensure that METRANS graduates have access to the most current curriculum and professional development.

Giuliano also cited the development of the AltaSea Marine Research Center as a reflection of the Port of Los Angeles’ commitment to research. Enacted during Knatz’s tenure as Port of Los Angeles CEO, the initiative to build a marine research center will transform City Dock No. 1 into a 35-acre research campus. The Southern California Marine Institute is the anchor tenant for the planned campus in concert with a wide range of research partners that include METRANS researchers at USC and CSULB.

According to the AltaSea Masterplan, the new campus will be “dedicated to uniting global marine science, education, business, government, philanthropy and community.” With an estimated 15-20 year completion date, the new campus is slated to feature:

- multiple deep draft berths to accommodate large research vessels;
- a circulating seawater and marine life support system throughout the facility;
- flexible and expandable research, analysis and teaching laboratories located directly in the harbor to allow immediate water access for marine science programs; and
- more than 400,000 square feet of clear span adaptable research and development space for scientists, researchers, and entrepreneurs.

“Approving the AltaSea Marine Research Center was one of the last things I did as CEO,” Knatz recalled. “For me it was a perfect fit,” she said. “Put scientists with industry to solve problems.”



METRANS

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