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MOVING US FORWARD

ORLANDO, FL 2008



SAFETY IS KEY

the challenge of saving lives

Moderator: Marianne Trussell
Florida Department of Transportation

Panel:
Mike Hancock
Kentucky Transportation Cabinet

Thomas Smith
FHWA West Virginia Division

David O'Hagan
Florida Department of Transportation

David Nicol
Federal Highway Administration



The age old transportation question: How can we reduce the number of injuries and fatalities on our roadway? Our panelists discussed the implementation and best practices of Strategic Highway Safety Plans.

Safety on Florida's Highways: Marianne Trussell, Chief Safety Officer for the FDOT, discussed Florida's Strategic Highway Safety Plans as they relate to the four focus groups; lane departures, intersections, aggressive driving and vulnerable road users.

Kentucky's Strategic Highway Safety Plan: Mike Hancock, Chief of Staff for the Kentucky Transportation Cabinet, discussed the implementation of Strategic Highway Safety Plans in Kentucky, which is historically high in the number of highway fatalities. In 2008, Kentucky passed into law the Primary Safety Belt Law and the Graduated Driver's Licensing Program. To date, the number of highway fatalities in Kentucky is going down.

Best Practices to Accommodate Older Road Users: Thomas Smith, FHWA Division Administrator, West Virginia Division, discussed best practices for

implementing safety measures to protect older road users. The team, comprised of representatives from many states, visited Australia and Japan to study their safety practices as they related to older road users. To improve the safety for older road users is to improve the safety for all road users and vice versa.

Cable Barriers: David O'Hagan, State Roadway Design, FDOT, discussed the use of median cable barriers along Florida's state highways. Design specification is still being created for cable barrier; however, the cable barriers already installed and in use have helped to reduce the number of crossover accidents and fatalities.

Proven Crash Countermeasures: David Nicol, Director of Safety Design for the Federal Highway Administration, discussed effective design techniques and highway features for improving highway safety. The Federal Highway Administration recommends performing roadway audits to identify problem areas to use engineering techniques to correct problems.

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GROWING OUR OWN

cultivating tomorrow's workforce today

Moderator: Danada McMurtry, M.Ed.,
Mississippi Department of Transportation

Panel:
Beth Ann Wann
Mississippi Department of Transportation

Amy Whitten, J.D.
The Whitten Group

Connie Gusmus, M.Ed
Tupelo Middle School

Talina Knight, M.Ed.
Tupelo Middle School

Faced with an aging work force, what are you doing to attract new employees? Once you have them, what are you doing to retain your employees? This session focused on several programs utilized by Mississippi DOT.

LEAD Program

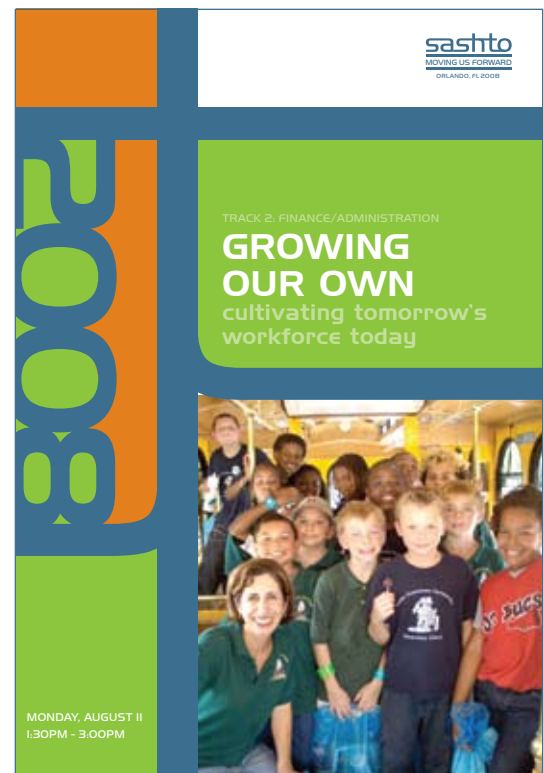
The reason people leave is for a better opportunity. Mississippi DOT created the Leadership Enhancement Assessment Development (LEAD) Program in 2001 as its employee retention program. The goal of the program is to create a pool of potential leaders prepared to face the challenges of the changing workplace, to have the right people with the right skills in the right place at the right time. The program is based on 13 core competencies. The audience: a cross section of MDOT employees with senior leadership potential. Starting with an assessment of each person's abilities, strategic plans are developed that will lead the employee toward his or her professional goals. Over 150 managers have gone through the program, including four of the current district engineers. LEAD has resulted in enhanced core competencies, promotions, employee retention, leadership roles beyond MDOT,

awards and recognition for the employees and the program, continuing education and certification. Building on the success of LEAD, MDOT is creating a similar program for maintenance supervisors.

TRAC and RIDES Programs

Mississippi was the first state in the country to implement the Transportation and Civil Engineering (TRAC) Program, developed by AASHTO. TRAC is now in every 7th grade in the state. By investing in students we are able to pique their interest in transportation, introduce them to and prepare them for transportation careers and improve math and science scores. Based on the success of TRAC, MDOT created its own program aimed at elementary school students. Launched in 2001, its Roadways Into Developing Elementary Student (RIDES) program is now in 800 elementary schools throughout the state. MDOT provides an activity manual and trunks equipped with materials that are used for a variety of hands on activities designed to teach students science and math. They also teach the teachers to teach the activities. Session attendees participated in two, lively activities: Energy and ship building.

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GLOBAL CLIMATE CHANGE meeting the challenges

Moderator: David Ekern,
Virginia Department of Transportation

Panel:
Cindy Burbank
PB Americas Inc.

Gloria Shepherd
United States Department of Transportation

Ed Cole
Tennessee Department of Transportation

Kathleen Neill
Florida Department of Transportation

Dave Ekern (Virginia DOT) welcomed the audience and introduced the panel.

Cindy Burbank, PB Americas, presented 10 Key Strategies to Reduce Transportation Green House Gases (GHG).

There are ten areas where our focus should be placed:

1. Federal Cap and Trade Legislation
2. Auto Technology
3. Low-Carbon Fuels
4. Lower VMT Growth
5. Transportation Pricing
6. Carpool/Vanpool, Transit, Bike/Ped, Telecommute, Trip-chaining
7. Land use/compact development
8. Vehicle/System Operations
9. Freight
10. DOT construction, maintenance, operations

Gloria Shepherd, FHWA, presented Climate Change and Transportation.

The key strategies for reducing transportation emissions are:

1. Raise vehicle energy efficiency
2. Reduce carbon content of fuels
3. Reduce VMT growth through land use and more modal options
4. Improve vehicle and transportation system operations



Climate change needs to be incorporated into transportation planning, but not at the project level (i.e. for conformity NEPA process).

Ed Cole, Tennessee DOT, presented Global Climate Change: Context and Challenges for Tennessee.

The southeast is the fastest growing region in the country. Therefore, TDOT's approach to the issue are as follows:

1. Help define the issue
2. Build partnerships
3. TDOT practices – planning
4. TDOT operations

Kathy Neill, Florida DOT, presented Climate Change: Florida.

A Climate Change Summit in 2007 resulted in three executive orders: immediate actions by state agencies, rulemaking to reduce emissions statewide and create the energy/climate change action team. FDOT's strategies for reducing emissions from the transportation sector include: increasing transportation system efficiency and reducing the growth rate in travel. 2008 State Legislation helps pave the way for addressing the climate issue.

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AIRPORTS

preparing for the future

Moderator: William Ashbaker, P.E.
Florida Department of Transportation

Panel:
John C. Eagerton IV, D.P.A.
Alabama Department of Transportation

Malcolm Murphy
DayJet Corporation

Harry Downing
Wilbur Smith & Associates

The spirit of Buck Rogers is alive and well and still pioneering the future of aviation, says SASHTO's airport panel. "Preparing for the future is our theme," said moderator William Ashbaker, "and it's challenging, given the radically new methods of air transportation."

With new technology for navigational aids in the cockpit (GPS systems) and in space (satellites), air travel in the 21st century is changing dramatically. Aircraft is changing, as well, to accommodate different travel needs and markets.

Speakers acknowledged people have transportation choices and noted FDOT Secretary Kopelousos' statement, "Today travel is a trade-off between time and money." Meeting different needs brings "opposites" into the discussion.

At one end of the spectrum, very light jets (VLJ), like DayJet's three-seater, are developing a growing group of customers. "On-demand service between regions is attracting businessmen and women opting out of six hours of travel on the highway," said DayJet Corporation director Malcolm Murphy.



Florida-based DayJet, in fact, is rapidly growing as it develops its niche connecting regions both within the state and among southeastern states. In 2007, DayJet had five aircraft and operated in five markets in Florida. Ten months later, in August 2008, DayJet has expanded to 28 aircraft serving 61 markets in seven states.

At the other end of the spectrum, new large aircraft (NLA), like the Airbus A380, will bring up to 800 passengers to destinations. Bus aviation will grow, too, at a quick pace. Airports will need to accommodate NLA and today very few can. How large aircraft will move on the airfield – taxi and park – could be demanding.

Florida, especially airports first in Tampa and Orlando then in Miami and Fort Lauderdale, expects to handle the Airbus soon. Airport planning must assume and prepare for both VLJ and NLA.

Thinking "Buck Rogers-ish" also means consideration of commercial space travel and spaceports. Launching GPS and communication satellites into space occurs today. Unmanned flights occur today (remember, the military delivers rockets and bombs this way).

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THE LIFE OF A BRIDGE

conception to retirement

Moderator: Malcolm Kerley, P.E.
Virginia Department of Transportation

Panelists:
Andre Pavlov
Florida Department of Transportation

Jeff Pouliotte
Florida Department of Transportation

Rick Renna
Florida Department of Transportation

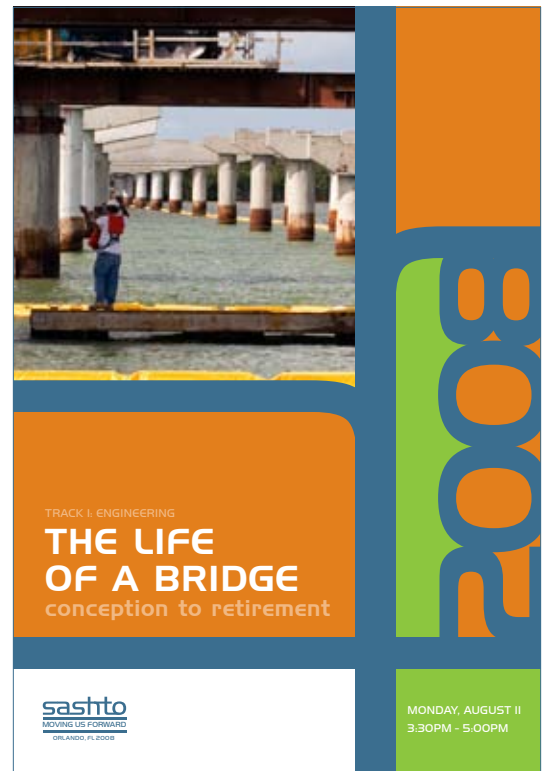
Mark Bernhardt
Burgess and Niple

Richard Kerr
Florida Department of Transportation

What is being done to ensure a long and healthy life for our bridges? Our panelists discussed the "Life of a Bridge – conception to retirement."

Bridge inspection: The purpose of a bridge inspection is to provide information for immediate action to limit use of, or close to traffic, any bridge that is shown by inspection to be hazardous, said Mark E. Bernhardt, P.E., Director of Facility Inspection, Burgess & Niple, Inc. An inspection also allows bridge maintenance, repair or replacement to be programmed effectively through early detection of deficiencies.

Wave forces on bridge structures: Rick Renna, Florida DOT's Hydraulics Engineer, said the initial work on the AASHTO/FHWA Bridge Wave Task Force has been completed. Guide specs have been approved and future refinements in design guide and countermeasures are underway. He also discussed the ongoing studies of bridge vulnerabilities in Tampa and the Keys and the need for additional research of wave tank tests.



Load Resistance Factor Rating (LRFR): The shear capacity of existing reinforced and prestressed concrete bridge members shall be evaluated for permit loads, said Andre Pavlov, Florida DOT Maintenance Office. Jeff Pouliotte, Florida DOT Maintenance Office, said one of the challenges using LRFR load ratings to permit overweight vehicles is many FDOT bridges have low shear ratings using LRFR, limiting mobility. All new FDOT bridges will be LRFD & LRFR.

Service life of bridges: Richard Kerr, Florida DOT Maintenance Office, said FDOT policy requires the programming for bridge repair or replacement within six years when a structure becomes structurally deficient or posted for weight. The number of structural replacements will slowly increase over the next 20 years, but the increase will be manageable. A good estimate of the structural service life of FDOT bridges is 80 years. The bridge repair program is a sound investment with solid returns.

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PUBLIC/PRIVATE PARTNERSHIPS

new initiatives for addressing mobility

Moderator: Jim Hatter
Federal Highway Administration

Panelists:
Michael Parker
Jeffrey Parker & Associates

Simon Santiago
Nossaman, LLP

Charles Nicholas
Halcrow



Is a public-private partnership (P3) the right fit for the state Department of Transportation's (DOT) next project? Consensus from a panel of industry experts and its moderator emphasizes reversing the question and asking first and foremost: is this project truly a good candidate for a public-private partnership?

Without that focus, a best-intentioned approach to project delivery may miss the mark. Identifying risks inherent in project development and delivery, along with operation and maintenance when the improvement is in place, is the key issue. That evaluation means taking a hard look at the project from every angle, asking the "what if" questions, and then preparing an estimate for transfer of risk. Making decisions about who assumes those risks builds a public-private partnership.

P3s are somewhat new in the United States and no real database for "risk" exists yet. As an innovative approach

to delivering projects, public-private partnerships have seen success because, very typically, they finish jobs early or on-time. P3s must be built now on assumptions, but with more jobs in production, detailed post-project analysis can develop a solid database for "risk."

Questions and research always will guide decisions in every partnership opportunity. As basic as it seems, asking "what will it cost us to do the project" and "what will it cost them to do the job" can point potential partners in the right direction and shape strong P3s. A cost-benefit perspective can help, as well.

How to assess and price "risk?" Is the "liability" of design, for example, the significant issue or does "quality time" make sense determining "value for money?" The panel, moderator and audience dug into the questions. Innovation is now. P3s have arrived.

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LINKING PLANNING & NEPA

early environmental consideration

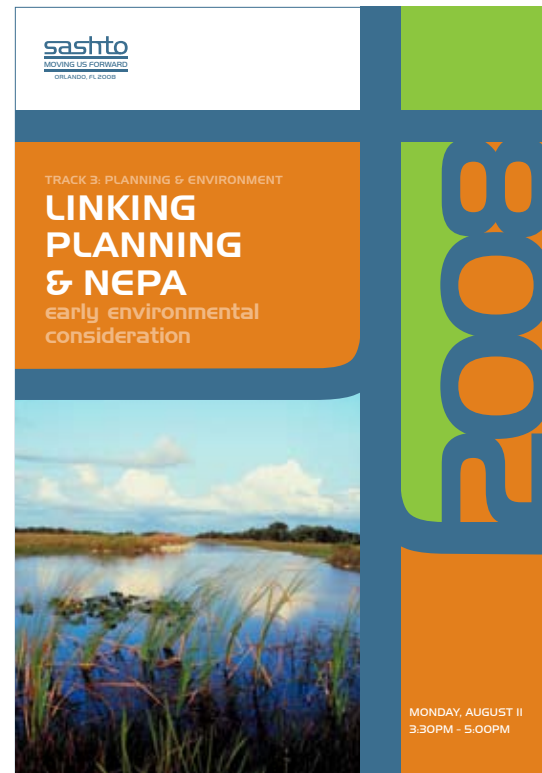
Moderator: John Taylor, P.E.
Florida Department of Transportation

Panel:

Lamar Smith
Federal Highway Administration

Bob Crim, P.E.
Florida Department of Transportation

Mike Bruff
North Carolina Department of Transportation



John Taylor, Florida DOT, welcomed the audience and introduced the panel.

Lamar Smith, FHWA, spoke about Planning Environmental Linkages (PEL). PEL provides efficiencies and ensures we are being responsible to the environment. We must first recognize we are working with multiple systems (natural systems, institutional systems, etc.). Sometimes the systems run contrary to each other and we need to find approaches by working together, complying with the laws, meeting public expectation, and providing safe, efficient travel for the public.

Linking transportation planning and National Environmental Policy Act (NEPA) laws and regulations is the right thing to do because there are a lot of good things in NEPA we aren't taking advantage of. There are challenges to this, including resistance to change and establishing interagency relationships. FHWA has been hosting conservation and transportation planning workshops around the country to build strong processes and interagency relationships. The next one is in October.

Mike Bruff, North Carolina DOT, spoke about the NCDOT Comprehensive Transportation Planning Process. The NCDOT integration process for linking planning and NEPA has four steps: initial scoping, identifying detailed systems planning processes, integration of the systems information, and implementation.

NCDOT's Comprehensive Transportation Planning Process involves developing a vision, conducting a needs assessment, analyzing alternatives, developing a final plan, and adopting final plan.

Bob Crim, Florida DOT, spoke about corridor planning and Florida's Efficient Transportation Decision-Making process (ETDM). Traditionally, project development and environmental processes did not involve early interagency involvement. ETDM helps the planning process by providing connectivity between FDOT and state and federal resource agencies, and the public for earlier project review. The Environmental Screening Tool used by FDOT is a web-based, GIS communication tool that allows information to be sent to multiple agencies easily and quickly.

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INNOVATIVE STATE TRANSIT PROGRAMS

partnerships for mobility

Moderator: Ed Coven
Florida Department of Transportation

Panel:
Matthew Click
Cambridge Systematics

Lowell Clary
Clary Consulting, LLC

Lisa Bacot
Florida Commission for
the Transportation Disadvantaged



Transit use is on the rise due to rising fuel costs while local governments are faced with cutting services because of budget constraints. This session looked at ways to meet the transit demands of the future.

A Journey Into the Future

Vehicles of tomorrow will be smaller and rely on electric, hydrogen, hybrid and other fuel sources. All vehicles will utilize technology – vehicles will talk to vehicles, vehicles will talk to the roads. The transportation system will carry more buses and fewer cars during peak travel time and move cargo (trucks) at night. Creation of a new revenue model: 1) Replace the gas tax with “everybody pays all of the time” toll as the base. Treat users as customers. 2) Increase the tolls during peak travel times and dedicate the revenue to transit. 3) Implement environmental tolls, charging additional toll depending on the type of vehicle driven. Revenue would fund environmental programs.

Transit Financing in the 21st Century

Riding transit has become cool and ridership is rising. Major cost and funding stresses on transit. Short-term funding solutions are difficult. Longer term funding solutions are likely more market based and tied to land use. Public Private Partnerships will be part of the transit landscape. They can help control cost and produce up front financing for much needed projects.

Florida’s Paratransit Program

The program started as a simple concept in 1979 to provide transportation services to the transportation disadvantaged (TD). Florida was the first state with a law requiring this type of service. Each of the state’s 67 counties now have a Community Transportation Coordinator. 83 percent of the paratransit providers are for-profit entities. The Transportation Disadvantaged Board, comprised of seven voting and eight non-voting members, oversee the program. Funding sources include the TD Trust Fund, a portion of the revenue from Temporary Disabled Parking Placards and voluntary contribution of \$1 from vehicle registrations.

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HIGHWAY DESIGN & OPERATIONS

optimizing your systems

Moderator: Lap T. Hoang
Florida Department of Transportation

Panel:
Doug McLeod
Florida Department of Transportation

Matthew Fowler
Georgia Department of Transportation

Debora Rivera
Florida Department of Transportation

Mike Stokes
Mississippi Department of Transportation

Gary Millsaps
Georgia Department of Transportation

Knowing “we can’t build our way out of congestion,” what can be done to optimize transportation systems?

Multi-modal approaches: The new 2010 Highway Capacity Manual will become the leading technical document for multi-modal transportation systems, bringing emphasis to other modes as solutions to congestion. Presenting an integrated multi-modal approach for the first time, the manual focuses on travelers’ perceptions. Four different levels of service – bicycle, pedestrian, transit, and auto/truck – will be featured.

Truck lanes: Recognizing freight transportation will grow 260 percent by 2035, Georgia did a study evaluating whether truck-only lanes would produce more efficient traffic movement. Results recommended not pursuing this option. Truck-only lanes would pull 60 percent of trucks from general use lanes, but traffic using parallel facilities then would fill general use lanes yielding only a five percent decrease in traffic.



The 95 Express: Low trip reliability coupled with the worst congestion in the nation put south Florida in need of an innovative solution to traffic management. Over 21 miles crossing two counties, the 95 Express evolved from an urban partnership agreement and makes a significant regional connection. General purpose lanes and express lanes along with bus rapid transit combine to provide congestion relief. Marketing/advertising and public outreach through media, dynamic message signs, highway advisory radio, and billboards are essential to successful operation.

TIME and HEROs: Traffic Incident Management Enhancement (TIME) in Atlanta emphasizes coordination, communication, and cooperation among all first responders to highway crashes. Quick clearance is the goal to avoiding secondary crashes and resuming normal traffic flow. Highway Emergency Response Operations (HERO) shares best practices with Florida’s Road Rangers program. HEROs assist stranded motorists and keep metro Atlanta traffic moving. About 80 percent of the time, HEROs are first ones on the scene after an incident.

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INNOVATIVE FINANCING PARTNERSHIPS

combining our resources

Moderator: D.J. Gribbin
United States Department of Transportation

Panel:
Alice Bravo
Florida Department of Transportation

Mal Kerley
Virginia Department of Transportation

Margo Bennett
Nossaman, LLP



Florida's Financing Partnerships
Public private partnerships benefits: Innovative/expedited project delivery; access to new funding source; merging strengths; risk sharing and cost savings. Pick the right project. Be patient and start at the right time. Hire experts with P3 experience to advise you. Have a transparent and interactive process. Be flexible. Be clear and consistent. Be patient – it may take longer than you expected.

Virginia's Innovative Financing Partnerships
Enabling legislation passed in 1995. Six projects have been completed and five are currently underway. Look at what other states have done and learn from them. Lessons learned: Set clear goals; establish a business model; provide adequate resources and staffing; Keep your federal partners involved and informed.

Structuring The P3 Transaction
Three types of agreements: Toll Concession; Availability payment contracts; and Pre-Development Agreements. Need to have appropriate language in your enabling legislation.

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FUTURE GROWTH TRENDS

how states respond to growth

Moderator: Dr. William Ankner
Louisiana Department of Transportation
and Development

**Panel:
Ed Cole**
Tennessee Department of Transportation

Coby Chase
Texas Department of Transportation

Charles Gauthier
Florida Department of Community Affairs



With current growth trends impacting transportation systems throughout the country, how will transportation agencies respond to and plan for future growth? Our panelists discussed strategies for responding to changes in demographic trends, travel behavior and freight movement.

Future planning is a necessity to accommodate the population moving back into urban environments. More and more people are looking for additional transit options, said Dr. William Ankner, Secretary, Louisiana Department of Transportation, referring to current growth trends.

PLAN Go: Ed Cole, Chief of Environment and Planning, Tennessee Department of Transportation, discussed the key trends in growth, economic development, increased freight travel/movement and the new realities that we face in transportation. Input from Metropolitan Planning Organizations and Rural Organizations is key for future development.

How States Respond to Growth: The Texas Experiment: Coby Chase, Director, Government and Business Enterprises, Texas Department of Transportation, touched on the unfocused federal vision as it relates to transportation. As with most states, Texas Department of Transportation utilizes gas tax revenues, vehicle registration fees and federal reimbursements as the primary funding techniques with toll options and public and private partnerships becoming more of a reality and necessity.

Integrating Land Use, Transportation, and Energy: The Florida Experience: Charles Gauthier, Director, Division of Community Affairs, discussed the importance of coordination for land use and transportation needs from a community perspective. Under the Florida Growth Management Act of 1985, all 470+ Florida cities and counties are responsible for adopting Comprehensive Plans under state oversight and through consistency, coordination and concurrency. Future land use, transportation and capital improvements are the three main elements of concurrency.

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INTERCITY PASSENGER RAIL

reviving a mobility option

Moderator: Nazih Haddad
Florida Department of Transportation

Panel:
Frank Busalacchi
Wisconsin Department of Transportation

Gene Skoropowski
California Capitol Corridor

Anne Witt,
Amtrak

Patrick Simmons
North Carolina Department of Transportation

Passenger rail is going through a "Renaissance" period caused by the rising cost of gas, traffic congestion and commuter fatigue. More people are choosing transit with double digit increases in ridership.

Vision for the Future: A national panel recommends a multimodal system which is environmentally responsive and user financed with a strong federal partnership, said Frank Busalacchi, Secretary of Wisconsin DOT. The vision through 2050 builds on a network that is frequent and reliable with 80 percent of the funding coming from the federal government.

Status of Amtrak: Expanding intercity rail corridors will boost ridership to 50 percent by 2020, said Anne Witt, vice president of Amtrak. As Congress considers the reauthorization of Amtrak, the key tasks are stakeholder leadership, standardized equipment, corridor network and service quality. The future is a network of corridors and support of federal funds, state support, requiring station improvements, procuring rolling stock and using standardized equipment. The 'perfect storm' of corridor growth is occurring with airline fees and traffic congestion pushing people to consider rail

travel. The future approach should be to define the corridor system using tiers of investment.

Successful State Models: California and North Carolina

In California, 80 percent of the state population base is covered by rail and bus network with three of Amtrak's six busiest routes located in the state, said Gene Skoropowski, Managing Director, California Capitol Corridor. The state's rail success is owed to capital funding with \$2.7 billion invested in the last 17 years. The quantity and quality of service is enough to generate the ridership and they have had 15 percent growth in the last year.

The challenges of expanding new service in North Carolina included developing a sealed corridor program, traffic and signal improvements, private crossing safety and investments in equipment, said Patrick Simmons, the director of North Carolina DOT's Rail Division. Not only did they increase the speed of passenger trains from 60 to 79 mph through rail line improvements but they also decreased the time between Raleigh and Charlotte to 180 minutes, which is below the competitive time of vehicles.

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INNOVATIVE STRATEGIES FOR HIGHWAY CONSTRUCTION

getting the job done

Moderator: Brian Blanchard
Florida Department of Transportation

Panel:
Frank O'Dea
Florida Department of Transportation

George Gibson, P.E.
Mulkey Engineers & Consultants

David Mincey, P.E.
North Carolina Department of Transportation

Sid Scott
Trauner Consulting Inc.

Innovative strategies in alternative financing - Florida is currently using Design/Build, Design/Build/Finance, Design/Build with Options and Design/Build Max. Projects underway include I-75 near Fort Myers, I-95 Managed Lanes in Miami, I-95 at Bonita Causeway.

Simplifying construction administration processes - Approximately one fourth of Florida's statewide contracts are lump sum payments. These have shown a reduction in time and cost overruns. Plan quantity contracts allow you to pay the plan amount unless there are significant quantity changes, you don't have to measure everything. Witness & Hold reduces contract inspection costs and places a five-year warranty on the work.

Temporary bridging to avoid or minimize impacts to waters and wetlands - An 18-month study (National Cooperative Highway Research Program, Number 25-30) was conducted of all 50 states. The study report compiled the influential



factors for using temporary bridges and types of bridges used. The data collected was used to create a Decision Matrix, Environmental Sensitivities Matrix and Cost Consideration Matrix. A study guidebook will be published soon.

Construction Cost Indexes
Using TRNSPORT software and BAMS/DSS module you can compile your project material costs to compute for inflation, make inflation adjustments, compute average annual inflation, compute cost projections to adjust your work program as necessary and plot cost index versus revenues.

Performance Specifications for Rapid Highway Renewal (R-07)
This is a five-year study by SHRP II. The goal of SHRP II Renewal is to renew the aging infrastructure and create an integrated approach to contracting. Performance specifications are results-oriented, best value driven and don't dictate how, except for essential function or needs. The benefits include: encourages innovation; reduces completion times; improves quality and service life. The study is expected to be complete early 2012.

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LONG TERM FISCAL CHALLENGES

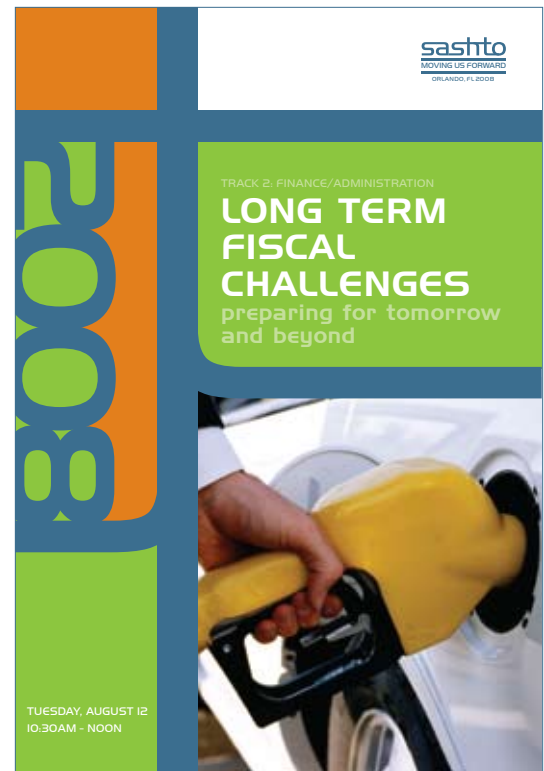
preparing for tomorrow and beyond

Moderator: William Thorp
Florida Department of Transportation

Panel:
Jim Tymon
United States House of Representatives
Transportation and Infrastructure Committee

Marsha Johnson
Florida Department of Transportation

James E. Harrison
Orange County Government



The health of our finances is at the lowest point since the 1930s due to challenges from construction cost increases, decreasing revenues and growth demands. Three panelists discussed the challenges on the federal, state and local levels.

Federal Perspective

In the next reauthorization bill, Congress will encourage the private sector to be more involved in transportation funding but will want to protect the public interest as well, said Jim Tymon, staff director for the U.S. House of Representatives Transportation and Infrastructure Committee. They will be looking more at taxing vehicle miles traveled rather than a gas tax. The gas tax will become more obsolete in the next 20 years and more research will need to be done in protecting privacy rights when determining the vehicle miles traveled proposal.

State Perspective

There is a 'perfect storm' looming with state transportation funding caused by the increasing demand on the transportation

system, declining revenues from traditional sources and increasing costs for materials and labor, said Marsha Johnson, director of Florida DOT's Financial Development Office. New financing strategies are divided into short term such as tolling new expressways or leasing existing toll facilities. Long-term options are open road tolling, a system of toll express and HOT lanes on the existing interstate and changing the revenue collection system to vehicle miles traveled.

Local Perspective

Tremendous growth demands and constrained revenues require a need to look at growth management strategies for the longer term. Orange County, Florida is moving toward more creative funding mechanisms. Among them are Community Redevelopment Areas and Community Development Districts, reliance on toll roads and public private partnerships.

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INFRASTRUCTURE PRESERVATION

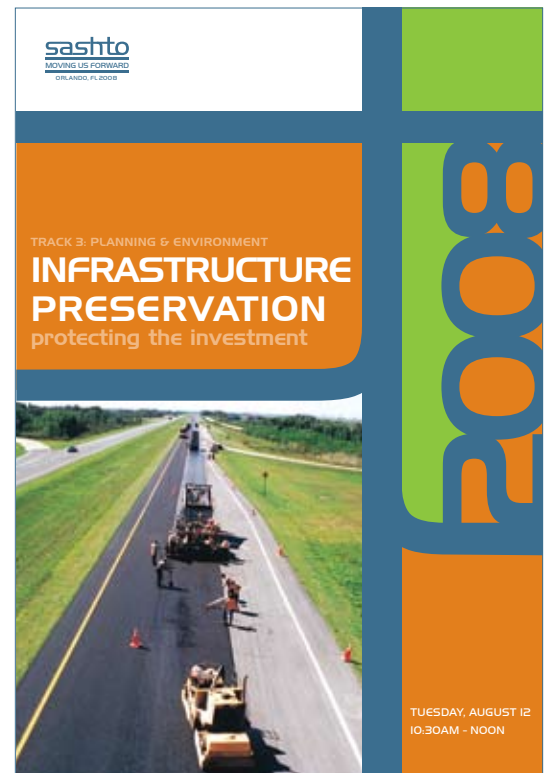
protecting the investment

Moderator: King W. Gee
Federal Highway Administration

Panel:
Tim Lattner
Florida Department of Transportation

Rex Bush
Alabama Department of Transportation

Janice Williams
Louisiana Department of Transportation and Development



How do we use our limited resources to protect the investment in our existing infrastructure? Our panelists discussed "Infrastructure Preservation – protecting the investment."

Infrastructure Preservation: King W. Gee, FHWA's Associate Administrator for Infrastructure, talked about preserving the deteriorating condition of the nation's roads and bridges. Since 1980, vehicle miles traveled (VMT) is up 98 percent, licensed drivers up 40 percent yet lane miles have only increased by seven percent.

Preservation of Florida's Infrastructure: Preservation has been a top priority in Florida Statutes since 1999 and within FDOT well before that, said Tim Lattner, FDOT's State Maintenance Engineer. The investment in a preservation program that includes accountability through performance measures is a sound investment with solid returns.

System Preservation in Louisiana:

Janice P. Williams, P.E., Louisiana DOTD, Chief, Systems Engineering, said a System Preservation Section was created to provide a single unit in LA DOTD whose primary focus is development and management of the department's preservation efforts. The current strategy is to start small with a \$3 million program for two deck spall repair projects and one joint replacement project. She also discussed national and regional efforts for system preservation - AASHTO TSP-2 Initiative and the Southeast Pavement Preservation Partnership and Bridge Preservation Partnerships. She encouraged states to participate.

Alabama System Preservation:

Alabama DOT's Assistant Chief of Operations, Rex Bush, discussed Alabama's preventive maintenance program. He said Alabama needs more flexibility in getting funding to catch up with pavement preservation efforts.

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MOVING FREIGHT

public investment makes sense

Moderator: Fred Wise

Florida Department of Transportation

Panel:

Kevin Page

Virginia Department of Rail and Public Transportation

Lisa Mancini

CSX

Tim Murphy

Florida Ports Council

Ed Lee

Florida Department of Transportation



Public-private partnerships (P3s) to expand freight capacity are innovative approaches gaining more attention and seeing greater implementation. P3 freight capacity projects should contribute to the effectiveness of the entire transportation system with contracts that protect public interests in private facilities.

In Virginia, legislation in 2005 provided the first dedicated source of rail funding. It requires a 30 percent match from private sources, and all projects are done through public-private partnerships. Moving freight with rail has cut 1.5 days off travel time. Estimations are two to three million more trucks will be off the road by 2025.

CSX reports rail is the safest, most environmentally-friendly ground transportation available and is three times more fuel efficient than over-the-road alternatives. As partners in expanding freight capacity, CSX notes there are opportunities for mutual gains. In central Florida, using rail to move freight would reduce I-4 traffic and deliver economic and environmental benefits. A willing

partner to share in cost where states benefit, CSX has estimated one project will produce \$8 in public benefits for every dollar of public funds invested.

Ports are players, too. In Jacksonville, Florida, the port authority has partnered with FDOT to make intersection improvements nearby and is interested in working with CSX on an intermodal container transfer facility.

The Strategic Intermodal System (SIS) in Florida acknowledges rail's importance to the transportation network. Florida, along with Virginia, continues to lead southeast states in pursuing public-private partnerships and estimates P3s leverage \$367.8 million into \$435 million in actual projects.

In a public-private partnership, rail brings much to the table. Economic stimulus becomes real – jobs increase and tax revenues go up. Based on projects done, benefits exceed cost. More trucks are off the road and the environment becomes "greener" through greater fuel efficiency.

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CLOSING SESSION

Plenary I: THE NEW FEDERAL AUTHORIZATION: will our federal partners come through?

Moderator: Stephanie Kopelousos

Florida Department of Transportation

Panel:

Kathy Dedrick

United States Senate Environment and Public Works Committee

Ruth VanMark

United States Senate Environment and Public Works Committee

Jim Kolb

House Transportation and Infrastructure Committee

Jim Tymon

House Transportation and Infrastructure Committee

Kathy Dedrick provided an overview of the process and anticipated schedule for enactment of the new surface transportation legislation in the U.S. Senate. She said the process is still in the early stages and that the approach is that it's regarded as a new authorization rather than a re-authorization. Two challenges: the budget shortfall in 2009 and a new administration with a new staff.

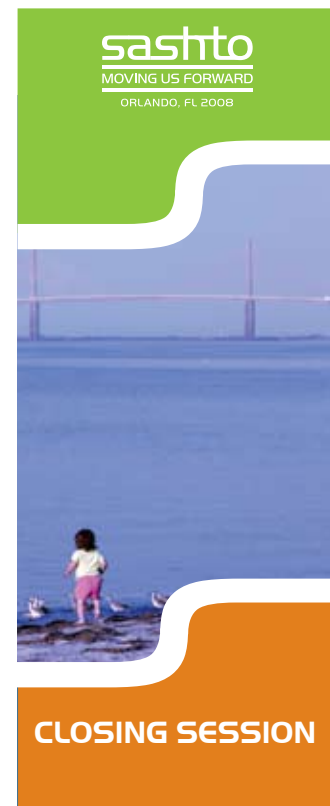
Ruth VanMark outlined key issues that will need to be resolved before new legislation can be passed. She said this is the first time that transportation ran out of money. We have an opportunity to determine how to move the country forward – such as a comprehensive approach to highway dollars and to structure the funding that makes sense. She acknowledged that trust fund receipts are getting fewer and we need to look at alternative funding possibilities.

Jim Kolb provided his perspective on the reauthorization process. He stated that

there's an erosion of purchasing power, we need a national strategy for future funding, and in 2010 we need to have a redefined program for a performance-based and accountable system.

Jim Tymon commented on how states and others can best get involved in the authorization process. He stated that there's a need for a more strategic approach to funding, tearing down stovepipes of funding and becoming more comprehensive. There's a big effort underway to get the authorization bill finalized in a timely manner. He encouraged early relationships with the states' congressional delegations and staff members. Ideas can then be handled more quickly to lay the groundwork early.

There was a rich discussion from the audience on topics such as the status of congressional earmarks, bridge inspections and project funding, U.S. DOT's role in the future and the expansion of toll facilities.



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CLOSING SESSION

Plenary II: MOVING US FORWARD: the sashto states respond to the challenges of the future

Moderator: Debbie Hunt

Florida Department of Transportation

Panel:

Pete Rahn

American Association of State Highway and
Transportation Officials
and Missouri Department of Transportation

Ben Watts

former Secretary of the
Florida Department of Transportation (1989-1997)
and former President of Carter & Burgess, Inc.

**Responding to the challenges
of the future**

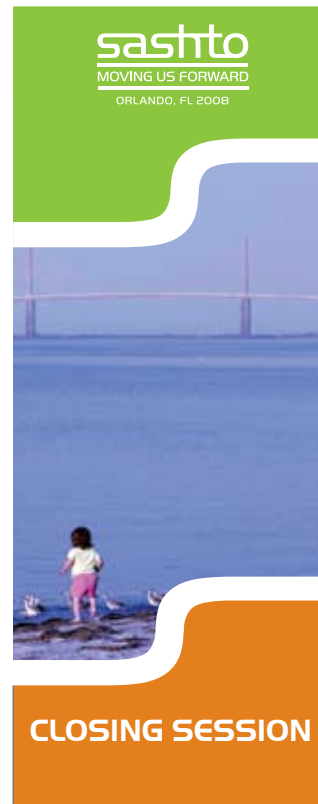
Where do we go from here? At the closing session of SASHTO 2008, two widely recognized authorities on transportation offered their perspectives on the challenges facing our states and their advice for our leadership.

National perspective:

Pete Rahn, president of the American Association of State Highway and Transportation Officials and director of the Missouri DOT said diminishing revenue sources will require us to explore new funding sources and state DOTs must respond to this new role.

Energy, environment and the economy were the major topics he discussed. New technology is a huge investment but not many are thinking about how we utilize it. Roads are being used for traffic volumes and truck weights they were not designed for.

We need the resources and the organized efforts of our industry to move forward.



State perspective:

Ben Watts, former Florida DOT Secretary who retired as president of Carter & Burgess, Inc. this year provided insight into what he called "three life lessons learned over 30 years of transportation." "You can't think about something you've never thought of," was the first lesson. He said you need to spend time thinking about how to do things differently and not wait for the federal government to pay for it.

"Don't be content to be, when you can do," was lesson number two. You can't keep people in the same jobs for so long that they become complacent.

"Everything worth doing and worth having should be worth the effort," was the third and last life lesson. You need to learn the balance between what you really want and what it's going to take to get it. There needs to be a balance between the work and the reward.

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