
REGISTRATION INFORMATION

Space limited

No charge to attend this conference.

Please register by Friday, May 5

Online at www.pioneerinstitute.org/events,
or by phone at 617-723-2277

Presenter

Joseph M. Giglio holds a BA from Rutgers University, an MPA from New York University, an MBA from Columbia Business School, and a PhD from Northeastern University. A full-time faculty member at Northeastern's College of Business Administration since 1997, he is the recipient of the College's Best Teacher Award for 1998, 1999, and 2000. Professor Giglio served as executive vice president at Smith Barney; president of Chase Municipal Securities; and senior managing director at Bear, Stearns & Co. He has also served as chairman of Apogee Research Inc.

Professor Giglio has held a series of senior management positions with the Federal government and with both the City and State of New York. He served as chairman of President Reagan's National Council on Public Works Improvement, and has chaired the U.S. Senate Budget Commission on Innovative Financing of Infrastructure. Professor Giglio served as chairman of the board for the Intelligent Transportation Society of America (ITSA). He is also the vice chairman of the Hudson Institute, a leading public policy organization in Washington D.C.



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Technology and Innovative Finance: Creating “MOBILITY”

America's Transportation Mess
and How to Fix It



in partnership with

HUDSON
INSTITUTE

Presents



Thursday, May 11, 2006

7:45 am – 11:30 am

Breakfast included

Ritz Carlton Boston Common

10 Avery Street

Boston, MA

Technology and Innovative Finance: Creating “MOBILITY”

America’s Transportation Mess and How to Fix It

7:45 - 8:00	Registration / Continental Breakfast
8:00 - 8:10	Opening <i>Jim Stergios</i> , Executive Director, Pioneer Institute
8:10 - 8:20	Introduction <i>Ken Weinstein</i> , Chief Executive Officer, Hudson Institute
8:20 - 8:40	Presentation: Rethinking Mobility for the New Century <i>Joseph M. Giglio</i> , Executive Professor, General Management Group, Northeastern University; Author of <i>Mobility</i> ; Board Member, Shamie Center for Better Government at Pioneer Institute; Vice Chairman, Hudson Institute
PANEL ONE	TECHNOLOGY AND TRANSPORTATION MANAGEMENT
8:40 - 9:50	Moderator - <i>David Luberoff</i> , Executive Director, Rappaport Institute, Harvard University Panelists <ul style="list-style-type: none">• <i>John Cogliano</i>, Secretary, Massachusetts Executive Office of Transportation• <i>Martin Capper</i>, Chairman, Intelligent Transportation Society of America; President, IVHS Division of Mark IV Industries• <i>Mike Doyle</i>, Board Member, Intelligent Transportation Society of America; Chief Executive Officer, Econolite Control Products
PANEL TWO	THE ROLE OF PUBLIC-PRIVATE PARTNERSHIPS
9:55 - 11:15	Moderator - <i>Douglas Foy</i> , former Secretary, Massachusetts Office for Commonwealth Development Panelists <ul style="list-style-type: none">• <i>Trent Vichie</i>, Senior Vice President, MacQuarie Securities USA• <i>Henry Dormitzer</i>, Managing Director, UBS Financial Services• <i>Maria Matesanz</i>, Senior Vice President – Infrastructure, Moody’s Investors Services• <i>Fred Salvucci</i>, Senior Lecturer, Center for Transportation and Logistics, Massachusetts Institute of Technology; former Secretary, Massachusetts Department of Transportation
11:15 - 11:20	Closing

The transportation landscape has changed significantly in the first years of the new century, with substantial completion of the Big Dig, funding changes due to SAFETEA-LU, and the issuance of the Governor's 20-year transportation plan, as the Transportation Finance Commission continues its work to produce a strategic vision for transportation and suggest the means to pay for it. This morning's conference will pose key strategic questions: What kind of transportation infrastructure do we need? How we will pay for it? And what role can technology play in improved service?

PANEL ONE: TECHNOLOGY AND TRANSPORTATION MANAGEMENT

Technology is universally acknowledged as a powerful tool to create efficiencies in the transportation sector. To date, the lag between development and implementation/results has been troubling, with numerous obstacles (interjurisdictional conflicts, shortsighted budgeting, technophobia, etc.) limiting the impact of technology. What new technologies are being implemented currently? What benefits are being provided, and to whom? What is the outlook for transportation technology in the next five to ten years? What steps are needed to overcome the challenges of implementation?

PANEL TWO: THE ROLE OF PUBLIC-PRIVATE PARTNERSHIPS

Recent activity in Indiana and Chicago suggest that public-private partnerships for roadways and other infrastructure are increasingly attractive to state policymakers. Have they worked? What have been political and practical obstacles? What are the requirements for a partnership that protects the public interest while allowing the participation of the private sector? What role can these partnerships play in Massachusetts?