

Governor-Elect Bobby Jindal Announces William Ankner as Transportation Secretary

BATON ROUGE – Today, Governor-Elect Bobby Jindal announced that William D. Ankner, Ph.D., the former Director of the Rhode Island Department of Transportation for seven years and a former supervisor for the Port Authority of New York and New Jersey for eight years, will serve as the Secretary of the Louisiana Department of Transportation and Development.

William D. Ankner, of Dixon, Missouri, currently runs his own transportation consulting business which provides finance and strategic planning, and environmental, legislative and regulatory guidance on transportation issues. Ankner has recently served as a senior financial advisor to USDOT's transportation loan program and as an advisor for the Illinois State Auditor's performance audit of Chicago's transit operators. He has served as an expert panel member for USDOT's National Transportation Finance and Revenue Commission and as an expert advisor to two state transportation departments on their long-range plans.

Ankner also served as the Executive Director of the Missouri Transportation Institute (MTI) and as a professor of business management at MTI from 2004 to 2006. Also at MTI, Ankner managed a transportation association including 10 universities and the Missouri Department of Transportation which served as a transportation research and educational entity for the state. MTI was responsible for 40 MoDOT research projects and managing \$1.5 million in federally funded research.

From 1996 to 2003, Ankner served as the Director of the Rhode Island Department of Transportation, reporting directly to the Governor on the state's transportation issues and playing a critical role in drafting federal legislation that doubled the state's annual funding. Ankner implemented the "Fix- It- First" program which improved Rhode Island's transportation infrastructure quality by 36 percent and reduced pothole complaints by 90 percent. He also created an asset management and long range planning process in Rhode Island to ensure the transportation capital program's financial viability, which achieved a 92 percent project delivery rate in three years.

Ankner served as the Director of Finance, Management and Budget for the Delaware Department of Transportation from 1993 to 1996, overseeing all capital and strategic plans and managing policy and legislation for the department. In addition, he was the Executive Director of the Transportation Trust Fund that received a ratings increase during his tenure. He also drafted Delaware's first public-private-partnership transportation legislation and helped it become law; he reorganized and ran Delaware's statewide transit corporation for 11 months; and developed a reliable and financially constrained capital plan, resulting in a 90 percent on-time project delivery rate.

Ankner also served as the Director of Policy, Capital Programming and Authorities for the New Jersey Department of Transportation from 1990 to 1993, managing a \$1.5 billion capital program. He also served as the Executive Director of New Jersey's Transportation Trust Fund Authority which improved its credit rating during his tenure. From 1982 to 1990, he served as the Supervisor of Corporate and Strategic Planning for the Port Authority of New York and New Jersey, recommending corporate capital resource priorities, assessing non-financial business risk, and developing the Port Department's strategic plan.

In addition, Ankner has also served as an active participant in all federal transportation reauthorizations and policy developments since 1981. He has chaired the Transportation Research Board's Third National Transportation Finance Conference, and has been a presenter at numerous workshops and conferences. He is a member of the National Surface Transportation Policy and Revenue Study Commission's Blue Ribbon Expert Advisory Panel and the Transportation Research Board's Transportation Finance Committee. He is also the former president of the Northeast Association of State Transportation Officials (NASTO). Ankner has published several articles on transportation financing and transportation policy and planning.

Ankner has a bachelor's of arts from Stonehill College in North Easton, Massachusetts, a master's degree and a doctorate from the University of Ottawa in Canada, and a Certificate in Executive Management from Duke University.

James RePass
President, National Corridors Initiative

A businessman and former journalist who advocates for a comprehensive national transportation policy, Jim RePass founded the National Corridors Initiative in 1989 to develop public support for rail transportation. NCI's first project involved efforts to re-start the stalled Northeast Corridor Electrification (High Speed Rail) Project, approved by the Congress in 1979 but blocked for the next decade by the Reagan and Bush (I) Administrations.

After creating a Board of Directors of leading New England citizens, RePass took this effort to the White House, at the invitation of White House Budget Director Richard Darman. In three visits during 1990 and 1991, led by RePass and accompanied by his colleagues including then-NCI Executive Director (former Rhode Island Senator) Lincoln Chafee, former Rhode Island Governor Joseph Garrahy, New York Power Authority Chairman And CEO Richard Flynn, and others, he negotiated the release in September 1991 of \$125 million in funds for the project that had been authorized by Congress, but embargoed by successive presidential administrations.

These funds were used to begin the project, which was completed in 1999 at a total cost of \$2.7 billion (including the purchase of Acela trainsets for \$800+ million by Amtrak) and has resulted in a drop in New York-Boston travel time, from 5-6 hours to 3½ hours. Eventual repairs to the New Haven-New York segment of that route, owned by the state of Connecticut, not Amtrak, will further reduce that time to 3 hours.

Since that time NCI has worked to develop support across the country for balanced transportation system, especially high speed rail integrated with airports and city-centers.

RePass is a graduate of Wesleyan University, where he was editor of the student newspaper, with a degree in government. He was trained as a journalist at The Washington Post and The St. Petersburg Times, and until founding NCI, worked as a management consultant for small, high-tech start-ups.

Gilbert Carmichael (Gil)

Managing Partner Missouth Properties, L.P.

Meridian, Mississippi

Senior Chairman of the Board

University of Denver Intermodal Transportation Institute

A leading authority on railroad and intermodal transportation policy, Gilbert E. Carmichael served as Federal Railroad Administrator in the administration of the former President George Bush from 1989 to 1993. He was appointed, by the Secretary of Transportation, to the Amtrak board and served from 1989 to 1993. He is Senior Chairman of the Board of the University of Denver's Intermodal Transportation Institute and in his hometown, Meridian, Mississippi, he serves on the board of Great Southern National Bank. Mr. Carmichael is Senior Partner in Missouth Properties, L.P., a family owned, Commercial Real Estate Enterprise.

Mr. Carmichael was one of the founders creating the University of Denver's Intermodal Transportation Institute, which is developing a master's level degree education and research programs to prepare graduates for a transportation environment in which intermodal operations have become a global standard. In 1997 he chaired the North American Intermodal Summit, which brought together the Transportation Secretaries of the United States, Canada, and Mexico for high level discussions on intermodal policy.

In 1998 Mr. Carmichael was appointed to the Amtrak Reform Council by Majority Leader Senator Trent Lott, and in January 1999 become the council's chairman. The ARC had the duty of evaluating Amtrak's financial performance and recommending a restructuring plan if the corporation was unable to achieve self-sufficiency. The council's report was completed in December 2002 and key recommendations were adopted by the Bush Administration.

As Federal Railroad Administrator from 1989 to 1993 he managed the nation's rail safety and research programs, supervised international railway technical assistance programs,

and sponsored the first World Railways Congress in 1991 which brought together senior government and railway officials from 60 nations. In 1990 he received the Founder's Gold Medal Award from the Pan American Railway Congress for his paper on the role of rail transportation in the 21st Century. He also helped to develop President Bush's National Transportation Policy, to reform laws to permit intermodal transportation initiatives, and formulated new federal policy toward the rail mode and Amtrak, the nation's rail passenger service. He chaired the three-year, \$29 million National Maglev Initiative and proposed a network of regional high-speed rail passenger corridors now under development.

President Ford appointed him a member of the National Transportation Policy Study Commission from 1976 to 1979; he chaired its subcommittee on advanced technology. He served by Presidential appointment, on and as chairman of the National Highway Safety Advisory Committee to the Secretary of Transportation from 1973 to 1976.

Mr. Carmichael has been a pioneer in transportation in his state. In 1987 he helped originate, author and pass a \$1.6 billion, 1077-mile statewide four-lane highway construction program, and was also instrumental in the creation of a 700-mile regional railroad in East Mississippi and West Alabama, now a major part of the Kansas City Southern Railroad.

He has presented and published numerous papers on the transportation industry, promoting the need for a North America and global intermodal freight and passenger system utilizing the world's rail network in concert with the other modes.

He holds a business degree from Texas A&M University and was a fellow in the Institute of Politics, Kennedy School of Government, Harvard University, in 1976.

A resident of Meridian, Mississippi, he is an Episcopalian, is married to Carolyn White, and they have one son, G. Scott Carmichael.