

I-35 Corridor Segment Committee 2
7479 Bagby Ave.
Waco, Texas

March 9, 2010
9:00 AM to Noon

Welcome

Bruce Byron
Facilitator

Presentations

Presentation on the Texas State Rail Plan

Bill Glavin
TxDOT

Presentation on Regional Rail Planning

Jeff Neal
*North Central Texas Council
of Governments*

Presentation on Texas High Speed Rail Efforts

Bill Jones
*Texas High Speed Rail &
Transportation Corporation*

Committee Work Session

Bruce Byron
Facilitator

Rail Solutions Proposed by CSC #2 (Passenger and Freight)

Modal Solutions Proposed by CSC #2 for Further Discussion

Other Items Proposed by the CSC #2 for Further Discussion

Review of CSC #2 Potential Roadway Elements Map and Summary Table

Wrap – Up/Adjourn

Bruce Byron
Facilitator

I-35 Corridor Segment Committee 2 – Meeting Notes
7479 Bagby Avenue, Waco, Texas
March 9, 2010 – 9:00 AM to Noon

Welcome

Bruce Byron, the Facilitator, welcomed the I-35 Corridor Segment Committee 2 (CSC 2) members to the March meeting and explained that the main objective for today's meeting was to discuss the Rail Solutions (passenger and freight) proposed by the Committee at their January meeting and to decide which solutions to include as potential rail elements in their preliminary Segment 2 Multi-modal Plan for the I-35 corridor. The Facilitator explained that the meeting would include three presentations on rail planning, followed by a committee work session on potential rail solutions and review of their potential roadway elements identified to date. The Facilitator briefly revisited the Vision Statement for the I-35 Corridor and the CSC 2 goals before introducing the presenters.

Presentations

Bill Glavin, Director of the Texas Department of Transportation (TxDOT) Rail Division, gave a presentation on TxDOT's state rail planning efforts. Next, Committee Member Jeff Neal gave a presentation on regional freight and passenger rail planning efforts and issues in the Dallas/Fort Worth metroplex (*presentation attached*). Last, Committee Chair Bill Jones gave a presentation on High Speed Rail planning efforts in Texas.

Committee Work Session

The I-35 CSC 2 members reviewed the list of proposed Rail Solutions that they developed at their January meeting and discussed whether or not to carry these solutions forward as potential rail elements of the Segment 2 Preliminary Multi-modal Plan. The Committee had developed two passenger rail solutions at the January meeting: (1) extend passenger rail from Arlington to Hillsboro, and (2) implement high-speed passenger rail. CSC 2 agreed with moving these two rail concepts. The Committee then discussed the concept of combining long-distance express passenger rail (high speed) and more localized commuter rail ("higher" speed) in the same right-of-way on a dual-track. The Committee did not identify any specific freight rail improvements during their work session.

After the discussion of rail concluded, the Facilitator briefly reviewed the CSC 2 Potential Roadway Elements Map and Summary Table with the Committee.

Wrap – Up/ Adjourn

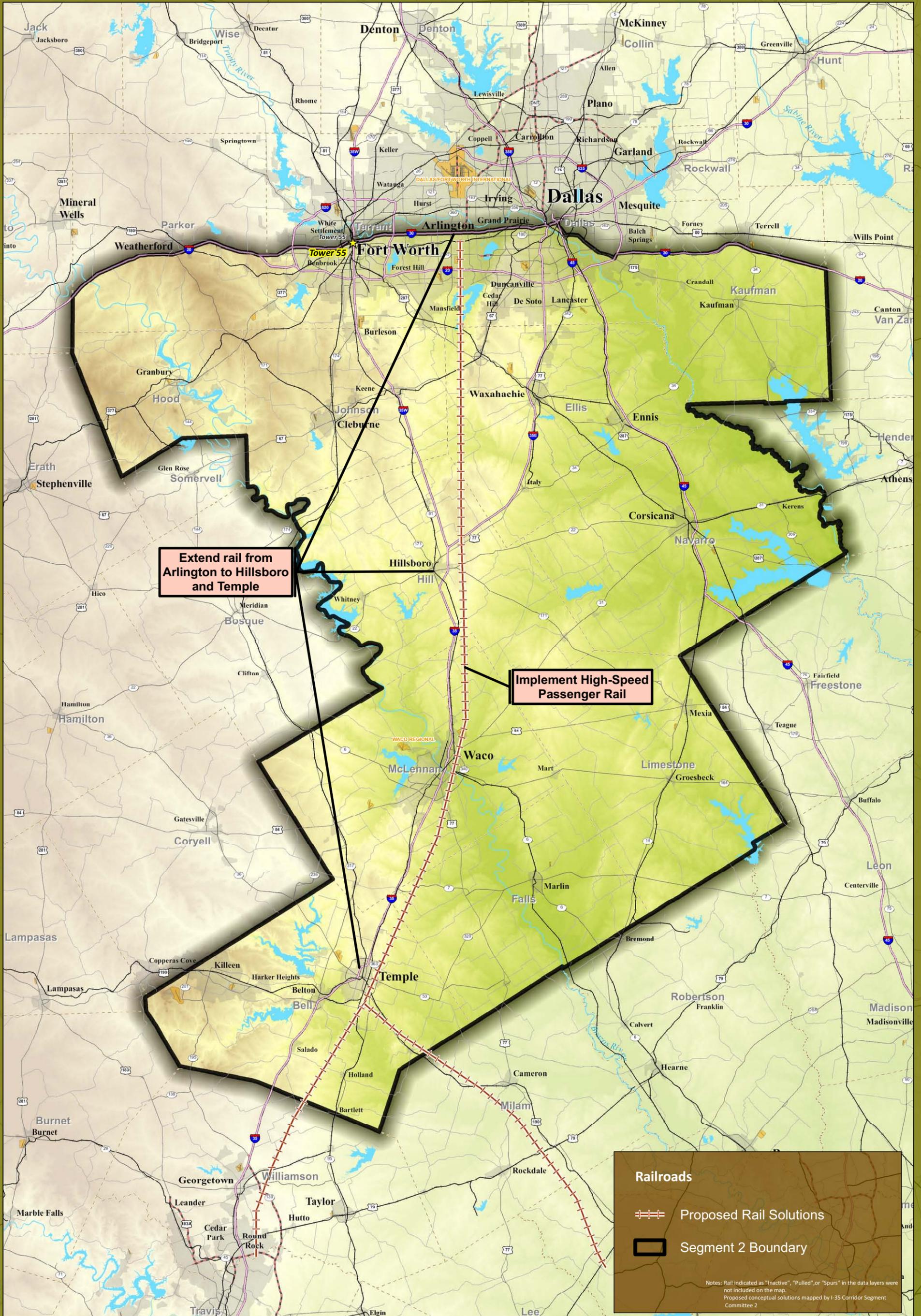
The Committee raised concerns about the few number of meetings and the schedule related to public involvement. It was decided that CSC 2 will send a representative to the next I-35 Corridor Advisory Committee (CAC) meeting (March 23 @ 9 AM, Greer Building in Austin) to carry the message from CSC 2 that they want to conduct more public involvement than has been proposed and budgeted.

The Committee decided that anyone attending their meeting in the audience would be allowed to ask questions of presenters and of the Committee.

The next CSC 2 meeting is scheduled for Tuesday, April 13, 2010 at the Belton TxDOT Area Office (410 W. Loop 121, Belton, TX).

Make-Up Conference Call for March CSC 2 Meeting

A make-up conference call was held on Tuesday March 23, 2010 from 10:15-11:00 AM to give CSC 2 members who were unable to attend the regularly scheduled CSC 2 March meeting an opportunity to review the meeting materials and ask staff questions and/or make further suggestions. There were no CSC 2 members who attended the make-up conference call in March.



Extend rail from
Arlington to Hillsboro
and Temple

Implement High-Speed
Passenger Rail

Railroads

-  Proposed Rail Solutions
-  Segment 2 Boundary

Notes: Rail indicated as "Inactive", "Pulled" or "Spurs" in the data layers were not included on the map.
Proposed conceptual solutions mapped by I-35 Corridor Segment Committee 2

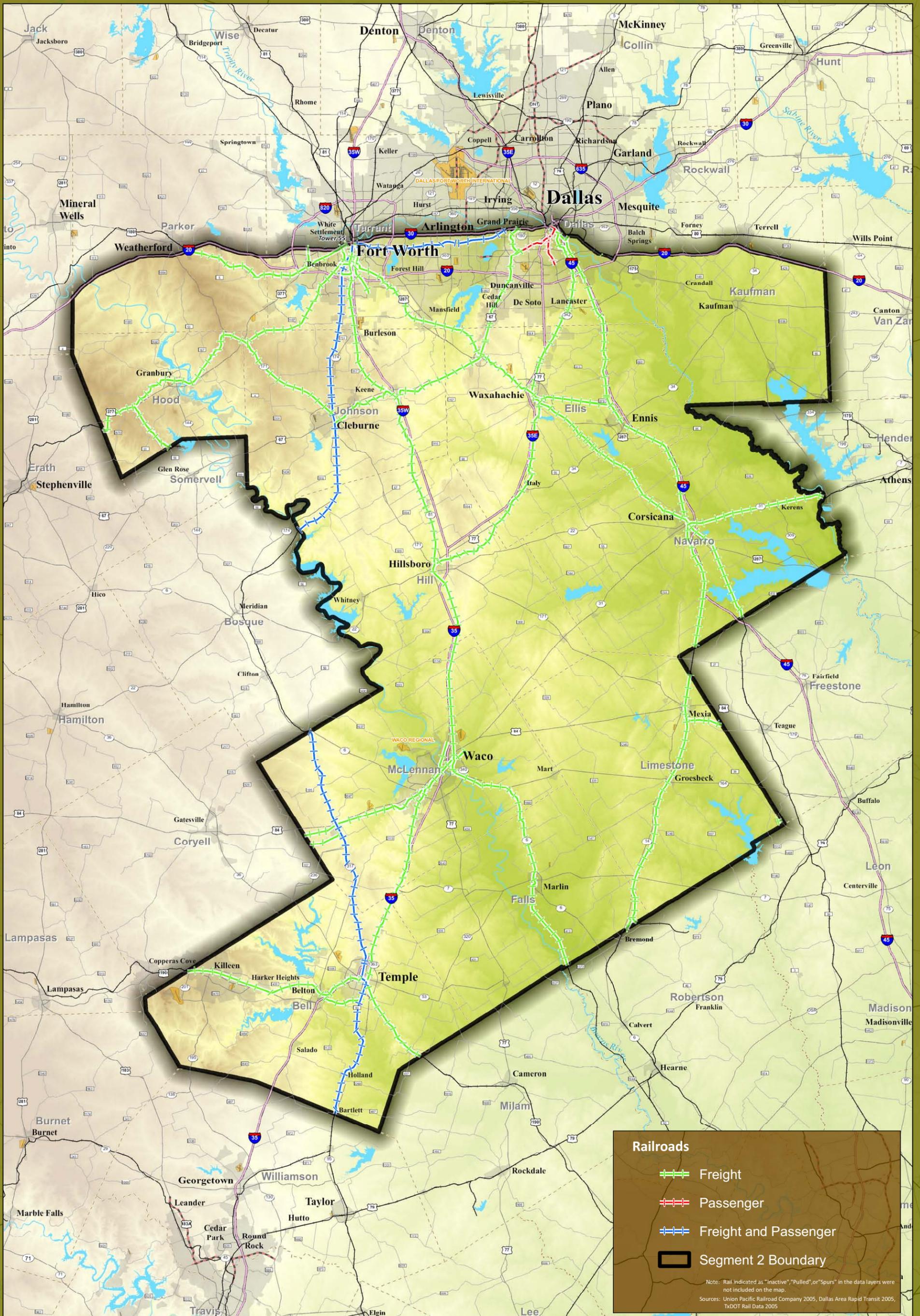


CSC 2 Proposed Rail Solutions from January 2010 Meeting

CSC 2 Proposed Solution	Current Status
Extend passenger rail from Arlington to Hillsboro and Temple	There are currently no plans for specifically extending passenger rail service from Arlington to Hillsboro and Temple. However, see below for information concerning the "Texas T-bone" concept, which as currently envisioned would share similar geography with this proposed solution.
Implement high-speed passenger rail	The Texas High Speed Rail and Transportation Corporation (THSRTC) is advocating the "Texas T-bone" concept which would link Dallas/Fort Worth (DFW) to San Antonio via Waco and Austin, and Fort Hood to Houston, via College Station with intercity high-speed passenger rail service. Additionally, the area paralleling I-35 resides in the federally-designated South Central high-priority rail corridor.

**I-35 Corridor
Segment 2
Planning Area**

**Existing Rail Network for
the I-35 Corridor Segment 2 Planning Area
(Working Draft)**



Railroads

- Freight
- Passenger
- Freight and Passenger
- Segment 2 Boundary

Note: Rail indicated as "Inactive," "Pulled," or "Spurs" in the data layers were not included on the map.
Sources: Union Pacific Railroad Company 2005, Dallas Area Rapid Transit 2005, TxDOT Rail Data 2005

Preliminary Draft
Subject to Change

For more information regarding this map contact:
Texas Department of Transportation I-35 Corridor Program Office
GIS Department @ 512-334-3800



Working Draft

March 9, 2010



Segment 2 – Background Information on Existing Rail

Existing Passenger Rail Service

Passenger rail service is currently provided by the National Railroad Passenger Corporation (Amtrak) and Dallas Area Rapid Transit (DART) in Segment Two. Below is a brief summary of the routes serving Segment Two.

- National Railroad Passenger Corporation (Amtrak) – Amtrak currently has three routes that provide intercity passenger rail service in Texas: the Heartland Flyer, Sunset Limited, and Texas Eagle. The Texas Eagle route provides service to areas located in Segment Two.
 - Texas Eagle – The Amtrak Texas Eagle offers daily service between San Antonio and Chicago, via Austin, Dallas/Fort Worth, Little Rock and St. Louis. Within Segment Two there are stations at Temple, McGregor, Cleburne, and Fort Worth. Connecting service between San Antonio and Los Angeles is available three times a week via the Amtrak Sunset Limited route. Also, connections to Oklahoma City are available via Fort Worth on the Amtrak Heartland Flyer route.
- Dallas Area Rapid Transit (DART) – In addition to the Trinity Railway Express (TRE), which provides commuter rail service linking downtown Fort Worth, downtown Dallas, and DFW Airport (located entirely in Segment One), DART also provides light rail service to the DFW metroplex via the DART Rail Red, Blue, and Green Lines. Note that the southern segments of the DART Red Line and Blue Line provide service to the northern portion of Segment Two. The DART Green Line (Phase I) is located entirely in Segment One but information is still provided below.
 - DART Rail Red Line – The Red Line operates along the North Central Expressway from Plano to Westmoreland in western Oak Cliff, serving all downtown Dallas DART Rail Stations.
 - DART Rail Blue Line – The Blue Line runs south from downtown Garland to Ledbetter in southern Oak Cliff, serving all downtown Dallas DART Rail Stations.
 - DART Rail Green Line (Phase I) – Phase I of the Green Line opened to service in September 2009 and currently runs from Victory Station through the downtown Dallas CBD, then to stations at Deep Ellum, Baylor University Medical Center, and Fair Park, terminating at the MLK, Jr. Station.

Future Passenger Rail Plans

- “Texas T-Bone” Concept – The Texas High Speed Rail and Transportation Corporation (THSRTC), a non-profit corporation consisting of local transportation and elected officials representing cities, counties, rail districts and seaports along the federally-designated South Central High-Speed Rail Corridor, is advocating the “Texas T-Bone” Concept. The Texas T-Bone would provide high-speed intercity passenger rail service between the DFW metroplex and San Antonio via Waco and Austin, and between Fort Hood and Houston via College Station. As currently envisioned, the Texas T-Bone route is approximately 440 miles in length and would connect the

Segment 2 – Background Information on Existing Rail

state's major metropolitan areas through a new dual-track, completely grade-separated rail infrastructure capable of accommodating passenger travel at speeds in excess of 185 miles per hour.

- DART Rail Service Extensions – There are several extensions to DART service planned for implementation in the near future, including the Green Line Phase II, Blue Line Extension and construction of the Orange Line. However, all of these improvements are located in Segment One.

Existing Freight Rail

Freight Railroads are categorized into “classes” based on annual operating revenues:

- Class I = major national freight haulers (operating revenues > \$401.4 million in 2008)
- Class II = regional railroads
- Class III = local shortline railroads

Class I Railroads represent the majority of major freight movements in the state. Class II and III Railroads represent more local and regional freight movements and include switching and terminal railroads which mainly switch cars between other railroads or provide service from other lines to a common terminal.

The Union Pacific Railroad (UP) and the Burlington Northern Santa Fe Railway (BNSF) are the only Class I railroads operating in Segment Two. Within the Waco Area, UP has two primary lines: one provides freight service between Fort Worth and Temple and is the main UP line between Fort Worth and Mexico via Laredo. The other UP line provides freight service from the Bellmead Yards south through Bryan / College Station and then to Houston. BNSF provides freight service connections between Temple and Fort Worth and the Amtrak Texas Eagle also utilizes this BNSF line. Additionally, BNSF owns a line that runs southeast from the DFW metroplex to Teague via Corsicana and an east-west line that runs from Temple to Fort Hood.

Other Railroads operating in Segment Two (Class II or III) include the Fort Worth Western Railroad (FWWR), which operates primarily on a main line from Carrollton to San Angelo and the Georgetown Railroad (GRR) which operates lines from Belton to Smith (Belton Branch) and from Georgetown to Granger (Granger Branch - located in Segment Three).

Proposed Freight Rail Improvements

- Texas Central Industrial Park Rail Spur – In the Waco MPO Plan there is a recommended project to construct a rail spur within the Texas Central Industrial Park. This improvement would involve the construction of a rail spur from the UP line into the southern portion of the Texas

Segment 2 – Background Information on Existing Rail

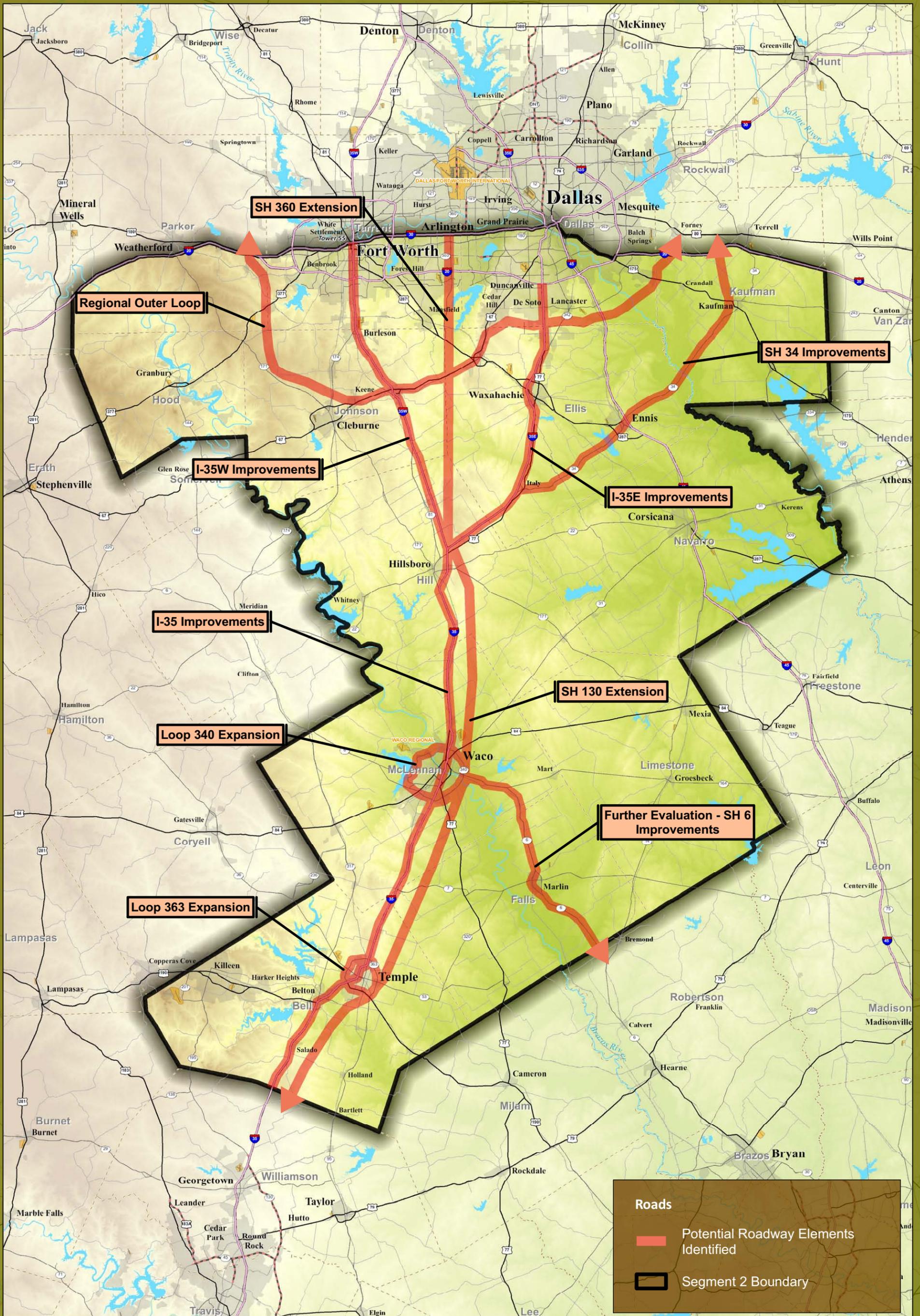
Central Industrial Park adjacent to Old Temple Rd. This improvement is expected to be funded entirely by UP.

- Tower 55 – Tower 55 is located beneath the interchange of I-35W and I-30 directly between historic downtown Fort Worth and the Fort Worth south side medical district. At and around Tower 55, several major rail movements converge, including coal and product shipments on the BNSF and UP north-south main line, regional shipments by the FWWR, local freight rail service by all the freight rail providers, Amtrak interstate passenger service, and local commuter rail service on the Trinity Railway Express.

The central issue to Tower 55 is the high volume of through and turning movements utilizing the intersecting track. There are two tracks in the north-south direction, two tracks in the east-west direction, and a single set of tracks necessary to complete turns in every direction. Each day between 100 and 120 freight trains pass through this location and an additional 70 commuter trains per day travel through on the adjacent Trinity Railway Express. NCTCOG has initiated a Tower 55 Rail Reliever Study to examine the effectiveness of various solutions to the Tower 55 problems. The Tower 55 Rail Reliever Study will look at immediate improvements (e.g., a system of at-grade solutions, auto/pedestrian safety improvements) and mid-term improvements (e.g., grade separated solutions, commuter rail opportunities), but will not examine long-term improvements (e.g., regional freight rail bypass).

Sources:

- www.dart.org
- www.amtrak.com
- www.thsrctc.com/home_page.html
- www.fwwr.net
- Texas Rail System Plan (TxDOT, 2005)
- Association of American Railroads – Texas Rail Facts (2009)
- Waco MPO Connections 2030 Plan
- NCTCOG Mobility 2030 Plan – 2009 Amendment



Roads

- Potential Roadway Elements Identified
- Segment 2 Boundary

Preliminary Draft
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For more information regarding this map contact:
Texas Department of Transportation I-35 Corridor Program Office
GIS Department @ 512-334-3800



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March 9, 2010



Summary of Potential Roadway Elements Identified by Corridor Segment Committee (CSC) 2 at the February 2010 Meeting

Potential Roadway Element Identified by CSC 2	Proposed Solution	Corridor Segment 2 Committee Action from February Meeting
I-35 Improvements	Expand I-35 to 6 lanes from Temple to Hillsboro	The Corridor Segment 2 Committee decided to include the expansion of I-35 to 6 lanes from Temple to Hillsboro and 8 lanes within the Temple and Waco urban areas (between the proposed loops) as a roadway element in their preliminary multi-modal plan.
I-35E Improvements	Expansion of I-35E to 6 lanes from Waxahachie to Hillsboro	The Corridor Segment 2 Committee decided to include the expansion of I-35E between I-20 to Hillsboro to eight lanes as a roadway element in the CSC 2 preliminary multi-modal plan.
	Upgrade interchange @ I-35 and US 287	The Corridor Segment 2 Committee decided to include the upgrading of the interchange at I-35E and US 287 bypass as a roadway element in the CSC 2 preliminary multi-modal plan. The Committee also decided to include the upgrading of the following interchanges in the roadway element of the CSC 2 preliminary multi-modal plan: 1). US 67/I-35W, 2). US 67/US 287, 3). North and South Connections of Loop 340 and I-35, 4). the North and South Connections of Loop 363 and I-35.
I-35W Improvements	Expand I-35W to 6 lanes from Hillsboro split to Fort Worth	The Corridor Segment 2 Committee decided to move forward with including this project as a roadway element in the CSC 2 preliminary multi-modal plan.
SH 360 Extension	Extend SH 360 from Arlington to Hillsboro	The Corridor Segment 2 Committee decided to move forward with including this project as a roadway element in the CSC 2 preliminary multi-modal plan.
SH 130 Extension	Expand SH 130 north to Temple and possibly Hillsboro	The Corridor Segment 2 Committee decided to include the extension of SH 130 between Georgetown and Hillsboro (six lanes with controlled access) as a roadway element in the CSC 2 preliminary multi-modal plan. The Committee recommended that the project should be located no more than 5 miles to the east of I-35.
Loop 363 Expansion	Expansion of Loop 363 around Temple	The Corridor Segment 2 Committee decided to move forward with including the Loop 363 project around Temple as a roadway element in the CSC 2 preliminary multi-modal plan.
Loop 340 Expansion	Expansion of Loop 340 around Waco	The Corridor Segment 2 Committee decided to move forward with including the Loop 340 project around Waco as a roadway element in the CSC 2 preliminary multi-modal plan. The Committee mentioned that the east side of the Loop would be a priority over the west side of the Loop.
Regional Outer Loop	Construct Regional Outer Loop	The Corridor Segment 2 Committee decided to include the Outer Loop project using the NCTCOG 2030 Plan 2009 Amendments concept as a roadway element in the CSC 2 preliminary multi-modal plan. However, the Committee decided to include the NCTCOG Outer Loop revised concept that takes the southwest portion of the Loop along US 67.
SH 34 Improvements	Expand SH 34	The Corridor Segment 2 Committee decided to include the expansion of SH 34 to six lanes with controlled access as a roadway element in the CSC 2 preliminary multi-modal plan.
	Connect SH 34 to the Regional Outer Loop	The Corridor Segment 2 Committee explained this projects was part of the expansion of SH 34.
Further Evaluation - SH 6 Improvements	Upgrade/expand SH 6 from Waco to Bryan/College Station	The Corridor Segment 2 Committee wants to see if improvements to SH 6 would have a positive impact on the I-35 corridor and requested further modeling before deciding whether to include this improvement in their preliminary plan.
Further Evaluation - US 77 as a Freight Corridor	Improve Hwy 77 south and connect to SH 130	The Corridor Segment 2 Committee decided this route may be an option to consider for freight rail and should be discussed further at the March CSC 2 meeting when the Committee discusses rail options.

Modal Solutions Proposed by Corridor Segment Committee 2 for Discussion

Incorporate multi-modal alignments

Maximize freight rail

Other Suggested Solutions Proposed by Corridor Segment Committee 2 for Discussion

Streamline the environmental and project delivery processes

Traffic modeling to determine phasing and synergies between proposed projects

Fix Funding Mechanism

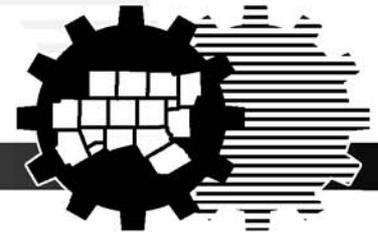
Interstate 35 Segment Committee #2

Freight and Passenger Rail Recommendations – Dallas/Fort Worth

Jeffrey C. Neal

March 9, 2010

Streamlined Project Delivery Team



*North Central Texas Council of Governments
Transportation Department*

Interstate 35 – Segment Committee #2

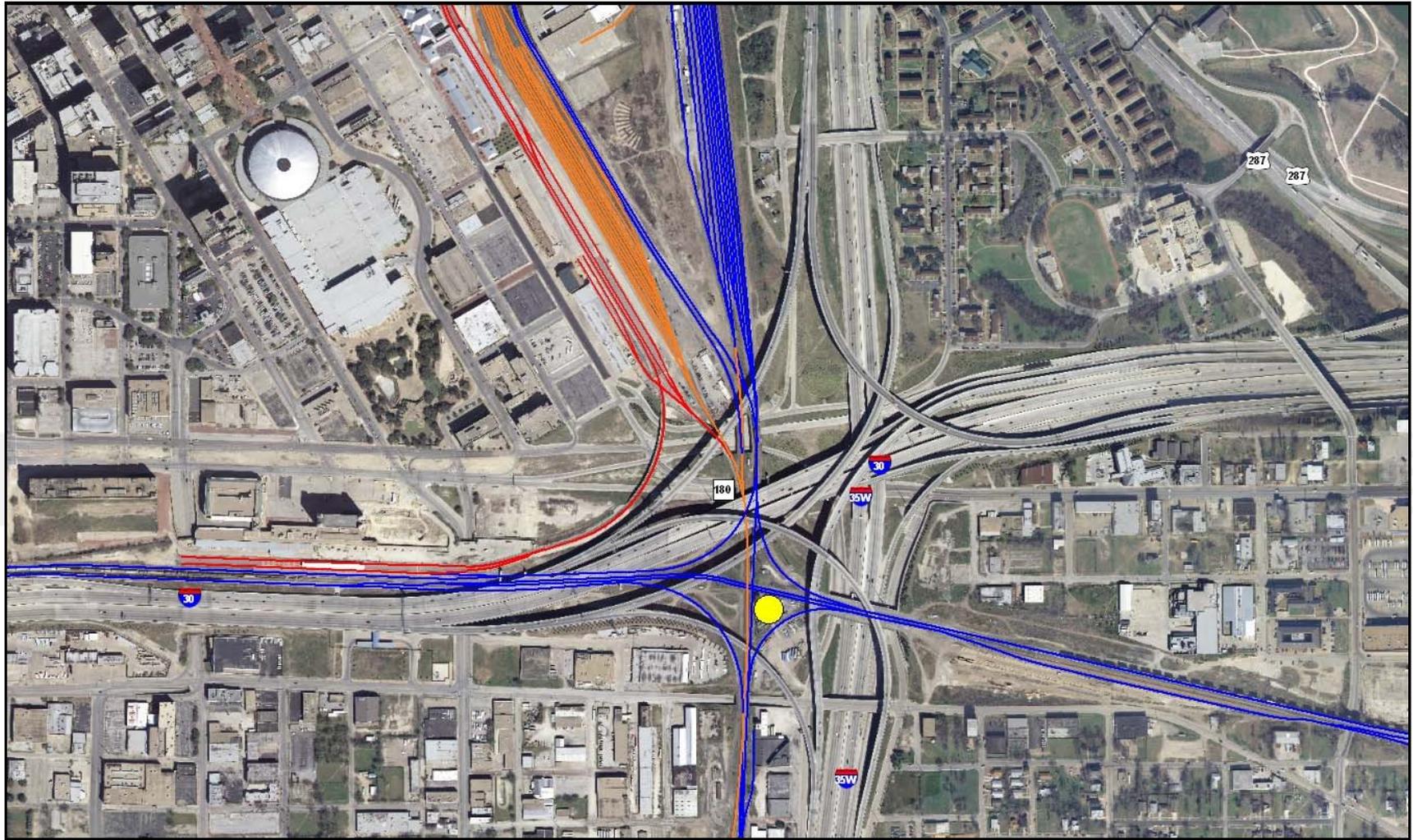
Freight Rail Projects

* Tower 55

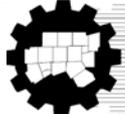
- Construct grade separation at the crossing of two trans-continental rail corridors in Downtown Fort Worth
- 100-120 trains per day pass through Tower 55
- Two build alternatives under evaluation:
 - East-West Trench (2 tracks)
 - North-South Trench (3 tracks)
- Completion of Environmental Assessment for the Locally Preferred Alternative expected by Fall 2010/Winter 2011
- Proposed grade separation would improve safety, air quality, reduce automobile/truck congestion, and significantly add capacity for freight movements through the D-FW region

Interstate 35 – Segment Committee #2

Tower 55 Location



	Legend	 UP Railroad	 Trinity Railway Express
	 Tower 55	 BNSF Railway	 Fort Worth & Western Railroad



North Central Texas
Council of Governments
Transportation
Department

Interstate 35 – Segment Committee #2

Passenger Rail Projects – Light Rail (LRT)

* DART Light Rail

- **Current system has 48 miles of track and 39 stations on 3 LRT lines:**
 - Red Line – Parker Road Station (Plano) to Westmoreland Station (Dallas)
 - Blue Line – Downtown Garland Station to Ledbetter Station (Dallas)
 - Green Lane – Victory Park Station to Martin Luther King, Jr. Station
- **Funded Expansions (additional 42 miles of track and 23 stations):**
 - Green Line (South) – 7 mile extension to Buckner Station (December 2010)
 - Green Line (North) – 17.5 mile extension to North Carrollton/Frankford Station (December 2010)
 - Blue Line – Lake Highlands Station (December 2010)
 - Blue Line – 4.5 mile extension to Downtown Rowlett (December 2012)
 - Orange Line – 11 mile LRT line to Irving/Belt Line Station (December 2012)
- **System Plan Expansions (programmed but not funded):**
 - Orange Line – Extension to DFW Airport (2014)
 - Second LRT Line (“D2 Study”) through Downtown Dallas (2016)
 - Blue Line – Extension to UNT Dallas (2018)

Interstate 35 – Segment Committee #2

Passenger Rail Projects – Commuter Rail

- * **Trinity Railway Express (TRE)**
 - Shared-use BNSF line between Fort Worth and Dallas
 - 10 stations in Fort Worth, Richland Hills, Hurst, Irving, and Dallas
 - Planned double-track expansion (not fully funded) will enable express trains, Sunday service, and full relocation of Amtrak Texas Eagle
- * **Denton County Transportation Authority (DCTA) “A-Train”**
 - New corridor from Carrollton to Denton (parallel to I.H. 35E) with service beginning in December 2010
 - 6 stations in Carrollton, Lewisville, and Denton (potential 7th station in Lake Dallas)
- * **Southwest-to-Northeast Commuter Rail (FWTA)**
 - Shared-use line (FWWR, BNSF, and Union Pacific) between southwest Fort Worth and DFW Airport with service beginning in 2013
 - 15 stations in Fort Worth, Haltom City, North Richland Hills, Colleyville, and Grapevine

Interstate 35 – Segment Committee #2

Passenger Rail Projects – Commuter Rail *(cont.)*

* Rail North Texas

- 2009 legislative effort to gain funding for up to 251 miles of planned rail projects throughout the Dallas-Fort Worth region under the proposed Texas Local Option Transportation Act (TLOTA)
- Though the legislation did not pass, four of the planned rail corridors remain under evaluation through a Conceptual Engineering and Feasibility Study (CE&FS):
 - Cotton Belt Corridor: DFW Airport (DART/SW2NE) to Plano (DART)
 - Frisco Corridor (BNSF): South Irving (TRE) to Frisco
 - McKinney Corridor: Plano (DART) to McKinney (possible extension of the DART LRT Red Line)
 - Waxahachie Corridor: Dallas Union Station (DART/TRE) to Waxahachie
- Another attempt to secure funding for these projects is planned for the 2011 legislative session

Interstate 35 – Segment Committee #2

Passenger Rail Projects – Rail North Texas Corridors



Rail Lines Under Consideration

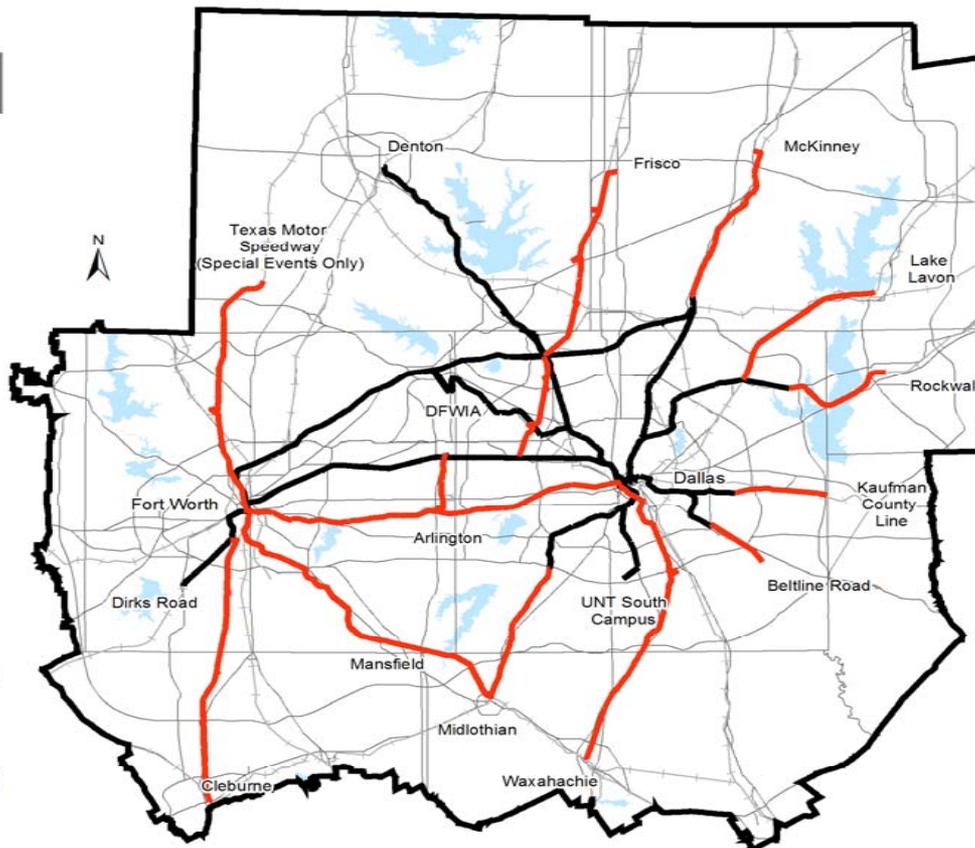
Legend

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD



Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

251 Rail Miles Pending Funding



Interstate 35 – Segment Committee #2

Passenger Rail Projects – Inter-Regional and High Speed Rail



Inter-Regional Passenger Rail Connectivity Recommendations

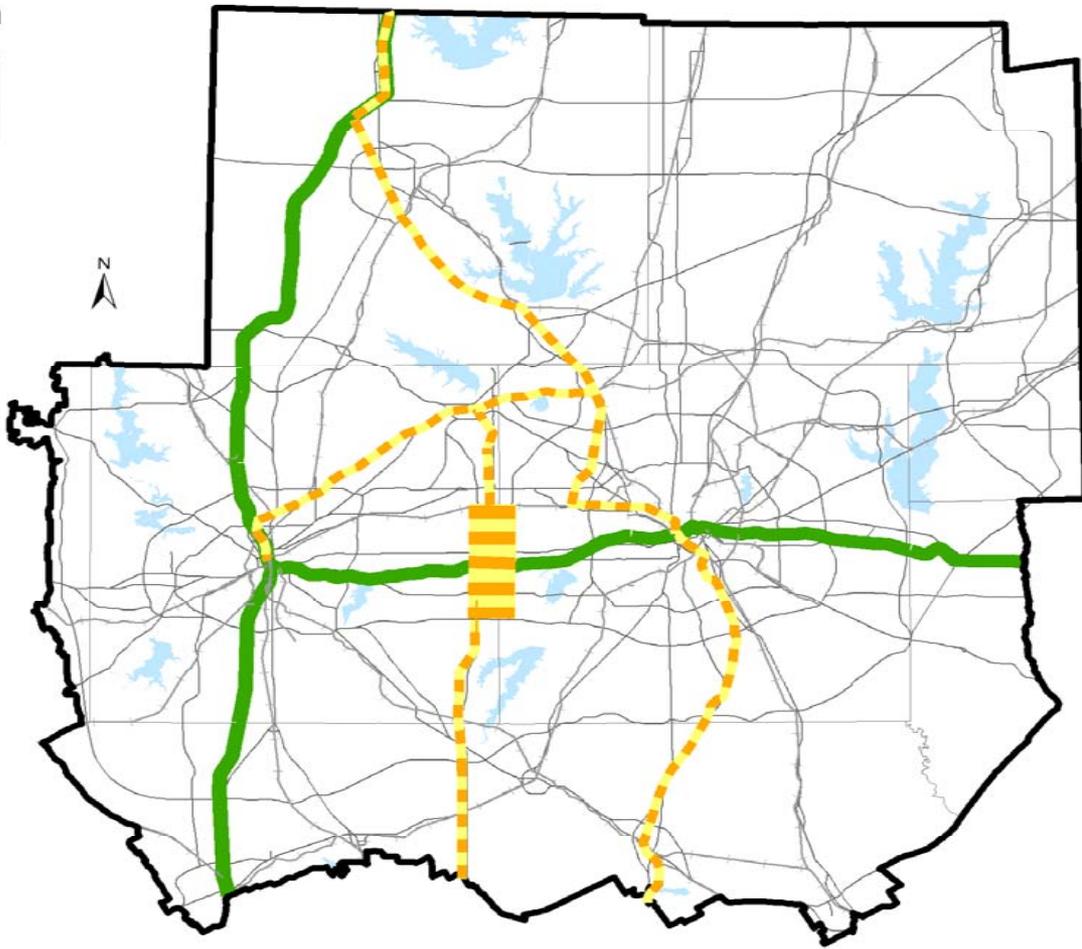
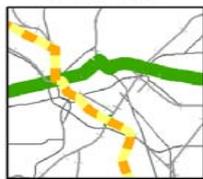
Legend

- Intercity Rail e.g. Amtrak
- - - Potential TTC High Speed Rail
- - - Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD



Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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Institutional structure being reviewed for the region.

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Interstate 35 – Segment Committee #2

Passenger Rail Projects – “South Central High Speed Rail Corridor”



Interstate 35 – Segment Committee #2

Contact Information

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I-35 Segment Committee 2

March 9, 2010

Waco, Texas

Last	First	Appointing Entity	Initial	Representative Name (please print)	Representative Signature
Barr	Kenneth	Tarrant County			
Beeson	Don	Johnson County			
Brunk	John C.	Dallas			
Cortese	Richard ✓	Bell County	RC	Charlotte Humphreys	Charlotte Humphreys
Crunk	Wendall	McLennan County			
Devorsky	Russell ✓	Waco MPO	DR		
Franke	Rob	Dallas County	KDAG	Ruth D. Ankbi - Guten for LA	Ruth Ankbi
Gent	Wayne	Kaufman County			
Heathington	Leonard	Hood County			
Janczak	Marty ✓	Temple	MS		
Jones, III	William A. ✓	Killeen/Temple MPO			
Leftwich	Barbra ✓	Ellis County	BL		
Melick	Clyde ✓	Waxahachie	CM		
Neal	Jeffrey C. ✓	North Central Texas Council of Governments	JM		JM
Orr	W. Gwynn ✓	Hill County	WGO	W. G. ORR	Hill County TX
Scott	Marc ✓	Texas Farm Bureau		Marc Scott	Farm Bureau
Sharp	Steven ✓	Falls County	SS		
Solomon	Greg ✓	Hillsboro Area Chamber of Commerce	GS	Greg Solomon	Hillsboro Chamber
Weatherby	Cinde	Fort Worth			
		Holland (Declined By City)			
		Limestone County			
		Navarro County			
		Parker County			

I-35 CORRIDOR SEGMENT COMMITTEE 2

March 9, 2010

Waco, TX

Name (Please Print)	Agency/Company	Signature
Susan Chavez	CPO	<i>Susan Chavez</i>
CASEY CARLSON	CPO	<i>Casey Carlson</i>
Lindsey Jordan	CPO	<i>Lindsey Jordan</i>
Ray Green	CPO	<i>Ray Green</i>
Dustin Billick	Tx DOT	<i>Dustin Billick</i>
Will Smithson	CPO	<i>Will Smithson</i>
Lance Parker	CPO	<i>Lance Parker</i>
Robert G. Lech	City of Waco	<i>Robert G. Lech</i>
Kyle Keahney	HNTB	<i>Mr. Kyle Keahney</i>
Ray Waltham	City of Waco	<i>Ray Waltham</i>
Joe Lilekis	HNTB	<i>Joe Lilekis</i>
GREG MALATEK	TX DOT - WACO	<i>Greg Malatek</i>
Charlotte Humphreys		<i>Charlotte Humphreys</i>
MICHAEL SHAPIRO	WACO TRIB	<i>Michael Shapiro</i>
Grady Garcia	TX DOT	<i>Grady Garcia</i>
Gardner	Zachry American Infrastructure	<i>Gardner</i>