



Minutes of the Gulf Coast Rail District Board Meeting – November 12, 2024

A meeting of the Gulf Coast Rail District Board of Directors was held on Tuesday, November 12, 2024 at Houston TranStar and-via video conference. In attendance at the meeting were Directors Ronald A. Beeson, Veronica Chapa Gorczynski, Jon Keeney, Carol Abel Lewis, Robert Maldonado, Jr., Jean Mann, Allen Owen, and Jeff E. Ross. Absent were Directors Angelique Bartholomew, Robert A. Fry, Jr., Stephen Gilbreath, Kendric Jones, and Bruce Mann. Written notices of the meeting including the date, hour, place and agenda for the meeting were posted with Harris County, with the Secretary of State, and at the Gulf Coast Rail District office located at Houston TranStar in accordance with the Texas Open Meetings Act. The inaudible portions of the recording were removed from these minutes.

Chairperson Carol Lewis: We'll go ahead and start. Thank you all for holding on. It's 2:08 p.m. I'm going to call us to order. It's November 12, 2024. Today's meeting is being conducted with options to participate in person or by video conference. The public meeting location is Houston Trans Star, 6922 Katy Road. We're in Conference Center Room 120A. The video conference is conducted through Microsoft Teams. That link can be found in the meeting invitation, the agenda, and the public posting. The meeting is open to the public. The public will have the opportunity to address the board during public comments with a limit of three minutes per speaker. If you wish to address the board, please approach the podium here in the room or raise your hand if you're online during the public comments period. Board members may participate by video conference in accordance with the provisions of Section 551.127 of the Texas Government Code applicable to a governmental body that extends into three or more counties. Based on the Open Meetings Act requirements, the Gulf Coast Rail District Board members participating in the Microsoft Teams will need to be seen and heard throughout the meeting for attendance and to report voting. If you're calling in by telephone only, we won't be able to count you for quorum. As long as you're using both, you're fine. As required, I'm physically present for the board meeting and ask that the secretary, Director Keeney, if you'll do the roll call for us, please. Please answer audibly when your name is called.

Director Jon Keeney: Ronald Beeson.
Director Ronald Beeson: I'm on.

Director Jon Keeney: Robert Maldonado.
Director Robert Maldonado, Jr.: Here.

Director Jon Keeney: Thank you. Veronica Chapa Gorczynski.
Director Veronica Chapa Gorczynski: Present.

Director Jon Keeney: Stephen Gilbreath. Jeff Ross.
Director Jeff Ross: Present.

Director Jon Keeney: Thank you. Carol Abel Lewis.
Chairperson Carol Lewis: Present.

Director Jon Keeney: Thank you. I can count myself here. Bruce Mann. Angelique Bartholomew.

Chairperson Carol Lewis: Isn't Angelique on?

Ms. Lisa Patke: That's not her. That's her AI.

Chairperson Carol Lewis: Oh, okay.

Director Jon Keeney: Allen Owen.

Director Allen Owen: Present.

Director Jon Keeney: Kendrick Jones. Jean Mann. She's here.

Director Jean Mann: Here.

Ms. Lisa Patke: Oh, she got it.

Director Allen Owen: Hey.

Director Jean Mann: I know! Finally.

Director Jon Keeney: Robert Fry.

Director Jean Mann: Of course it was a stupid setting.

Director Jon Keeney: Madam Chair, we do, in fact, have a quorum.

Chairperson Carol Lewis: Alright. Thank you very much. We're on to item number three, confirm the meeting posting in compliance with the Open Meetings Act. Ms. Patke did get all of that done in compliance and we are on time and confirmed.

Chairperson Carol Lewis: Item number four, discussion and possible action on minutes for October 8th. Director Keeney, please.

Director Jon Keeney: I need a motion to approve.

Director Veronica Chapa Gorczynski: So moved.

Director Jon Keeney: Thank you. And a second?

Director Jean Mann: Second.

Director Jon Keeney: Thank you. All those in favor?

Board: Aye.

Director Jon Keeney: Any opposed? It's unanimous.

Chairperson Carol Lewis: Wonderful. Thank you.

Chairperson Carol Lewis: Director Owen, if you would lead us in the treasurer's report, item number five, please, and going on to number six as well.

Director Allen Owen: Yes, Madam Chairman. I think Arleste is there to give us our report. Isn't she?

Chairperson Carol Lewis: She's not. She's not in the room.

Director Allen Owen: I'll ask her. Is she there?

Chairperson Carol Lewis: She's online?

Director Jeff Ross: I don't see her.

Chairperson Carol Lewis: Don't see her.

Director Allen Owen: Is she online?

Chairperson Carol Lewis: No, we don't see her.

Director Jeff Ross: You're going to have to bluff your way through it, Allen.

Chairperson Carol Lewis: I was going to suggest that you walk our way through. It's on page 17, I think, starting.

Director Allen Owen: Or we can come back to it, and we can try to reach her in case there's some issue she's got. I don't have her number.

Director Jeff Ross: Well, we've got three checks to pay.

Chairperson Carol Lewis: Yes, I was going to say, if we just go on to page 18, I'll just go ahead and do this section. I don't think there's going to be anything of note, of significant note.

Director Allen Owen: I think you approved all the checks; I know that.

Chairperson Carol Lewis: Right. Exactly. We can see that on page 18. You can see the disbursements, there were three this time. Nothing outstanding out of the bounds of what we normally see. Nothing has happened different with our investments on page 19. Pages 20 and 21 go through the expenditures to date. You'll notice that year to date, we're at 228. Our budget was 238, so we're running a little bit in advance of what we had projected. General purpose expenses, same thing. Year-to-date budget, \$128,642. We're at \$120,970. The next page, page 21, takes us to grants we've had. There's been no activity on that in the preceding month. Page 22, grant status report. Again, no changes. So, that's essential...

Ms. Katherine Parker: I've got one.

Chairperson Carol Lewis: Go ahead.

Ms. Katherine Parker: One change, I'm sorry.

Chairperson Carol Lewis: That's okay.

Ms. Katherine Parker: MAC, they are closing out their books for November. So, they do have a check for \$1,560.71. We have a check for it here; it will be reflected in December's accounting. They just sent out recently. So, that will be the only change.

Director Jeff Ross: Who's that for?

Ms. Katherine Parker: MAC, which is Municipal Accounts.

Director Allen Owen: Accounting.

Chairperson Carol Lewis: But it will show in the November report.

Ms. Katherine Parker: No, it'll show in December.

Chairperson Carol Lewis: Yes, I meant to say that.

Ms. Katherine Parker: So, they cut the check basically in advance because they are trying to close out their books for November.

Chairperson Carol Lewis: Okay.

Ms. Katherine Parker: So, that's the only change.

Chairperson Carol Lewis: Alright. So, their check is actually dated tomorrow, so it's not even dated today.

Ms. Katherine Parker: Right.

Chairperson Carol Lewis: So, we'll see that next month.

Ms. Katherine Parker: Yes.

Chairperson Carol Lewis: Alright. Director Owen, would you like to take over?

Director Allen Owen: Yes, Madam Chairman. I would like to at least put a motion before the board to adopt Resolution 24-19 ratifying those payments.

Director Veronica Chapa Gorczynski: So moved.

Director Jon Keeney: Second.

Director Allen Owen: There's been a motion and a second, Madam Chairman. All those in favor, aye.

Board: Aye.

Director Allen Owen: So moved.

Chairperson Carol Lewis: Wonderful. Thank you so much.

Chairperson Carol Lewis: We're on to Item 7, public comments. I don't think there's anyone in the room. I see Mr. Mazoch, you have your hand up. Your turn to speak, Dominic. Is he still on? It looks like he is. You need to click your camera on also. Alright. Dominic, maybe something's going on with your machine because we neither see nor hear you at this point. But we'll be here next month, so we'll look for you to roll back around if you can. Alright. If you're able to get on, I'll adjust the agenda and let you speak, if you're able to do so a little later in the meeting. Alright. But for now, we'll move on to Item 8, Project Manager's Update, Ms. Koslov.

Ms. Barbara Koslov: Good afternoon, I'm Barbara Koslov. To be honest, I've been traveling a little bit, so I haven't been in town much of the time, but the two big things I did are both related to the US 90A study that's being conducted through H-GAC. They have completed, or HDR who's conducting the work has completed the Existing Conditions Report. So, I read through that, made comments, and shared them with Thomas Gray. And then following that, they got five alternatives that they're studying, and he provided a description and PowerPoint presentation on those alternatives and asked for comments regarding them. So, I have reviewed them, I shared my thoughts. The one comment I had, and hopefully this reflects the Gulf Coast Rail District, is that we repeatedly hear that the Union Pacific Railroad is not going to share their corridor with us and that it's not a viable option. So, my recommendation is if that's what you say in the multiple slides I reviewed, then we need to take that out of the mix. Let's use viable alternatives that have the opportunity to pursue. Some have more joint development or multi-agency coordination than others, and that could be an issue also. But if Union Pacific is not a willing participant, then I think we just need to remove it from the list and move on to other options that have better solutions. And that's my report today. Thank you.

Director Allen Owen: I agree. They never have been. Wasting our time even thinking about it.

Director Jeff Ross: Madam Chair, this is Director Ross. I also commented on Thomas's email and said the same thing, that if UP hasn't come forward and said, "We want you," drop them off the study list. I also said the same thing about CenterPoint, that unless we've gotten a strong affirmative from CenterPoint, there's no sense in spending public money to chase that one further. And my third comment was the cities in Fort Bend County sort of need to decide that end of it because there's three different options out there, and they have three different ways to address different cities' needs. We need to find out, if some of those cities aren't willing to step up, well, let's quit flirting with the options that serve them. So, that was my suggestion to them.

Chairperson Carol Lewis: Appreciate that feedback. Director Ross, you chair our Passenger Transport Committee, so it might be advisable to maybe circulate that to those folks and see if they have any additional comment. I think those of us sitting at the table are in 100% agreement about moving away from UP and CenterPoint. It is a waste of everything to keep those alternatives there, again, spending consultant money doing review, that we could focus on the viable options, not spend any time on the ones that are not viable.

Director Jeff Ross: Right. I mean, if Sugar Land and Richmond and Rosenberg are ambivalent on this thing, then I'd say follow Allen's route down Fort Bend Parkway to that big parking garage that METRO helped build and run it to there. Missouri City, the only city in Fort Bend County that's part of METRO, let them be the user, and then when the other cities get jealous, then they'll have to figure out how to hook on to that system. But waiting for these other cities to tell us they don't like buses, they'd rather ride on trains, is a non-starter for me.

Director Allen Owen: Jeff, you're right, and I will tell you that Sugar Land has made it very clear that they don't want buses. We have them, we don't mind them in Missouri City. They built that garage specifically for that. The toll road, the extension of the toll road across the Brazos River is happening. It is going to happen. It's going to hook up with 99. And you're absolutely right. The other thing is, and you made a comment, is that Missouri City is the only city in Fort Bend County that's paid anything into METRO. I can assure you, in working on the project for 25 years, they are not going to join METRO. Period. Okay? So, where are they going to get the funding? They're going to have to come up with it, and those cities are not willing to jump on the

board and join METRO and pay their penny sales tax to do it. And I just don't understand why H-GAC can't see that and why they're wasting their time. I can tell you; I've dealt with it. They want to sit down with those cities. And Joe Zimmerman is still on H-GAC, and he'll tell them very plainly. He does not want buses of any kind in Sugar Land. Period.

Director Jeff Ross: No, he wants monorail.

Director Allen Owen: So, why are they even dealing with it, is my question. They've got a viable option, and I made my comment, they've got a toll road that goes straight from 90A to that garage that's almost complete, and the buses already go to the Kroger lot and back and forth to the Medical Center. It's the only one that's viable to get it up and running anytime soon, and we've waited 25 years in Missouri City to see something for the monies we've put in. I'm not the mayor anymore, but I know how they feel. If they don't do something fairly soon, they're going to put it on referendum to get out of METRO.

Chairperson Carol Lewis: That was a lot said. So, I think the action item is for the Passenger Transport Committee to at least be all made aware, everybody on the committee made aware of that. And for the items for which there is consensus, that is something I think we want to note, the consensus opinion there. Let me say that commuter service via bus could be done by Fort Bend Transit. So, it does not have to be that they are in the METRO service area to have bus service. Fort Bend Transit already runs some service into the Galleria and could well run the same kind of service into the Medical Center. So, there is an option beyond METRO for service there.

Director Jeff Ross: They do run to the Medical Center.

Chairperson Carol Lewis: Fort Bend Transit already runs to the Medical Center?

Director Jeff Ross: Yes, I see their buses on the street all the time.

Chairperson Carol Lewis: So, there we are. It does not take METRO for that. So, I think we will continue down the path. I do think it makes sense. I'm sure that Mr. Gray has those cities on the expanded stakeholders list, so they will be at the table and have the opportunity to weigh in. But I think for those of us like you, Mayor, who have been looking at this corridor for decades, the opportunity to get something done is quite exciting. And I'll say as a sidebar on this item, and I don't know how many people will agree, but I am really excited about the opportunity that buses well may be automated in the future on a facility like this. It would be very cost-cutting in a lot of ways and advantageous. So, it is 2025. So, the way we've looked at bus service for the last hundred years is not the same as I think how we'll be looking at it over the next decade. So, thank you very much, Ms. Koslov.

Ms. Barbara Koslov: Oh, I'm just going to add one thing. It's just the logistics or administrative that the project manager on the US 90A from the consultant side has been Scott Parker with HDR, and he is leaving HDR on Friday. So, we will see a new project manager. Hopefully, that doesn't change the trajectory of the project, but there are some things that are underway. So, that's just an FYI.

Chairperson Carol Lewis: So, I think that's why it even makes it a little more important for GCRD to issue... I appreciate, Jeff, you doing yours, and Barbara, you doing yours, and Allen, if

you did yours, that's awesome. But I think if we do a formal GCRD response, that would be well going into that new project manager.

Director Allen Owen: Madam Chairman?

Chairperson Carol Lewis: Yes.

Director Allen Owen: I'm not even sure that H-GAC has even looked at the option of the Fort Bend bus service getting people from Richmond, Rosenberg, and Sugar Land to that garage in Missouri City. They haven't even looked at that, and that is a very viable option for getting those people to a central place. I don't think they've looked at it.

Chairperson Carol Lewis: I'm sure they may not have yet, but that would be something that the consultant could look at and then carry it on to them as something they could think about. They don't really have a big planning staff for the Fort Bend Transit. They basically are operators; they're not planners. So, I think that, at least if this were to be done, then that would give them something to potentially pursue.

Director Allen Owen: And Missouri City has curb-to-curb right now.

Chairperson Carol Lewis: I know.

Director Allen Owen: Curb-to-curb service.

Chairperson Carol Lewis: Right, exactly.

Director Allen Owen: Through METRO.

Chairperson Carol Lewis: Exactly. This would be a nice complement to that, quite frankly.

Director Allen Owen: Absolutely.

Chairperson Carol Lewis: Alright. Well, that's something to look forward to. Alright. Thanks, everyone. On to Item 9, report from Ms. Parker.

Ms. Katherine Parker: Good afternoon, everyone. A short report that includes, of course, meetings attended. Next slide. Thank you. TAC, RTP, this month was the Rail Corridor Collaborative. We had a presentation last month from Jack Hanagriff about their work. You should have also received the slide presentation and also the last social media report that went out to each of the directors this past month. We had another meeting with the Grade Separation Funding Discussion Group to begin or continue our discussions about the LAR. TPC, THE HART and for the Greater Houston Freight Committee, I was a panelist for that committee meeting to talk about the work of the LAR. And then, lastly, TAG's TxDOT luncheon last month as well.

Next slide. So, our updates. We are continuing with our annual payment request and also our appointment or reappointment letters have gone out to each of the member entities. Also, I am working with MAC or Municipal Accounts to come up with a credit card payment option for the Rail District, which we have not had in the past. And the reason is our Wix account, which is for

our website, is every two years, and they require that we pay with a credit card. TTI was gracious enough to do that for us last year, and we repaid them, of course, but I think that it's time for us to have that option to be able to pay bills such as that. So, I will come with a resolution next month with those terms and conditions for a credit card because currently, right now, what we do is we invoice. So, anyone that sends us a bill has to wait 30 days, if not more, to be able to be paid. So, this gives us that option for those smaller dollar amounts, to be able to pay them in advance, where it will be quicker than we have in the past years. So, any questions about that or concerns? I'll have those details out for you...

Chairperson Carol Lewis: What I'd like to suggest, I think, Ms. Parker, is that we would have Bylaws take a look at the conditions for the credit card, the limits, and all the other parameters around that. We have a Bylaws Committee, and I think that would be something that I would like them to have taken a look at before it comes to us next month. But it does make sense, I mean, everything is 2025.

Ms. Katherine Parker: Yes.

Chairperson Carol Lewis: Living in today's society is interesting for someone who's been around a while. Everyone wants to do everything with a QR code or something like that, right? We don't do things like we used to. We don't want checks. We don't want cash. We just want to do something electronically.

Ms. Katherine Parker: Electronic, true. So, this would be issued through Central Bank, which is our current bank, but I do have some details here that I will pass along to Bylaws, and we can come up with the stipulations of how it will be used.

Chairperson Carol Lewis: Exactly. Alright, thank you.

Director Veronica Chapa Gorczynski: So, pardon me. I have one comment on this. I've done this a couple of times. I'd like to ask if our accounting firm has a standard operating procedure for a credit card because separate from the authorization, we have to get a signature authority for the executive director to use it, and then we have to demonstrate the SOP of how we use it. And it might be things, for example, this is extrapolation and a little extreme, but it's not to go in a wallet for international travel or things like that, for example. They typically have a template with our CPA or our finance firm, and if not, I'm happy to see if we have one of these that we can share with you.

Chairperson Carol Lewis: Okay. Yes, we would like that. Great, thank you.

Ms. Katherine Parker: They provided us terms and conditions, but as we talk about the limit and, like you just said, the use. So, that allows us to be able to, at least with this contract, which is only, I think Wix is only every two to three years, and I think it's \$650, something like that, every two years.

Ms. Lisa Patke: It auto-renews.

Ms. Katherine Parker: It automatically renews. So, TTI will do that for us this year because it's due November 23rd. And then once that's taken care of, we can update it. Hopefully, we'll have

it in place for next month because I don't want the website to be interrupted because of non-payment.

Chairperson Carol Lewis: Right, that makes sense. Okay, but Director Chapa Gorczynski's going to send you the examples of what they have and how to check on the signature guidelines...

Ms. Katherine Parker: Okay.

Chairperson Carol Lewis: ...with the accounting firm. So, the things that she's saying, the accounting firm might say something different than the issuing bank.

Ms. Katherine Parker: Yes, okay. Thank you.

Chairperson Carol Lewis: Alright, great. Thanks, everyone. Okay. Item 10 is announcements by the chair. The legislative TxDOT LAR. For now, things are going as expected. We don't have any additional guidance as to our needing to talk to anyone in Austin specifically. I will be partnering with TAG to make a meeting to Senator Alvarado sometime within the next month. The next thing with that is that we found out Monday that we've been acting as if this were one LAR because that's all we knew it was until Monday. But we found out Monday, it's actually two separate actions that have to happen. The LAR through TxDOT, which we've been working on, but then also we've learned that there has to be some enabling legislation revision in order for this LAR to be effectuated. So, that means we've got two prompts that we're working on, and we didn't know that until Monday, like last Monday. Not yesterday Monday, but last Monday. So, we're figuring out what that means because we don't know yet. We have to figure out who else it means we need to talk to.

The other piece of that that's happened, which has been fascinating—you have to smile about these things—we've been working so hard with this group of people on this LAR, and then we're talking to one person from TxDOT, and he makes the point that the legislature's going to be looking for a project the next time they come together in 2027 based on this money that we're asking for. So, when we think about it, we don't have any project close enough to the finish line to get anywhere close to doing anything by 2027. So, I say to Ms. Parker and myself, "We're working so hard on this. Wouldn't that be just sort of sad if we don't have a project to take forward?"

So, what we've decided to do is to fast-forward non-grade separations. So, the signs, the lights, the technological improvements, we're going to start an initiative with H-GAC shortly. We're still working on both sides of that but getting our list together of three to five projects we have that could get all the way to the finish line without having an environmental report. So, that's how we're going to approach making sure we've got something in the queue to get into the LAR funding request should we be successful in getting it all the way through. And if we're not, then we still have a priority list of those roadway/railway initiatives that we can do that are short of a grade separation. And the reason that's real important, obviously, is that our list of grade separations is like 56. When you think about it, how long would it take us to get 56 grade separations done? And that would be even if we had the money, which we don't. So, I'm thinking the fact that we can start looking at other ways to improve safety and passenger/traveling public around our blocked crossings is going to probably be a really effective way to use our time and resources. So, that's the LAR and ancillary conversation. So, I'll pause a

second if anybody has any thoughts or comments about any of that. Director Mann, your hand is raised.

Director Jean Mann: Yes. Can you hear me?

Chairperson Carol Lewis: Yes, we can.

Director Jean Mann: I've been having issues today. I mean, I think like the safety issues, there are some crossings that don't have gates. I mean, they have lights, but they don't have gates. Like the Midline one that we were talking about. Is that what you're looking to do?

Chairperson Carol Lewis: The answer is absolutely yes, and what's going to happen is Ms. Parker and... What's Sydni's last name? Wiggins?

Ms. Katherine Parker: Ligons.

Chairperson Carol Lewis: Ligons. Sydni Ligons from H-GAC are going to issue another request from the Freight Rail Committee and the TAG members to enlarge the list. So, if you've got something, just go ahead and send it to Katherine, and we can get that on the list already.

Director Jean Mann: Okay.

Ms. Katherine Parker: So, your crossing, Midline, it's still on the list as talked about that earlier in the year, whether Montgomery County was committed to the local share. So, even if we move forward, that would be something that you all would need to discuss, to have in place, but we definitely can put it on the list to look at for gates and lights.

Director Jean Mann: Okay, that sounds good.

Chairperson Carol Lewis: Alright, great. Alright, anyone else? Alright, so the next item is transfer of CMAQ funds to FRA for the Commerce and Navigation grade separation. So, you all know we got the FRA funding for Commerce and Navigation a little over a year ago, and part of the money had been allocated under Federal Highway Administration under CMAQ. It wasn't the full amount, which is why we had not gone forward. FRA comes in and essentially does the grant for the grade separation, and what we were hoping was that the portion of funds we had for CMAQ could be transferred to FRA. It's taken us a year to find out that the answer's actually no, it cannot be transferred, and we've learned that the reason for that is that... And the reason we thought we could, is that FHWA and FTA transfer funds back and forth across those two agencies all the time. What we've learned, and it took a year to dig this out, is that they're able to do that because they have a congressional authority to do so. That congressional authority does not extend to FRA and FHWA, so they cannot spend money across those two administrations. So, we now know that. So, the City is continuing to uncover how best to proceed. In the meantime, what that means is that it will be clearly articulated that the project will be a TxDOT project, a project under TxDOT. It's a City of Houston project under TxDOT's umbrella is what that would be. So, there's still some conversations going on in the backdrop about that, but the good news is that in the meantime, the project is proceeding well. They're on the verge of getting the consultant agreement done. So, nothing is going to be delayed because of this. For us locally, the biggest sort of hit is that we can't take it off of the CMAQ books, right, and we wanted to. That's the big local hit. Yes, exactly. But at least, on the good news side, at least now we have an

answer, and we know why, which we did not before. I don't know if there are any questions on that.

Director Veronica Chapa Gorczynski: So, we're really excited about the opportunity in the East End to move forward with this. It's like a dream going on decades. Without asking you to look for the project timeline, when do we see the consultant really happening? When can we pop the proverbial champagne?

Chairperson Carol Lewis: So, we would need to talk to the City of Houston about that. What we heard last Monday is that it is imminent. We were not given a date, but we were given it is imminent and very close.

Director Jeff Ross: Buy a champagne, it ages well.

Chairperson Carol Lewis: Alright. So, yes, exactly. We will all be happy about that. Now, the other good news side is that FRA was really interested in talking to us about doing that whole sealed corridor. So, that's something that they seem to like the idea of. We're talking FRA state linkages. They're talking intersections and crossings by name in the East End about the sealed corridor. So, they know all about that. So, we'll just have to continue to work with the City to see what all that means, but that was good to hear from them too.

Director Veronica Chapa Gorczynski: That's great news for everybody.

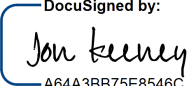
Chairperson Carol Lewis: It is. Alright, well, that is the last thing on the agenda. Does anyone else have anything? Thanks, everyone. Our next meeting is Tuesday, December 10th. Everyone have an awesome Thanksgiving, and we'll see you in December.

Director Ron Beeson: Thank you.

Chairperson Carol Lewis: Alright. I didn't take a motion to adjourn, but I think we're okay adjourning.

Director Jeff Ross: I'll motion. (Adjourned at 2:42 p.m.)

ATTEST:

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Jon Keeney, Secretary
Gulf Coast Rail District

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