

JAMES R. BLAZE

Sr. Director of Railway Economics, Operations, and Planning

ZETA-TECH Associates Inc.

900 Kings Highway North

Cherry Hill New Jersey, USA 08034

Summary of Qualifications:

35 years of multimodal and rail transportation experience. Executed diversified assignments in both government and in private industry including as a railway manager.

Demonstrated hands-on experience implementing transportation privatization, joint ventures, railway costing and marketing, as well as impacts of railway mergers and strategic alliances.

Wide range of assignments in strategic planning; public policy analysis; freight logistics, intermodal competitive analysis; business restructuring; senior management culture change; and marketing/operations analysis.

Strategic Intermodal & Rail assignment completed in: United States, Canada, Mexico, Mongolia, Brazil, England, Germany, France, Netherlands, Russia, Hungary, Nigeria, and Jamaica.

Public speaking assignments and broad cultural exposure in Australia, Belgium, Brazil, Canada, China, England, France, Germany, India, Italy, Mexico, Mongolia, Netherlands, Nigeria, Norway, Sweden.

Lecturer at US Merchant Marine Academy and Penn State School of Logistics and Business.

ZETA-TECH technical instructor since 1999 on railway safety courses that include: 1) FRA Railway Worker Safety Regulations, 2) FRA Track Maintenance Regulations, 3) Hazmat Transport Regulations, and 4) Railway Accident Investigation Procedures, and Safety Integration Plans (SIPs) for large scale mergers, acquisitions and similar geographic network changes in ownership and train operations.

EDUCATION:

Technical Track and Safety Training at ZETA-TECH

Advanced Management Program, Penn State University

Best Practices: European Public Transportation, Carnegie Mellon Univ.

MA (Transportation and Economic Geography), University of Chicago

Magna cum Laude BA, St Anselm's College

Intermodal Rail & Maritime Master's Thesis published in August 1968

Potential for Containerization: Chicago & the St. Lawrence Seaway. Blaze concluded that the commercial impact of Seaway general cargo was subject to emerging intermodal market and operational forces. The Seaway was essentially built to satisfy objectives for electric power and bulk cargo trade. Thesis demonstrated that Seaway container trade would be subject to emerging rail intermodal train competition via the US East Coast and via Land-Bridge rail from the US West Coast. The west coast thesis predictions became fact in the 1980's. Doublestack rail economies of scale made US rail land bridge a world-class operation by the nineteen nineties.

WORK HISTORY:

1998 to present at ZETA-TECH Associates, Inc.

Director Strategic Planning & Special Studies

RECENT Assignments: 1) a review and rehabilitation assessments of the Nigerian East Main Line; 2) a railway line relocation and rail economic review for the Port of Beaumont TX and TX DOT; 3) a major review and recommendations of FRA Safety Board procedures; 4) a major assessment of rail intermodal costs for the FHWA/FRA on the major Chicago-New York corridor; Economics Cost Model work for FHWA Intermodal Project; 5) Strategic assessment of Port and Rail Corridors for State of Texas, 6) Strategic assessment of competing Houston area railroad relocation proposals for the State of Texas (July 05); 7) Mongolia Railway for US Government (Winter and Summer 2006), and 8) Port of Houston PTRA railway efficiency study for the State of Texas (2006), 9) State of Florida Trackage Rights Calculations on Two Shared Corridors (2006), 10) Private Railway Commercial Value Study, Texas area, (2006), 11) Government of Mongolia for their Rail Project Strategic Plan preparation (2007), 12) Guest Lecturer UIC Global rail Conference, New Delhi, 2007, 13) Due Diligence on Iron Ore Transport for Morgan Stanly, Honk Kong, Spring 2008, 14) Austin Texas Capital Metro Track Access Cost Allocation, Summer 2008.

October 2007 to Present 2008 – Chief Executive Officer (CEO) at TransCON LLC, Ulaanbaatar Mongolia -

Mongolia's first private railway company – primary business is leasing of railway freight equipment.

As team leader for the US sponsored Mongolia Railway study (of MTZ), designed a strategic recommendation for a \$650 to \$800 plus million dollar major modernization. Two of the strategic goals were to: 1) create the capability for economic development that could result in thousands of railway dependent mining jobs and 2) improve the railway's operating ratio from an anemic ninety-five percent to a very good mid-eighties range. Project is designed to improve rail freight operations efficiency with superior locomotives, better net-to-tare wagon ratios while improving effective train dispatching

with a combination of PTC train dispatching and improved passing siding pattern. The improved railway could then economically attract a larger share of Eurasia and Siberia-China “transit traffic” by its superior service and lower costs per ton-kilometer.

Blaze was then hired by the Government of Mongolia to be their railway technical expert during the period 2006 to 2007.

Blaze was the ZT team leader together with ICF Consulting on a project to assess the impact of “car scheduling” processes on traditional carload rail services. Project report delivered to the public policy group within FRA and available on FRA web site. Project results showed solid economic prospects for this previously declining market segment of rail freight.

Team Leader of US DOT sponsored inspection and rehabilitation study of the Nigerian Railways (Dec 2003 and Dec 2004). Produced complete rehabilitation plan for the use of NRC and US government. Inspected over 1,500 miles of major rail line during two different two-week periods. Final report delivered to US government in ninety days covered in detail a nearly \$2 US Billion program for recommended improvements for locomotives, rail freight wagons, rail passenger cars, track upgrades to 100-pound rail size, bridge modernization and drainage control, and safety and training. Report also recommended major intermodal “greenfield” terminals for Lagos and inland ports with expected capital costs to cover both track configurations and mechanical unloading equipment within secured and environmentally friendly rail yards.

Final Nigeria report covering more than 1,600 miles of main lines delivered to the US government in Feb. 2005. Estimated investment costs for freight railway modernization estimated at just over \$1.3 Billion in US dollars. Passenger concession modernization as three different businesses estimated at approximately \$600 million.

Safety Integration Planning (SIP Process): Blaze was ZETA-TECH Team Leader for US Federal Railroad Administration oversight and monitoring of the Conrail merger process. Emphasis was on detecting safety issues and service issues that should immediately be brought to the attention of senior DOT officials. Project spanned three years of oversight and inspections. ZT Team received citation from FRA for this assignment.

Team Leader of Due Diligence of Strategic Plan for Jamaica Railway. Developed Business Model for financials and marketing plan. Developed safety and regulatory oversight plan. Coordinated on-site inspections and market survey. Coordinated development of and plan integration for the rehabilitation of track, locomotives, and passenger cars. Recommended carload service priority for freight plan versus the extremely short haul intermodal recommended by others. Plan would use transloading at inland points for distribution of critical goods including petrol. Recommended integrated bus/commuter train operating plan and provided projected income statement of results. Recommended west island tourist train for cruise line customers out of Montego Bay.

1996-1998 with The Kingsley Group

East Coast Consultant to the San Francisco Office

Obtained a major Merger and Acquisition assignment with Norfolk Southern. To help secure their share of Conrail from a contentious CSX-CR proposed merger. Provided field study support during winter period to help NS prepare the basis of an NS/CR operating plan, under conditions of a possible unfriendly takeover.

Prepared background reports for use by NS executives in solicitation of public support. Prepared sections of the NS operating application to the federal regulatory agency (the STB). Analyzed environmental consequences of the merger based on the NS operating plan.

Analysis of US/Mexican automotive distribution strategy in the emerging post privatization structure of the Mexican railways. Examination of one specific manufacturer's rail and intermodal distribution processes if combined with an emerging Ford/NS rail distribution service network.

1975-1996 Manager with Consolidated Rail Corporation (Conrail)

Director, Strategic Analysis

Guided the preparation of Conrail's 1991 and 1994 Strategic Business Plans. Conrail benefited with a consistent record of improving financial performance between 1989 and 1996 as operating ratio improved from a relatively poor 92 to an impressive 79.9.

Formed Conrail's first Logistics Program in 1991-92. Presented to senior management a strategic plan with financials for Conrail acquisition of a high-skill logistics company. Target acquisition would have superior technology for international tracking and security control and a high international level of sales channel capabilities. Logistics platform would be a Conrail logistics subsidiary for the management of international container cargo (inside Europe to inside USA flows).

Prepared due diligence financial, operational, and marketing data for the outside investors interested in an investment position for the April 1987 privatization stock sale. Worked directly with the independent financial advisors hired by Conrail's Board to give the Board guidance during the privatization process. In the end, it was the Conrail advisor's privatization plan that the US government decided to execute. Conrail stock initially sold in 1987 at \$28.00 per share and later split 2 for 1. When sold to NS and CSX in 1997 the final price was \$115 per share. The company value during Blaze's tenure in Strategic Planning increased from just over \$2 Billion to \$10.4 Billion in 1997.

Managed the traffic and operational analysis of more than 12 possible mergers during the period 1980 to 1993. Analysis was both defensive and offensive in strategic assessment. Forecast in 1983 that the most favorable operational and financial merger outcome would

be with Norfolk Southern. That report was delivered to Conrail's Chairman Stanley Crane and the conclusions acknowledged, however, the report remains confidential to this day.

Managed a team responsible for Conrail's Contract Service Branch Line Program: 1976-1979. The contracted services generated more than \$65 million annually plus about \$20 million in yearly track rehabilitation and Conrail management fees paid by the states and federal government. Rail operations covered approximately 2,600 route miles of track owned by Penn Central and Erie Lackawanna. Directed team results produced **zero day-one service failures** on 1 April 1976.

Coordinated Conrail mapping between Conrail engineering and real estate departments and Rand McNally Corporation. Map product was the earliest format of what is today referred to as GIS lat/Long mapping. Internally, Conrail used a pre 1988 version of the Intergraph mapping platform.

Two-Years with the United States Railway Association (a US Government Agency)

The Manager responsible for State DOT technical liaison. Delivered projects included: 1) White Paper on public ownership of the Northeast Corridor passenger line instead of Conrail freight ownership; 2) Coal Marketing Strengths and Weaknesses Report for the Final System Plan; 3) Prepared initial contract template for negotiated light density line service as legal device to enable subsidy arrangement with thirteen states.

Six and a half years with the Illinois Department of Transportation

Managed transportation demand and capital programs for agency covering a six-county Chicago area. Reports covered highways, mass transit, aviation, and rail freight issues. Recommended policies significantly altered plans for \$4 billion of government investment. Chicago work papers on urban freight movement in the early 1970's were a prototype for the current LA/Alameda Corridor Project. CATS freight studies managed became one of just two prototypes of subsequent FHWA Urban Goods Movement studies now done in the nineties by Metropolitan Planning Organizations (MPOs).

OTHER PROFESSIONAL AFFILIATIONS:

Chairman, Automated Logistics Corp. Dallas, TX.

Jointly owned by several railroads and a steamship company, this was an AMTECH technology based company that specialized in software to sort and communicate location tracking information. The company developed specialized software programs for these tracking applications. Included were terminal (yard) programs for monitoring hazardous material shipments, and programs for monitoring car cycle times along strategic routes.

The company was closed when it became evident that competitive forces among the owners would not allow sufficient expansion of the reader network. Represented Conrail's equity interest in this company.

Current Member, Committee on Intermodal Freight Terminal Design & Operations (TRB AT050)

Board of Director, **Conrail Mercury**, Conrail Trucking-Drayage Intermodal Subsidiary (1994-96)

Board of Directors, Transportation Research Forum (TRF)

President of Philadelphia TRF Chapter in early 1990's

Past Member Economic Regulation Committee, Transportation Research Board (TRB)

Past Member, Intermodal Terminals Committee, Transportation Research Board (TRB)

Chairman, Exclusive Bus Lane Project, HRB – National Academy of Science (1970)

Chairman, Urban Goods Movement Committee, Highway Research Board, 1971-74

President, Rail Personnel USA LLC, Cherry Hill New Jersey, (2006-2007)

Past Legal Work

Due Diligence for Mongolia Government

Expert technical witness for the Government of Mongolia in discovery over Roche Due Diligence Report to MCC

Ashtabula Coal Dock Case

Expert Witness for CONRAIL the defendant in federal suit involving Penny Dock

D&H versus Conrail shared track and track charges Case

Expert Witness for CONRAIL on several different proceedings on this subject

Conrail Merger Application

Expert Witness as part of the Norfolk Southern Railroad merger and acquisition team putting together merger application to submit to the Surface Transportation Board in Washington DC

Florida DOT in trackage rights charges on SFRTA lines

Expert Economist for Florida Dept. of Transportation

MAJOR PUBLICATIONS & PRIVATE REPORTS:

Due Diligence Report on Transport of Mongolia Iron Ore, Morgan Stanley, Honk Kong China, June 2008

Purchase and Lease Agreements under partnership with China Railway Materials Import Export Co., Beijing China and Ullanbaatar Mongolia

Railway Track Access Presentation, October 2007, Railway Age Conference on Passenger and Freight Trains, Washington, DC.

“Global Economic Trends & Railroad Efficiencies”; Featured speech at the UIC Rail Global Logistics Conference; New Delhi, India; March 22, 2007

TRB Paper; “The IRON Silk Road and the Mongolian Corridor”; January 2007

Program Investment Memo for Mongolian Government; December 2006

Due Diligence Report: Mongolian Railway Modernization; For US Government, MCC; October 2006

“Rail Freight Technology for Competitive Advantage”; Featured presentation at World Bank Railway Forum; March 31, 2006, Washington DC

CONTAINERCOST and Trailer Intermodal Model, Presentation of Final Product and Calculations, Prepared under contract to the FHWA, May 2005 (jointly with Randy Resor and Pradeep Pratel).

Short Haul Rail Intermodal: Can it Compete with Truck, joint with Randy Resor, to be published this year in Transportation Research Record, 2005

Project NEW (China to Narvik to US Intermodal Service): Tasks and Timetable, Business Report to Steering Committee, April 2005, Washington DC.

Nigeria Rail Rehabilitation Plan, Prepared for the United States Department of Transportation, Dec 2003-Feb 2005.

The Conrail Acquisition and Integration, Implications for Shippers and Logisticians, joint with Randy Resor, Journal for Transportation Law, Logistics, and Policy, Wash. DC, 2004.

“Lessons from the North American Rail/Intermodal Experience: Integrating Technical Engineering with Strategic Business Planning”, IRCA Rail International - Schienen der Welt, Paris, May 2004 (co-authored with Dr Allan Zarembski)

Scheduled Railroading and The Viability of Carload Service, Report prepared for the Office of Policy, Federal Railroad Administration, May 2004. (submitted jointly with Eric Beshers and Randy Resor)

Quantification of the Business Benefits of Positive Train Control, Prepared for the Federal Railroad Administration, March 15, 2004 (jointly with Randy Resor, Pradeep Patel, and Mike Smith).

Railroad Industry Structure, Competition, and Investment, Toulouse, France, November 7-8, 2003 (jointly with Randy Resor)

“The Case for Using Tonnage To Schedule Your Railroad”, Presentation delivered at Calgary Canada Scheduled Railroad Conference, September 2003, Conference sponsored by Multimodal Corp and CP Railway.

"The Economics of Heavy Axle Loads: Costs and Benefits", published at the Heavy Haul Conference: The Solution for Europe's Future, Paris, March 2003 (co-authored with Dr Allan Zarembski)

“Predicting Failures, Traffic World Jim Blaze story, by John Gallagher, page 37, March 24, 2003.

Devising an Effective Public/Private Partnership Strategy, (joint with Randy Resor), Railway Age, Dec. 2002

Evolving A New Model for Passenger Rail Service in the 21st Century: Public Funding and Private Access, Transportation Law Institute Meeting, Crystal City Marriott, Nov 3, 2002

Railway Business Models Continue to Evolve, joint with Randy Resor, International Railway Journal and Rapid Transit Review, Sept 2002.

You Can Charge Strategically for the Use of Your Railway, A presentation made to the European Infrastructure Managers, Initial Meeting of Group, Lisbon Portugal, June 2002.

“Using TrackShare to allocate cost between rail freight and rail passenger trains”, Seminar on infrastructure charging and EU railway policy UIC-CER-UN/TER, Paris, 25-28 September

Using TrackShare Model to Evaluate Cost Allocation for Geographically Different Sections of Track, Report to Senior Officials, at the UIC Paris, and at the EC in Brussels, February 2001.

Conrail Merger Surveillance: NS, CSXT, and CRCX Safety Integration Plan/Safety Review, First of 4 Reports for the FRA, 2000 to 2004 series of Reports and special study papers.

Accident Investigation Course Presentations and Student Manuals, Originally prepared in support of CAN Insurance. Later delivered as lecture series to railway managers between 1999 and current timeframe. Courses delivered to many different railroad companies and mixed railroad groups.(joint with Don Holfeld of ZETA-TECH and previously of CANAC and CN RR)

Application of WSAC Model to Five EWS/Railtrack Test Segments, August 6, 1999

Benchmarking Railtrack's Maintenance & Related Costs, Private Report Delivered to EW&S Railway and Freightliner, in the United Kingdom, June 22, 1999.

Shippers and the Conrail Transaction: You Need a Contingency Plan, New England Trade & Transport Conference, Newport RI, April 1998

The Conrail Transition: Getting Ready for Intermodal Changes between 1998 & 2003, NYC Transportation Research Forum, June 1998

If Competitive Rail Access Becomes Public Policy in the US, How to Objectively Figure the True Costs, Agriculture Transportation Coalition, San Francisco, June 1998

“What Intermodal Really Means”, Traffic World, June 15, 1998, pg. 15

“Winners and Losers”, Rail Merger Intelligence Newsletter, Frank Wilner, June 15, 1998

While at The Kingsley Group, San Francisco, California

NS Regulatory Application to Acquire Conrail, The US Surface Transportation Board, (1996-97)

“CSX and NS Environmental Assessment” based on Volume & Route Density Rail Merger Changes

“Field Studies of Consolidation Opportunities” during hostile bid process

Public Affairs and Government Affairs representations and documentation

Conrail

Strengths and Weaknesses of Conrail's Strategic Plan(s)

Private counsel for President & Chairman (1992-95)

Strengths & Weaknesses of Southern Pacific Acquisition Strategy:

Government & Public Affairs representation and documentation (1995)

Conrail Strategic Merger Analysis (1983-1995)

More than 18 detailed merger simulations about Conrail merger options
Presentations of results delivered to senior Conrail Officers and Chairman

Lessons from Conrail Commercialization and Later Privatization:

“From \$350 million in losses to more than \$700 million in operating profits: THE
Railway Benchmark”

Presented at Novosibirsk, Russia, 1992

Presented at Hong Kong Rail Conference, 1993

Privatization Study for Sao Paulo – Sao Paulo, Brazil, (BAH) 1995

Conrail Role in Logistics as a service to its rail customers (1991-94)

International Intermodal Europe to USA Midwest Strategic Market Plan

Submitted to Senior Conrail Officers

A Conrail North Atlantic International Business Plan

Conrail using an NVOCC Forwarder Agent to solicit rail traffic, (1993)

Based on strategic marketing survey of more than thirty large customers

\$ 600 million in potential revenues as a new Sales/Marketing strategy

AEI electronic tracking business process report given to Senior Conrail officers

Resulted in investment in ALC, a multiple carrier tracking business (1990-95)

Private rail car tracking business; private terminal monitoring; using automatic
identification technology to help rail customers monitor inventory

Global Rail Privatization Opportunities

- Presentations and counsel to variety of international officials
- Courtesy lectures to visiting foreign delegations
- Investment analysis as potential Conrail portfolio diversification

Provided business support to Booz-Allen, Mercer Management, Pepper Hamilton Law
and others involved in overseas consultant projects (1992-96)

Conrail Southern Tier NY State Report: History-Issues-Options (1989)

White paper with tactical review and recommended new strategy options

Indiana Harbor Belt Report (1987-88)

Conrail options for improving strategic value of this terminal property

Pennsylvania Truck Lines (PTL) Business Study

Strategy options and prospects for this intermodal terminal & dray operator

Due Diligence Support of Conrail initial public sale (1984-87)

Who Would Buy Conrail and Why?

- Private Report to Chairman of the Board, Stanley Crane, (1983)
- Arbitration Study of operations and marketing in Buffalo region
Report for Law Department; arbitration with USRA & D&H, (1982)
- Conrail System Maps, Rand McNally, (1979-86)
- Report to Congress: Options for Conrail (1980)
Research of a stand-alone Conrail versus a CR Auction & split-up
- Conrail Strategic Business Plans (Annual: 1976 – 1980)
Plant Rationalization studies; drive for efficiency; specific line costing
Strategy for contract services
- Conrail Light Density Line Contract Service: Contract Terms and Creation
- The Final System Plan, USRA (Washington, DC: 1975)
Prepared key energy marketing section; assisted with local operations plans
- Lake Erie Port Redevelopment Plan
Ashtabula Ore and Coal redevelopment and sale (1975)
Allowed Conrail managers to focus on “core competencies”
- Project (Energy) Independence & Relevance to the Conrail Plan, (1974)
Conrail financials could not depend upon projected Govt. coal forecasts
- Chicago Area Transportation Study (MPO of Region)
Strategy Options for Rail Reorganization: Sec. of Illinois DOT, (1973-74)
Value of Rail Real Estate as Rail Freight Service is Transformed, CATS
Conversion of Chicago Cross-town Expressway to an Exclusive Truck-Way
- Special report to Sec. Ill. DOT, (1973)
Atlas of Regional Freight Facilities (1971-72)
1:24000 scale map series of all transport modes
Motor Vehicle Traffic Survey, ‘Commodity Flow Survey Design’, 1972
Origin/Destination freight survey as input to intermodal and truck trip generation models and highway connector studies
Compendium of Freight Terminals and Services: Chicago Region (1971)
1st comprehensive measurement of private and public freight investments
O’Hare Airport: Alternative Rail Transit Access
- Special study for City of Chicago Dept. Of Public Works, (1968)

MAJOR PORT AND INTERMODAL LOCATION WORK

<u>Name</u>	<u>Work for:</u>
APL Lines	(Conrail 1985-95)
SEALAND	(Conrail 1992-1993) (Note Sealand is now Maersk)
The Port of NY/NJ	(Conrail 1990-1993) (ZETA-TECH 2001)
The Port of Philadelphia	(Conrail 1988-1992)
The Port of Rotterdam	(Conrail 1992-1994)
The Port of Liverpool	(Conrail 1993)
Budapest Hungary	(Conrail 1993)
The Port of Chicago	(Ill DOT 1968-73)
The Port of Cleveland	(Conrail 1977 & 1992)
The Port of Ashtabula	(USRA 1974-75) (Conrail 1978 & 1992)
The Port of Houston	(Conrail 1983 & 1988-93) (TX DOT 2005)
The Port of Corpus Christi	(TX DOT 2005))
The Port of Beaumont	(TX DOT 2004-05)
The Port of Brownsville	(TX DOT 2005)
The Port of Narvik (Nor)	(ZETA-TECH 2004)
The Port of Vladivostok	(Conrail 1992-93)
The Port of Boston	(Conrail 1981, 1988, 1992-94)
The Port of Baltimore	(USRA 1975) (Conrail 1981 & 1993)
The Port of Norfolk (VA)	(Conrail 1981, 1992) (NS 1997)
The Port of Halifax	(Conrail 1983)
The Port of Montreal	(Conrail 1981, 1993)
The Panama Canal	(Conrail 1993) (ZETA-TECH 2005)
The Isthmus of Mexico	(ZETA-TECH 2005)
The Ports LA/Long Beach	(Conrail 1981, 1988, 1993)
The Port of New Orleans	(Conrail 1988)
The Port of Oakland	(Conrail 1988 & 1993)
The Port of Seattle/Tacoma	(Conrail 1988 & 1993)
The Port of Vancouver	(Conrail 1993)
The Port of Lagos (Nigeria)	(US Govt. 2003 & 2004)

STRATEGIC ASSESSMENT RAIL COMPANY LOCATION WORK ASSIGNMENTS

CONRAIL	1975-1996
CSX RAIL	1979-80
BNSF or predecessor companies	1983 & 1993-94
UNION PACIFIC	1980 & 1994-95, 1999-2002
NORFOLK SOUTHERN	1980-81, 1985-86, 1993, 1996-98, 1999-2002
CANADIAN PACIFIC	1988, 1993, 2003
CANADIAN NATIONAL	1988, 1993, 1995
Florida DOT	2006
Norway's PROJECT NEW	2005
SNCF	1992-1994
BRITISH RAIL	1992-1994, 1999
DUTCH RAIL (NS)	1992-1994
EW&S in the UK	1999
Mongolia and MTZ	2006 and 2007
Nigeria Railway Corp (NRC)	2003-2004
Jamaica Railways	1998-99
Mexican Railways	1995-96
Brazil Railways	1999
The Trans Siberian Railway & and various links	1992-1993

STRATEGIC ASSESSMENTS of State DOT Rail Projects

State of Illinois Dept of Transportation (DOT)
 State of Texas DOT
 Michigan DOT
 Indiana DOT
 California DOT
 Pennsylvania Commonwealth DOT
 NJ DOT
 NY DOT
 Connecticut DOT
 Mass Commonwealth DOT
 Ohio DOT
 Delaware DOT
 Maryland DOT
 Virginia DOT