



IQ

FALL 2021

Find the Funding

Vital infrastructure projects
often come with hefty price tags.
That's where Garver comes in.



[GarverUSA.com](https://www.GarverUSA.com)

⚙️ Behind-the-Scenes Operators

A RECOGNITION INITIATIVE

2020 – and a global pandemic – brought an onslaught of new phrases, and a time when washing our hands felt more imperative than ever before. But while washing our hands has crossed our minds countless times since, many of us didn't stop to consider where the clean water flowing from our faucets comes from or where it goes after we're done. Thanks to the behind-the-scenes efforts

of the water and wastewater operators in our communities, we've never had to worry where our water came from or where it went. During the pandemic, they continued to provide clean water and to safely treat wastewater at a time when we needed it most. To share and celebrate their dedication, skill, and ingenuity, Garver launched the Behind-the-Scenes Operators Initiative to give

an inside look at what it takes to bring safe water from natural sources to our faucets and return that water safely back to rivers and lakes. We connected with eight operators from across the country to discuss what it takes to keep our communities supplied with safe, reliable water amid a global pandemic. Don't forget to thank your local operators and learn more at GarverUSA.com/BTSO.



Shannon Bailey
Dry Creek Wastewater Treatment Plant
Decatur, Alabama



Ryan Bart
Norman Water Reclamation Facility
Norman, Oklahoma



Ben Hodges
Upper Trinity Regional Water District
Lewisville, Texas



Joe Mann
Holly Water Treatment Plants
Fort Worth, Texas



George Murphy
Jack H. Wilson Water Treatment Plant
Little Rock, Arkansas



Phillip Scruggs
Pflugerville Wastewater Treatment Plant
Pflugerville, Texas



Sharon Surra
Daphne Water Reclamation Facility
Daphne, Alabama



Jody Zabolio
Upper Trinity Regional Water District
Lewisville, Texas

Leading Experts

Garver works each day to impact communities across the country with the most innovative infrastructure designs. In this issue, IQ details all the ways in which Garver experts work with local, state, and federal agencies to acquire the funding necessary for their critical infrastructure projects, along with a complex corridor study completed for the Texas Department of Transportation.



Wendy Travis, AICP
Planning and Environmental Team Leader

With experience in corridor planning, NEPA documentation, public involvement, and more, Wendy manages large corridor studies to identify near-, mid-, and long-term improvements, which includes leading stakeholder outreach programs for large and complex corridor planning and NEPA projects.

WGTravis@GarverUSA.com



Dan Olson, PE
Texas Region Director for Water Services

Dan works with municipalities across the state to provide efficient and sustainable solutions. With expertise in both water and wastewater treatment plants, Dan leads teams to find design solutions that optimize processes for both conventional and advanced treatment.

DNOlson@GarverUSA.com



Kirby Young
Funding Specialist

Kirby works closely on funding pursuits with federal and state entities to assist clients in identifying and acquiring the right funding for each project. While managing both loan and grant funding opportunities for various types of water and wastewater projects, she has developed custom tools to expedite application processes.

KLYoung@GarverUSA.com



Kirsten McCullough, AICP, RPA
Oklahoma Environmental and Planning Team Leader

Kirsten works with clients on alignment studies, NEPA documentation, and resource management for both urban and rural projects. Her work in assisting clients with grant applications has led to multi-million-dollar awards, such as the Oklahoma Department of Transportation's Bridgeport Bridge, as detailed in this issue.

KJMcCullough@GarverUSA.com



Derek Mayo, PE, PMP
Senior Aviation Project Manager

Derek works with airports of all sizes, addressing airports' needs from concept through construction. His project experience includes terminal development, airfield improvements, landside development, and airport facilities. To deliver successful projects, he aligns project scope, budget, and schedule with the owner's priorities.

DWMayo@GarverUSA.com

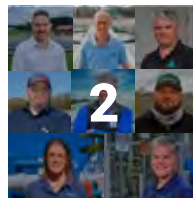


Josh Crawford, PE
Texas Aviation Director

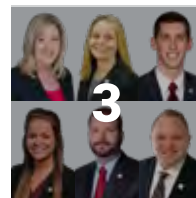
Overseeing Garver's aviation presence across the state, Josh has worked on various innovative landside, airside, and terminal developments. He's developed an expertise in airfield pavement inspection and development, pavement design, and construction safety and phasing plans.

JBCrawford@GarverUSA.com

Table of Contents



Behind-the-Scenes
Operators



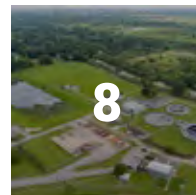
Leading Experts



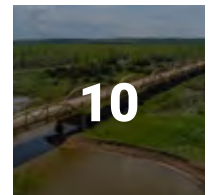
Director's Insight



Newsmakers



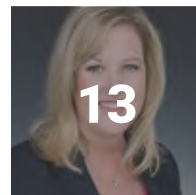
Water and
Wastewater



Transportation



Aviation



Industry Insider



Parting Shot

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Director's Insight

Mike Griffin, PE

Director of Aviation | MJGriffin@GarverUSA.com

Following a year of uncertainty, finally some good news.

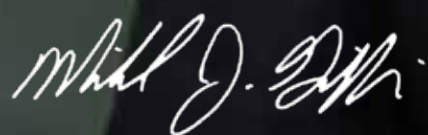
As Garver's Director of Aviation, my daily focus is on how we can help our nation's airports navigate one of the most trying times our industry has faced. While traffic moving through airports slowed dramatically last year as the COVID-19 pandemic impacted every walk of life, some positive signs are coming to light.

Inside our nation's airports, domestic boardings are quickly turning back toward pre-pandemic levels, and we've seen a major uptick in airports tackling airfield improvement projects. With the passage of a third economic stimulus package, airports are again considering how to get the most out of their allotted funding.

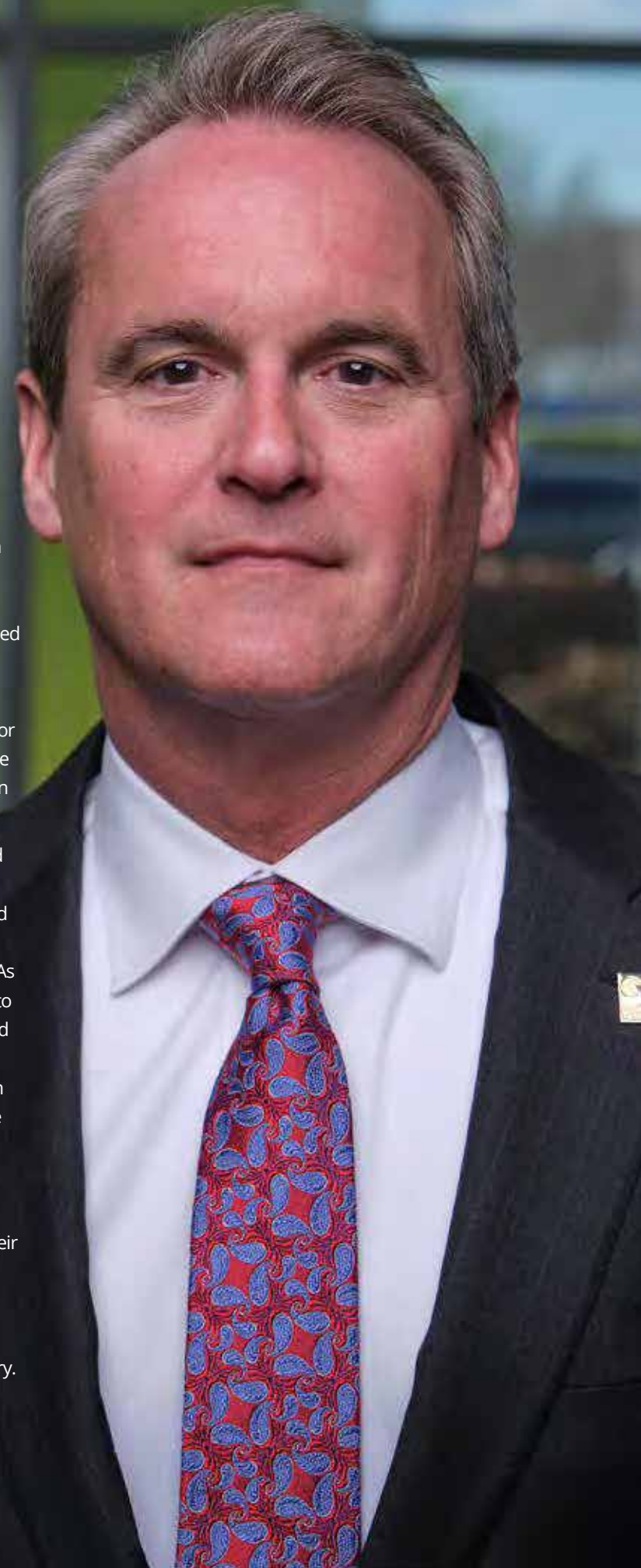
That's where Garver comes in. Yes, we're a nationally recognized design firm, but our experts also work hard to match airports with the right funding solutions. When CARES Act funding looked likely in 2020, we strategized with our airports to identify high-probability projects and move quickly to get them ready to bid. As a result, some clients landed large grants and others were able to accelerate multiyear projects because work was ready to go. And we're ready to do the same with the proposed infrastructure bill and other new sources — the FAA recently announced \$8 billion in Airport Rescue Grants — to bring our clients the best possible value from limited federal funds.

However, all credit goes to the airport directors, operators, and managers who recognized that, even though times are tough, infrastructure needs must still be addressed. And because of their diligence, national airport facilities will be prepared for the fast-moving aviation resurgence.

Garver is proud to work with such a dedicated group of professionals, and we're more than ready to take on the recovery.



Mike J. Griffin





Newsmakers

Garver launches new APD Group, adds two experts



Led by two professionals with more than four decades of combined experience and industry relationships, Garver's Alternative

Project Delivery Group will further bolster the company's expertise with respect to emerging project delivery structures.

Alternative Project Delivery Lead Adam Sheets and **Alternative Project Delivery Technical Lead Mike Wawszkiewicz, PE**, will work with agencies across the country on a variety of delivery methods, particularly construction manager/general contractor (CM/



GC), design-build (DB), progressive design-build (PDB), and public-private partnership (P3).

"We understand that there is no such thing as a one-size fits all when it comes to critical infrastructure improvements – sometimes we have to be flexible," said **Director of Transportation Jerry Holder, PE**. "Our team of experts will work with DOTs and agencies across the country to identify the most efficient and cost-effective delivery method that fits the needs and budgets of any project."

Sheets has 20 years of professional experience built on a foundation of law and policy. He brings over a decade of legal, policy, public procurement, and project management experience, including seven years with the Ohio Department of Transportation (ODOT). Wawszkiewicz spent 22 years developing key skills as a leader in the planning,

procurement, and implementation of projects using alternative delivery methods. In 11 years with ODOT, he led significant portions of contract development and assisted with the procurement management of ODOT's first value-based DB project.

Strengthening Garver's impact on Oklahoma



Garver has been impacting Oklahomans through innovative infrastructure designs for almost 30 years.

That impact was strengthened this year with the acquisition of Norman-based firm Cabbiness Engineering.

The partnership will combine the Cabbiness staff of local experts with Garver's national presence, which



includes offices located in Norman, Oklahoma City, and Tulsa.

For more than a decade, Cabbiness has served municipal, water, and transportation clients across the state. **Bret Cabbiness, PE**, who founded the firm, is now Central Oklahoma Municipal Services Team Leader based in Norman.

"I started this firm because I wanted to forge personal relationships with clients and make an impact on my home state," Cabbiness said. "With Garver, those opportunities are enhanced, as well as our employees' access to the best benefits in the industry, expanded professional development opportunities, and the chance to work on the most impactful projects,"

Sober to lead Garver Water



Garver Water has grown into an industry leader known for its delivery of

custom designs for water, wastewater, and advanced treatment facilities and related infrastructure. With an eye toward enhancing growth, quality, and commitment to clients, Garver announced this year **Jeff Sober, PE**, as its next Director of Water Services.

Under Sober, Garver Water will maintain a commitment to research and development, quality relationships with clients and communities, and environmental responsibility while delivering long-term operational efficiency. Sober takes the lead after a planned transition for Dr. Steve Jones, who is now serving as Garver's West Region Water Director.

"Over the last eight years, I've had the pleasure of working with Steve and others throughout Garver to grow our team into an industry leader," Sober said. "We look forward to continuing that trend by dedicating our passionate staff, our Water Design Centers, and our nationally-respected Water Technology Team to design innovative solutions our communities need today, as well as the challenges they'll face in the future."

Sustainability added to list of Facilities Design services

Reducing utility and operations and maintenance costs for building owners and operators has always been a part of Garver-led projects. But now, Garver's sustainability services are enhanced by the addition of



Sustainability Lead

Monica Gonzalez, LEED AP BD+C, O+ M, ID+C, WELL AP, Fitwel Ambassador.

Backed by more than a decade of experience, Gonzalez will lead sustainability services that will support

clients across all sectors and disciplines in developing designs and operational practices to reach sustainability goals and achieve desired certifications.

Garver aims to help clients enhance communities through built environments that are comfortable, safe, and productive through services including LEED and Guiding Principles consulting, commissioning, energy modeling, life cycle cost analysis, daylight analysis, indoor air quality testing, and even health and wellness solutions for both new and existing buildings.

Mach among tops in ENR'S Texas & Louisiana region

Oklahoma Water Team Leader Mary Elizabeth Mach, PE, has been at the forefront of many Garver Water initiatives aimed at delivering innovative solutions to communities across the state. Because of that contribution, along with her charitable efforts with GarverGives, she's been recognized by ENR Texas & Louisiana.

The magazine selected Mach for its 2021 Top Young Professionals class, a group recognized for demonstrating leadership and philanthropic efforts.

Mach played a major role in developing the state's first arsenic-removal technology implementation, and most recently, she led Garver's effort to help the City of Norman secure a \$700,000 U.S. Bureau of Reclamation grant to fund a pilot water reuse study.





Long-awaited upgrades

Water and wastewater infrastructure along the Gulf Coast is set to undergo a major facelift after Garver was able to connect a growing city with the funds to make it possible.

Bay City is poised for significant residential growth as a result of recent commercial and industrial interest in the City. These growing demands for water and wastewater service – along with the need to rehabilitate aging infrastructure – provided the perfect opportunity to partner with the Texas Water Development Board (TWDB) on some major projects to improve the drinking water and wastewater systems.

Earlier this year, the City was awarded almost \$60 million from

the TWDB that will go toward comprehensive upgrades of that infrastructure. These upgrades will lead to a more efficient water system and will provide residents in the growing city with reliable water infrastructure for generations to come.

“These critical water and wastewater projects represent the largest capital program ever undertaken by the City of Bay City, and Garver has been with us every step of the way, from funding acquisition to project execution,” said Barry Calhoun, Director of Public Works for the City of Bay City.

At times, funding complex infrastructure upgrades can be daunting. Dollars are available through a variety of outlets, but municipalities with limited staff and an ever-growing list of needs can get buried in a maze of applications and forms.

Garver’s funding assistance team has successfully connected several municipalities to project funds, leading to multi-million-dollar upgrades that keep safe water flowing through faucets and clean water discharging back into the environment.

“One of the biggest pieces of this project is the funding aspect,”

“Our goal in any funding assistance project is to take the reins of the funding process and alleviate the burden on our clients.”

Dan Olson, PE

Texas Region Director for Water Services



“It’s not one-size fits all. It’s an assessment. And we’re here to help you figure that out.”

Kirby Young
Funding Specialist



said Dan Olson, PE, Garver’s Texas Region Director for Water Services. “And our goal in any funding assistance project is to take the reins of the funding process and alleviate the burden on our clients.”

The secret to Garver’s success is based in its College Station Water Design Center. From there, Funding Specialist Kirby Young leads a growing team of professionals who are adept at navigating the complicated requirements to obtain such funds. But for Young, who also possesses an advanced technical background as a hydrologist, the joy in navigating those challenges is leading clients to their desired goals.

“I just love helping people,” she said. “I love to bring it down to home base and being able to say: ‘Here’s what they have to offer. Here’s how we can help you take advantage of that.’”

The varied challenges and desire of each municipality mean the methods are fluid, too.

Bay City’s needs were especially unique because the City decided to overhaul its water and wastewater systems at the same time. That required additional coordination because Garver worked with the City to assemble Clean Water State Revolving Fund (CWSRF) and Drinking Water State Revolving Fund (DWSRF) applications simultaneously.

But that complexity is what makes Young perfect for the role, allowing her to work with municipalities of all sizes to cross an essential — no matter how challenging — item off their list.

“It helps to have somebody who has done it before and who has done it on a variety of projects,” Olson said. “Because no two projects are the same. There are nuances to each one. I think we can really ease the process by bringing in somebody like Kirby who is familiar with all of those nuances.”

The list of improvements being made to Bay City’s water and wastewater infrastructure is lengthy. Following an alternatives evaluation, design of the wastewater treatment plant (WWTP) Improvements includes a new 17 million gallon per day (MGD) influent lift station, headworks, aeration basins, blower

systems, secondary clarifiers, disinfection, solids handling and dewatering, along with a new administration and control building, and an upgrade to the plant’s electrical infrastructure. By 2024, the City’s water and wastewater systems should be ready to handle an expected era of growth.

“For clients that are facing large projects, funding might be a question mark. We can help,” Young said. “There are so many outlets out there that you might not know exist. It’s not one-size fits all. It’s an assessment. And we’re here to help you figure that out.”

Solving the puzzle

Garver’s long-standing track record is proof that it can help communities acquire the funds that are critical to major water and wastewater system upgrades.



\$30M

City of Terrell, Texas

More than \$30 million worth of water and wastewater upgrades are now in the works after Garver provided assistance with Texas Water Development Board forms and applications.



\$42M

City of Pflugerville, Texas

The City of Pflugerville was the first community in the state to be chosen by the EPA to apply for the Water Infrastructure Finance and Innovation Act (WIFIA) program. Garver is helping the City complete all necessary application information to acquire \$42 million to expand its existing water treatment plant.



\$750,000

City of Celina, Texas

By working with the City of Celina to obtain a \$750,000 WaterSMART grant from the U.S. Bureau of Reclamation, Garver helped a growing city increase water reliability and flexibility with a new ground water storage tank.



\$700,000

City of Norman, Oklahoma

Garver developed a U.S. Bureau of Reclamation grant worth \$700,000 – one of only four awarded nationally – to help design, build, and oversee an extensive water reuse pilot study that will help determine if indirect potable reuse is feasible at Lake Thunderbird.



Dan Olson, PE

Texas Region Director for Water Services
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Bridging past to present

How Garver helped the Oklahoma Department of Transportation secure necessary funds for a long-desired project — reconstruction of its most historically significant bridge.

For almost 90 years, a 3,944-foot-long bridge west of Oklahoma City has connected travelers on historic Route 66, near the midpoint of the highway stretching between Lake Michigan and the Pacific Ocean.

But today, the Bridgeport Bridge, a Warren pony truss structure that opened in 1933, is far past its anticipated 50-year lifespan and has long since started to show its age. Currently the bridge is rated as structurally deficient, in part because the deck, superstructure, and other critical elements are in poor condition. It was even load posted restricting heavy traffic due to capacity concerns.

In addition, because more than 20 percent of the 1,800 vehicles that utilize the bridge each day are trucks, the rapid deterioration was a concern.

After a detailed study, and with truck traffic not slowing down, the Oklahoma Department of Transportation (ODOT) determined the bridge needed replacing. With the Route 66 centennial celebration planned for 2026 quickly approaching, the clock was ticking.

In an effort to accelerate the project, ODOT reached out to Garver for help with a U.S. DOT Better Utilizing Investment to

Leverage Development (BUILD) grant application to help fund the needed improvements.

For more than a century, Garver has been one of the nation's leading transportation design firms, working with municipalities and DOTs across the country to keep infrastructure functional and safe and provide cost-effective solutions, while also keeping funding sources in mind.

Matching projects with the most impactful funding solutions is as important, if not more so, than having a great design solution. As infrastructure funding becomes more uncertain, efforts to solve this dilemma have become a larger part of Garver's range of services.

Oklahoma Environmental and Planning Team Leader Kirsten McCullough, AICP, RPA, based in Garver's Tulsa, Oklahoma, office and a registered planner with the American Institute of Certified Planners, is one of a handful who has taken on this role for Garver. To date, her team has successfully helped connect agencies in Oklahoma with varying grants that funded much-needed infrastructure improvements.

In Tulsa, a \$45 million grant was awarded for major interstate improvements at the I-44/US-75 interchange; in Grant County,

“Our goal was to tell a compelling story. That’s probably the most important part of grant writing.”

Kirsten McCullough, AICP, RPA

Oklahoma Environmental and Planning Team Leader



a \$3.5 million grant was secured for bridge improvements; and for the City of Altus, a \$1.1 million grant was secured for a project to help alleviate flooding.

And along Route 66, \$22 million in BUILD funds were awarded to reconstruct the historic Bridgeport Bridge.

“When it comes to funding, there’s just never enough,” McCullough said. “Agencies like ODOT have a never-ending list of projects all across the state that need to be addressed. Any additional funding that they can secure for a project can not only get these projects built faster but makes more funding available for other projects.”

Widely considered Oklahoma’s most significant historic bridge, the truss configuration makes the Bridgeport Bridge identifiable, and its association with regional tourism on Route 66 makes it important both locally and nationally. The Bridgeport Bridge is the second longest in Oklahoma and the longest Route 66 bridge west of the Mississippi River. ODOT’s innovative solution to replace the bridge will reattach the existing trusses on the outside of the new bridge to retain its historic look and feel.

“Because competition for these funds is so high, a certain level of expertise is required for successful applications,” said Garver Transportation Team Leader Brent Schniers, PE. “We’ve strategically built a team that focuses on not only explaining to the reviewers what is going to be done, but how and why it will benefit the region.”

A key to ODOT’s success was a benefit-cost analysis that did just that. The benefit-cost model helped determine how much the improvements would impact the region related to travel time, vehicle operating costs, reduction in accident costs, environmental costs, and more.

The \$22 million award, one of just 70 selected from over 650 applications in 2020, allowed ODOT to advance construction of the project. The new, wider bridge will provide a safe structure designed to today’s standards and allow those traveling Route 66 to experience the bridge in much the same way as those

almost 90 years ago.

“Our goal was to tell a compelling story,” McCullough said. “That’s probably the most important part of grant writing — telling the story in a compelling way so it stands out above the hundreds of applications determining where millions of dollars are allocated.”

Options in terms of grants have changed over time, from Transportation Investment Generating Economic Recovery (TIGER) to BUILD, to what is now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. But the end goal remains: As long as cars and trucks are traveling highways and bridges, funding solutions will be needed. And Garver will be there, ready to connect the dots.

Connecting to critical funds

For almost three decades, Garver has been improving the mobility in Oklahoma with the most innovative transportation solutions. Sometimes that means working with agencies to identify and acquire needed funding.



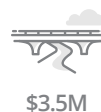
I-40 and Douglas Boulevard, Oklahoma County

A \$50 million Infrastructure for Rebuilding America (INFRA) Grant from the U.S. DOT will help improve safety and reduce travel times on I-40. Garver helped ODOT prepare the grant application that will lead to a lane addition and interchange improvements southeast of Oklahoma City.



I-44/US-75 Interchange, Tulsa

Travelers will have an easier route into downtown Tulsa because of Garver’s design. But Garver funding application services were also key. By stressing travel time savings, collision reduction, and improved access, Garver helped ODOT secure \$45 million through the INFRA Grant program.



Grant County bridge improvements

The \$3.5 million award for bridge improvements followed Garver’s preparation of a Competitive Highway Bridge Program Grant in Grant County. It was one of 20 projects awarded by the U.S. DOT.

➤ Kirsten McCullough, AICP, RPA

Oklahoma Environmental and Planning Team Leader
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Flexibility amid recovery

As America returns to the air, Garver continues working with airports responding to fluid funding solutions.

Impacts from the COVID-19 pandemic continue to touch not only every walk of life, business entity, and industry, but every sector of infrastructure development, too. Perhaps no sector has been impacted more than aviation. According to Airlines for America, U.S. passenger airline operating revenues fell 67 percent from 2019 to February 2021, which put into question some upgrades at airports trying to keep passengers and staff healthy and safe.

Although many airport projects were put on the back burner, Garver's Aviation Team spent the last year working with airports to identify the critical funding solutions needed to keep serving their customers. The CARES Act and the newly formed Airport Rescue Grants, which were created under the American Rescue Plan Act and allow the FAA to award \$8 billion in recovery funds, have both been created in the last year to provide avenues for airports to respond to this unprecedented period.

And as evidenced by a soon-to-be completed future home for a rapidly growing charter airline at the Killeen-Fort Hood Regional Airport in Texas, Garver is equipped to help.

Garver led design services for a new corporate hangar that will house CSI Aviation's growing staff and fleet of charter jets. The 22,500-square-foot facility will include space for jets and areas for maintenance, as well as staff meeting rooms, dining areas, lodging, and restrooms.

"We worked alongside them to create a space that is comfortable, efficient, and productive," said Senior Aviation Project Manager Derek Mayo, PE, PMP.

Initial funding was provided by an FAA Military Airport Program grant, but the future tenant's growth determined a need for a larger facility. Garver worked with the airport to justify more funding — and then the pandemic began. Because of declining enplanements, not only was an additional grant at risk, but so



Senior Aviation Project Manager Derek Mayo (left) and Garver continue to work with clients, like Killeen-Fort Hood Regional Airport Maintenance Manager Pat Hoppaugh, to acquire funding during one of the industry's most difficult periods.

was the airport's ability to match the original grant.

The solution was found in the CARES Act and additional funds through the Military Airport Program (MAP). Garver worked with the airport on funding justification, which led to an amended grant for additional funding for a larger hangar.

"Without the CARES Act and MAP program, we wouldn't be able to accommodate a growing business or this larger facility," said Texas Aviation Director Josh Crawford, PE.

When Garver joined officials from CSI, the airport, and the City of Killeen for a seemingly routine groundbreaking earlier this year, the event also served as a celebration of a project that at one point had been in jeopardy.

"The airport had a tenant with several high-paying jobs they brought to this city, so realizing this vision is a win for everyone," Mayo said. "Construction represents progress, and we're here to make that a reality."

With positive signs of industry recovery now evident — by April 2021, Airlines for America noted a 1,000 percent increase in passengers compared to last year — options for funding are becoming more plentiful. The CARES Act and the Airport Rescue Grants make billions of dollars available to hundreds of airports eager to pick up where they left off.

Funding is still a complex puzzle. But as passenger counts continue to rise again, Garver is helping to put the pieces together. Evidence of that can be found in Killeen.

➤ **Derek Mayo, PE, PMP**

Senior Aviation Project Manager | DWMayo@GarverUSA.com

Industry Insider

Wendy Travis, AICP | Planning and Environmental Team Leader



In each issue, IQ introduces one of Garver's leading experts delivering infrastructure development and improvement projects to communities across the country. Planning and Environmental Team Leader Wendy Travis, AICP, touches on the **Ports-to-Plains Feasibility Study**, which helped determine if a corridor stretching from the Texas-Mexico international gateway to borders with Oklahoma and New Mexico could be upgraded to an interstate facility. Garver executed the study for the Texas Department of Transportation (TxDOT) all while shifting to virtual meetings and engagement because of the ongoing COVID-19 pandemic.

This study was completed in less than a year. How was Garver able to meet the expedited timeline?

We brought effective leadership, project management, and the right technical experts to this complex study. The project required data collection from over 100 datasets, including prior TxDOT plans, crash databases, census data, economic projections, roadway as-builts, freight origins and destinations, and population migration trends. We weren't just collecting data, conducting analyses, and preparing reports, though. We were also preparing presentations to elected officials and stakeholders — we had to make the technical data and analysis understandable to all audiences. In addition, our team's ability to listen and respond was essential to a successful delivery at lightning speed.

What was key to engagement when in-person meetings were not possible?

Like any project or study of this magnitude, communication throughout the entirety of the process was key. Our team handled meeting logistics, prepared presentations, handouts, maps, and used interactive engagement tools to facilitate discussion and to gather input. The Advisory Committee

met six times over a one-year period, and three different segment committees met five times over an eight-month period. As the COVID-19 pandemic hit and stay-at-home orders were put into place, we seamlessly converted all committee and public meetings to a virtual format. We developed virtual public meeting websites so the public could provide input and used TxDOT WebEx video conferencing without missing a study milestone deadline.

Garver's diverse team has perfected tools that help clients maintain project progress and still make deadlines despite social distancing and other measures. For several projects, we've created virtual public meeting sites and live virtual events that encourage the public not only to join meetings with project team members but view presentations and ask questions to those carrying out the project.

For Ports-to-Plains, these materials included infographics and maps to present an analysis of safety and mobility, freight movement, economic impacts, traffic congestion relief, moving energy products to market, interstate costs, interstate designation areas, and potential funding sources required by HB 1079, which mandated the study. All of this input was incorporated into Segment Committee and Advisory

Committee reports, enabling TxDOT to meet the requirements of HB 1079.

How will this impact the industry going forward?

We know that someday — hopefully sooner rather than later — things will return to a new definition of normal. However, we've realized over the last year that virtual public meetings are here to stay, and these tools can be beneficial when meeting in person is not possible or desirable.

These won't be a replacement of the in-person meeting but rather an augmentation of it, considering the accessibility and interactive options that these tools provide to clients as well as those who will be utilizing these projects.

What's next for TxDOT and the project?

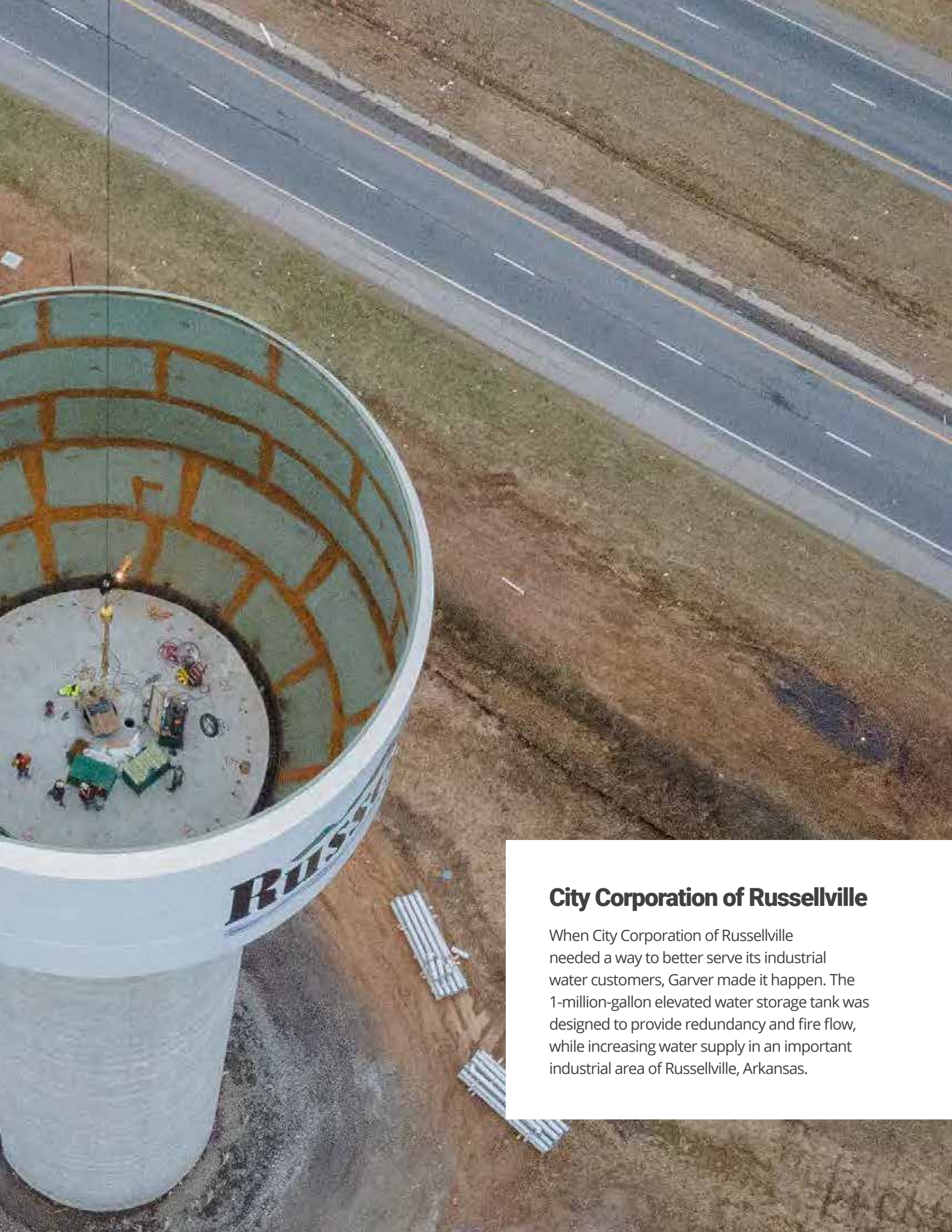
Based on the study, the committee recommended that the project to convert the corridor into an interstate facility should continue. This will create a four-lane interstate stretching almost 1,000 miles, providing a sizable impact to the region's main economic drivers of trade, energy production, and agriculture

➤ **Wendy Travis, AICP**
Planning and Environmental Team Leader
WGTravis@GarverUSA.com



PARTING SHOT

City Corporation of Russellville Industrial Area Tank



City Corporation of Russellville

When City Corporation of Russellville needed a way to better serve its industrial water customers, Garver made it happen. The 1-million-gallon elevated water storage tank was designed to provide redundancy and fire flow, while increasing water supply in an important industrial area of Russellville, Arkansas.



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