



HALL OF
HONOR TEXAS
TRANSPORTATION

Inductees

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TRANSPORTATION

Texas is recognized as having one of the finest multimodal transportation systems in the world. The existence of this system has been key in supporting the economic development of the state and in providing Texans a high quality of life.

The creation and operation of this system are the result of unusual vision and leadership provided by a relatively small number of exceptional individuals. The Texas Transportation Hall of Honor provides the opportunity for our profession to recognize the state's true transportation leaders.

The Hall of Honor is located in the Texas A&M Transportation Institute's headquarters at the Texas A&M University System RELLIS Campus in Bryan, Texas. The Hall of Honor is overseen by a five-member board comprised of senior transportation professionals with knowledge of the historical development of the transportation system in the state.

Each individual inducted into the Hall of Honor is recognized by a plaque on permanent display. ■

Transportation Hall of Honor



2012
Inductee



BENJAMIN CASEY ALLIN III

Benjamin Casey Allin III (University of Chicago, 1908) was the first staff leader of the Port of Houston Authority. During his 12-year tenure as general manager, the port transformed into the most efficient in the country. Exports grew by 1,000 percent and the port ranked as the sixth largest in the nation. Today, the port is ranked first in foreign tonnage and second in overall tonnage.

Mr. Allin, an engineer from Chicago, relocated to Texas with the U.S. Army during World War I. He joined the port in 1919, confident it had growth potential due to the flourishing oil business, profitable cotton trade and Houston's proximity to the agricultural Midwest.

Under his leadership, the Houston Ship Channel expanded significantly. Mr. Allin patented a cargo handling railway layout to shorten turnaround times. During his tenure, the Port Authority was the first to ship cotton direct to Europe from the U.S., helping make Houston the leader in cotton trade. He helped implement \$4 million in bond issue-approved port improvements and reformed port governance. He later worked at other ports around the world until his death in 1960. ■

2019
Inductee



ESPERANZA "HOPE" ANDRADE

Esperanza "Hope" Andrade of San Antonio has been an influential and dedicated leader, innovator and advocate for the Texas transportation community. She was the second woman appointed to the Texas Transportation Commission and the first to serve as chair. Her contributions resulted in impactful, multimodal transportation solutions and record-breaking funding for roadways and safety initiatives. She received the Texas Department of Transportation's Texas Roadhand Award in 2014 and Russell H. Perry Award in 2016.

Andrade was chair of the VIA Metropolitan Transit Board of Trustees from 2015 to 2019, having previously served on the board. Under her leadership, the agency expanded access and developed innovative approaches to service delivery. These efforts resulted in VIA's recognition as the outstanding metropolitan transit agency in Texas in 2015 and 2017 and as a recipient of the American Public Transportation Association's Innovation Award in 2018.

While serving as Texas' first Latina Secretary of State and as a member of the Texas Workforce Commission, Andrade championed transportation infrastructure and its importance to the state's economy. Insightful public service to her beloved San Antonio community and the state of Texas is her legacy. ■

2002
Inductee



THOMAS H. BALL

While many leaders were instrumental in the development of the Houston Ship Channel and the Port of Houston, the contributions of Thomas H. Ball—known as the “Father of the Port of Houston”—were particularly significant. Beginning in 1895, for four decades Mr. Ball was one of the foremost leaders in the conception and development of these facilities.

Elected to Congress in 1896, Tom Ball assumed the full burden of Houston’s deep-water dreams. He served four terms and was the only Texan on the powerful Rivers and Harbors Committee. Mr. Ball overcame fierce political opposition to funding the channel, and the deep-channel project was completed in 1914. As a private citizen, and then as general counsel for the Port Commission from 1922 to 1931, Tom Ball was a leader in resolving numerous physical, financial and institutional issues impacting channel and port development.

Tom Ball and many others, through years of service and sacrifice, made a vision come to pass in a way unequalled in America. The Port of Houston, which has grown to a 25-mile-long complex of diversified facilities, is ranked first in the United States in foreign waterborne commerce and second in total tonnage. ■

2004
Inductee



RAY A. BARNHART

Ray Barnhart (Marietta College ’50; University of Houston ’51) combined political skills with a career long transportation interest to significantly impact our transportation system. An Eagle Scout, he was a Texas State Representative (1972-73) and a Commissioner of the Texas Department of Highways and Public Transportation (1979-81).

In 1981, President Reagan nominated Ray Barnhart as Federal Highway Administrator. He served in this capacity from 1981-87. Ray insisted that transportation policy be based upon engineering and economic principles. Under his stewardship, Congress agreed to increase motor fuel taxes. He established the Federal/State Technology Transfer Center Program, fought to preserve the sanctity of the highway trust fund, insisted on returning decision power to the states, and initiated the nationwide effort to stop the theft of fuel taxes.

Upon his retirement from FHWA, the U.S. House of Representatives noted in a resolution that “the United States Government expresses its gratitude to Ray A. Barnhart for his honest, effective and meaningful efforts to preserve and improve the Federal-Aid System—one of the Nation’s most vital assets...”

As a private citizen, Ray continues to identify and advocate solutions to transportation issues. ■

2006
Inductee



GORDON BETHUNE

Gordon Bethune earned worldwide acclaim at Continental Airlines for spearheading one of the most dramatic corporate turnarounds in U.S. history. Bethune joined Continental Airlines as president and chief operating officer in 1994. He was named chief executive officer in 1994, and was elected chairman in 1996. Bethune served in those capacities through 2004.

In 1994, Continental ranked last in every measurable performance metric. Under his leadership, and recognizing the employees’ hard work, Continental won more customer satisfaction awards from J.D. Powers and Associates than any other airline. *Fortune* magazine named Continental among the “100 Best companies to Work for in America” for six consecutive years.

Business Week named Gordon one of the top 25 global managers for 1996 and 1997. He was ranked among the 50 best CEO’s in America by *Worth* magazine from 1999-2001. A native Texan, Gordon Bethune was inducted into the Texas Aviation Hall of Fame in 2003. In 2004, the Wings Club honored Gordon with the Distinguished Achievement Award.

Continental Airlines has its corporate headquarters in Houston and operates a major hub with some 500 flights per day at George Bush Intercontinental Airport. ■

2005
Inductee



ROBERT S. BRADEN

Robert Braden (UT '53, MIT '54), known as Bob to his friends, was born in West Texas in 1931. In 1955, Bob joined the consulting firm of Freese, Nichols, Turner and Collie with a staff of 27 people. When he retired 35 years later after serving as both president and CEO, the name of the firm had changed to Turner Collie & Braden and employed over 300 people.

In addition to developing one of the major full service engineering consulting firms in Texas, Bob was a transportation visionary and a key advisor to elected community leaders. He recognized that communities should have funding options to accelerate needed transportation projects, and this vision became a reality when voters approved the creation of the Harris County Tollroad Authority. He also worked closely with state and community leaders to develop approaches for public-private partnerships and was instrumental in the creation of the Grand Parkway Transportation Corporation.

Bob Braden believed an engineer's number one duty and responsibility was to provide society with an improved environment.

Robert Braden was awarded an honorary degree from Texas A&M University and was named a Distinguished Graduate of the College of Engineering at the University of Texas at Austin. ■

2003
Inductee



DOLPH BRISCOE, JR.

During his long and distinguished political career, Dolph Briscoe (UT '43) served in the Texas Legislature from 1949 to 1957 and was governor from 1973 to 1979. As an elected leader, he pursued a goal of building and funding an extensive highway system.

In 1949, Representative Briscoe was co-sponsor of the Colson-Briscoe Act. Funded by a special appropriation, this act provided for the construction of a network of paved roads in rural areas to get the "farmer out of the mud." The farm-to-market system now makes up over half of the TxDOT system, and it helped to conquer the vastness and deep isolation of rural Texas.

As governor, in 1975 he signed legislation merging the Texas Mass Transportation Commission into the Texas Highway Department, creating the State Department of Highways and Public Transportation. To cope with the impacts of inflation and inadequate highway funds, in 1977 the governor developed and led a proposal, which was enacted by the Legislature, addressing these concerns.

A distinguished alumnus of The University of Texas, Governor Briscoe has been inducted into both the Texas Business Hall of Fame and the Texas Good Roads and Transportation Association's Hall of Honor. ■

2011
Inductee



WILLIAM WOODY CALLAN

William Woody Callan, called “Mr. Woody” by many, founded Central Freight Lines, Inc. in 1925. At that time, the railroads did not provide for delivery beyond their depots, leaving customers to devise their own method for receiving their goods. Beginning with a solid tire Model-T truck, he started what became the largest intrastate, regular-route common carrier, employing over 4,500 people and serving 1,200 Texas cities and towns.

He worked tirelessly to improve the freight industry, working with the Texas legislature to develop regulations to protect the public from abusive rates and improve industry safety standards. Central Freight’s Dallas terminal housed the first under-the-floor towveyor system and, at one time, was the largest privately owned freight terminal in the world. During World War II, Mr. Callan served as a Lieutenant Colonel in the Army Transportation Corps, organizing the storage and movement of supplies and equipment throughout the United States.

Mr. Callan served as past chairman of the Common Carrier Conference of American Trucking Associations and past chairman of the Common Carrier Association of Texas. He was also a member of the Board of Directors of Southwestern Motor Freight Bureau, Inc. ■

2005
Inductee



E. NEVEILLE COLSON

Born in Bryan in 1902, Neveille Colson would serve 28 years in the Texas legislature. She was the first woman elected to both the Texas House and Senate. Throughout her political career, she was a strong transportation advocate.

From 1939 to 1948, Ms. Colson served in the Texas House. In 1946, she became the first woman to introduce a constitutional amendment that was approved by the legislature and passed by the voters. The “good roads” amendment ensured that road user taxes would be used for highway purposes by dedicating 75 percent of motor fuel taxes and vehicle registration fees to constructing and maintaining state highways.

She served in the Texas Senate from 1948 to 1966. In 1949, along with then State Representative Dolph Briscoe, she co-sponsored the Colson-Briscoe Act. Funded by a special appropriation, this act provided for the construction of a network of paved roads in rural areas designed to, in her words, move rural school transportation and mail delivery “out of the mud.” These Farm-to-Market roads now comprise over half of the TxDOT road system.

The longest girder bridge in Texas, near historic Washington-on-the-Brazos, was named the Neveille H. Colson Bridge in recognition of her contributions to Texas roads. ■

2003
Inductee



B.L. DEBERRY

Luther DeBerry (UT ’37) began work for the Texas Highway Department following his graduation. He became District Engineer in Lufkin and Dallas, and was named Assistant State Highway Engineer in 1968. He became the head of the department in 1973 and retired as Engineer-Director in 1980.

Luther guided the department through a challenging period of significant change. During his tenure, an Arab oil embargo and budget cuts led to drastic employee reductions and reorganization, and the Texas Mass Transportation Commission was merged into the department to create the State Department of Highways and Public Transportation.

His administrative skills and leadership guided the department through this difficult period. He was an early advocate of promoting all modes of transportation, saying: “We are not in the highway business. We are in the transportation business.” Mr. DeBerry was widely recognized as a man who represented both change and excellence through instituting unified planning and fostering a multimodal transportation program.

He received AASHTO’s highest award and was named as a distinguished engineering graduate of The University of Texas. In 1980, TxDOT established the Luther DeBerry Award to honor individuals in transportation organizations who make the greatest contributions to Texas. ■

2007
Inductee



J.C. DINGWALL

J.C. Dingwall came to work for the Texas Highway Department in 1928 in Abilene. He would finish his career with the Department by serving as State Highway Engineer from 1968 until his retirement in 1973.

Dingwall left the Department during the Second World War to work with the Army Corps of Engineers building airfields around the world. In 1947 he rejoined the Highway Department and directed construction of the Gulf Freeway, the first urban expressway built in Texas. Dingwall moved to Austin in 1950 to head the Road Design Division.

In 1954, Mr. Dingwall was asked to become Engineer-Manager for the Texas Turnpike Authority, charged with building the Dallas-Fort Worth Turnpike. The entire project, including design, ROW acquisition and construction was completed in 3 years. The bonds were retired 17 years ahead of schedule.

Mr. Dingwall returned to the Highway Department in 1958 as Assistant State Highway Engineer. Greer handpicked Dingwall to head the Department in 1968. Under Dingwall the Department had as many as 20,500 employees, as the push to complete the interstate highway system continued. J.C. Dingwall served as President of AASHTO in 1972. ■

2016
Inductee



DWIGHT DAVID EISENHOWER

Dwight David Eisenhower (West Point, 1915), 34th President of the United States, General of the U.S. Army and Father of the Interstate Highway System was born in Denison, Texas, and served as Second Lieutenant in the Army at Fort Sam Houston in San Antonio. During his early years in the Army, Eisenhower's experiences traveling cross-country impressed upon him the importance of good roads. Almost four decades later, on June 29, 1956, then-President Eisenhower signed the Federal-Aid Highway Act of 1956, which created a 41,000-mile National System of Interstate and Defense Highways.

This momentous act established not only a transportation systems approach and design concept for our nation's major roadways, but also a financing mechanism. The interstate highway plan, federal gasoline tax, and highway trust fund established by the act truly changed the face of America and helped make the U.S. an economic superpower and the envy of the world. The largest public works project in history and lauded as one of Eisenhower's major achievements, the system was renamed the Dwight David Eisenhower National System of Interstate and Defense Highways in 1990 by President George H.W. Bush. ■

2002
Inductee



WESLEY E. FREISE

Wesley E. Freise, P.E. (Oklahoma State '71), has been a transportation leader for three decades. Following service with the City of Houston, Mr. Freise joined the Harris County Toll Road Authority in 1984. In 1985 Mr. Freise became executive director and served in that capacity for 15 years. He has served on the board of the International Bridge, Tunnel and Turnpike Association.

Mr. Freise provided “hands on” involvement in every aspect of toll road development. Built at a total cost in excess of \$1 billion, the 85-mile Harris County system was implemented ahead of schedule and below estimated cost. The roadways, supported entirely by user revenues, are used by over one million vehicles daily and offer Harris County citizens an alternative to growing mobility problems. Segments of the system have been recognized by national professional organizations as outstanding civil engineering projects, being among the safest toll roads and effectively utilizing toll innovation.

The successful development and operation of the Harris County toll roads demonstrated the potential of these facilities to help meet mobility needs. This experience, led by Wesley Freise, resulted in significant statewide commitments to the use of toll facilities in infrastructure development. ■

2001
Inductee



GIBB GILCHRIST

Gibb Gilchrist graduated in civil engineering from the University of Texas in 1909. After several years with the railroads, primarily the Santa Fe, and service in World War I, in 1919 he joined the Texas Highway Department as Division Engineer in San Antonio.

By 1924, he had risen to lead the Department as State Highway Engineer. For reasons of ethics and politics, he left the Department in 1925, but returned to leadership under a new Highway Commission in 1928. Under his leadership, the Department established the culture of integrity, professionalism and reward for excellence that exists today.

Mr. Gilchrist joined the Agricultural and Mechanical College of Texas as Dean of Engineering in 1937, later becoming President of the College. He was elected as the first Chancellor of the A&M College System in 1948, and served in this capacity until his retirement in 1953.

Together with State Highway Engineer Dewitt Greer, Mr. Gilchrist envisioned and created the cooperative research program between the A&M College and the Texas Highway Department in 1948. This visionary action, which remains the model for a state transportation research program, led to the creation of the Texas Transportation Institute in 1950. ■

2008
Inductee



MARQUIS G. GOODE, JR.

During his 40 years with the Texas Highway Department, Mark Goode's career paralleled the building of the interstate highway system. He joined the Department in 1947 and served as engineer-director from 1980 until his retirement in 1986.

Mr. Goode managed the fastest period of growth in road construction in the Department's history. He initiated a recruiting and training program that opened doors for women and minorities and led the Department into the age of automation. The highly successful “Don't Mess With Texas” antilitter campaign and the “Adopt a Highway” program were initiated under his leadership.

Mark Goode served on the executive and policy committees of the American Association of State Highway and Transportation Officials and received the organization's highest award in 1984, the MacDonald Award. He served as president of the Western Association of State Highway and Transportation Officials and on the executive committee of the Transportation Research Board. During his college career at Texas A&M University, Goode was commissioned and called into active duty in the U.S. Army and served as an officer in the European theatre before returning to Texas A&M to finish his civil engineering degree in 1947. ■

2001
Inductee



DEWITT C. GREER

Dewitt C. Greer (A&M '23), known to most as "Mr. Greer," began his career with the Texas Highway Department in 1927. He spent the next 54 years serving that agency.

In 1940, at age 37, Mr. Greer was appointed State Highway Engineer and remained in that capacity for 27 years. He was named to the Texas Highway Commission in 1969 and served until 1981.

Under Greer, the department launched a massive program of highway development. A farm-to-market system was built to "get Texas motorists out of the mud," and a system of interstate highways was developed. The Texas highway system expanded from 22,207 to 72,945 miles. While viewed as a master road builder, his even greater passion was roadway safety.

Through Mr. Greer's leadership, the department developed a strong reputation for integrity. As reported in *Texas Monthly*: "The special strength of the Texas Highway Department is its conscientious administrative tradition. ... The man most frequently credited with developing this high standard of honesty is Dewitt Greer."

Since Greer was known as the "King of the Highway Builders," the headquarters building for the Texas Department of Transportation was named the Greer Building, a rare honor for a state employee. ■

2018
Inductee



JUDY HAWLEY

Judy Hawley (Knox College, '67) of Portland, Texas, has worked tirelessly to promote transportation infrastructure investments to benefit Texas. She spearheaded the Corpus Christi Harbor Bridge project and served on the Port of Corpus Christi Commission for more than a decade, retiring in 2016 as Commission Chair. Under her leadership at the port, significant rail and ship channel expansion accommodated energy-related and military deployment transportation needs. As Chair of the I-69 Advisory Committee, Hawley played a critical role in guiding future development of this essential trade corridor linking ports, waterways, rail, airports, and highways throughout Texas.

Hawley served four terms in the Texas House of Representatives (1995–2003), serving as Vice Chair of the Transportation and Energy Resources Committees and Chair of the Rural Caucus. She also represented Texas as Vice Chair of the Southern States Energy Board and as a member of the National Energy Council. In her post-legislative career, Hawley has continued to devote her energies to transportation issues, including serving on the Texas 2030 Committee, which assessed the state's transportation funding needs; the Border Trade Advisory Committee; and the Texas Transportation Commission Corridor Advisory Board. ■

2008
Inductee



LOUIS L. HEIL

Louis L. Heil devoted 32 years to promoting excellence in public transportation. He joined McDonald Transit Associates, Inc., as vice president with its founding in Fort Worth in 1972, and became CEO in 1979, serving in that capacity for 23 years. In 2002, he retired from daily operations and was appointed chairman of the board.

Under Larry Heil's leadership, McDonald Transit's clients grew from five public transit management contracts to more than 20 from coast to coast. He was instrumental in bringing public transportation to Fort Worth and supervised the initiation of new public transit systems throughout the United States.

Recognized as a mentor for many of the nation's leading transportation professionals, Heil served as founding director and president of the Southwest Transit Association and vice president of the American Public Transportation Association. He was chair of the Texas Transportation Institute Council from 1994 to 2002. He received the Friend of Texas Transit Award in 1981, and was named to the American Public Transportation Association Hall of Fame in 2006. A graduate of the University of Kansas, Heil taught on the visiting faculty at both Texas A&M University and Northwestern University and served in the U.S. Navy, retiring as captain. ■

2014
Inductee



NED S. HOLMES

Ned S. Holmes (UT, BBA, JD '69), a businessman, banker and residential and commercial real estate developer, has made significant contributions to transportation infrastructure in the Greater Houston area and the state of Texas. He is chairman and CEO of Holmes Investments, Inc. Formerly, he served as chairman of Prosperity Bancshares, Inc., and was the founder of Commercial Bancshares, Inc.

Holmes lends his substantial business and financial expertise to both public and private organizations. In 2007, he was appointed to the Texas Department of Transportation Commission, where he served until 2012. He championed construction of the Grand Parkway in Houston and helped obtain funding to expand U.S. Highway 290. He also served as chair of the Transportation Transformation Group, a coalition of state departments of transportation advocating nationally for transportation funding and reform. Holmes served as chairman of the Port of Houston Authority from 1988 to 2000 during a significant growth period in the port's infrastructure. His other transportation leadership roles include membership on the Gulf Coast Rail District, the City of Houston Planning Commission, and as chair of the Greater Houston Partnership. ■

2007
Inductee



ERNEST E. HOWARD

When Ernest Howard (UT 1900) began his career with the Kansas City bridge design firm of Waddell & Hedrick, he also embarked on a career that would help revolutionize transportation in America and leave a legacy of technical excellence and innovation. Never losing his connection to Texas, he designed many bridges in the state, including the landmark Congress Avenue Bridge in Austin. In 1914, Mr. Howard became a partner in the firm Harrington, Howard & Ash; in 1940, the firm became Howard Needles Tammen & Bergendoff (HNTB). Today, HNTB Corporation ranks among the top transportation infrastructure firms in Texas and the nation.

Mr. Howard's technical excellence and innovation have been recognized in many ways. In 1921, Mr. Howard received the American Society of Civil Engineers' prestigious Thomas Fitch Rowland Prize. In 1949, President Harry Truman appointed him to assist the Special Commission on the Renovation of the White House. Since 1954, ASCE has annually awarded the Ernest E. Howard Award for significant contribution to the advancement of structural engineering. In 2004, the American Road and Transportation Builders Association named Mr. Howard one of the *Top 100 Private Sector Transportation Construction Professionals of the 20th Century*. ■

2004
Inductee



WALTER J. HUMANN

Walter J. “Walt” Humann (MIT ’59) has had two simultaneously successful careers in Dallas. One is in business, and the other is in public service. He heads his own firm, WJH Corporation, and has held top management positions in several corporations as well as serving on both corporate and non-profit boards.

In his public service career, Mr. Humann has the quiet tenacity and perceptive vision to develop private/public partnerships to address pressing urban problems. He has spearheaded significant community improvements in the areas of transportation—reconstruction of North Central Expressway, and creation and implementation of DART (Dallas Area Rapid Transit)—education, community and race relations, government reorganization, and urban planning, design and beautification. He has applied his considerable skills and finesse to develop consensus on complex transportation issues among groups with diverse opinions.

Walt Humann has received numerous civic awards, including the prestigious Linz Award in 1997 for his leadership in bringing North Central Expressway and DART to fruition.

For over 30 years, Mr. Humann has had an ongoing, positive influence on the quality of life in Dallas and North Texas by facilitating improvements in the transportation infrastructure. ■

2012
Inductee



LADY BIRD JOHNSON

Throughout her life, Lady Bird Johnson (UT ’33) was an advocate for beautification of the nation’s highways and conservation of natural resources. She made this cause her major initiative as First Lady of the United States.

Lady Bird developed her lifelong love of the environment as a child growing up among the pines and bayous of East Texas. She promoted the Highway Beautification Act of 1965, which was nicknamed “Lady Bird’s Bill.” The bill sought to beautify the nation’s interstate highway system by landscaping roadside areas, limiting billboards and cleaning up junk yards near highways. For 20 years, Mrs. Johnson encouraged the beautification of Texas highways by giving awards to the Texas Highway Department districts that used native Texas plants to the fullest. She hosted the annual Texas Highways Beautification Awards ceremonies and presented personal checks to the award winners.

Lady Bird’s focus on the advantages and beauty of native plants led her to create the National Wildflower Research Center in 1982, renamed Lady Bird Johnson Wildflower Center in honor of her 85th birthday in 1997. Her enormous contributions have made Texas roadsides the envy of the nation. ■

2006
Inductee



THOMAS L. JOHNSON, SR.

Tom Johnson (A&M '59) is a native of Ysleta, Texas. He has worked for the Associated General Contractors of Texas since 1967, and has served as Executive Vice President since 1970.

His work with highway commissioners, state and federal elected officials, as well as the executive branch of government has helped give the construction industry in Texas the best market and working conditions in the nation. His many professional accomplishments were recognized by the American Road and Transportation Builders Association which named him one of the "Top 100 Private Sector Transportation Professionals of the 20th Century."

Mr. Johnson's years of dedicated public service at all levels culminated in his appointment by the Secretary of the Interior to the National Park Foundation Board, made at the request of President George W. Bush.

If asked about his greatest accomplishments, Tom quotes the following poem of unknown source, "One hundred years from now it will not matter what kind of house we lived in, how much money we had, or what my clothes were like. But the world may be a little better because I was important in the life of a child." ■

2008
Inductee



CHARLES J. "JACK" KEESE

Charles J. "Jack" Keese was instrumental in establishing the Texas Transportation Institute as one of the top transportation research organizations in the country. With a 32-year career at TTI and Texas A&M University, he served as the first full-time director of TTI from 1962-1976. After stepping down as director, he accepted the MacDonald Chair in Transportation Engineering and remained active in TTI until his death in 2000.

Under Keese, TTI became a recognized center of excellence. When he retired as director, TTI employed 200 staff, 120 students, and had an annual budget of \$3.9 million. The basic organizational structure and culture established by Keese continues at TTI to this day. Jack Keese is generally credited with starting Texas A&M's graduate program in traffic engineering.

Keese was a founding member of the Texas Section of the Institute of Transportation Engineers (ITE) and served as its president. He received numerous awards, including the Luther DeBerry Award, and was named as the 61st Honorary Member of ITE. Keese received his B.S. and M.S. degrees in civil engineering from Texas A&M. He was a captain in the U.S. Army during World War II and received a Purple Heart. ■

2001
Inductee



HERBERT D. KELLEHER

Herbert D. "Herb" Kelleher co-founded Southwest Airlines in 1971. This new airline had the simple notion: If you get passengers to their destinations when they want to get there, on time, at the lowest possible fares, and make sure they have a good time doing it, people will fly your airline. Over the ensuing three decades, this airline and philosophy changed the way Texans travel and do business.

In 1978, Herb Kelleher began serving as interim president, CEO and chairman of the board, positions he would assume on a permanent basis by 1982. In 1998, *Fortune Magazine* named Southwest the best company to work for in America. In 1999, Herb Kelleher was named "CEO of the Year" by *Chief Executive Magazine* and "CEO of the Century" by *Texas Monthly*.

Southwest began serving three Texas cities with three jets. Thirty years later, the airline was serving 58 cities in 29 states, flying 346 aircraft, and had become the fifth largest domestic carrier.

The success of Southwest Airlines is often attributed to the style of one man—Herb Kelleher. The fun-loving, team-oriented and creative corporate culture is key to this success. ■

2010
Inductee



DAVID M. LANEY

David M. Laney (Stanford '71, SMU Law '77) was appointed to the Texas Transportation Commission by Governor George W. Bush in 1995. He was chair of the Commission from 1995 to 2000. Laney's accomplishments as Commissioner of Transportation included: reorganizing TxDOT management; increasing highway construction contracts from \$1.9 billion to \$3.1 billion annually; instituting the first private toll road in Texas; engineering legislation that created TxDOT's statewide toll authority and re-establishing the North Texas Tollway Authority; initiating the first toll projects in Central Texas; initiating TxDOT's shift toward innovative methods of highway finance; implementing a \$2.8 billion Rio Grande border infrastructure program; and increasing the focus on aesthetics in bridge design and construction.

President George W. Bush appointed Laney to the Board of Directors of the National Rail Passenger Corporation (Amtrak), where he served as chairman from 2003 to 2007. He aggressively rebuilt the organization, reduced its debt, increased ridership and revenue, and achieved important on-time-performance targets on critical Northeast Corridor routes.

David M. Laney, a practicing Dallas attorney, is a leader in many civic and transportation-related activities. He has held numerous board positions, including the Stanford University Board of Trustees. ■

2002
Inductee



ROBERT C. LANIER

For over two decades, Robert "Bob" Lanier, a graduate of The University of Texas law school, has been a major transportation leader in Texas. From 1983 to 1987, he chaired the Texas Highway Commission. His accomplishments included securing the first gas tax increase in 13 years, developing new formulas for cost-effectively prioritizing highway funding, and initiating both the adopt-a-highway program and the now legendary "Don't Mess with Texas" campaign.

From 1988 to 1989, Mr. Lanier served as chair of the board of the Metropolitan Transit Authority of Harris County and moved swiftly to implement many elements of the transit plan, including the 100-mile transitway system. He served as chair of both the Regional Mobility Committee of the Houston Chamber of Commerce and the Texas Good Roads/Transportation Association.

Beginning in 1991, Mr. Lanier served three terms as mayor of Houston and gave improved regional mobility major emphasis. *Texas Monthly* named him the second best mayor of the 20th century in Texas.

Bob Lanier's consensus building was aimed toward making Texas mobility a nonpartisan effort. His rare combination of extensive technical knowledge and strong political skills brought a renewed dedication and sense of commitment to the development of the state's transportation network. ■

2017
Inductee



NAOMI W. LEDÉ

Naomi W. Ledé (Mary Allen College, 1953; TSU, 1955; UT-Arlington, 1972; University of Houston, 1979), is Distinguished Professor and Founder and Executive Director Emeritus of the Transportation Studies Program and Center for Transportation Training and Research (CTTR) at Texas Southern University (TSU). Her legacy is built upon five decades of transformational leadership in transportation education, research and service in Texas. Her special passion is mentoring minority students and introducing them to transportation careers.

During her 22 years at TSU, Ledé almost single-handedly developed and led CTTR, growing it into one of the strongest and most respected transportation centers in the country at a historically Black university. After retiring from TSU, Ledé served as Senior Research Scientist at the Texas A&M Transportation Institute for seven years leading a Summer Transportation Institute for minority students. She served on numerous boards, including the Metropolitan Transit Authority of Harris County and the Governor's Public Transportation Advisory Committee. She is a founding member of the Conference of Minority Transportation Officials and received the first Sharon D. Banks Award for Innovative Leadership in Transportation from the Transportation Research Board of the National Academies. ■

2011
Inductee



JON LINDSAY

Jon Lindsay (New Mexico State '59) has been a strong political leader and advocate for transportation for over 30 years. For 20 years, Mr. Lindsay served as Harris County Judge, CEO of the third largest county in the nation, before being elected to the Texas Senate in 1996, where he served until 2006.

As County Judge, Mr. Lindsay initiated many innovative infrastructure projects. His leadership made the Harris County Toll Road Authority a reality. A contentious debate over the need for this road system took place, but with Judge Lindsay as the primary advocate, the toll authority was approved in 1983 with 70 percent of the voters authorizing \$900 million in taxed-backed bonds. Twenty-seven years later, the toll network is an essential part of daily life in Harris County, with about 550 miles of toll lanes in operation. This toll authority established the model that would subsequently be followed in other parts of Texas.

As a State Senator, Jon led the initiative to create freight rail districts with eminent domain authority and the ability to issue bonds. He is currently President of the North Houston Association. ■

2002
Inductee



ALTON McDONALD

Alton McDonald began his half-century career in public transportation in 1929 at the Jacksonville, Florida, Traction Company. From 1943 to 1945, he served as treasurer of National Air Lines and then returned to his first love, surface transportation.

Between 1945 and 1972, he gained national recognition for directing successful public restoration of failing private bus companies throughout the United States. In 1972, Alton McDonald founded McDonald Transit Associates in Fort Worth to assist the city with acquisition and public management of the faltering private bus company. The success of CITRAN, the city's first public transit system, set the stage for voter approval of the Fort Worth Transportation Authority and the creation of the T. The company he founded grew into the oldest and largest independently owned transit management firm in the United States.

Prior to his retirement in 1979, Mr. McDonald chaired many committees for the American Public Transit Association and served two terms as its vice president and a member of its board of directors.

His no-nonsense, passenger-oriented approach set the standard for the transition of failing private companies into effective, responsive public transportation systems. ■

2004
Inductee



HAROLD J. MCKENZIE

A native Texan, Harold McKenzie's (A&M '27) career in the railroad industry spanned the period from 1926 to 1969. While working for the Texas and New Orleans Railroad, he served as project engineer for the replacement of the spectacular Pecos River bridge.

A hands-on leader, a man of vision and innovation, in 1951 he was named President of the Cotton Belt Railroad. Harold McKenzie reorganized the company and moved the headquarters from St. Louis to Tyler. He turned this railroad into one of the country's best run properties. In 15 years, the Cotton Belt doubled tonnage carried and net income, while reducing the number of employees by half. At the same time, the railroad emphasized safety and received five significant safety awards.

His contributions to improving the railroad's service area were also substantial. An example was his role in securing right-of-way for the Dallas North Tollway, and its main plaza was subsequently named the "McKenzie Plaza."

Upon retirement in 1969, he devoted his talents to civic affairs in Tyler, and was a leader in establishing The University of Texas at Tyler. ■

2011
Inductee



DRAYTON McLANE, JR.

Drayton McLane, Jr. (Baylor '58, Michigan State '59) joined the family grocery business in an entry-level position unloading trucks in 1959. In 1978 he became President and CEO of the McLane Company. During his tenure, he propelled the McLane Company into a \$19 billion company, achieving an average growth rate of 30 percent per year.

Using cutting edge technology, McLane's companies became national leaders in transportation logistics and distribution, particularly in the grocery industry. When Wal-Mart leadership decided to develop super stores and sell groceries, they convinced McLane to handle the logistics and distribution. In 1990, McLane merged with Wal-Mart Stores, Inc. In the following 10-year period, Wal-Mart grew to become the largest grocery retailer in the world. In 1994, Drayton resigned his positions as Chairman of the McLane Company and Vice Chairman of Wal-Mart to focus on being Chairman of the McLane Group, a family-owned company that consists of several entities, including the Houston Astros baseball team.

For over 50 years Drayton has been involved in logistics. Because of his background, in 2008, the Texas Transportation Commission asked Mr. McLane to serve on the *2030 Committee*, a blue-ribbon panel established to help identify transportation funding needs in Texas. ■

2009
Inductee



FRANK H. NEWNAM, JR.

Frank H. Newnam, Jr., P.E., (A&M '31) spent the first decade of his distinguished career with the Texas Highway Department. He was called into active duty with the U.S. Army Corps of Engineers and earned two Bronze Stars for service in the China Theater during World War II. In 1946, Mr. Newnam joined the engineering firm of Lockwood & Andrews as a partner. The firm became Lockwood, Andrews & Newnam, Inc., in 1956 and Mr. Newnam served as president and chairman of the board during his 28-year career with the company.

A pioneer who charted the course to modernize the Texas port system, Mr. Newnam developed the Port of Houston Master Plan and implemented master plans at the ports of Galveston, Harlingen and Corpus Christi. He also delivered the first master plan for the George Bush Intercontinental Airport complex.

Mr. Newnam received the prestigious Arthur M. Wellington Award from the American Society of Civil Engineers for his many contributions in port development. He was appointed to the Second Hoover Commission under President Dwight Eisenhower and was named as a distinguished alumnus of Texas A&M University. ■

2012
Inductee



ROSS PEROT, JR.

Ross Perot, Jr., (Vanderbilt '81) is chairman of Hillwood Development, one of the nation's top real estate developers, and The Perot Group, an investment management firm. Through Mr. Perot's leadership, the Hillwood team has coordinated significant transportation infrastructure development and expansion. Mr. Perot was the visionary behind the 17,000-acre, master-planned AllianceTexas development, which includes Fort Worth Alliance Airport, the world's first industrial airport, and the Alliance Global Logistics Hub, known as the "grandfather of inland ports." The Alliance Global Logistics Hub is a model for multi-modal transportation hubs and public-private partnerships. Alliance connects key transportation infrastructure, including an airport, intermodal terminal, Class I rail lines and regional highways, with manufacturing and distribution facilities, enabling improved supply chain efficiencies.

Mr. Perot previously served as CEO and Chairman of Perot Systems Corporation, a global technology company. Ross was a pilot in the U.S. Air Force from 1983 to 1992 and served as Chairman of the U.S. Air Force Memorial. He received the Gold Medal Award for Extraordinary Service from President Ronald Reagan, the Woodrow Wilson Award for Corporate Citizenship, and the Secretary of Defense Medal for Outstanding Public Service. ■

2005
Inductee



JAMES D. "DOUG" PITCOCK, JR.

Doug Pitcock (A&M '49), with Claude and John Williams, formed Williams Brothers Construction Company in 1955. Mr. Pitcock is owner, Chairman of the Board, and CEO. Under his leadership, Williams Brothers has become one of the largest highway/heavy contractors in the nation.

Mr. Pitcock has been a prominent transportation leader for over 40 years. He served as chairman of the Houston Chamber of Commerce transportation committee, and was twice president of the Texas Highway Branch of the Associated General Contractors. In 1984 he was national President of the Associated General Contractors of America.

President Ford named Doug to serve on the National Transportation Policy Study Commission, and Governor Smith appointed him to serve on the Texas State Board of Registration for Professional Engineers.

As testament to his abilities to advance transportation issues, a 1984 *Engineering News Record* cover story referred to Mr. Pitcock as the "gentle persuader." Doug was inducted into the Texas Good Roads/Transportation Association's Hall of Fame, and was named one of the "Top 100 Private Sector Transportation Construction Professionals of the 20th Century" by the American Road and Transportation Builders Association. He is a Distinguished Civil Engineering Alumnus of Texas A&M University. ■

2013
Inductee



HERBERT H. RICHARDSON

Dr. Herbert H. Richardson (MIT '55, '55, '58) is a visionary leader in research, education and technology transfer in transportation systems engineering. Early in his career, he was a major contributor to the High-Speed Ground Transportation Act of 1965 and led MIT's research in levitated vehicle technology. He was the first Chief Scientist of the U.S. Department of Transportation in 1970, where he developed a federally funded program for university research and directed a variety of research activities, spanning the modal administrations.

Richardson helped found MIT's Center for Transportation Studies and served in engineering leadership roles at MIT in the 1970s and early 1980s. He joined The Texas A&M University System in 1984, where he served as Vice Chancellor and Dean of Engineering and later as Chancellor. From 1993 to 2006, he served as Agency Director of the Texas A&M Transportation Institute, greatly expanding its state-wide presence and multimodal scope. He is a member of the National Academy of Engineering, was Chair of the Executive Committee of the Transportation Research Board of the National Academies, and has received numerous honors for his accomplishments. ■

2006
Inductee



CYRUS R. SMITH

A native Texan, Cyrus Smith was born in Minerva in 1899 and attended The University of Texas at Austin.

Smith became president of American Airlines in 1934. Over the next five years, he consolidated American's route structure into a smooth, sensible network and standardized the company's heterogeneous collection of airplanes with a fleet of new DC-3s. By 1941, Smith had helped American become the leading domestic carrier in the United States. As he led American Airlines for the next 34 years, he helped shape the entire airline industry.

He was an aviation pioneer, entering the airline business in the days of open-cockpit biplanes. During World War II, Smith served in the Army Air Corps, helping to organize the Air Transport Command and rising to the rank of Major General.

By the end of the 1940s, American was the first airline to operate a fleet of all pressurized, air-conditioned, post-war produced aircraft. Later, he led American into the jet age with the introduction of the first transcontinental jet service on January 25, 1959. Throughout the 1960s, Smith led the effort to construct DFW Airport. In 1968, President Johnson named Smith as his Secretary of Commerce. ■

2005
Inductee



RAY STOKER, JR.

A lifelong resident of Odessa, Ray Stoker (Baylor '61, Baylor Law School '64) has been a tireless advocate for Texas transportation programs for over three decades. Ray is one of only four Texans appointed to the state transportation commission by two different governors.

He was first appointed to the State Department of Highways and Public Transportation Commission in 1985 by Governor White. In 1991, after successfully shepherding the Department through both a penetrating Sunset review of its mission and the creation of the Texas Department of Transportation, Governor Richards named Ray Stoker as the first chairman of the new Texas Transportation Commission.

Mr. Stoker helped lead successful initiatives to increase the state motor fuel tax in 1986, 1987 and 1991. He advocated both rural and urban transportation issues and was instrumental in the development of the Texas Highway Trunk System, a 10,500 mile system of rural highways. He broadened the Department's scope by working to create divisions devoted to civil rights, environmental affairs, public transportation, and general aviation.

After leaving the commission in 1993, he became the longest serving chairman of the Texas Good Roads/Transportation Association, serving in that capacity until 2003. ■

2004
Inductee



RAYMOND E. STOTZER, JR.

Raymond Stotzer (A&M '46) began his career with the Texas Highway Department in 1947. He served as District Engineer in both Pharr (1968-74) and San Antonio (1974-86) and was Engineer-Director from 1986 until his death in 1989. He was a charismatic leader who excelled in promoting relationships of mutual trust and respect.

Raymond led the development and construction of the Queen Isabella Causeway, Texas' longest bridge, and he addressed congestion in San Antonio by improving major freeways. Raymond was willing to take risks to pursue innovative ideas in areas such as organizational structure, highway design, and right-of-way acquisition.

As Engineer-Director, he achieved a reputation for deftly balancing the interests of rural and urban districts. Priority was given to enhancing urban mobility and, as retirements increased, Raymond created programs to train and educate young engineers and technicians.

Raymond Stotzer was a recipient of numerous awards, including being named a Distinguished Alumnus of the College of Engineering at Texas A&M. Governor Clements observed that "Texans today and for years to come will reap the benefits of his engineering talents." ■

2006
Inductee



JOHN F. STRICKLAND

Born in 1860, Colonel J. F. Strickland traveled to Texas by wagon train in 1878. Strickland would create in central and north Texas the largest interurban rail system in the Southwestern United States.

In 1892 the Colonel became involved in electric power generation in Waxahachie. He would become president of companies such as the Texas Power & Light Company and the Dallas Power & Light Company.

Construction of interurban railroads was a complementary function of many electric power companies. These railroads had a tremendous impact on both travel and development patterns.

In 1908, a Strickland company began interurban service from Dallas to Sherman, at the time the longest interurban line in the Southwest. It would soon be extended to Denison and the Red River. In 1912, service from Dallas to Waxahachie was initiated, and was extended to Waco in 1913. In that same year the Dallas to Corsicana interurban opened. In 1917, Strickland merged his Southern Traction Company and his Texas Traction Company to create the Texas Electric Railway Company.

Colonel Strickland's vision, talent and persistence made him the outstanding figure in the electric utility business in the Southwest and a master interurban builder. ■

2000
Inductee



FRANCIS C. TURNER

Francis C. “Frank” Turner (A&M ’29) began his career with the Bureau of Public Roads. He spent the next 43 years with this organization and its successor agency, and was appointed Federal Highway Administrator in 1969.

During his career, Frank Turner assumed numerous significant responsibilities, including construction of the Alaskan Highway during World War II, the rebuilding of the Philippine highway system following the war, and the creation and construction of the Interstate Highway System.

His contributions to the interstate program are so noteworthy that he is referred to as the “Father of the Interstate Highway System.” He served as executive secretary of the Clay Committee, which was in charge of overseeing this massive public works project, and worked tirelessly as a liaison with Congress, drafting the legislation that set forth the National System of Interstate and Defense Highways.

Frank Turner received many honors during his lifetime, and his name is included in prestigious lists such as “Ten People Who Changed the Way You Live” (*American Heritage Magazine*) and “25 Makers of the American Century” (*U.S. News and World Report*).

Francis C. Turner is the first individual inducted into the Texas Transportation Hall of Honor. ■

2014
Inductee



C. MICHAEL WALTON

Dr. C. Michael Walton (VMI ’63; NC State ’69, ’71), academician, scholar, mentor and consensus-builder, is internationally known for 40 years of visionary leadership in transport engineering and policy analysis. He holds the Ernest H. Cockrell Centennial Chair in Engineering and is a professor of civil engineering at The University of Texas at Austin.

A member of the National Academy of Engineering, Walton has held leadership positions on numerous technical and professional society boards, including chair of the Board of the American Road and Transportation Builders Association; chair of the Board of the Intelligent Transportation Society of America; chair of the Transportation Research Board (TRB) Executive Committee; and chair of the Texas 2030 Transportation Needs Committee. Walton has received multiple awards for distinguished service, including the Frank Turner Medal for Lifetime Achievement in Transportation from TRB, the President’s Award for Achievement from the American Society of Civil Engineers (ASCE), and the prestigious ASCE OPAL Award for Outstanding Lifetime Achievement in Education. He is widely recognized as a transformative figure in bridging the gap between transportation research and industry practice. ■

2003
Inductee



CHARLEY V. WOOTAN

Dr. Wootan (A&M '50) joined the Texas Transportation Institute in 1956, and his career with TTI continued until his death in 2001. He became TTI's director in 1976, serving in that capacity for 17 years. Upon his retirement in 1993, Dr. Wootan was named Director Emeritus by The Texas A&M University System Board of Regents.

Dr. Wootan was very instrumental in growing the TxDOT cooperative research program from a brilliant concept to a nationally recognized program of excellence, and he became a respected national spokesperson for the value of transportation research. One of the founders of the Council of University Transportation Centers, Dr. Wootan became CUTC's first president in 1979. Dr. Wootan was actively involved with the Transportation Research Board for over 40 years and was TRB chair in 1983. Dr. Wootan was the recipient of numerous awards given by state and national organizations to recognize his contributions to both transportation and research.

Under Dr. Wootan's leadership, TTI became the largest and one of the most highly regarded university-affiliated transportation research organizations in this country. In recognition of his contributions to both transportation and the agency, TTI chose to name its most significant employee recognition in honor of Dr. Charley Wootan. ■

2007
Inductee



MARCUS L. YANCEY, JR.

Marcus Yancey, Jr. (UT '50) joined the Texas Highway Department in 1957. He would spend the remainder of his career with the Department, retiring in 1993.

In 1967, Dewitt Greer transferred Yancey to his personal staff. Five years later, Marc was named Assistant Engineer-Director, and in 1980 he became Deputy Executive Director.

Known as a person of high integrity, Mr. Yancey represented the Department's interests during 16 legislative sessions under eight governors. Marc Yancey was an effective manager and public spokesman for the Department. His management skills were recognized when he was called upon to chair the Governor's Task Force on Management by Objectives in 1979. His strong financial oversight skills led him to be twice appointed as chairman of the State Agency Coordinating Council, and he was twice elected to the board of the State Employees Retirement System.

Mr. Yancey chaired numerous AASHTO committees, and was recognized as "Public Administrator of the Year" by the Austin Society of Public Administrators. Referring to Mr. Yancey, former Governor Briscoe noted: "Working with leaders such as Dewitt Greer, Marc was the key in building the best highway system to be found anywhere..." ■

2003
Inductee



H.B. ZACHRY

H.B. "Pat" Zachry (A&M '22) founded the H.B. Zachry Company in Laredo in 1924. He would lead this construction company for six decades, serving as president (1924–1945), chairman and CEO (1945–1965), and chairman of the board from 1965 until his death in 1984.

Mr. Zachry's vision and leadership made a lasting impact on Texas transportation. In addition to undertaking some of the largest transportation projects in Texas, the Zachry Company built highways, bridges, airstrips, dams, power plants and pipelines around the world.

Mr. Zachry served as president of the Associated General Contractors of America. His many, many honors included being named a distinguished alumnus of Texas A&M University, where he also chaired the Board of Regents. The university further recognized Zachry's contributions by naming its Engineering Center for him in 1972. Mr. Zachry was inducted posthumously into the Texas Business Hall of Fame in 2000.

H.B. Zachry's legacy is more than an impressive catalog of projects; he was known as a man of honesty, integrity and generosity. In the words of former Governor Briscoe: "Mr. Zachry was truly one of the greatest Texans of all time... No one has made a greater contribution to his fellow man." ■

“This is not a hall of fame,
for fame is fleeting
and it’s shallow.

This is a Hall of Honor.

It has depth; it has meaning
that will go on for years to come.”

*Ray Barnhart
Former Member, Texas Transportation Commission
Former Administrator, Federal Highway Administration*

Texas Transportation

Inductees

2000 Inductee

Francis C. Turner

2001 Inductees

Gibb Gilchrist
Dewitt C. Greer
Herbert D. Kelleher

2002 Inductees

Thomas H. Ball
Wesley E. Freise
Robert C. Lanier
Alton McDonald

2003 Inductees

Dolph Briscoe, Jr.
B.L. DeBerry
Charley V. Wootan
H.B. Zachry

2004 Inductees

Ray A. Barnhart
Walter J. Humann
Harold J. McKenzie
Raymond E. Stotzer, Jr.

2005 Inductees

Robert S. Braden
E. Neveille Colson
James D. "Doug" Pitcock, Jr.
Ray Stoker, Jr.

2006 Inductees

Gordon Bethune
Thomas L. Johnson, Sr.
Cyrus R. Smith
John F. Strickland

2007 Inductees

J.C. Dingwall
Ernest E. Howard
Marcus L. Yancey, Jr.

2008 Inductees

Marquis G. Goode, Jr.
Louis L. Heil
Charles J. "Jack" Keese

2009 Inductee

Frank H. Newnam, Jr.

2010 Inductee

David M. Laney

2011 Inductees

William Woody Callan
Jon Lindsay
Drayton McLane, Jr.

2012 Inductees

Benjamin Casey Allin III
Lady Bird Johnson
Ross Perot, Jr.

2013 Inductee

Herbert H. Richardson

2014 Inductees

Ned S. Holmes
C. Michael Walton

2016 Inductee

Dwight David Eisenhower

2017 Inductee

Naomi W. Ledé

2018 Inductee

Judy Hawley

2019 Inductee

Esperanza "Hope" Andrade

To nominate an individual for the Texas Transportation Hall of Honor, please visit tti.tamu.edu/about/hall-of-honor, or send an email to halloffhonor@ttimail.tamu.edu.

TEXAS TRANSPORTATION

HALL OF HONOR

