

PRESS RELEASE

September 26, 2013, 6:05 a.m. ET

# **U.S. Concrete's San Francisco Bay Area Operating Company to Supply Low-CO2 Concrete Mixes for New San Jose Earthquakes Stadium**

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Mixes Will Reduce Soccer Stadium's Carbon Footprint by One Million Pounds in CO2 Emissions

EULESS, Texas, Sept. 26, 2013 (GLOBE NEWSWIRE) -- Central Concrete Supply Co., Inc., a business unit of U.S. Concrete, Inc. (Nasdaq:USCR), and the leader in delivering low-CO(2) concrete to the San Francisco Bay Area, today announced that it will be initiating placements of its high-performing, low-CO(2) concrete mixes for the San Jose Earthquakes Stadium on September 27. The first concrete placement for the foundation marks a key milestone for the San Jose Earthquakes Stadium construction project. The stadium will be the new home for San Jose's Major League Soccer team, the San Jose Earthquakes.

Central Concrete's Mixes will Reduce Carbon Footprint by One Million Lbs. In CO(2) Emissions

Central Concrete will be supplying an estimated 12,000 cubic yards of its concrete, including low-CO(2) mixes for the

San Jose Earthquakes Stadium's foundations and walls, interior and exterior slabs, and other applications. Central Concrete's low-CO(2) mixes significantly cut the Portland cement content of the concrete mix (a major contributor to green house gas emissions) and will result in an estimated net savings of one million pounds in CO(2) emissions from embodied carbon, compared to traditional concrete mixes.

General contractor, Devcon Construction, Inc., and subcontractor Joseph J. Albanese, Inc. selected Central Concrete for the Earthquakes Stadium project.

"We selected Central Concrete based on our shared partnerships working on large-scale concrete projects, including the new San Francisco 49ers stadium," said Gary Filizetti, president, Devcon Construction, Inc. "The fact that Central Concrete excels not only in concrete performance, but also in mixes that reduce the carbon footprint, was very important to us."

"Central Concrete has been a key concrete supplier of ours for more than 55 years," said John Albanese, president and CEO, Joseph J. Albanese, Inc. "Together, we share the same work ethic of 'just getting it done' with a commitment to safety and quality. We look forward to working with Central Concrete on this landmark project."

## Resources

-- Central Concrete: [www.centralconcrete.com](http://www.centralconcrete.com)

-- Devcon Construction: <http://www.devcon-const.com>

-- Joseph J. Albanese, Inc.: <http://www.jjalbanese.com>

-- San Jose Earthquakes: <http://www.sjearthquakes.com>

## About Central Concrete

Central Concrete Supply Co., Inc., a business unit of U.S. Concrete, Inc. (Nasdaq:USCR), has been serving the San Francisco Bay Area for more than 60 years. The company is recognized for engineering higher-performing concrete than traditional concrete while significantly lowering carbon footprints with its low-CO(2) mixes.

Unlike traditional concrete, Central Concrete's standard mixes deliver 50% or greater cement replacement materials, thereby significantly reducing the carbon footprint of the project under construction. Central Concrete is recognized for supplying its low-CO(2) mixes to numerous San Francisco Bay Area signature projects, including the Cathedral of Christ the Light Church, Oakland; California Academy of Sciences, San Francisco (world's greenest museum); NASA Ames Sustainability Base, Mountain View (greenest federal building in the U.S.); David and Lucile Packard Foundation, Los Altos (largest net-zero private office building in Calif.); the San Francisco Public Utilities Commission headquarters (San Francisco's greenest office building); the new Santa Clara San Francisco 49ers stadium; and the San Francisco-Oakland Bay Bridge.

With 12 locations in the San Francisco Bay Area, Central Concrete offers multiple points of service to meet the diverse operational needs of its customers. For more information, visit [www.centralconcrete.com](http://www.centralconcrete.com).

## About U.S. Concrete

U.S. Concrete services the construction industry in several major markets in the United States through its two business segments: ready-mixed concrete and aggregate products. The Company has 105 fixed and 10 portable ready-mixed concrete plants and seven producing aggregates facilities. During 2012, U.S. Concrete produced approximately 4.8 million cubic yards of ready-mixed concrete and approximately 3.3 million tons of aggregates. For more information on U.S. Concrete, visit [www.us-concrete.com](http://www.us-concrete.com).

## CAUTIONARY STATEMENT REGARDING FORWARD-LOOKING STATEMENTS

This press release contains various forward-looking statements and information that are based on management's belief, as well as assumptions made by and information currently available to management. These forward-looking statements

speaking only as of the date of this press release. The Company disclaims any obligation to update these statements and cautions you not to rely unduly on them. Forward-looking information includes, but is not limited to, statements regarding: the stability of the business; ready-mix backlog; ability to maintain our cost structure and the improvements achieved during our restructuring; ability to maximize liquidity, monitor fixed costs, manage variable costs, control capital spending and monitor working capital usage; and the adequacy of current liquidity. Although U.S. Concrete believes that the expectations reflected in such forward-looking statements are reasonable, it can give no assurance that those expectations will prove to have been correct. Such statements are subject to certain risks, uncertainties and assumptions, including, among other matters: general and regional economic conditions; the level of activity in the construction industry; the ability of U.S. Concrete to complete acquisitions and to effectively integrate the operations of acquired companies; development of adequate management infrastructure; departure of key personnel; access to labor; union disruption; competitive factors; government regulations; exposure to environmental and other liabilities; the cyclical and seasonal nature of U.S. Concrete's business; adverse weather conditions; the availability and pricing of raw materials; the availability of refinancing alternatives; and general risks related to the industry and markets in which U.S. Concrete operates. Should one or more of these risks materialize, or should underlying assumptions prove incorrect, actual results or outcomes may vary materially from those expected. These risks, as well as others, are discussed in greater detail in U.S. Concrete's filings with the Securities and Exchange Commission, including U.S. Concrete's Annual Report on Form 10-K for the year ended December 31, 2012 and subsequent Quarterly Reports on Form 10-Q.

# City by City: Arlington, Northeast Tarrant

## HURST-EULESS- BEDFORD SCHOOLS

Trustee will take helm of state association

A longtime Hurst-Eules-Bedford school trustee will take the helm Saturday as president of the Texas Association of School Boards at the association's annual convention in Dallas.

Board Vice President Faye Beaulieu was elected to lead the organization, which represents and serves the state's 1,031 school districts.

"This gives me an opportunity to take my passion for education to a broader stage and advocate not only for the 22,000 kids in our district but for the 5 million school-aged children across the state of Texas," she said. "It also gives our district a little added visibility."

Beaulieu is an 18-year veteran of the school board and has served as a TASB board member for eight years.

"Unfortunately, the image of public schools is not quite as strong as we would like it to be," she said. "I will be an ambassador and advocate for all public school districts."

— Sarah Bahari

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# TxDOT hits rough patch with lawmakers, public

The agency made unpopular decisions on gravel and urban roads.

By Gordon Dickson  
 gordon@star-telegram.com

The Texas Department of Transportation is again in hot water with lawmakers and the public over a series of decisions about how to fix the state's crumbling roads.

Several contentious issues are at the heart of the matter, critics say. Among them are proposals to replace paved roads with gravel surfac-

## Honkin' Mad

For more transportation coverage, check out [star-telegram.com/blog](http://star-telegram.com/blog)

es in areas of heavy oil and gas industry truck traffic, and to turn over responsibility for many inner-city roads to local governments, which critics say could leave residents of cities holding the tab for \$165 million in yearly road upkeep.

Some legislators say the tension is not just over the issues themselves, but the Transportation Department's perceived return to an arrogant, top-down philosophy of decision-making.

"Members feel that TxDOT has not adequately reached out to legislators, local elected officials and communities of interest before proceeding with these plans," House Speaker Joe Straus wrote in an Aug. 27 letter to transportation commissioners. "Despite the efforts to provide TxDOT with additional resources, recent proposals from agency administrators have led legislators and the public to question TxDOT's priorities and commitment toward the solutions and priorities identified in recent legislative sessions."

## Concerns mounting

For years beginning in the mid-2000s, the department was accused of making unilateral decisions at its Austin headquarters and crammer projects such as the Trans Texas Corridor down people's throats. But for about the past five years, transportation commissioners say, they have worked hard to carve out a new reputation as an agency that goes out of its way to communicate with lawmakers in Austin, as well as with everyday residents through community meetings held at the grassroots level.

The events of recent months, they say, were simply the result of honest miscommunications.

"I think we need to listen to you," Victor Vandergriff, a transportation commission member from Arlington, told lawmakers during a recent meeting.

But concerns about the department's reputation are mounting as the election approaches on a proposed constitutional amendment that could expand transportation funding by \$1.2 billion annually from the state's rainy-day fund.

If voters in November 2014 reject that increased transportation funding, very little money will be available for highway expansions beyond 2015 — and the state's effort to improve mobility for its residents will effectively be shut down.

"The timing couldn't have been worse," said state Rep. Joe Pickett, D-El Paso.

Pickett and many other lawmakers have called for the Transportation Department to slam the brakes on the controversial programs until they can be discussed further in cities and counties statewide.

"It's time maybe you tame this situation here," Pickett told the five-member transportation commission, "and maybe



Commissioner Victor Vandergriff says the problem was miscommunication.

Star-Telegram/Joyce Marshall

admit you were wrong."

The transportation commission took a conciliatory tone toward Pickett and more than a dozen other elected officials who stepped forward to criticize them during a recent meeting.

"I'm appointed and not an elected official, and I appreciate the fact that you go before voters, as do all of your colleagues," Vandergriff told Pickett. "I think your words today are very articulate, eloquent and reasoned. I think we were wrong, and I think we need to listen to that."

But the Transportation Department's executive director, Phil Wilson, later said the controversies also stem from a misunderstanding about the agency's intentions.

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### The Issues

In June, the department's staff disclosed that it intended to replace 83 miles of paved farm-to-market roads in South Texas with "high-end" gravel roads, to replace surfaces badly damaged by trucks — especially roads in South Texas' Eagle Ford Shale. The move came after the agency asked the Legislature this year to spend \$1.6 billion to repair roads damaged by the energy sector, but instead received only \$225 million.

About that same time, Transportation Department officials disclosed that they were pursuing a new internal rule change that would allow "availability payments" to private companies building road projects. Weeks earlier, lawmakers had refused to pass a bill in the Legislature allowing availability payments, with critics saying the method would put public tax dollars at risk for toll projects regardless of whether a road met traffic projections.

Then in August, the agency's staff informed county judges and other local officials statewide that they were considering a "turn back" program, under which potentially 1,900 miles of urbanized roads on the state highway system would be turned over to cities, which would then become responsible for maintenance.

Of the estimated \$165 million in maintenance costs statewide, Fort Worth would be asked to cover about \$11 million a year, Mayor Betsy Price said.

In Arlington, taking over maintenance of corridors such as Farm Road 157, Pioneer Parkway and Division Street would cost \$2 million, Council-

woman Kathryn Wilmon said.

"That would be the lowest number," Wilmon said.

### Differing viewpoints

At the beginning of the regular 2013 session, Wilmon and other officials said they needed an infusion of \$4 billion a year in new transportation dollars just to keep up with the state's growth. But they came out of the regular session, as well as three special sessions that dragged into August, with few new funding sources other than the \$1.2 billion yearly that would come from the constitutional amendment if voters approve it in November 2014.

Wilson said all the new initiatives being discussed are examples of the agency looking for new long-term strategies to deliver more projects to the state under strained fiscal conditions.

He stressed that none of the changes is meant to be a reaction to the Legislature's failure to provide the Transportation Department with all the funding it wants.

For example, Wilson said, some critics have falsely claimed that the proposal to "turn back" roads to city governments is the result of the Legislature directing the department to find \$100 million in savings from its budget.

"I was disappointed at the lack of understanding some had about the \$100 million savings," Wilson told the *Star-Telegram*, adding that his agency would achieve the savings through other means, such as a reduction in its fleet. "It was not tied to this at all. That \$100 million can't come out of maintenance and construction."

Wilson also stressed that the "turn back" program is voluntary and that many cities may wish to take control of roads in their jurisdictions for purposes of redevelopment. Any roads handed to a local government would be turned over in good shape and likely wouldn't need maintenance for many years, he said.

"The turn back program is a voluntary program, and any funding that a community has received to maintain streets today will be placed back into that community," Wilson said.

But Straus said that when he and other House leaders were first told of the turn back program by Wilson and other department leaders, it wasn't pitched as a voluntary program.

It wasn't until later, he said, that the Transportation Department agreed under pressure from lawmakers to make it voluntary and to slow down the implementation until local leaders had a chance to discuss it in their respective communities.

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# Star-Telegram

## City by City: Arlington, Northeast Tarrant

Posted Saturday, Sep. 28, 2013

### Get a taste for police, firefighting work at event Saturday

Climb through firetrucks and police cars, find out what it's like to be a firefighter or police officer, tour the police station and Fire Station No. 3 when the facilities at 1102 W. Eules Blvd. and 202 S. Main St., respectively, conduct public safety open houses from 10 a.m. to 2 p.m. Saturday.

Bounce houses, safety demonstrations, clowns from the SAFETY Troop and members of the Citizen Emergency Response Team, Citizen's Fire and Police Academy Alumni and Citizens on Patrol round out the fun at this free event.

— Terry Evans



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## Public Works Director Selected

By: City of Euless

The City of Euless is pleased to announce that Hal Cranor will serve as the new Director of Public Works effective September 16. Cranor has worked as the Public Works Executive Director for McKinney since 2005. Prior to that, he was the Public Works Director in Rockville, Maryland for nine years in Burlington, Iowa for two years. While working for the Army Corps of Engineers for 21 years, he was the Assistant Public Works Director at Fort Stewart, Georgia and Public Works Director for the Republic of Panama and Fort Campbell, Kentucky.

As Public Works Director, Cranor will direct, manage and oversee the operations of Engineering, Street Maintenance, Water Utilities, Drainage and Animal Control. He will also be responsible for the preparation and utilization of the department's budget, staff and equipment.

City Manager Gary McKamie said, "The experience and tenure that Hal brings to this position is immense. Hal has strong character and is focused on team building. His background and extensive experience will be a tremendous asset to the residents of Euless."

Cranor holds a Master's degree in Civil Engineering/Construction Management from North Carolina State University and a Bachelor of Science in Geology from Arkansas Technology University.

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# Garden of Delights

Thai Papaya Garden does pan-Asian palatably.

Posted October 2, 2013 by JIMMY FOWLER in [Eats](#)



Proving that “pan-Asian” doesn’t have to be “bland Asian,” the homey little Euleless eatery [Thai Papaya Garden](#) boasts a large menu of Thai, Vietnamese, Laotian, and Chinese dishes. All your typical soups, noodle and rice dishes, stir-fries, and duck specialties are on hand here. The real victory for the restaurant and its diners is that on a recent visit no ethnic specialty was phoned in — intricate spices, fresh ingredients, and expert preparation kept everything we tried authentic and flavorful.

The Thai beef jerky, or *nuur sawan*, turned out to be an appetizer in the classic and best sense: a small-portioned and sharply flavored item that piqued our hunger. Nearly two dozen dark, lean strips had been marinated in chile spices and then deep-fried (though not breaded). They were chewy, moderate on the heat meter, and loaded with an intense beef flavor nicely complemented by a thick, red sweet-hot pepper dipping sauce.

Although Thai Papaya Garden serves the beloved Vietnamese soup pho, the Viet-inspired duck soup with rice noodles arrived sans the usual pho sidecar plate of basil leaves, lime wedges, and bean sprouts. Green onions, crunchy peanuts, and bitter cilantro sprigs had been chopped up and sprinkled generously atop the dark steaming broth, which wasn’t oily or gamey. Resting atop a mound of slippery rice noodles, the half-dozen or so thick duck slices were tender and ringed with a wonderful salty edge of fat. The soup was dreamy and delicious, if not as spicy as the server promised.

The Laotian meat salad known as larb typically comes raw or cooked; the menu here offered it only cooked. Basil-flecked chicken breast had been minced small and tossed with chopped cilantro, red peppers, parsley, and a wee bit of lemongrass. The basil and cilantro combined to give the poultry a fresh, spiky flavor that was also terrifically aromatic.

Vegan and vegetarian diners who’ve grown tired of tofu as a meat substitute need to check out Thai Papaya’s spicy gluten salad. A thick curd-like substance made from wheat flour, the gluten was full of nutty, savory flavor. Big meaty pieces had been marinated in lime juice and mixed with fresh, crunchy cucumber slices, chunks of juicy red tomato, and chopped cilantro in a cradle of crisp romaine lettuce leaves.

The Thai stir-fry known as *pad piroth* was advertised as “The Angry Dish” on the menu, which was a suitable warning: Chock-full of garlic, onion, and a variety of crushed peppers, this mother was crazy hot. The rich, lean pork strips, crispy bamboo shoots, fat mushroom slices, and soothing hints of ginger did their best to tame the fire, but the Angry Dish ultimately conquered one self-proclaimed spice lover at the table — after three bites, the dish was quarantined in a take-out box like radioactive matter. It was the only entrée we tried that we didn’t finish (but still took home in to-go boxes). Thai Papaya Garden’s casual mastery of diverse Asian spices and flavors left us with nearly clean plates at the end of an impressive meal.

### **Thai Papaya Garden**

100 S Industrial Blvd, Ste 100, Euless. 817-684-9378. 11am-10pm Sun-Thu, 11am-11pm Fri-Sat. All major credit cards accepted.

Beef jerky ..... \$5.95

Duck soup w/rice noodles .. \$10.95

Spicy chicken salad ..... \$9.95

Spicy gluten salad ..... \$9.95

Angry Dish w/pork ..... \$9.95

# Flight Attendants Demand Bondi Withdraw from Merger Suit

Published: October 4, 2013

APFA Prez Laura Glading: Lawsuit jeopardizes Florida jobs

EULESS, TEXAS — In the wake of Tuesday's announcement by Texas Attorney General Greg Abbott that he would withdraw from the lawsuit to block the merger of American Airlines and US Airways, the flight attendants at American are calling on Pam Bondi and attorneys general from five other states to do the same.

"Florida, particularly South Florida, is home to about 2,500 American flight attendants that are in need of good wages and long term job security, but General Bondi is standing in the way of that," said APFA President Laura Glading. "Pam Bondi's participation in the Justice Department's antitrust lawsuit demonstrates a lack of understanding of what the merger means for her constituents. Everyone – business travelers, tourists, and airline employees – stand to benefit from the new American. We were able to explain that to General Abbott in Texas and we'd like to do the same in Florida."

Unable to compete with United and Delta, which had recently merged with Continental and Northwest, respectively, American Airlines was forced into Chapter 11 bankruptcy in November of 2011. It is clear that in order for American to be competitive, it needs to merge with US Airways. The merger plan has had the strong support of employees at both companies since its inception. Unfortunately, the US Department of Justice and attorneys general from seven states and the District of Columbia filed an eleventh-hour lawsuit to block the merger in August of this year.

The new American Airlines will offer consumers more destinations and a better product. It will also give flyers a third choice – in addition to Delta and United – for their travel needs. Finally, the merger will provide much-needed job security for approximately 100,000 employees nationwide, 11,650 of whom live in Florida.

Last week, members of Florida's congressional delegation sent a letter to General Bondi urging her to support the merger. The letter was authored by Rep. Alcee Hastings and signed by Reps. Debbie Wasserman Schultz, Ted Deutch, Lois Frankle, Frederica Wilson, Joe Garcia, and Patrick E. Murphy.

ABOUT APFA: The Association of Professional Flight Attendants, founded in 1977, represents the more than 16,000 active flight attendants at American Airlines. Laura Glading is serving her second four-year terms as president.

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# Flight Attendants Demand Cuccinelli Withdraw from Merger Suit

*APFA Prez Laura Glading: Lawsuit jeopardizes Virginia jobs*

EULESS, Texas, Oct. 3, 2013 /PRNewswire-USNewswire/ -- In the wake of Tuesday's announcement by Texas Attorney General Greg Abbott that he would withdraw from the lawsuit to block the merger of American Airlines and US Airways, the flight attendants at American are calling on Ken Cuccinelli and attorneys general from five other states to do the same.

"Anyone standing in the way of the merger is also standing in the way of hard-working Virginians. Ken Cuccinelli is trying to kill this deal at the expense of thousands of airline workers in his state," said APFA President Laura Glading. "I'm not sure why he joined the suit in the first place. If he had given it more careful consideration he would have arrived at a different decision. He didn't do his homework. On behalf of Virginia's flight attendants and their families, I'm calling on General Cuccinelli to rectify his mistake."

Unable to compete with United and Delta, which had recently merged with Continental and Northwest, respectively, American Airlines was forced into Chapter 11 bankruptcy in November of 2011. It is clear that in order for American to be competitive, it needs to merge with US Airways. The merger plan has had the strong support of employees at both companies since its inception. Unfortunately, the US Department of Justice and attorneys general from seven states and the District of Columbia filed an eleventh-hour lawsuit to block the merger in August of this year.

The new American Airlines will offer consumers more destinations and a better product. It will also give flyers a third choice – in addition to Delta and United – for their travel needs. The merger will also provide job security for approximately 100,000 employees nationwide, many of whom live in Virginia.

"There are thousands of Virginians depending on this merger. For them, finalizing the deal could mean the difference between good middle class job security and layoffs," Glading said. "General Cuccinelli should be on the side of Virginia jobs, not the Holder Justice Department."

**ABOUT APFA:***The Association of Professional Flight Attendants, founded in 1977, represents the more than 16,000 active flight attendants at American Airlines. Laura Glading is serving her second four-year terms as president.*

SOURCE Association of Professional Flight Attendants

