



**HUMAN PERFORMANCE FACTORS ATTACHMENT**

**Brightline Conductor's Interview Transcript**

**Delray Beach, FL**

**HWY23MH006**

**(25 pages)**

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL GRADE CROSSING COLLISION  
IN DELRAY BEACH, FLORIDA ON  
FEBRUARY 8, 2023

Accident No.: HWY23MH006

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Interview of: JUAN CORZO, Conductor  
Brightline

Boca Raton, Florida

Friday  
February 10, 2023

APPEARANCES:

MICHAEL BACHMEIER, Operations Group Chairman  
National Transportation Safety Board

JIM TURPEN, Operating Practices Inspector  
Federal Railroad Administration

MICHAEL LEFEVRE, Vice-President of Operations  
Brightline

EMMANUEL COUTO, Vice-President of Transportation  
Brightline

ANN GARCIA, Human Performance Safety Group Chair  
National Transportation Safety Board

DAN JAQUES, Attorney  
Steptoe & Johnson

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I N T E R V I E W

(3:14 p.m.)

1  
2  
3 MR. BACHMEIER: Okay. My name is Michael Bachmeier and I am  
4 the NTSB Operations Group Chairman for this accident. We are here  
5 today on -- what is it -- February 10th, 2023, at 3:14 p.m. and  
6 we're in the Embassy Suites in Boca Raton, Florida to conduct an  
7 interview with Juan Corzo, who works for Brightline. This  
8 interview is in conjunction with the NTSB's investigation near  
9 Delray Beach. The NTSB reference number for this accident is  
10 HWY23MH006.

11 The purpose of the investigation is to increase safety and  
12 not assign blame, fault, or liability. Before we begin our  
13 interview and questions, let's go around the table or screen and  
14 introduce ourselves. Please spell your last name, who you're a  
15 representative and your title. I'd like to remind everyone to  
16 speak clearly so we can get a good, accurate recording. I'll  
17 start off and then pass it off to my right, and that's you, Jim.

18 Again my name is Michael Bachmeier. The spelling of my last  
19 name is B-a-c-h-m-e-i-e-r and I am the NTSB Operations Group  
20 Chairman for this accident. Jim.

21 MR. TURPEN: Yes, my name's Turpen, I'm the Operating  
22 Practices Inspector for FRA out of Wesley Chapel, Florida,  
23 representing FRA.

24 MR. LEFEVRE: The spelling of his name.

25 MR. BACHMEIER: Turpen, T-u-r- --

1 MR. TURPEN: Yes, sir, T-u-r-p-e-n, I'm sorry.

2 MR. BACHMEIER: No problem --

3 MR. TUPEN: -- the spelling of my last name.

4 MR. BACHMEIER: -- no problem.

5 MR. LEFEVRE: Okay. My name is Michael Lefevre, L-e-f-e-v-r-  
6 e. I'm the Vice-President of Operations for Brightline and I am  
7 the party coordinator.

8 MR. COUTO: My name is Emmanuel Couto, C-o-u-t-o. I am the  
9 Vice-President of Transportation for Brightline.

10 MS. GARCIA: I am Ann Garcia, G-a-r-c-i-a and I'm the Human  
11 Performance Assistant Safety Group Chair for this investigation  
12 for NTSB.

13 MR. CORZO: My name is Juan Corzo, C-o-r-z-o. I am the  
14 conductor that's being interviewed, and I work for Brightline.

15 MR. BACHMEIER: Okay. And Dan?

16 MR. JAQUES: And I'm -- yes, I'm Dane Jacques. I'm a partner  
17 with the law firm Steptoe and Johnson. The name is spelled D-a-n-  
18 e, last name is J-a-q-u-e-s.

19 MR. BACHMEIER: Okay. With that, Juan, do we have your  
20 permission to record our discussions with you today?

21 MR. CORZO: Yes, sir.

22 MR. BACHMEIER: Do you understand the transcription will be  
23 part of the public docket? As such, we cannot guarantee any  
24 confidentiality?

25 MR. CORZO: Yes, sir.

1 MR. BACHMEIER: As discussed you have a representative with  
2 you, Mr. Jaques. Is that correct?

3 MR. CORZO: Yes, sir.

4 MR. BACHMEIER: Okay. I'd like everyone -- remind everyone  
5 to clearly announce your name and title before questioning. Let's  
6 proceed.

7 INTERVIEW OF JUAN CORZO

8 BY MR. BACHMEIER:

9 Q. Juan, could you give us a synopsis of your work experience,  
10 taking us up to your present job.

11 A. Work experience, as far back as I remember it, my first job  
12 was a McDonald's line cook, end of high school and a little bit  
13 after high school. I joined the National Guard, the New Jersey  
14 National Guard. I was there for six years, 2012, 2018, give or  
15 take. I became a banker around 2014 -- well, I became a teller  
16 with Chase Bank and worked my way up to a banker. After I left  
17 that, I went to work for -- I moved to Florida, started working  
18 for the State of Florida as a corrections officer.

19 I then moved to Louisiana where I started my railroad career,  
20 working for CM Railroad. That was around 2018. Got furloughed  
21 out of that when covid started. Started working for CSX Railroad  
22 in Orlando, also as a conductor. Last year -- late last year, I  
23 decided Brightline would be a good fit for me, so I've been  
24 working for Brightline about four months for them so far.

25 Q. Okay. So you just started four months ago?

- 1 A. Yes, sir, give or take.
- 2 Q. And are you a conductor or engineer?
- 3 A. Conductor, sir.
- 4 Q. Conductor, okay. Four months in the position. Okay. So  
5 your date of hire was about --
- 6 A. It slightly slips my mind, but it was about four months ago.
- 7 Q. No, that's all right. So let's go back to February 8th. Can  
8 you just kind of walk us through your start of the shift, taking  
9 us up to Delray Beach.
- 10 A. Okay. Start of the shift, pretty normal day, end to end.  
11 Got to work, met with the engineer.
- 12 Q. What time do you guys go on duty?
- 13 A. 1500, 3:00.
- 14 Q. Okay.
- 15 A. Met with the engineer, we got our paperwork, got it verified  
16 with the dispatch and we had a job briefing. We re-crewed the  
17 train at West Palm Beach, took over the train, did our brake test,  
18 everything normal. We started our workday with that one roundtrip  
19 to Miami and back. I guess it would be our third trip when we  
20 were heading south and had the incident. Do you want me to go  
21 into the incident now or --
- 22 Q. Yes.
- 23 A. Okay. So we were heading -- went in southbound on the east  
24 main. There was a freight train coming north on the west main.  
25 We called hot rail to each other, we acknowledged each other. As



1 the trains got closer and we knocked down the signal for Villa  
2 Rica, they called out to us saying that there was a car on the  
3 tracks. Immediately, the engineer put the train in emergency. I  
4 could hear the distinctive sound of the train going into emergency  
5 as I looked over. It happened very fast, it evolved very quickly.  
6 The engineer put the train in emergency, I started blowing the  
7 horn. Eventually there was a car on the tracks and we struck him.

8 Q. Okay. So typically, is your -- so when you go on duty at  
9 1500, you usually take over a train from someone else and then is  
10 it --

11 A. Not necessarily, it depends on the job and day. Sometimes we  
12 take a train out of the yard, other times we make recrew --  
13 another crew on West Palm Beach station.

14 Q. Okay. But you -- okay, so you went to Miami and back. And  
15 then how far -- would we say this is north, right?

16 A. Well, we were going south.

17 Q. Okay. Yes, south, okay.

18 A. About 20 miles from West Palm Beach station, our third --

19 Q. Okay.

20 A. -- trip.

21 Q. Okay. Is that from Miami to West Palm Beach? Is that what  
22 your --

23 A. No, that was from West Palm Beach going towards --

24 Q. Towards Miami.

25 A. -- Miami, yes, sir.

1 Q. So how far south -- I mean, north do you go?

2 A. All the way to Miami.

3 Q. Okay, Miami. Okay, perfect. Miami and then --

4 A. I think you said north, because we go south to Miami and come  
5 back north to West Palm.

6 Q. Okay, that's it. I get -- I'm all confused with my traffic,  
7 okay. So you had a -- you guys were going southbound. FEC was --  
8 Florida East Coast was -- freight train was coming northbound.

9 A. Yes, sir.

10 Q. They called you guys on the radio and said hey, there's a  
11 vehicle stopped?

12 A. Yes, sir.

13 Q. Okay. And that's -- and then basically that's about right  
14 when you placed it in emergency?

15 A. They called us twice. I think by the second time they called  
16 it out, my engineer had already put an emergency. I'm not quite  
17 sure, but it was --

18 Q. Okay, yes. That's all I got.

19 MR. BACHMEIER: Jim, you got any questions?

20 BY MR. TURPEN:

21 Q. Got a question on the time of day of the accident. What time  
22 was it?

23 A. I remember arriving at the time in town, I think it was 8:07.  
24 Don't quote me on that. That's going off of my memory.

25 Q. Okay. I think PM?

1 A. Yes, 2007, 8:07 p.m.

2 Q. Okay, 2007 pm. Was it light out or was it dusk? I mean, it  
3 was starting to dark?

4 A. I remember it being dark.

5 Q. Dark, okay. And was it clear, any drizzle or anything?

6 A. I don't remember exactly what the weather was. I don't think  
7 it was raining.

8 Q. Okay. It was possibly raining --

9 A. And it was not, I don't remember rain, no.

10 Q. Okay. And do you know the train ID of the northbound  
11 freight?

12 A. I do not.

13 Q. Okay. And were you relieved at the scene?

14 A. I was not. We felt comfortable continuing with the train and  
15 taking it back to the yard after --

16 Q. Okay.

17 (Crosstalk)

18 Q. All right. Were you offered relief?

19 A. I was, sir.

20 Q. That's all the questions I have now.

21 MR. BACHMEIER: Thanks, Jim.

22 BY MR. LEFEVRE:

23 Q. I was just going to give you a chance to clarify just the  
24 miles and the directions of travel. So from West Palm Beach to  
25 Miami is how many miles?

1 A. West Palm Beach to Miami?

2 Q. Yes.

3 A. 68 miles, about.

4 Q. And then from West Palm Beach to the incident scene in  
5 Delray?

6 A. West Palm Beach to the incident about, give or take, 20  
7 miles. It's 319 mile post off the 298, so 20, 21 miles.

8 Q. And then you said you did one roundtrip and this would have  
9 been the third one way. So you were kind of 1.5 roundtrips into  
10 it?

11 A. Yes, sir.

12 Q. So how many roundtrips do you do on a shift?

13 A. On a shift we do two roundtrips.

14 Q. So this was your final roundtrip?

15 A. Yes, sir.

16 Q. Thank you. That's all I have.

17 MR. COUTO: I have no follow-up questions.

18 MR. BACHMEIER: No follow-up.

19 BY MS. GARCIA:

20 Q. Okay. This is Ann Garcia, G-a-r-c-i-a. So I have just a  
21 couple of follow-up questions on this. You mentioned that the  
22 freight train called you twice on the radio.

23 A. Yes.

24 Q. Could you just go over that again, just in detail, like when  
25 the first call, what they said, how long until the second call?

1 A. Like I said that part of the day was very quick, very  
2 compact. We saw them coming north, we were going south. And we  
3 just heard on the radio car on tracks, car on tracks, about the  
4 same pace as I just said right now. It was quick succession. And  
5 that's when I put the train in emergency.

6 Q. Okay. Was that -- they said that in both? You said they  
7 contacted you twice?

8 A. Right. I mean, I don't know what they did, but they -- we  
9 heard over the radio car on tracks, small pass car on tracks.

10 Q. Okay, so that was the two transmissions?

11 A. Yes.

12 Q. Okay. Thank you. And so what was your reaction when you  
13 heard it the first time?

14 A. When I heard it, I looked over to my engineer, seeing what he  
15 was doing. He had already put the train in emergency for what I  
16 remember in my memory. I could hear the distinctive sound of a  
17 train going into emergency, so I know we were taking action. I  
18 think that segment went by and I had the inclination to pull the  
19 horn.

20 Q. Okay, good. Have you been on other rides where the --  
21 there's been a car on the tracks?

22 A. Car on the tracks incident like this? No.

23 Q. Okay. Have you ever been in one when you worked for  
24 Brightline where the train has hit someone or something on the  
25 tracks?

1 A. Yes. I don't know exactly when it happened. It was around  
2 Sunrise Boulevard. We -- there was a -- a female fell on the  
3 track. Similar situation, put the train in emergency, pulled the  
4 horn. It was very minor, to my understanding. She was able to  
5 walk away. It was not a fatality, nothing of that nature. That  
6 was pretty much what I remember. I was training at the time.

7 Q. Okay, thank you.

8 A. All right.

9 MR. BACHMEIER: Okay. I don't have any questions at this  
10 time. Jim, I'm going to pass it off to you.

11 MR. TURPEN: Yes, I've got a question for Mr. Couto. Manny,  
12 What was the location of the one from Tuesday, or that person who  
13 walked out in front of the train or jumped in front of the train?

14 MR. COUTO: Off the top of my head, I don't know. I do have  
15 the records; I can look into it. But off the top of my head, I  
16 don't remember. It was --

17 MR. TURPEN: I'm wondering if it's --

18 MR. COUTO: I believe that was in the Boca area. I believe  
19 that was in --

20 MR. LEFEVRE: It was Boca, it was in Boca.

21 MR. COUTO: It was in the town of Boca Raton.

22 MR. TURPEN: Thank you. I was just checking to see if it was  
23 in the same location.

24 MR. COUTO: No, it was definitely not the same location. It  
25 was close. It was the next town over, but definitely not in the

1 same location.

2 MR. TURPEN: Thank you, Manny.

3 MR. COUTO: You're welcome.

4 MR. BACHMEIER: Michael.

5 MR. LEFEVRE: I have no more questions.

6 MR. BACHMEIER: Emmanuel.

7 MR. COUTO: No more questions.

8 BY MS. GARCIA:

9 Q. Okay. I have a few questions that aren't about the accident.

10 A. Okay.

11 Q. Okay. Just to get some background information on you.

12 A. Okay.

13 Q. Okay. On the day of the accident, how did you feel when you  
14 went to work that day?

15 A. I felt good. It was a normal day.

16 Q. Okay. And what would you say -- how would you characterize  
17 your health -- your overall health condition?

18 A. I feel healthy.

19 Q. Okay. And you wear glasses?

20 A. I do, ma'am, yes.

21 Q. Okay, thank you. And you had them on on that day?

22 A. Yes.

23 Q. Okay. Have you worked with this engineer before?

24 A. Yes, the day before.

25 Q. Was that when you first met him?

- 1 A. No, we actually were in the same class. I've known Carlos.
- 2 Q. Okay. So you were in the same training class?
- 3 A. Yes.
- 4 Q. Okay. And so you know the engineer. So how would you say  
5 that he was doing that day?
- 6 A. I think he did great, he was doing good.
- 7 Q. Okay. Was there anything about his manners or his behaviors  
8 or what you observed in him that made you think that something was  
9 off?
- 10 A. Not at all.
- 11 Q. Okay. So you saw no sign of any alcohol use or --
- 12 A. No.
- 13 Q. -- anything else? Okay. Thank you. It's very helpful to  
14 have the background information. Okay. And what would you say  
15 that his attitude was?
- 16 A. Positive, normal attitude of Carlos, positive.
- 17 Q. And do you all share, you know, in conversation, do you talk  
18 about non-work things as well?
- 19 A. (Indiscernible), like slightly so, not a whole lot, a little  
20 bit.
- 21 Q. Okay. Do you have anything going on in your life that's,  
22 like, highly stressful right now?
- 23 A. No.
- 24 Q. Okay. And has he shared anything in his life going on right  
25 now?



1 A. Stressful-wise, no.

2 Q. Yes, okay. Thank you. When you come on the job, you  
3 mentioned that you do a job briefing?

4 A. Yes, ma'am.

5 Q. Do you do a safety briefing also?

6 A. As part of the job briefing. We go over the speed  
7 restrictions and such, so it's all coming together.

8 Q. Okay. And what exactly is covered in the safety briefing?

9 A. Speed restriction we may encounter, any planned work that may  
10 be out there, anything outside the normal, bulletins, what train  
11 we're going to be on, verify bulletins with the dispatch to make  
12 sure we have a good set with us, things like that.

13 Q. Okay, good, thank you. Now I've got some questions on what  
14 your schedule was like on the couple of days leading up to the  
15 accident.

16 A. Okay.

17 Q. Okay. And this is covering both your sleep schedule and your  
18 work schedule.

19 A. Okay.

20 Q. Okay, and when you take your meals. So I want to get the  
21 information and be precise --

22 A. Okay.

23 Q. -- so it'll take a couple of minutes. Okay. So the accident  
24 happened on a Thursday. So going back, Wednesday -- so Tuesday,  
25 what -- let's start first. What's your general work schedule?

1 A. The accident was on a Thursday or Wednesday?

2 MR. BACHMEIER: The accident, Wednesday.

3 BY MS. GARCIA:

4 Q. On Wednesday, sorry, thank you. What's your general work  
5 schedule?

6 A. I'm currently on-call. I do have a set workday, Saturday.  
7 We are notified of what we are working the next day, so it's not  
8 the traditional on-call method.

9 Q. Okay. So Saturday you're notified of Sunday's work schedule?

10 A. I'm off Sunday, Monday, but yes, similar to that point. The  
11 day before, we get a text, letting us know where we're going to  
12 work the next day.

13 Q. Okay. So what days are you off?

14 A. Sunday, Monday.

15 Q. Okay, Sunday, Monday off. So then on Monday you would get a  
16 text saying whether you'd be working on Tuesday?

17 A. Yes, ma'am.

18 Q. So you typically do work Tuesday through Saturday?

19 A. Depends on what --

20 Q. Depends on --

21 A. -- what the company says.

22 Q. Okay. Roughly how many hours a week do you work?

23 A. It varies quite a bit. I would anywhere between 25 to 30  
24 something. I'm not quite sure in calculating that.

25 Q. Okay. So would you say 25 plus or minus hours a week?

1 A. I want to -- like you said, we want to be precise. I would  
2 have to look at it.

3 Q. Okay. That's fine. Okay. So looking back, the actions on  
4 Wednesday, so Monday when did you get up that day? What was your  
5 schedule?

6 A. Monday I was off of work. I can't remember when I got up. I  
7 sleep in until I wake up and spend a -- had a normal day at home.

8 Q. Okay. So I don't know what your schedule is like. I mean,  
9 would you wake up like in the morning or in the afternoon or in  
10 the evening?

11 A. Late mornings from 10:00 in the morning -- 10:00, 11:00 in  
12 the morning, unless I have something going on where I have the  
13 need to wake up earlier.

14 Q. Okay. So you think that was possibly what Monday's schedule  
15 was? You got up around 10:00 or 11:00?

16 A. Yes, Monday, I would think so, yes.

17 Q. Okay. And then you have a meal?

18 A. Yes, when I get hungry.

19 Q. Okay.

20 A. Um-hum.

21 Q. And then what time did you go to bed Monday evening?

22 A. Probably like late, after midnight.

23 Q. Okay. Okay, so that's Tuesday morning. What time would you  
24 -- did you wake up?

25 A. I woke up whenever -- after having a long night like that, I

1 would estimate around 10:00 in the morning, but I didn't have -- I  
2 woke up naturally.

3 Q. Okay. And you had Tuesday off?

4 A. No, Tuesday I worked.

5 Q. Okay. So tell me about your day Tuesday. You woke up around  
6 10:00. What time would you have left for work?

7 A. I worked at 3:00 p.m. I like to get there early. Usually I  
8 leave my apartment around 1:45, 2:00 to get to work nice and  
9 early.

10 Q. Okay. What is your commute time?

11 A. 15, 20 minutes, give or take.

12 Q. Okay. So between that time when you wake up at 10:00 and  
13 1:45, you would have had a meal and you would have --

14 A. Eat a meal, come to wake up, do my bed, general stuff.

15 Q. Okay. Good. So that brings us to what time did you go on  
16 your shift?

17 A. Tuesday, I went on duty at 1500, 3:00.

18 Q. Okay. And it was the same shift that you had on the day of  
19 the accident?

20 A. Yes, ma'am.

21 Q. Okay. So did anything unusual happen that day?

22 A. Tuesday, no.

23 Q. Okay. And who was your engineer that day?

24 A. Carlos, same engineer.

25 Q. Okay. And so when I asked if anything unusual happened, that

1 includes, you know, anything in the environment outside, anything  
2 with your engineer, anything with the people at Brightline or with  
3 anyone you would interact with?

4 A. I can't remember anything unusual or out of place.

5 Q. Okay, good. So what time did you get off on Tuesday?

6 A. I would have to look. I would think it was somewhere around  
7 11:00, 11:30ish. I can get you the exact time but give or take  
8 11:30.

9 Q. Okay, that's okay. And then is your commute home about the  
10 same?

11 A. Yes, ma'am.

12 Q. Okay. And you go right home?

13 A. Yes.

14 Q. Okay. So a 15, 20-minute commute.

15 A. Um-hum.

16 Q. And what time would you go to bed?

17 A. Before 1:00 in the morning.

18 Q. Before 1:00, so a little before?

19 A. A little before 1:00, so 12. I don't keep track of it, but  
20 it was about -- before 1:00 in the morning.

21 Q. Okay. And then what time did you wake up?

22 A. Again I woke up naturally, I would say anywhere between 9:00  
23 and 10:00 in the morning, give or take.

24 Q. Okay. And then, what time would go to work?

25 A. I left my apartment, same thing, about 1:45. I had to be at

1 work at 3:00 p.m.

2 Q. Okay. Would you say that you get a good night's sleep  
3 usually?

4 A. Oh, yes. Sleep's important.

5 Q. Okay. Yes, it is. And you mentioned that you wake up  
6 naturally, so.

7 A. Yes.

8 Q. Okay, good. So then that brings up to when you arrived at  
9 work, which would be at what time on the day of the accident?

10 A. I arrived at work?

11 Q. Um-hum.

12 A. 2:30, 2:35.

13 Q. Okay. And then what time would you have taken the train out  
14 for your first run?

15 A. I actually got on the train probably, like -- again this is  
16 all estimates in my mind -- after we did what we needed to do in  
17 the office, we go to the train in West Palm. Probably around  
18 3:30, we were on the train.

19 Q. Okay. And do you ever have any interaction with the  
20 passengers? I know that --

21 A. Yes. After we do our brake test (indiscernible) take control  
22 of the train and prepare to depart. I do step outside as the  
23 passengers are getting on. I say hello, talk to them a little  
24 bit. Sometimes they ask us for -- they're going in, I help them  
25 out.

1 Q. Okay, good. Okay. So that about covers that for me. Thank  
2 you.

3 A. Okay, thank you.

4 MR. BACHMEIER: Thanks, Dr. Ann.

5 BY MR. BACHMEIER:

6 Q. Juan --

7 A. Yes, sir.

8 Q. -- before you heard the transmission from the northbound  
9 train, could you see that vehicle?

10 A. I could not.

11 Q. Do you know when you could see the vehicle? When did you  
12 guys visually see that?

13 A. The situation was very compact. I saw the vehicle when the  
14 freight train headlights went past us. I don't know exactly --  
15 like I said it was very quick. He called it out, put in  
16 emergency, I pull the horn, and then, you know, we saw -- I saw  
17 him on the tracks.

18 Q. So basically, the --

19 A. It was --

20 Q. -- northbound went by you, and then you could actually see  
21 and then you saw it?

22 A. Yes, but it was very --

23 Q. Yes. No, I appreciate that. And then your on-duty spot is  
24 West Palm Beach and then West Palm Beach to Miami is your normal  
25 run back and forth.

1 A. Yes, sir.

2 Q. Okay. I had to look it up. I'm good.

3 A. Yes.

4 Q. Juan, is there anything that you think could have prevented  
5 this accident?

6 A. No.

7 Q. If we have any follow-up questions, would you be okay if I --  
8 we reached out to you?

9 A. Sure --

10 (Crosstalk)

11 A. -- absolutely.

12 Q. Okay. Well, on behalf of the NTSB, I thank you for your time  
13 and cooperation. And we're glad to see that it was a tragic  
14 enough event, but --

15 A. Definitely tragic.

16 Q. -- that you guys didn't incur any injuries on that  
17 locomotive. But that's all I got.

18 MR. BACHMEIER: And this concludes our investigation -- or  
19 interview. I always say that.

20 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: FATAL GRADE CROSSING COLLISION  
IN DELRAY BEACH, FLORIDA  
ON FEBRUARY 8, 2023  
Interview of Juan Corzo

ACCIDENT NO.: HWY23MH006

PLACE: Boca Raton, Florida

DATE: February 10, 2023

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

  
\_\_\_\_\_  
Maria Socorro R. Abellar  
Transcriber