manage your email preferences

In the last 25 years, Mr. Brown has had the privilege of working with many of his former classmates and friends, including Mr. Levine, Mr. Tukel, Mr. Kasem, and Mr. Weller. He cherishes the memories of their shared experiences, and is looking forward to continuing to support GW Law.

In 1998, Mr. Levine was appointed to the position of Assistant Commissioner for the U.S. Federal Highway Administration (FHWA), which is a key role in shaping transportation policy in the United States. He worked closely with the American Association of State Highway and Transportation Officials (AASHTO), and was instrumental in the development of the 1998 Transportation Equity Act for the 21st Century, or TEA-21.

Mr. Levine was also a member of the AASHTO Council, and was a vocal advocate for the importance of transportation infrastructure. He was deeply committed to ensuring that transportation policy was focused on the needs of the American people, and was a strong supporter of the idea that transportation should be a key component of the national economy.

Mr. Levine was also a dedicated family man, and was actively involved in the lives of his children. He and his wife, Jane, had five children, and were a devoted and supportive family.

Mr. Levine was also a dedicated family man, and was actively involved in the lives of his children. He and his wife, Jane, had five children, and were a devoted and supportive family.

In 1998, Mr. Levine was appointed to the position of Assistant Commissioner for the U.S. Federal Highway Administration (AASHTO), which is a key role in shaping transportation policy in the United States. He worked closely with the American Association of State Highway and Transportation Officials (AASHTO), and was instrumental in the development of the 1998 Transportation Equity Act for the 21st Century, or TEA-21.

Mr. Levine was also a member of the AASHTO Council, and was a vocal advocate for the importance of transportation infrastructure. He was deeply committed to ensuring that transportation policy was focused on the needs of the American people, and was a strong supporter of the idea that transportation should be a key component of the national economy.

Mr. Levine was also a dedicated family man, and was actively involved in the lives of his children. He and his wife, Jane, had five children, and were a devoted and supportive family.

In 1998, Mr. Levine was appointed to the position of Assistant Commissioner for the U.S. Federal Highway Administration (AASHTO), which is a key role in shaping transportation policy in the United States. He worked closely with the American Association of State Highway and Transportation Officials (AASHTO), and was instrumental in the development of the 1998 Transportation Equity Act for the 21st Century, or TEA-21.

Mr. Levine was also a member of the AASHTO Council, and was a vocal advocate for the importance of transportation infrastructure. He was deeply committed to ensuring that transportation policy was focused on the needs of the American people, and was a strong supporter of the idea that transportation should be a key component of the national economy.

Mr. Levine was also a dedicated family man, and was actively involved in the lives of his children. He and his wife, Jane, had five children, and were a devoted and supportive family.

In 1998, Mr. Levine was appointed to the position of Assistant Commissioner for the U.S. Federal Highway Administration (AASHTO), which is a key role in shaping transportation policy in the United States. He worked closely with the American Association of State Highway and Transportation Officials (AASHTO), and was instrumental in the development of the 1998 Transportation Equity Act for the 21st Century, or TEA-21.

Mr. Levine was also a member of the AASHTO Council, and was a vocal advocate for the importance of transportation infrastructure. He was deeply committed to ensuring that transportation policy was focused on the needs of the American people, and was a strong supporter of the idea that transportation should be a key component of the national economy.

Mr. Levine was also a dedicated family man, and was actively involved in the lives of his children. He and his wife, Jane, had five children, and were a devoted and supportive family.

In 1998, Mr. Levine was appointed to the position of Assistant Commissioner for the U.S. Federal Highway Administration (AASHTO), which is a key role in shaping transportation policy in the United States. He worked closely with the American Association of State Highway and Transportation Officials (AASHTO), and was instrumental in the development of the 1998 Transportation Equity Act for the 21st Century, or TEA-21.

Mr. Levine was also a member of the AASHTO Council, and was a vocal advocate for the importance of transportation infrastructure. He was deeply committed to ensuring that transportation policy was focused on the needs of the American people, and was a strong supporter of the idea that transportation should be a key component of the national economy.

Mr. Levine was also a dedicated family man, and was actively involved in the lives of his children. He and his wife, Jane, had five children, and were a devoted and supportive family.