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Meyland's New Role at TxDOT

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Transportation News

TN

TEXAS STATE DOCUMENT
UNIVERSITY OF TEXAS PAN AMERICAN
EDINBURG TEXAS

TxDOT's Road Ahead

Legislative and Citizens Committees Encourage Major Modifications

Katy "Super" Highway

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Making Progress in Hurricane Ike Clean-up

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Issue Interests

New Legislative, Citizens Reports

Two important committee reports were recently released. Both could shape things to come for Texans and TxDOT.

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Mary Meyland spent six months of last year on the road talking to employees about TxDOT's restructuring plans. TN's in-depth interview with Meyland provides a look at the road in front of TxDOT. **PAGE 5**

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Much progress but much to do

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Have questions or comments about TN ? Send your comments to AskTxDOT@dot.state.tx.us and include 'TN Editor' in the subject line.

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Texas Department of Transportation

5 THINGS

FIVE THINGS YOU NEED TO KNOW RIGHT NOW

1. **Welcome to the digital age of *TN*!** We're excited to deliver TN right to employees' desktop computers, and we hope you like it too. The new digital edition of TN includes cool features, such as zoom in on articles, view in text mode, easy page flipping and more. If you'd like to print a copy of TN, a PDF version has been posted on TxDOT's internet web site, www.txdot.gov.

2. **TxDOT unveils *Innovative Connectivity in Texas/Vision 2009.*** The document is an updated version of the historic Crossroads of the Americas: Trans-Texas Corridor Plan. The new vision for Texas transportation corridors includes limiting the width of the corridors to 600 feet and enhancing work with communities to determine location, size and scope of projects. To read the document, visit www.txdot.gov. To listen to the January 6 podcast about this announcement, visit KeepTexasMoving.com and click the 'Podcast' link.

3. **Searching for "green" ways to transport freight.** TxDOT published a Request for Information (RFI) in December regarding the development, funding and operation of a low-carbon freight transport system. Plan development could begin as early as this spring if a proposal is selected, but implementation will follow only after complete environmental and feasibility studies are conducted.

4. **Highway fatalities, driving miles keep falling.** According to the National Highway Traffic Safety Administration (NHTSA), the nation's auto fatalities dropped nearly 10 percent through October 2008 while drivers continued to clock fewer miles. Estimates show that 31,110 people died in crashes from January through October, compared with 34,502 during the same period in 2007.

5. **Amtrak to study Fort Worth-Kansas City route.** Amtrak has agreed to study the feasibility of reestablishing the 606-mile passenger rail service from Kansas City, Mo. to Fort Worth. The service was discontinued almost three decades ago in a round of budget cuts. The Kansas, Oklahoma and Texas transportation departments will help fund the new Amtrak study.

SAENZ SAYS

Happy New Year! Tradition tells us that a new year means a new start. For some, this new start is an end to a bad or unhealthy habit, or the beginning of a healthier, fitter one. It requires a determination not to live under the shadow of past mistakes or missteps. It means seeing the future with new eyes, as the door for opportunity. It means adjusting to change.

And change is what 2009 will bring for TxDOT. While our mission to provide the best transportation system in the world is as necessary as it's ever been, we can always find better ways to meet the mission, better ways to serve Texans. And we will.

As you all know, for at least 140 days starting in January, our Texas Legislature will be in session. Our leaders will have the unenviable task of forming state law, setting policies for state agencies and appropriating funding so those agencies can provide services for some 23 million Texans.

And during those 140 days, some of the discussion will focus on TxDOT. The Legislature has made no secret they want us to be more accountable to Texans, our operations more transparent. In 2008, we began preparing for the session. We began instituting changes that would put us on the path our legislators – and Texans – are demanding.

We're working to get input from Texans earlier and more often throughout the project development process. We're providing more opportunities to interact and talk with Texans about transportation. We're making information about our business more accessible. We're streamlining operations where they make the most business sense.

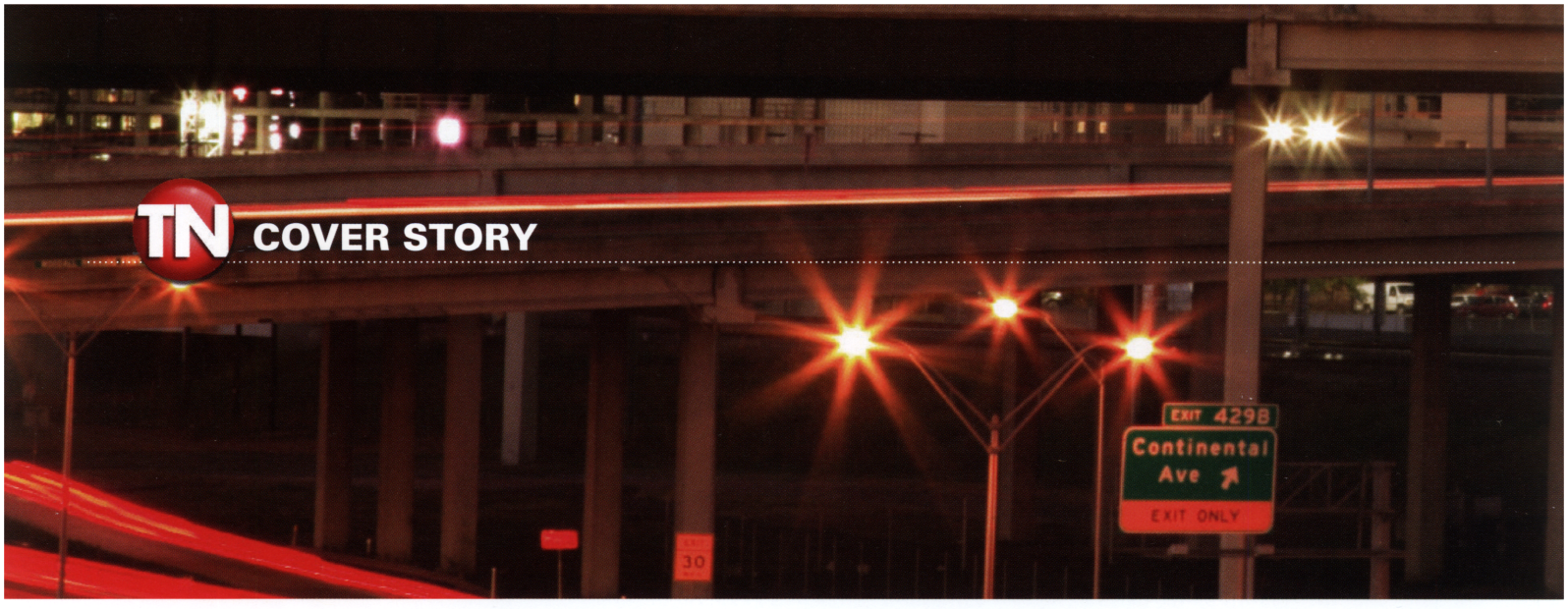
But this legislative session may also see some changes in the way this agency is funded. Our top state leaders have agreed to work on a plan to address long-term transportation funding so this agency can meet our mandate to move people and goods.

2009 will bring changes for TxDOT. 2009 will see us become a better, more open, more accountable agency. I'm looking forward to this year, and sharing this journey with the best employees in the state.

May this year also bring the best to you and yours.

Amadeo Saenz Jr.

Amadeo Saenz Jr., P.E.
Executive Director
Texas Department of Transportation



TN COVER STORY

The Path to Progress

2030 Committee Says Improvement Costs are High and Highly Critical

"Looking down the road" is one of those old sayings that at times seems somewhat simple. But when you're talking Lone Star state roads, the job gets a little more complicated. Just ask the chairman of the most recent committee organized to take a look at Texas' transportation future.

Michael Walton, a transportation engineering professor at the University of Texas at Austin, said the task presented to the 2030 Committee by Texas Transportation Commission Chair Deirdre Delisi was quite daunting. "Continuing to provide for the mobility needs of Texans is critical to our economic competitiveness and prosperity over the next 20 years or so," Walton said. "Families and businesses across Texas are counting on it."

Walton chaired the 12-member committee, which was an independent group of business and civic leaders established to conduct an assessment of the state's transportation needs through 2030. The committee spent six months studying Texas' highway, public transportation, rail and ports systems, and presented findings and recommendations to the Texas Transportation Commission in late December. The report will be included in the Statewide Transportation Plan to serve as the basis for future discussions on the state's transportation needs. Researchers from the Texas Transportation Institute at Texas A&M, University of Texas at Austin Center for Transportation Research, and University of Texas at San Antonio supported the committee from a technical standpoint.

The committee surveyed the needs of each urban and metro area in the state, using resources such as cities' mobility plans. The group concluded that $313 billion would need to be spent from 2009-2030 to prevent congestion from getting worse and to continue prudent maintenance work. The high level dollar breakout includes:

- $89 billion to repair and maintain existing roads.
- $36 billion to repair and replace structurally deficient bridges.
- $171 billion to build and expand roads, mostly in metro areas, to prevent growth-related congestion from getting worse.
- $17 billion to improve safety on rural roads, and connect rural producers to markets.

"This represents a significant investment, but over time, the payback from continued economic prosperity for the state makes the investment well worthwhile," Walton explained. "Our transportation infrastructure has always been a key component in our state's economic fabric. Inaction or inadequate action would negatively impact our growth potential."

The committee also recommended that the state continue to study how intercity rail, freight rail, public transportation, the ports, and airports can play enhanced roles in the comprehensive transportation solutions needed over the next several decades.

"We've grown into these issues over time, Walton said. The solutions should also be implemented over time But we must commit to the path we will follow to solve our transportation problems at some point in the near future."

TxDOT's Day in the "Sun"

Committee Calls for Major Change

The Sunset Advisory Commission and TxDOT officials worked for months to examine and discuss recommendations to be presented to Texas legislators regarding future operations and governance of the state's transportation agency. The process culminated with a public meeting at the Capitol in which the Sunset Advisory Commission voted on issues to forward to the Legislature.

The Commission's recommendations included:

- Replacing the five-member appointed transportation commission with a single commissioner to be appointed by the governor and approved by the Senate.
- Hiring an outside consultant to do a complete management and operations review
- Appointing a legislative oversight committee to work with the single commissioner and the outside consultant in revamping the agency
- Continuing TxDOT for another four years instead of the traditional 12 years so a thorough legislative review of the TxDOT restructuring recommendations can occur in a timely fashion
- Creating a new agency to handle TxDOT's current responsibility for vehicle registration, overweight-vehicle enforcement and auto theft prevention
- Requiring TxDOT to implement a more understandable project planning and development process that includes more meaningful public involvement programs
- Establishing a rail transportation division at TxDOT

Chairman of the Sunset Commission, Representative Carl Isett from Lubbock, noted that the recommendations would have to be approved first by the legislature and then by the governor, while stating, "I think it's incumbent upon us to help create an agency that Texans can be proud of again."

TxDOT Executive Director Amadeo Saenz says TxDOT has the same goal and has worked diligently to begin implementing many of the Sunset Commission's recommendations.

A high priority for TxDOT staff from the Sunset Commission's recommendations was getting to work on evaluating the Statewide Transportation Plan, including funding forecasts. TxDOT's Transportation Planning and Programming Division is also benchmarking its planning process with other states.

All recommendations by the Sunset Commission will have to be approved by the Legislature, which will be meeting through May of 2009.

You can read the full Sunset Commission report at: http://www.sunset.state.tx.us/81streports/txdot/txdot_dec.pdf.

More information on TxDOT's efforts to address the Sunset Report issues can be found at: http://www.txdot.gov/news/075-2008.htm TN

Mary Meyland

Charting a Course Toward Tomorrow

Meyland Talks About the Transformation in Transportation

Mary Meyland's infectious smile, can-do energy and professional skills have been the perfect recipe for producing results in difficult situations throughout her TxDOT career. She'll need to summon those gifts plus a few new tricks when taking on her latest mission, having been temporarily appointed in December as the Special Assistant to the Executive Director for Strategic Policy and Performance Management. She says she's ready for the challenge.

TN: Congratulations on your new interim position in the administration. We'll talk about those challenges in a minute, but first tell us a little about your transportation background.

Mary Meyland: Thanks for the well wishes. I knew when I was a junior at the University of Texas that I wanted to work in transportation. Actually, ever since I was a little girl, I was always the navigator for my dad when we would drive somewhere. Roads and maps were just a passion of mine. I knew I wanted to be an engineer before going to college and had the opportunity to combine the engineering degree and transportation career after I graduated. My first job was with TxDOT in the Dallas District.

TN: What kind of projects did you get to work on at that time?

MM: I worked for 11 years in planning and design and really had a chance to put my hands in most of the big projects being designed at the time. I worked on Highway 190, now known as the George Bush Toll Road, Highway 161, LBJ Freeway and the High Five was the last project I got to put my stamp on. We did all of the preliminary layouts and got it approved through the environmental and public processes. We had never built anything of that skew and length but we hit the design right on the nose.

TN: Those projects were very high profile. How did that translate into your next opportunity with TxDOT?

MM: I was asked to lead the first transition team back in the 1990s when the department went through a reorganization. That was my first real experience at this type of high-level planning and implementation of department processes and policies. That got me some executive level experience and allowed me to apply for district engineer positions.

TN: So what was the first DE position you landed?

MM: There were 13 new DE assignments in 1993 and I was fortunate to be named DE of the El Paso District. It was a life-changing experience even though my welcome was a little rough. I walked into the office with a subpoena waiting for me. The lawsuit included criminal charges and here I was, only 33 years old at the time, walking into a new job and being threatened with jail time. But we banded together, got through the legal issues and decided that we needed to build a more personable TxDOT in El Paso.

TN: Were you able to renew the perception of TxDOT in the community?

MM: Well, it took us a couple of years, but we put people in the field, held the town hall meetings and really got to know the community. Once El Paso figured out that our people were just as much a part of the community as everyone else, we began to make some positive strides. People were upset about the lack of transportation projects. We were able to get some construction jobs on the books and turn that public perception around.

MARY MEYLAND'S BIO

Name: Mary Meyland
Title: Special Assistant to Executive Director for Strategic Policy and Performance Management
Years with TxDOT: 26
Previous Department Positions: Tyler District Engineer 1995-2008, El Paso District Engineer 1993-95, Interim Regional Business Manager
Education: BS in Civil Engineering - University of Texas at Austin; BS in Public Administration - University of Texas at Dallas; Master's Degree - University of Texas at Arlington.

TN: From El Paso you moved to Tyler. How was that experience?

MM: I was sent to Tyler mainly to get some experience on the maintenance aspect of our business. While I was there, we were also able to get eight major mobility projects completed with some great cooperation with the regional mobility authority. We also began gaining some efficiency through the regionalization of our warehouse and sign shops. In a way, a lot of that work became one of the models for what TxDOT is now looking at in the latest restructuring and regionalization programs.

TN: That's the perfect segue into talking some about your new job. Tell us a little about that and what you think your new work holds in store for you.

MM: I started back in April of 2008 working on the regionalization plans. I spent lots of time on the road talking to DEs and other district leaders. We looked at functional areas, existing workloads and staffing required to manage all of the requirements. We also took into consideration many advancements in technology that provide more efficient means to get jobs done. After employees review the plan and provide comments, the administration will adjust the plan based on employee feedback and then get formal approval from the commission. Our goals in developing our recommendations were to be completely transparent in our work and to put together a set of recommendations that provided efficiencies for TxDOT but did not harm TxDOT employees.

TN: So how will this regionalization plan drive your new assignment?

MM: The first part is to determine how an office like this should be structured and how it should be staffed. The Department is good at measuring things, but sometimes we don't always bring it all together to see how we are doing compared to each other or other states. The next part of this project is what I am most comfortable with and that is building systems for reporting and systems for management. As part of the regionalization plan, we developed some performance measures and management tools for our mid-level and executive leaders to keep track of progress. The next steps are to integrate our forward looking strategic plan with these measurement systems and be able to develop future scenarios for the state leadership to choose from. The other important aspect of these systems will be to document for the public and legislators how TxDOT is progressing. We'll also use those more-detailed progress measures to benchmark against statewide public and private organizations as well as other transportation departments around the country.

TN: Speaking of the rest of the country, is there anyone else taking a look at what TxDOT is doing?

MM: The federal authorities are very interested in the work we're about to undertake. They're even looking at maybe allocating some dollars based on excellent performance. That would be good for TxDOT and Texas overall.

TN: These efforts are very ambitious. What is it about this new job that intrigues you most?

MM: The fact that it has never been done before at this comprehensive level. It will make us all more accountable and provide better decision-making models for the future. The public will be allowed to see what we're doing through what we're calling the "windshield project." The first step toward that is the project tracker that will be posted on our new website. The public will be able to follow our projects from start to finish and see how we're doing. The information available will become more detailed over time. So far, we've posted about 5,000 projects. Ultimately we'll have upwards of 10,000 projects that the public can track.

TN: What are your plans for how you'll take on this new role?

MM: Probably like I've always done. You build relationships, buckle down to get the work done and always work toward making a positive difference. I know there will be some adversity, but that always seems to make you stronger if you channel it that way. The thing that gives me the most comfort in taking on this job is knowing that TxDOT has great people. Together, we'll get this job done.

Climbing Back on Its Feet

Galveston Area Returning to Normal After Major Hurricane Blow

The last issue of TN brought you some of the amazing stories about how TxDOT readied itself for the harsh landfall of Hurricane Ike, and then sent out its forces to help pick up the pieces of what remained in Ike's wake. And there were literally tons of pieces to pick up.

In the Galveston area alone, more than 100,000 cubic yards of debris from the damaged communities has been scooped up and hauled off. That's in addition to the 39 miles of debris on Bolivar Island that TxDOT cleared right after the storm passed.

Galveston Area Engineer Bill Babbington said that the initial sweep of the roadways was intended to get the roads open again. Contractors and TxDOT crews pushed seaweed, parts and contents of houses and other random piles of debris into the rights of way. TxDOT then let seven different contracts to haul away the wind-damaged and water-soaked heaps from the rights of way.

"The tedious part of this process is that as soon as we'd clear one area, people would dump the damaged parts of their houses and businesses, like sheetrock and appliances, back in the places we had cleaned out," Babbington explained. "So we've just continued to help folks by hauling off that debris. Because of the huge amount of destruction we saw, I imagine this type of cleanup will be an ongoing process for awhile."

TxDOT also had its own facilities and roads to worry about as well. There were asphalt contracts issued for repair of roads and bridges damaged in the storm surge. The largest project was the restoration of Rollover Pass Bridge, which was severely damaged by Ike. Over a period of a couple months, both lanes of the bridge were put back in operation.

"The good news is that we're starting to see the island come back to life," Babbington noted. "The communities were able to put on several of the traditional holiday events and even some of the tourists are returning."

In addition to Galveston's return to normal life, another major sign of recovery is the reopening of the Bolivar ferry system. Mark Rodriguez, engineering maintenance supervisor, says there are four ferry landings back in operation, with two being used on a regular basis.

"All of the hydraulics at the ferry landings were totally destroyed in the hurricane, along with some of our other facilities," Rodriguez explained. "Getting the ferries running again was a priority, so we focused on projects to make that happen first. We're probably looking at another 8 to 12 months, though, to get everything back to pre-Ike conditions." TN

How to Supersize Your Highway

Katy Freeway Opens After Major Improvements Made in Record Time

While most parts of the state have been talking about transportation solutions over the last few years, the Houston District was knee-deep in concrete and steel in its aggressive upgrade of the highly traveled Katy Freeway. The $2.8 billion undertaking was originally anticipated to be in some sort of construction for 10-12 years, but an innovative project management approach opened the new superhighway in less than six years.

"TxDOT was absolutely committed to bringing this project on line as quickly as possible," Houston District Engineer Delvin Dennis said. "To accomplish our goal, we awarded 10 different design packages simultaneously, with a General Engineering Consultant overseeing the work. In the past, we would have done a project like this in stages, with one project design following another. For the implementation of the program, we were stage-constructing certain phases of the project while purchasing right of way and adjusting utilities on other portions. It was a truly extraordinary accomplishment and we saved the department and the taxpayers significant sums of money and time."

Overall, 23 miles of Interstate 10 on the west side of Houston, also known as the Katy Freeway, were expanded from 11 lanes to 18 lanes. Maintenance costs for the older, original stretch of highway had grown to more than $8 million a year, and traffic crept along for 11 congested hours each day. The solution to those issues had to be dramatic, but closing the highway to completely reconstruct it was not an option.

"We challenged our designers to keep the same amount of lanes open during peak hours as there were at the beginning of construction," Dennis commented. "That was a tall order, but our team showed incredible

Katy Freeway Facts

- Completed in less than six years
- Total cost of $2.8 billion
- 23 miles of interstate freeway constructed
- Freeway has 489 lane miles – the distance between Houston and Tulsa Oklahoma
- 11 million cubic yards of dirt excavated, enough to fill seven Astrodomes
- 75,000 trees to be planted

ingenuity and scheduling expertise. Our contractors were able to complete much of the work at nights and on weekends. They even completed some tricky interchange construction in very condensed timeframes."

The overall project did include improvements to two major interchanges, which were near high business traffic areas. The I-610 interchange near the famous Galleria Shopping Mall gets drivers in and out of that heavily visited business district. Shoppers had to go through one Christmas season of construction, but the construction team was determined to avoid a second shopping season. They accelerated construction efforts and were able to hold a grand reopening of the interchange a few months before Christmas of 2007.

The I-10/Beltway 8 interchange group was not to be outdone. Project engineers and contractors knocked 10 months off of its original 24-month schedule.

In addition to the interchange reconstruction projects, a railroad bridge spanning I-10 had to be reconstructed without service interruption. To make that happen, a temporary "shoofly bridge" was designed and constructed to allow trains to keep rolling while the original bridge was demolished and rebuilt.

"Coordination of construction activities, especially lane closures, with local businesses was critical in making this project a success," Dennis explained. "The public information team reached out to business owners, held numerous special meetings to take questions and requests, published project newsletters and essentially was on call to work with people affected by construction. That type of openness and accessibility was greatly appreciated and helped the community get through a difficult time with traffic challenges."

Katy Freeway grand opening balloon release.

The Katy Freeway project was mostly about massive concrete construction, but the final product displays an aesthetically pleasing façade with an environmental feel. TxDOT worked with various community groups along the freeway path to decide how the freeway would look. Retaining walls were painted various colors and some architectural enhancements like state stars were also included to add to the visual appeal. Additionally, more than 75,000 trees will ultimately be planted and maintained along the route.

"Another unique aspect of this project is that the middle four lanes are being operated by the Harris County Toll Authority and they are looking around the country at various pricing ideas to ensure that toll lane use is integrated and maximized as a driver choice," Dennis noted. "Those decisions are expected to be in place by spring 2009."

Just the sight of this mammoth transportation corridor should be a reminder of the traffic challenges facing Texas cities. But it also should be a clear signal of the types of progressive solutions modern innovation and old-fashioned hard work can bring.

OVER THE FENCE

Q Now that the comment period has ended for the department's proposed regionalization/restructuring plan, what are the next steps in the process?

A Amadeo Saenz, TxDOT's Executive Director, is currently reviewing all remarks and questions submitted by employees during the review period, which ended January 9. As appropriate, he will incorporate those comments into the draft plan. Only upon Mr. Saenz's approval, and subsequent adoption by the Texas Transportation Commission, will the draft plan be finalized and implemented. Continue to check Crossroads to see Mr. Saenz's responses to employees' questions about the plan as well as more information on the draft plan's status.

Q The Sunset Advisory Commission's final hearing on TxDOT was held in December, and the commission adopted several recommendations. What does this mean for TxDOT's future?

A The Sunset Advisory Commission met on Dec. 16 and voted to adopt several of the recommendations previously submitted by Sunset Commission staff during its review of TxDOT earlier this year, such as abolishing the Texas Transportation Commission and replacing it with an appointed Commissioner of Transportation. These recommendations will be incorporated into draft legislation to be considered during the 81st Texas Legislature, which convenes on Jan. 13. To read the Commission's decisions, visit http://www.sunset.state.tx.us/81streports/txdot/txdot_dec.pdf.

HealthSelect Participants Gain Convenient Options for Routine Healthcare

As of May 1, 2008, HealthSelect of Texas participants have the option of using Blue Cross and Blue Shield of Texas (BCBSTX) contracting network Retail Health Clinics for medical services. Currently, contracting providers are in the Austin and surrounding areas, Dallas/Fort Worth and surrounding areas, and Houston and surrounding areas. Retail Health Clinic services may be extended to other areas in Texas in the future.

A Retail Health Clinic is a health care clinic located in a retail setting (such as a supermarket or retail pharmacy) that provides services that are routine in nature rendered by appropriate licensed medical staff, which may include advanced practice nurses, physician assistants, and/or physicians.

Typically, you will be able to seek care at a Retail Health Clinic without an appointment and most visits last about 15 minutes. A $20 co-pay will apply, as well as any applicable coinsurance. Additionally, you will not need to have a referral from your Primary Care Physician (PCP) to receive network benefits. However, if you seek care at a non-participating Retail Health Clinic, non-network benefits will apply, as well as your non-network deductible and coinsurance amounts.

It is important to remember that services offered by a Retail Health Clinic can vary depending upon the provider. Typically, services rendered are routine in nature such as treatment for allergies, bladder or ear infections, skin rashes, minor burns and some vaccinations. Other services offered are pregnancy testing, suture removal and flu shots and flu diagnosis. Keep in mind this is not an exhaustive list of the types of services that can be provided by Retail Health Clinics.

For more information related to Retail Health Clinics, please visit HRD-Net at http://crossroads/org/hrd/site/0home.asp and click on ERS (under popular links) or by accessing the Blue Cross and Blue Shield website directly at www.bcbstx.com/hs/provider.htmv for more details.

For additional information, district employees should contact their local human resources officer or HR staff, division and office employees should contact their respective HR-Campus, and Administration employees should contact the Human Resources Division—Personnel Administration Section.

Information excerpted from the Blue Cross and Blue Shield of Texas (BCBSTX) website.

Prudent Pruning Promotes Healthy Trees

We've all heard that healthy shade trees can increase the value of your property. One way to ensure their continued health is to practice proper pruning.

Pruning can help to thin out a crowded canopy, or to eliminate crossed branches. Pruning can also eliminate storm damaged limbs or limbs growing too close to a structure. However, since oak wilt has become such a concern in the last few years, it's important to remember that pruning at the right time and the right way can help to prevent this deadly disease.

Pruning Tips from the Texas Forest Service:

Prune only in late summer and winter. The general recommendation is to avoid any cuts from February through June. The best times for pruning of oaks are during the heat of summer (minimal spore production) or the cold of winter (minimal insect activity).

Paint all oak wounds, including pruning cuts. Throughout the year, immediately apply a thin coat of paint to all fresh pruning wounds and other injuries that expose the inner bark or sapwood of oaks. This prevents contaminated sap beetles from infecting the wound with oak wilt spores. Acceptable products for this job include pruning paints, available from most home improvement garden centers.

Destroy diseased red oaks. Trees suspected to have died recently from oak wilt should be destroyed by burning, burying or chipping. The heat of a fire destroys the fungus and the smoke emitted poses no threat to healthy trees.

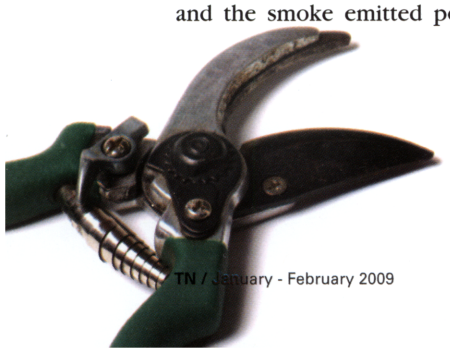
Select well-seasoned firewood. Avoid oak wood that appears unseasoned, that may have tight bark and cut ends which show no cracks or signs of aging. The extreme heat and drying of a full Texas summer effectively destroys the fungus in cut firewood.

Safely store unknown sources of firewood. If the oak wood comes from an unknown source and it is not well seasoned, cover the woodpile with a clear piece of plastic. Burying the edges of the plastic will prevent the entry or exit of insects that might have been attracted to diseased wood.

Future Tree Selection

Does all this talk about oak wilt mean that you should never plant a Live Oak or Red Oak? No. But it does mean that you might consider planting resistant trees if you live in an active oak wilt area. Post Oak and Bur Oak are species of white oak that are resistant to the fungus. Chinkapin and Swamp Chestnut Oak show some resistance to the oak wilt fungus. Cedar Elm, Chinese Elm, Chinese Pistache and Bald Cypress are not susceptible to oak wilt and are good shade tree alternatives. And as always, before planting a tree, check with your local County Extension Agent or County Horticulturists for the best trees for your particular area of the state.

For more information on Oak Wilt, visit the Texas Forest Service or the Texas Oak Wilt Information Partnership website: http://www.texasoakwilt.org/



Districts:

Abilene
25 Robert G. Campbell
15 David L. Foster
10 Michael G. Moreno
5 Daniel Carrion; Allen R. Hebel; Andy J. Hudson; Dennis R. Pfeuffer; Kenneth M. Terry

Amarillo
20 Ernesto Garza Jr.
10 Maurice D. Ferguson; Tracy W. Muno
5 David R. Bailey; Jamie A. Shuck

Atlanta
15 Toby A. Whitehorn

Austin
30 Gene C. Rice; David A. Till
25 James W. Parker
15 Dennis S. Nielson; Keith K. Schneider; Gwen C. Stockbridge
10 Harold W. Buchhorn
5 Cruz M. Martinez; Jennifer M. Trevino

Beaumont
20 Kenneth R. Stephens Sr.
15 Donna L. Phillips; Jerry L. Rodrigues
10 Marida M. Chaisson
5 Tony W. Grimes; Marvin W. Hicks; Antonio J. Joubert; Kenneth J. Weimers

Brownwood
15 Rojelio H. Bonilla
10 Jared A. Browder; Jesse Cardoza

Bryan
25 Michael M. Greig
10 Dena D. Todd
5 Bruce T. Dolan

Childress
20 Rodney L. Murray
15 Refugio Benavidez; Presliano G. Rocha
10 Norman W. Thompson

Corpus Christi
20 Miguel A. Flores
10 Jimmie B. Beltran; Linda Guartuche; Michael L. Sifuentes
5 Omar O. Solis

Dallas
25 Kyle D. Hill
20 Shannon R. Corder; Rodney Douglas; David L. Seago; Larry D. Shumate
15 Patricia A. Jandrew; James M. Shaw II.
10 Homayoon M. Asgari; Chia Jong F. Li

El Paso
20 Hector J. Granados
10 Ruben Gonzalez
5 Alonso Hernandez; Jaime Perales

Fort Worth
30 Ahe W. Crayton
25 Harold G. Hall; Jack D. Sherwood
20 John R. Tillinghast
15 Cynthia G. Baldridge
10 Rubane Diaz; Larry E. Mayberry; Kalvin W. Radford; Jose G. Salazar
5 Jesus A. Guadamor; Timothy A. Lane; Valentin Lopez III.

Houston
40 Wilbert W. Riewe
30 Allen Clark III.; Cynthia S. Sauer
25 Gerald G. Foster; Michael R. Tello
20 James V. Hinkle; Kenneth L. Kimmy Jr.; Manuel S. Rodriguez Jr.; Troy D. Shelly; Richard Turner III.
15 Clyde J. Alexander; James A. Carter Jr.
10 Kenneth W. Friedell; Raul A. Fung; Ahmad Javan; Cesar E. Sanchez; Tiffany A. Tryner
5 Johnny L. Pursley; Claudio E. Vasquez; Demez F. White

Laredo
20 Martin A. Galvan; Augustin Martinez; Eloy C. Zertuche
10 Andres Gonzalez Jr.; David M. Salazar

Lubbock
35 Gary J. Smith
30 Tracy L. Cumby
25 Carol E. Jackson
15 James K. Edwards

Lufkin
20 Mark E. Jeffrey
15 Hoy J. Clark Jr.; Troy M. Vaughn; Randy L. West
5 Phillip D. McMillon; David W. Wars

Odessa
15 Hector V. Salmon
10 Scott Benavidez

Paris
10 Joel A. Blackwell; David A. Blanton; Earnest E. Booth; Michael W. Petty

Pharr
15 Miguel Rodriguez
10 Juan R. Guerra; Marcos R. Salinas; Pedro Segundo

San Angelo
15 Sandra M. Mach
10 Oscar R. Anderson

San Antonio
25 Joe Antu Jr.; Joe L. Espinoza
15 Roy A. Allbritton; Michael W. Crow; Eduardo Reyes; James A. Samford; Richard Torres
10 Sandra J. Castillo; Wilfred G. Jaimes; John C. Wyatt
5 James G. Guidry III.

Tyler
25 Odis M. Cates; Millard C. Martin
15 Clinton R. Corley
10 Rebecca S. Berry
5 James C. Roach

Waco
30 Martin G. Kuykendall
15 Jeanine G. Haberman; Timothy E. Meeks; Samuel T. Nowaski
10 Charles K. Davidson

Wichita Falls
15 Weldon D. Moore
10 Billy R. Byers; John B. Coats
5 Delane E. Hatfield; Jackie W. Uselton

Yoakum
25 Ernest D. Aleman; Guadalupe Gomez Jr.; Rodney G. Strait
15 Emery L. Mascheck; Mark A. Melnar; Kenneth E. Wicks
5 Nathan C. Wenske; Craig M. Wenske

Divisions:

Construction
5 Ray A. Issleib

Environmental Affairs
5 Stephen S. Troell

General Services
15 Paul O. Cortinas; Byron L. Jones

Human Resources
15 John R. Hofmann
5 Ryan C. Evans; Debra G. Weiss

Maintenance
10 Thomas R. Barrett; Kenneth L. Newman
5 Silvester M. Mireles; Larry D. Rayburn

Motor Carrier
5 Susan M. Price-Lasalla; Karl J. Speegle

MILESTONES

SERVICE AWARDS - NOVEMBER 2008

Public Transportation
10 Gloria D. Smith

Technology Services
15 Gary F. Grose
10 Richard A. Bochantin; Jose A. Castillo; Dingmin Min; Joseph T. Mitchell; Min Wang

Texas Turnpike Authority
25 Sandra S. Frausto

Transportation Planning and Programming
20 Michael G. Lloyd
05 Jessica M. Smith

Travel
20 Jose Sermino Jr.

Vehicle Titles and Registration
30 Jimmy A. Castro
10 Roxann M. Feeler; Claudia Y. Pipkins
5 Cynthia A. Cortinas; Jamie G. Jaquez

SERVICE AWARDS - DECEMBER 2008

Districts:

Abilene
30 David C. Caffey
10 Robert H. Hanson; Timothy W. Roswell

Amarillo
30 Anita A. Linger
15 Chris A. Caldwell; Jason W. Henson
10 Kenneth J. Peeks

Atlanta
25 Ira G. Wisinger
20 Gregory A. Frazier

Austin
30 Espirio J. Puga
25 Paul D. Michalk
20 Randel G. Lenz
10 Robert E. Garza; Kori L. Herrera; John C. Peters; Carmelo C. Reyes
5 Terrie L. Wilhelm

Beaumont
15 Lydia V. Hill-Lee
10 Sidney A. Jones; James W. Wagner
5 Paige A. Grantham; Robert L. Smith

Brownwood
20 Larry D. Skaggs

Bryan
25 Pablo Mendez
5 Shane K. Shonka

Childress
25 Jeffery S. Cagle
15 Jimmy Hinojosa; Ray C. Shrubs
10 Bobby Kautz

Corpus Christi
25 Carlos M. Armadillo
10 Gabriel G. Lopez
5 Robert M. Sauceda; Eusebio B. Torres

Dallas
25 Robert M. Brown; Cheryl W. Cook
20 Verlin G. Reynolds; Jeanne E. Roddy; Robert N. Roman
15 Frank L. Jett; David N. Joubert; John P. Marshall
10 Armandina Aldrete; Polita C. Flemming; Daniela Frazier; Roberta I. Havens

El Paso
15 Monica C. Dubrule; Charles E. Webster
5 Gerardo Galvan

Fort Worth
30 Jose P. Esquivel Jr.; William H. Lasater Jr.
25 Cathy B. Wood
20 Rafel Garza Jr.; Robert E. Macik Jr.
15 Anthony D. Huggins
10 Raymond L. Avant; James R. Burks Jr.; Stafford B. Davis; Thomas D. Hickey; Robert L. Hill; Mickey M. Meacham; Teddy R. Phillips; Jody G. Richards

Houston
25 Donald L. Bunch; Roxanne P. Willey
20 Alexander J. Burgos; Brenda J. Jenkins; An T. Le; Alan D. Moreau Jr.; Shady Parsa; Thomas E. Woolley Jr.
15 Melvin D. Kennard; Anthony C. Mullins
10 Kennon W. Johnson; Jayantha Lorensuhewa
5 Ruben Guajardo Jr.; Richard B. Hope; Ivory L. Levigne; Cody W. Medve

Lubbock
30 Robert G. Langehennig
25 Oscar D. Sedgwick Jr.; Rhonda K. Smith
10 Sammy N. Welch
5 Brandon T. Hill

Lufkin
35 Robert L. Faver
15 Edward W. Faires; Archie R. Phillips
10 Jennifer H. Adams
5 Robyn L. Herring

Odessa
20 Javier H. Molinar
15 Rita C. Clay; Kathryn L. Rauscher; Patrick M. Ryan

Paris
30 Stanley C. Roberts
20 Richard B. Floyd; Danny E. Womack
10 Danny C. Brown; Larry D. George; Marvin W. Gibson; Daniel J. Perry; Jason S. Shannon; Rock L. Thurston; Kelly W. Titsworth

Pharr
20 Abel Corona Jr.
15 Sandra Flores; Maricela P. Salinas
10 Roxanna Mancha; Ruby Martinez; Elsa I. Morfin-Ibarra; Valente Olivarez Jr.

San Angelo
25 Steven D. Plowman
20 Joe P. Cornett
10 Roger L. Meacham; Noah J. Moore IV.; Wanda J. Stewart

San Antonio
35 Jim B. Mcginnes Jr.
25 Rene V. Martinez
20 Erlath E. Engelhardt
10 Salvatore Bernardino; Ronald E. Holtz; Joseph M. Meneley

Tyler
25 Louis K. Sanders
20 Rex Neill
10 Randall C. Smith

Waco
35 Carolyn A. Thompson
30 Curtis W. Hefelfinger

MILESTONES

SERVICE AWARDS - DECEMBER 2008

15 Kim L. Pfeiffer
10 Kenneth R. Roberts

Wichita Falls
25 James M. Black
15 Maurizio R. Boucher; Gary L. Croucher; Cory W. Holzer; Enrique P. Martinez; Cosme Solis III.
10 William H. Council; Adele M. Lewis; Miles W. Roberts; Randy A. Sumpter
5 Robert L. Torrez Jr.

Yoakum
30 Diana P. Martinez
25 Kenneth W. Anthony; Frederick R. Lerma
20 Randall S. Berger; William J. Eisman; Barbara C. Maxey
5 Carlos L. Taylor

Divisions:

Administration
30 Delia C. Hernandez
5 Edward C. Houghton IV.

Aviation
20 Sandra G. Braden

Bridge
20 Marcus J. Galvan

Construction
10 Julie A. Stanford
5 Dennis S. Collier

Design
15 Elizabeth F. Rice

Finance
20 Sheila K. Craven
5 Edward M. Weissbeck

General Services
15 Veronica Tijerina
10 David L. Gonzalez

Government and Public Affairs
10 Manuela A. Ortiz

Human Resources
15 Tommy M. Roy

Maintenance
15 Ernest R. Dones

Motor Carrier
20 Sandra F. Klesel
15 Joel D. Thompson
10 Robert L. Martinez

Motor Vehicle
10 David L. Clem
5 Doroteo S. Hernandez

Right Of Way
5 Sharon D. Tilley

Technology Services
10 Albert Corrales Jr.
5 William B. Pate; Robert H. Wu

Transportation Planning and Programming
30 James L. Randall
15 Noel C. Didear

Travel
10 Norma L. Schwartz
5 Valerie A. Eaves

Vehicle Titles and Registration
30 Patricia C. Gunn
15 Patricia L. Beard
10 Leobeth O. King; Jose Lopez Jr.

Retiree Report

SEPTEMBER 2008

Districts:

Abilene
10 Richard P. Harrison

Amarillo
15 Michael D. Cummings

Austin
28 Shelly W. Easley
21 Donald R. Morgan
10 Mark M. Sanford

Beaumont
25 Edward Jackson

Brownwood
21 Lester D. Brown

Bryan
35 Larry J. Kopecky

Corpus Christi
30 Jesus B. Lopez Jr.

Dallas
29 Walter Williams
21 James E. Hill
18 Eric R. Enstrom
10 Fred C. Marrs

Houston
22 Rosina A. Busa

Laredo
25 Maria J. Meza

Lubbock
15 Jarl J. Vanness

Odessa
29 Manuel V. Gonzales Jr.

San Angelo
31 William C. Kleypas

San Antonio
29 Gerald L. Feriend
18 Mary L. Rodriguez

Tyler
10 Reginald L. Barnes

Divisions/Offices:

Bridge
27 William R. Cox

General Services
15 Cesar P. Karel

Occupational Safety
14 William G. Boytim

Vehicle Title and Registration
32 Alberta Nelson
16 Jerrie A. Whipple
10 Helen C. Leonard

Retiree Report

OCTOBER 2008

Districts:

Abilene
9 Walter W. Cave

Amarillo
8 Homer C. Bursell, Jr.

Atlanta
10 Lonnie R. Spunaugle

Austin
28 Lester R. Jackson

Corpus Christi
20 Stephen B. Meacham

Fort Worth
31 Todd J. Western

Houston
40 Nancy C. Shaw
25 Edgar Harris
22 John P. Cunningham
19 James E. Orange, Jr.

Lubbock
36 Armando A. Perez
13 Miguel T. Galvan

Odessa
25 Nicanor R. Milan

Paris
28 Vicki G. Campbell

San Antonio
20 Manuel D. Tovar

Tyler
28 Harold D. Gilley
25 John C. Daugherty
13 Leroy Washington

Waco
40 Francisco Leos

Divisions/Offices:

Maintenance
21 Linda C. Carter

Technology Services
27 Christi M. Holman
15 Steve F. Chyn

Texas Turnpike Authority
14 Janice M. Johnson-Simcox

In Memoriam

DECEMBER 2008

District:

El Paso
William "Bill" McCabe
Traffic Signals Technician
Retirement Date: 09/30/1993
Years Of Service: 19 Yrs.
DOD: 12/06/2008

Dallas
Cruz V. Hernandez
Maintenance Technician III
Retirement Date: 12/31/1981
Years Of Service: 15 Yrs. 6 Mo.
DOD: 12/04/2008

Division:

Technology Services
Brian L. Kalstad
Systems Analyst IV
Hire Date: 05/06/1991
Years Of Service: 17 Yrs. 6 Mo.
Dod: 12/19/2008

WHERE AM I?

Travel Information Division Photo Librarian Anne Cook supplied TN with the photo above. A railroad crossing dominates the center of the picture. There is a restaurant called the Chicken Inn on the left. Across the street is a Harvest Queen grain elevator. If you think you know where this picture was taken, contact Anne Cook at acook@dot.state.tx.us or call her at (512) 486-5838.

Identified:

The location of the picture is Moody looking west on FM 107, as identified by Betsy Pittman, a landscape architect in the Waco District. Betsy stated the reason she knew where the picture was taken is because nothing has changed. There is still only that one red light in town. The identification was verified by retired Bryan District Engineer, Carol Ziegler.

UPCOMING TxDOT EVENTS

Jan. 13	81st Texas Legislature convenes (Austin)
Jan. 19	Martin Luther King, Jr. Day Holiday
Jan. 28	ABTPA Board Meeting (Austin)
Jan. 29	Texas Transportation Commission meeting (Austin)
Feb. 16	President's Day Holiday
Feb. 26	Texas Transportation Commission meeting (Austin)

TxDOT's New Web Site

TxDOT has updated its web site. This electronic window into TxDOT's operations is now easier to navigate and has some new features like the TxDOT "Project Tracker." You can also subscribe to TxDOT's electronic notices about the latest transportation news from around the state. Give it a spin at http://www.txdot.gov.

TEXAS DEPARTMENT OF TRANSPORTATION
KEEP TEXAS MOVING

Check out audio podcasts on www.KeepTexasMoving.com.

Want to find out the latest news and information about TxDOT and the transportation industry? Simply visit www.KeepTexasMoving.com and click on the 'Podcast' link to hear updates on transportation-related topics, and a new podcast is added each week. You can listen right from your computer or download the files to your mp3 player.

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http://crossroads/org/pio/TNews/tnol.htm

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