

## From New York to Texas: We're all Americans

By Chris Bishop  
Austin District

Like most Americans, TxDOT employee Bruce Murphy watched the news coverage on Sept. 11. Also like most, he said a silent prayer for the victims. But for him the destruction was personal.

The World Trade Center complex had been part of his life as a cop on the beat.

Murphy spent 22 years "on the job" with New York's finest. These days he proudly wears his NYPD cap to honor the dead, some of them people he knew.

For much of his career, he worked traffic in lower Manhattan, roughly a block and a half from the Twin Towers — about where the TV cameras were set up after the terrorist attack.

"To see it happen," he says, "was a shock.

“One time I helped get 32 people out of a burning building. Nobody called us heroes then. I was just some cop doing his job.”

— Bruce Murphy

To watch it (the towers) collapse was disbelief. Not just for me, but all of America.”

Some time ago, Murphy traded his gun and badge in New York for a camera and computer in Texas. These days he watches freeways as part of the Austin District's budding high-tech traffic management system.

The New Yorker turned Texan remembers when the World Trade Center was built in the 1960s. He enjoyed going up to the observation deck every year.

With a degree in history, Murphy fancied himself an amateur historian for the city. He took pictures from the dizzying vantage of the trade center's observation point to record the changes in his city. The photos would go into a report he thought he would do someday.

But Murphy never dreamed such violent changes would occur.

He also remembers trips to an 80th floor traffic hearing room, and how the Feb. 26, 1993, terrorist bombing in New York ruined a celebration marking his 20th anniversary with the police department. Few officers made it to the party because so many were called to duty.

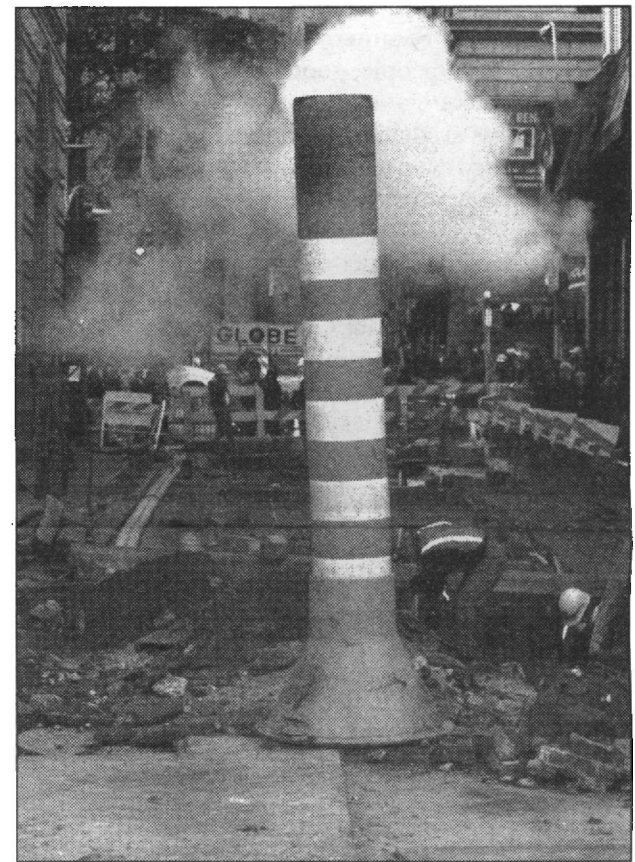


Photo by Buddy Allison

Whether two blocks from the World Trade Center tragedy, as these workers pictured above, or 1,500 miles away in Austin, lives across the U.S. were touched by the events of Sept. 11, 2001.

■ See NEW YORKER, Page 5

### Roundup

**BORDER ROADS:** The Texas Transportation Commission in late April approved nearly \$25 million for 71 road projects along the Texas-Mexico border as part of TxDOT's Border Colonia Access Program. The money pays for improvements to roads connecting colonias to other public roads. Among the improvements are construction of roadside drainage, repaving old roads, and paving dirt roads.

Earlier this year, the first \$25 million was distributed to border counties based on colonia population. Gov. Rick Perry said the

roads need to be built as quickly as possible to provide infrastructure assistance to the state's poorest areas. "These road projects will be built," Perry said. "By providing for better and safer roads along the border, all of Texas ultimately benefits."

**TRANSIT HONOR:** The Corpus Christi District, representing TxDOT, has received the annual Community Leader in Transit Award presented by the Corpus Christi Regional Transit Authority.

The award recognizes an agency that pro-

motes public transportation in the community and that has joined with the authority to increase awareness and use of public transportation.

District Engineer David Casteel and Public Transportation Coordinator Stephen Ndima accepted the award on behalf of TxDOT.

Mike Rendon, chairman of the authority's board of directors, detailed several instances of support and cooperation from TxDOT in the promotion of public transit.

■ See Roundup, Page 4

## Straight Talk

# Challenges in transportation face us all

*Taking part in Civil Engineering Professional Day, TxDOT Executive Director Mike Behrens on April 3 was the first person to deliver the Raba-Kistner Lecture in Civil Engineering at the George Bush Presidential Conference Center at Texas A&M University. Adapted for publication, the following excerpts from that lecture provide an overview of transportation issues facing Texas:*

**W**e often take our modern mobility for granted. Yet, the transportation system we have today would have seemed like science fiction a century ago.

Transportation has laid the pattern for economic development throughout history. The patterns of commerce are based on the ability to move people, goods and information.

The Texas system has sustained great economic vitality even as our population has changed. Our transportation system has more than fulfilled its initial mission to deliver the mail and get the farmer out of the mud.

As we enter the 21st Century, our biggest challenges are overcoming the terrible congestion that plagues our major urban areas and making our roadways safer. Also, our transportation infrastructure, much of it built many decades ago, needs rehabilitation and reconstruction.

Early last year, Texas Transportation Commissioner John Johnson established a Transportation Working Group. Its task was to help the commission build a new vision for Texas, with clear goals and supporting actions. The group's report contains five ambitious goals to achieve over the next decade.

■ First, we must enhance urban and metropolitan area mobility in Texas. We want to ensure that congestion is less than in similar U.S. cities. Traffic volume on Texas highways is growing 16 times faster than lane miles are added.

TxDOT is studying several ways to achieve reliable mobility over the next decade. We plan to create joint ventures and seek innovations as we implement these programs.

■ Our second goal is to reduce highway



**Mike Behrens**

“Our past is full of lessons, the present is full of challenges, and our future is full of opportunities. Transportation professionals have embraced all of these and risen to the occasion.”

fatalities in Texas by five percent within 10 years. Even though our fatality rate has fallen in recent years, Texas still leads the nation in traffic deaths.

■ Our third goal is to ensure that 90 percent of our roads and 80 percent of our bridges will be in good or better shape within 10 years.

The condition of Texas highways has declined substantially in the past decade. We have attempted to minimize this through an aggressive preventive maintenance program. However, the impact of aging roads and increasing traffic — especially commercial trucks — is accelerating the deterioration.

■ A fourth goal is to improve project delivery, from inception to completion, by 15 percent in the next 5 years. The primary reason for accelerating projects is to deliver the benefits to motorists sooner. Traffic delays cost time and money.

■ Fifth, Texas must attract and retain business and industry with adequate transportation systems and services. However, not all regions of our state have shared equally in the prosperity of recent years. Improving our ability to move products from rural areas to urban areas and beyond could improve the economic position of the entire state.

Obviously, we cannot accomplish these goals alone. TxDOT is one of many partners who will have to work together to improve the system. Our partnerships will include businesses, state, federal and local governments, and the citizens who use and pay for the system. Through these partnerships, we can leverage our resources and accomplish more.

With the passage of Proposition 15 last November, we have new opportunities for transportation funding that will take us into the future.

Regional Mobility Authorities will be initiated on the local level. These groups can receive TxDOT grants or loans for turnpike construction, operation or maintenance. Later, the surplus toll revenues can be used for other local transportation projects. In addition, the Texas Mobility Fund will supplement traditional highway financing. It allows the commission to issue bonds to hasten completion of major highway projects.

These and other new funding tools should complement our improved processes and roadway designs. Together they will allow us to provide a transportation system that reflects the greatness of Texas — a system that Texans deserve.

Many of you have heard about the Trans Texas Corridor. Gov. Rick Perry introduced this bold vision a few months ago. The project is ambitious and huge. Right now, TxDOT is trying to determine how it can be accomplished. We are working on an action plan that will be completed in early June. The plan will identify public involvement opportunities, environmental studies, financing options, public-private partnerships, and an overall implementation strategy.

Our past is full of lessons, the present is full of challenges, and our future is full of opportunities. Transportation professionals have embraced all of these and risen to the occasion. I am confident in the ability of our colleagues to continue to do so. ★

Transportation News is published for employees and retirees of the Texas Department of Transportation. Contents do not necessarily reflect the official views of TxDOT. Published by the Public Information Office, 125 E. 11th, Austin, TX 78701-2483. Circulation: 18,477

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### Got news?

Did your district newsletter run a story you think other TxDOT employees would enjoy reading? Do you know of a co-worker with an interesting hobby? We want your story ideas. To contribute, contact your district public information officer. He or she can pass it along to us. Or you can contact Tim Cunningham by phone at (512) 463-8955.

### Submission info

- District employees should discuss potential submissions with their public information officer.
- Submissions must be received by the second Friday of the month preceding publication.
- Copy: send as e-mail attachment to TCUNNIN as Microsoft Word document (.doc) files.
- Photos: send electronically in high resolution .jpeg or .tif format.

## Roundup

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**ACCREDITED:** TxDOT recently received accreditation from the National Institute of Governmental Purchasing. The accrediting body represents those working in the field of governmental purchasing. It presented the department with the Outstanding Agency Accreditation Achievement Award, the institute's highest level of accreditation.

"This accreditation, the first among state agencies in Texas, further cements TxDOT's leading role in public purchasing in the state," said Sil Romero, TxDOT's director of purchasing. According to the institute, TxDOT employs the most certified public purchasing officers in the nation.

**AVIATION HONOR:** The Federal Aviation Administration has honored TxDOT's Aviation Division with an environmental achievement award. The award recognizes a newly developed system for calculating compliance with the Clean Air Act on construction projects at general aviation airports.

The system makes it easier for TxDOT to quickly evaluate construction projects for environmental impact risk in non-attainment areas. It cuts countless work hours from preparation time. And each evaluation using the new method can save \$5,000 in associated costs. The system enables projects to be added sooner to the Environmental Protection Agency's list of approved projects. It also allows use of saved funds for project completion.

**COMMISSION ACTION:** Cities and counties should not bear the financial brunt in developing transportation corridors of statewide significance, members of the Texas Transportation Commission have said.

That opinion could be important as TxDOT plans for the Trans Texas Corridor, a proposed 4,000-mile multi-use system to move people, goods and ideas across the state.

The commission, meeting in Abilene in late April, directed TxDOT to study department policy requiring local governments to buy right of way and pay for utility adjustments needed to make room for transportation projects of statewide importance.

The directive followed commission action revising local government funding requirements on State Highway 130, a planned 90-mile toll road between Georgetown and Seguin.

TxDOT and officials from four counties may now develop new funding agreements for SH 130, a project that has expanded from regional to statewide significance.

"Local governments should not be forced to pay for a project with benefits extending beyond the local area that improve mobility, safety, and economic development statewide," said John W. Johnson, Texas transportation commissioner.

**INSURANCE BENEFIT:** Medical insurance premiums will continue to be paid by the state to cover state employees and eligible retirees next year. The Employee Retirement System recently issued this statement about the employee benefit: "The state of Texas will continue to pay all of the health insurance premiums for employees and eligible retirees. The state also pays half of the premiums for dependents. Employees and

retirees who are not covering dependents will see no increase in costs. The state also will continue to pay most of the health care premiums for children through the age of 18 of eligible employees through the State Kids Insurance Program, also known as SKIP. The legislature has fully funded the health cost increases for employees and retirees for fiscal year 2003. While the legislature has funded 50 percent of the increases for dependent coverage, the member's share of dependent coverage will increase an average of 12.4 percent. These relatively low premium increases are a significant accomplishment when compared to national projections for premium rate hikes of 15 percent to 40 percent for similar plans."

### NEWS NOTES:

■ **David Laney**, Dallas lawyer and former commissioner of the Texas Transportation Commission, has been named by President George W. Bush to the board of directors of Amtrak. The appointment requires Senate confirmation. When Bush was in his first term as Texas governor in 1995, he appointed Laney to the Texas Transportation Commission. Amtrak, created in 1971, serves more than 500 stations in 46 states. The railroad has long had financial problems and now faces serious decisions about new funding or more cuts in service.

■ **David Jaso** is the new San Angelo regional manager for the department's Vehicle Titles and Registration Division. Jaso became the Midland/Odessa regional manager in 1996. He will now manage both offices. He has been with the division since 1988 when he began working as a title examiner in the Midland/Odessa office. He also was a field auditor in that office and a registration/title systems trainer.

■ **Janet Kay Manley, P.E.**, is the new director of transportation operations for the Beaumont District. A native of Orange, she earned a bachelor of science degree in civil engineering in 1986 from Lamar University in Beaumont, and began her career in the Beaumont District's Transportation Operations Office. She received her license as a professional engineer in 1992. She has been interim director of transportation operations since October 2001.

■ **Rebecca Davio** is the new director of staff services in the General Services Division. She will oversee a variety of departmental functions including property management, surplus property, electronic document

services, management of records, printing services, reprographic services, mail operations, and the recycling and recycled products program. She also will oversee division functions including human resources, safety, special projects, and information resources. Davio has worked in the division for 11 years. She established the department's recycling and recycled-products program.

■ **Duncan Stewart, P.E.**, is the new director of the Natural Resources Management Section in the Environmental Affairs Division. He will manage the division's branches dealing with water and biological resources. Stewart comes to TxDOT from the Texas Natural Resource Conservation Commission where he was a manager in the Air Permits Division. He graduated from the United States Military Academy and served in the U.S. Army in a variety of assignments in the United States, Vietnam, Canada, Germany and Korea. He retired from the Army as a lieutenant colonel. A licensed professional engineer, Stewart has a master's degree in geography (remote sensing) from the University of Georgia. He also received a master's degree in engineering from the University of Texas at Austin. He is completing requirements for a doctorate in engineering.

■ **Hector P. Gonzalez Jr., P.E.**, is the new Pharr area engineer. He fills the position vacated by Mario R. Jorge, P.E., who was selected Pharr district engineer earlier this year. He will oversee design, maintenance and construction operations of projects totaling \$250 million in Hidalgo County, in addition to various projects in Starr County. Gonzalez has been with TxDOT's Pharr District for 15 years, beginning his career in 1982 as a summer employee at the Rio Grande City Maintenance Office. He received a bachelor's degree in civil engineering from Texas A&M University in 1988 and received his professional engineer's license in 1993.

■ **Alfredo (Fred) Valles, P.E.**, is the new district bridge engineer for the Fort Worth District. He began his career with TxDOT in 1988 as an engineering assistant with the district's bridge inspection group. In 1993, Valles received his license as a professional engineer. He received his bachelor's degree in civil engineering from the University of Texas in El Paso in 1986. He had been interim district bridge engineer since last July.

■ **Susan Sampson** is the new director of the Texas Automobile Theft Prevention Authority. She has been with the authority for eight years, serving as director of public awareness and education from 1994 to 2001. In that position, Sampson created media campaigns such as "Watch Your Car." She has been acting director for several months. As director she recommends and advises the authority's board of directors and TxDOT on policies, procedures, and strategies regarding automobile-theft prevention in Texas. She also coordinates theft-prevention activities with grantees, state and local police, and other governmental entities. She holds a bachelor's degree in management and a certificate in public relations from the University of Texas at Austin. ★

### FYI:

**In fiscal year 2001, TxDOT spent more than \$305 million on recycled, remanufactured and environmentally sensitive products, an increase of 53% over the previous year's purchases.**

**Source: General Services Division**

# Central Texas toll road to ease traffic congestion

## Group chosen for mega-project

By **Gabriela Garcia**  
Public Information Office

State Highway 130 in Central Texas moved a step closer to reality last month as the Texas Transportation Commission approved the state's first exclusive development agreement.

By its action, the commission expects to hasten completion of the 90-mile stretch of toll road in Central Texas intended to relieve traffic congestion along the Interstate 35 corridor between Austin and San Antonio.

Estimated to cost more than \$1 billion, the contract for the toll road will be the largest ever awarded in Texas.

It also will be the first project in the state built with an exclusive development agreement, paving the way for the future of highway construction in Texas. In TxDOT-speak, such an agreement is called an EDA.

At a time when the state's mobility needs outpace available road options, use of an exclusive development agreement speeds delivery of needed highway improvements.

"Putting more transportation options on the ground faster is the greatest advantage of an EDA," said Phil Russell. He directs TxDOT's Turnpike Authority Division, which will oversee the project.

"Large scale highway projects offering not just regional but statewide significance work best with this type of contract," he continued.

The turnpike division in recent weeks has evaluated proposals from three newly formed groups of businesses seeking to be chosen to design, build and maintain SH 130. Officials have a name for a single group of such businesses that combine for a shared purpose: consortium.

By some estimates, the SH 130 project could wind up as the second largest highway

project in the nation.

The three development agreement proposals, each weighing in at nearly 50 pounds, filled two banker's boxes from each consortium.

Separate financial and technical committees from TxDOT evaluated the proposals. Neither group knew a proposer's actual bid price. Elements of the evaluation included initial design, construction cost, type of pavement, estimated completion, and technical experience.

Those evaluating the proposals weighted estimated costs and completion time at 85 percent and the design and innovative ideas at 15 percent.

Lone Star Infrastructure emerged with the proposal preferred for its long-term value. Fluor Daniel, a California-based construction company, leads the consortium's 19 firms.

The other contending consortia are known as Texas Corridor Constructors (25 companies) and Four Rivers Developers (22 companies).

At its meeting April 25, the Texas Transportation Commission gave the green light for TxDOT officials to complete discussions with Lone Star for the department's first exclusive development agreement.

"This is huge. SH 130 has been one of the most anticipated highway projects in Central Texas," Russell said. "We don't anticipate any hiccups in finishing the deal."

Turnpike officials hope to have a final agreement in June, giving the consortium a work order to begin acquiring needed right of way. The work order also will include instructions to begin detailed design plans. Officials estimate such efforts will cost \$30 million.

To provide the greatest congestion relief for I-35 and Central Texas roadways, work will first begin on the 50-mile segment between Georgetown and Austin-Bergstrom International Airport. Dirt should be turning on the project early next year.

Earlier studies indicated that SH 130 would permit an average of 20,000 vehicles a day to move off the I-35 corridor.

The first section of SH 130 would open as a four-lane divided highway, turnpike officials said. It could later expand to six lanes.

Motorists could be dropping coins in toll plazas as parts of the northern segment open to traffic as early as 2006.

Though construction will not begin as soon, the southern segment of SH 130 remains a priority. It will be built as soon as funding is available.

Other critical roadway connections to SH 130, such as SH 45 South to I-35, could be developed to improve traffic flow in the region.

Planners expect SH 130 to relieve traffic congestion for more than 150,000 motorists and commercial truckers that travel daily on parts of the I-35 corridor between Austin and San Antonio.

Central Texas roadways — SH 130, SH 45 North, Loop 1, and U.S. 183-A — are otherwise known collectively as the 122-mile Central Texas Turnpike Project. Estimated cost of easing congestion on the affected roads through the project: \$3 billion.

Financing for these turnpike projects brought another distinction — an \$800 million federal loan, the largest ever awarded by the U.S. Department of Transportation. The loan joins bonds, state highway funds, and local government support to make up the project's package of financing.

Turnpike officials expect to go to the bond market this summer for the department's first toll road. The first bond issuance will go to construct various elements on the Central Texas Turnpike Project, including SH 130, SH 45 North, and Loop 1.

"We're breaking new ground and moving full speed ahead," said Russell. "We've had a few bumps along the way, but everyone's eager to start building it." ★

## VIP hastens help for TxDOT's computer users

TxDOT people encountering problems on the department's computer system now can receive VIP treatment when seeking help.

The Information Systems Division has launched a statewide process allowing the department's computer users to get help by sending an e-mail to the division's virtual incident processor, also known as VIP.

TxDOT districts, divisions and offices using VIP say they have seen improved accuracy and response times compared to the usual process of using telephone and voice mail.

VIP works this way: a computer user encounters a problem and creates a "VIP incident report" by e-mail. The helpdesk software then notifies the local computer operations support staff. These people then review the request and provide the best

possible support to the VIP customer.

Computer support staff in the Houston District have been using the VIP system about two years. They find that most users facing a computer problem like getting an immediate e-mail response with an incident number assigned and instructions on how to follow up on their request.

VIP also allows the support staff to focus on solving the problems rather than spending a lot of time responding to voice-mail messages.

"The VIP e-mail process is the most innovative tool the Houston helpdesk has had to date," said Kathleen Oden, a certified helpdesk manager with the Houston District. "It allows me the freedom I need to really assist users on the phone since I am the primary helpdesk operator."

Oden logs and reports about

700 incidents a month and helps find solutions for about 1,200 users.

"I would not be able to handle this many calls by myself without the assistance of the VIP e-mail process," Oden said.

Marjorie Roberts of the Beaumont District loves the VIP process for many reasons: calls do not fall through the cracks, users spend less time on hold, staffers have more time to research problems, users get undivided attention, solutions can be found without troubleshooting from scratch, an immediate status can be provided, duplication of effort doesn't exist, and each of the information-system staffers easily can see what others in the group are working on.

"You would have a real fight on your hands if you tried to take VIP away. We love it!" Roberts said.

VIP supplements existing support procedures. Emergency support and spoken clarifications will still be available by telephone.

VIP is only one of the efforts by the Information Systems Division to improve responsiveness for computer users. Local computer-support staff can help those wanting to learn more about how to send a VIP e-mail.

"I like the fact I do not have to figure out who to call with a particular problem," said Toby Whitehorn of the Atlanta District. "Just send an e-mail to VIP and let them sort out who to assign the problem to. That way no one's time is wasted. Also, our automation (computer) department responds very quickly to the VIP problems. It works really well." ★

# New Yorker fears country is forgetting 9/11

Continued from Page 1

Murphy said that attack nine years ago, which killed five people and damaged five floors in the basement, cemented a general feeling that the World Trade Center towers were invincible.

He and other native New Yorkers were not in awe of the towers, and never paid much attention to them — unlike the tourists. Murphy said he could always spot visitors to the Big Apple — staring upward, their heads cranked back, their mouths open.

“Close your mouths or the pigeons will drop stuff in there,” he would tell the out-of-towners. Some would smile, and some would get upset. But it was just his way of telling them they were as big a spectacle as the two 110-story-tall buildings.

As details of Sept. 11, 2001 unfolded, he worried about his old partner. Luckily, it turned out he

was not working around the towers that day.

Murphy visited his partner at Christmas, and, like so many others, went to see Ground Zero for himself. “It’s amazing,” he says. “It’s like a shrine now. People leave hats, and drawings, and paintings near the site, and nobody touches them. They’re still there.”

However, Murphy did lose at least three friends: two officers he worked with over the years, and one that he had taught at the police academy. “I’m sure if I was back in New York I would have known others, but I’m not as in touch as I could be,” Murphy said.

He would have been more in touch if he and his family had not moved to Austin after retiring in 1995 from the police department.

Had he not come to Texas, Murphy said, he probably would

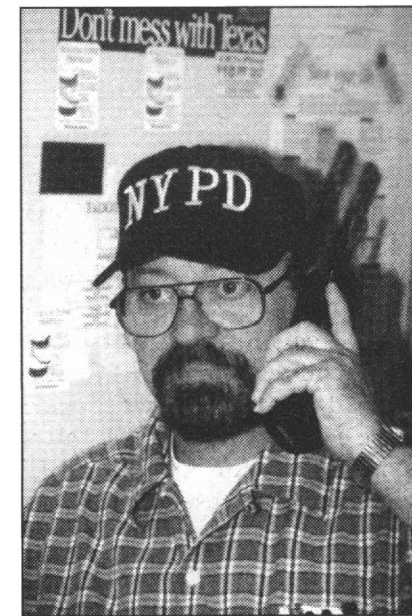
have gone to work on the security staff for American Express, just across from the Twin Towers.

After the 1993 bombing, many of that company’s security officers volunteered to help police with security duties at the towers. He thinks they would have gone this time, too. That would have put him at Ground Zero when the two buildings collapsed.

The timing of the attacks was fortunate, Murphy said. Had it come an hour later, he said, even more people would have been in the buildings and in the basement shopping mall. At lunchtime, the toll would have been even higher, when up to 50,000 would have been on the streets and in the stores.

Murphy believes everything will turn out all right, because New Yorkers and the nation are resilient. But he does worry that most of the country is forgetting what happened, and losing the patriotic feeling. Not in New York, though, where the flags still fly and are replaced when they become tattered and worn.

He thinks the World Trade Center complex in Lower Manhattan will be rebuilt in some form, because the land is too valuable to leave vacant. However, he is positive the towers will not be rebuilt as high.



TxDOT photo / Chris Bishop

**Bruce Murphy**

“No one will want to rent space on the 110th floor again. America has changed.”

One change he feels deeply. “I have given kids mouth-to-mouth resuscitation. One time I helped get 32 people out of a burning building. Nobody called us heroes then. I was just some cop doing his job. After Vietnam, I came home and was called a baby-killer. As a police officer, I was called a pig. Nobody has called me a Yankee since it happened. They look at me differently. Now we are all Americans. It’s sad it took so long to happen.” ★

“The timing of the attacks was fortunate. At lunchtime, the toll would have been even higher, when up to 50,000 would have been on the streets and in the stores.”

— Bruce Murphy

# Specialty plate spurs action by TxDOT agent

By **Bob Harrauld Jr.**  
Yoakum District

As a district right-of-way agent and utility coordinator, my job requires me to travel all over the 11-county Yoakum District. My travels take me to the interstates and farm-to-market roads, from the beaches of Calhoun County all the way to the rolling hills of Austin County, and everything in between.



**Bob Harrauld Jr.**

Everywhere I go, I recognize a growing problem that TxDOT continues to face — litter.

Knowing that litter on our state’s highways is a huge problem, and aware that one person cannot fix it alone, I have pondered many ideas of what I could do to help fight this ongoing problem.

One day I was browsing through a magazine and saw a photo showing a “Don’t Mess With Texas” automobile license plate. I immediately called the TxDOT Specialty License Plate Section for all of the details.

I found that a portion of the fee that I would pay for the specialty plate went directly to fighting the litter problem. The name of the plate is “Keep Texas Beautiful.”

I finally had a way that I could literally

help in keeping Texas beautiful. In addition, I get a very attractive license plate that is a symbol of this effort.

Every year I have to re-register my vehicle. A fee of \$25 is charged on top of the regular registration fee. Part of that fee will continue to fight the litter problem.

TxDOT deposits \$20 of each fee collected to the credit of the state highway fund. Money in the account is used by TxDOT only to support its programs aimed to prevent litter and to beautify communities. The remaining \$5 goes to the state highway fund.

A personalized plate number also can be obtained for an additional charge.

Now that I have found a direct link through TxDOT in fighting the litter prob-

lem, I urge every TxDOT employee to participate in the specialty license plate project.

You also can join the effort in other ways, as I have. You can volunteer for a civic organization in the Adopt-a-Highway project or participate in the Adopt-a-Beach Program, which focuses on cleaning up the coastal waters and beaches.

I am proud to work for TxDOT and I am especially proud to participate in TxDOT’s own program of cleaning our highways. It’s a small price to pay, but I know it can make a difference. ★

*Editor’s note: Last year the taxpayers of Texas, through TxDOT, paid more than \$268,000 for removal of roadside litter in the Yoakum District.*



**More information about the TxDOT specialty license plate program is available by phone at (512) 465-7611. This number connects callers to the Vehicle Titles and Registration Division’s Customer Help Desk.**

## In Memoriam

### Abilene District

Q. F. Pair  
Maintenance Technician III  
retired 1985  
died February 15, 2002

Duward H. Zimmerman  
Engineering Technician V  
retired 1974  
died January 21, 2002

### Beaumont District

David K. Boudreaux  
Engineering Technician III  
retired 1989  
died February 21, 2002

Oliver B. Grissom Jr.,  
Roadway Maint. Supervisor III  
retired 1993  
died January 30, 2002

Murry T. Veatch  
Maintenance Technician III  
retired 1978  
died February 10, 2002

### Brownwood District

Johny B. Brannan Sr.  
Resident Engineer  
retired 1981  
died December 20, 2001

### Bryan District

Charles H. White  
Maintenance Technician III  
retired 1976  
died February 16, 2002

### Houston District

Melvin L. Corliss  
Maintenance Technician III  
retired 1997  
died February 18, 2002

John S. Hlavinka  
Maintenance Construction  
Supervisor I  
retired 1978  
died January 1, 2002

Evelyn G. Petri  
Auditor I  
retired 1983  
died February 9, 2002

### Lubbock District

Wilburn B. Carlton  
Maintenance Technician III  
retired 1976  
died February 3, 2002

Leonard L. Davis  
Maintenance Technician III  
retired 1980  
died February 28, 2002

### Odessa District

Oleta S. Downing  
Accountant II  
retired 1985  
died February 4, 2002

Conrado S. Ramirez  
Assistant Foreman  
retired 1986  
died January 15, 2002

### Paris District

John McFadden  
Maintenance Technician III  
retired 1987  
died January 11, 2002

### Pharr District

John P. King  
Engineer III  
retired 1986  
died December 31, 2001

### San Antonio District

Luther R. Chapa  
Draftsman III  
retired 1985  
died January 28, 2002

Thomas L. Clingsmith  
Engineering Technician III  
retired 2001  
died January 16, 2002

Antonio G. Morales  
Maintenance Technician III  
retired 1981  
died February 14, 2002

### Waco District

Dorothy C. Ramsey-Nix  
Secretary III  
retired 1988  
died February 1, 2002

### Wichita Falls District

Gay Brazier  
Maintenance Construction  
Supervisor III, retired 1976  
died February 2, 2002

## Service Awards

### Abilene District

**25 years**  
Rondale H. Worthington  
**10 years**  
Frank C. Deloera  
James A. Gilbert Jr.  
Joe D. Jones  
Sonya L. Mitchell

### Amarillo District

**30 years**  
Ronald W. Matthews  
**25 years**  
Robert Aguirre  
**20 years**  
June M. Baer  
Emergildo P. Rodriguez Jr.  
**15 years**  
Kendall L. Clawson  
Claude N. Fedric  
Lane E. Provence

### Atlanta District

**25 years**  
Lonnie R. Hutsell  
**20 years**  
William L. Gatewood  
Tommy L. Sparks Jr.  
**15 years**  
William K. Cook  
Charles W. Lineberger  
Kevin R. Mote  
Steven W. Oney  
Clifton M. Sellers  
**5 years**  
Timothy D. Berry  
Terry W. Day  
Claude M. Lee

### Austin District

**30 years**  
John J. Howell  
**20 years**  
Tracy L. House  
Sharon A. Little  
**15 years**  
Blake A. Dommert  
Helen G. Stewart  
**10 years**  
Dennis W. Behrends  
Girard K. Behrends  
Slade W. Harris  
Grady L. Moreland  
Chad A. Nutt  
Robert E. Teaford  
**5 years**  
Patrick Castille  
Jason H. Hudson

### Beaumont District

**25 years**  
John C. Bartee  
**20 years**  
Daniel L. Cornwell  
Steven C. Helton  
Paul C. Hugon  
David S. Maxedon  
Johnny R. Perez Sr.  
John F. Snoddy Jr.  
Mary A. Stidham  
**15 years**  
Samuel L. Willey  
**10 years**  
Barbara E. Brooks  
**5 years**  
James L. Duncan  
Joe N. Harden

### Brownwood District

**25 years**  
Kenneth L. Moore  
**15 years**  
Robert A. Carroll  
**5 years**  
Richard D. Huckaby

### Bryan District

**30 years**  
Roy C. Pilgrim  
**25 years**  
Gregory L. Straughter  
**20 years**  
Donnell Burns  
Paul J. Oliver  
**15 years**  
Donald M. Sanders  
**10 years**  
Jessie E. Fenner  
Steve B. Higgins  
Walter R. Lockett  
John R. Wallace  
Nathan B. White  
**5 years**  
Mark A. Shafer

### Childress District

**10 years**  
Jesse R. Butler  
Samuel L. Doby  
Charles R. Gaston  
John D. Ricks  
**5 years**  
Oran D. Starkey

### Corpus Christi District

**25 years**  
Rafael C. Lopez  
**20 years**  
Edwin J. Guernsey  
**5 years**  
Rey G. Espinoza  
Isidro M. Vega

### Dallas District

**30 years**  
Billy T. Willingham  
Mark A. Young  
**25 years**  
Harold G. Campbell Jr.  
**15 years**  
Scott J. Bonds  
Kathryn M. Henderson  
Timothy K. Massey  
Leonard V. Wall Jr.  
Paul E. Williams  
**10 years**  
Paul E. Cooper  
William R. Fuller  
Mark D. Jackson  
James P. Kern  
Jack S. Pullen  
Elliott Stovall  
**5 years**  
Mark D. Farris

### El Paso District

**35 years**  
Jose M. Lagos  
**25 years**  
Francisco Gonzales  
**10 years**  
Alonzo M. Aranda  
Fidel M. Baeza  
Benjamin D. Benavidez  
Eduardo A. Martin  
Pablo T. Salgado  
**5 years**  
Alberto Lara  
Christopher J. Weber

### Fort Worth District

**25 years**  
Michael W. Looney  
**20 years**  
Anthony C. Jaramillo  
**15 years**  
Marsha M. Alton  
Sammy C. Brazeau  
Lindsay K. Buckler  
Oscar R. Chavez  
Felicia H. Luther  
Peter G. White  
Paul W. White  
**10 years**  
Rodney S. Bush Sr.  
Scott B. Hall  
Andrew V. Kissig  
Anette M. Moss  
Allen O. Shelley  
Calvin L. Strawbridge  
**5 years**  
Bryan G. Anderson  
Eduardo Armendariz  
William D. Doggett Jr.  
David C. Patterson  
Terrance B. Sanders  
Stacey M. Thompson

### Houston District

**40 years**  
Walter R. Himly  
**35 years**  
Beatrice P. Ott  
**25 years**  
Sandra T. Hatcher  
**20 years**  
William E. Andrade  
Elvia R. Cardinal  
Eliseo J. Flores  
Gary W. Fojtik  
Anthony P. Garcia  
Michael E. Johnson  
Augustine M. Rangel  
**15 years**  
Clayton D. Long  
Gary D. Witt  
**10 years**  
Jesse F. Delgado  
Roberto Hernandez  
Ka W. Ho  
James H. Mims IV  
**5 years**  
John E. Beeson  
Jo Maxine Carden  
Cheryl D. Johnson  
Odell Richardson

### Laredo District

**25 years**  
Jose L. Delapass  
Inocencio G. Rivera  
**20 years**  
Ricardo E. Pena  
**15 years**  
Edmundo Garcia Jr.  
**10 years**  
Jose L. Martinez  
**5 years**  
Loren Y. Castro

### Lubbock District

**25 years**  
James L. Harris Jr.  
**15 years**  
Ronald W. Baker  
Robert G. Comey  
Robert W. Ratcliff  
Julius N. Weiser  
**10 years**  
Robert R. Dean  
Michael H. James  
Joe L. Porter Jr.

### Lufkin District

**40 years**  
Donald L. Williams  
**30 years**  
Stephen D. Allen  
**25 years**  
Eddie F. Allen  
**20 years**  
Bryan K. Smith  
**15 years**  
Steven L. Harris  
Burton G. Jones  
**10 years**  
Jennifer N. Rodrigues

### Odessa District

**20 years**  
Elias T. Aguirre  
**15 years**  
Matt C. Carr  
**5 years**  
Juan J. Rodriguez  
Raul B. Rodriguez  
Joe L. Uranga

### Paris District

**20 years**  
Eulas R. Watson  
Billy W. Williams  
**15 years**  
Stacy E. Hatcher  
Nolan G. House  
**5 years**  
Troy L. Scholl  
Donald R. Wilson

### Pharr District

**25 years**  
Rosendo Garcia Jr.  
Jose A. Garza Jr.  
**20 years**  
Hector Cantu  
**15 years**  
Isaias Gutierrez  
**5 years**  
Victor H. Garcia  
Roberto L. Serna

### San Angelo District

**25 years**  
John S. Alley  
Donna K. Hill  
**20 years**  
Steven T. Deere  
**15 years**  
Louis Gonzales Jr.  
**5 years**  
Gustavo Trevino Jr.

### San Antonio District

**35 years**  
Norbert J. Drzymala  
**30 years**  
Roland A. Ames  
Frank G. Fonseca  
**20 years**  
Joseph W. Anders  
Connie G. Casas  
Carl G. Friesenhahn  
Nellie S. Nunez  
Jesse P. Patterson  
Richard J. Valadez  
**15 years**  
Melissa L. Bernal  
Kenneth L. Jungman  
Felix A. Lerma  
**5 years**  
Karen G. Engle-Cole  
Kent L. Skiles

### Tyler District

**25 years**  
Tony R. Buford  
**20 years**  
Preston L. Massey  
James E. Mattox  
**15 years**  
Donna H. Harrison  
Wesley R. Price  
David R. Selman  
**10 years**  
Janice H. Allen  
Ronnie D. Blackstock  
Charlotte S. Morgan  
Danny M. Page  
Royce K. Traylor  
Joseph M. Word  
**5 years**  
Henry M. Bennett

### Waco District

**25 years**  
Randall C. Bradshaw  
Ricky A. Quinn  
Chris A. Starr  
**20 years**  
Michael G. Collins  
**15 years**  
James G. Gremminger  
Monte L. Kohring  
Ricky D. Payne  
James G. Wagnon  
**10 years**  
Ali Bashi  
David P. Neumann  
David H. Pederson  
Larry D. Sanders  
**5 years**  
Ernest S. Fincher

### Wichita Falls District

**15 years**  
Alisa M. Browning  
Johnny B. Herrell  
Jeffrey L. Hulsey  
Carole C. Mayo  
Lester D. Moses  
Albin A. Pette  
Paul D. Wolf  
Brady L. Woolsey

### Yoakum District

**25 years**  
Johnny J. Luna  
Johnny J. Parr  
**15 years**  
Brent A. Gorman  
Terrel W. Maertz  
Stephen J. Matula  
Robert E. Maxey  
James G. Pustka  
Steven W. Tschatschula  
James C. Untermeyer  
**10 years**  
Richard W. Rouse  
**5 years**  
Kasi J. Critendon  
Steven L. Renz

### Administration

**5 years**  
Robert L. Nichols

### Audit Office

**20 years**  
Lee H. Stone

### Bridge Division

**20 years**  
Bobby W. Heine  
David P. Hohmann  
Dean W. Van Landuyt

### Construction Division

**40 years**  
Joe R. Canfield  
**30 years**  
Janet M. Jensen  
**20 years**  
Caroline A. Herrera  
**15 years**  
Mark A. Crawford  
Douglas W. Dupler  
Leonard D. Garcia

### Design Division

**30 years**  
Herbert R. Neimann  
**15 years**  
Robert J. Janek

### Environmental Affairs Division

**10 years**  
Lorie A. Ledesma  
Ramirez  
Henry G. Quinn

### Finance Division

**25 years**  
Rosalinda R. Soto  
**10 years**  
Patrick S. Palmer

### General Services Division

**25 years**  
Manuel S. Rodriguez Jr.  
**15 years**  
Kathleen G. Nichols  
Ernest G. Gregg  
**10 years**  
Darlene Y. Austin

### Human Resources Division

**15 years**  
Marilyn S. Arteschoufsky  
**5 years**  
Emily Margrett

### Information Systems Division

**20 years**  
Rita A. Compton

### Maintenance Division

**10 years**  
Staci A. McKeenan

### Texas Turnpike Authority Division

**5 years**  
Jana K. Doyle

### Traffic Operations Division

**30 years**  
Linda F. Wallin  
**5 years**  
Susan M. Felan

### Transportation Planning & Programming Division

**20 years**  
Carolyn M. Hanson  
**15 years**  
Margaret D. Thurin  
**10 years**  
Cynthia E. Smith  
**5 years**  
Stacey S. Lewis

### Travel Division

**10 years**  
Mary L. Martin

### Vehicle Titles & Registration Division

**30 years**  
Cathy T. Williamson  
**25 years**  
Glinda J. Ornelas  
**20 years**  
Dorothy S. Beckhusen  
**10 years**  
James P. Landrum  
Sylvia R. White  
**5 years**  
Barbara E. Peck  
Christi L. Sipes

# Letters

## Teacher offers her thanks for aid on wildflower project

Thank you very much for all the educational materials you donated to my students for their Texas wildflower research.

I wish you could have seen the smiles on those little faces when I gave them the beautiful wildflower brochure. The pencil, bumper sticker, trail map, litter bag, and coloring book, were frosting on the cake.

The children also enjoyed being introduced to your website, and especially liked seeing the activities introduced by Tex and Dot. They really seemed excited about doing some of the puzzles they saw.

I am enclosing a few thank-you notes from the students. Thanks again for your support and generosity.

**Joan Mead**  
Primary enrichment teacher  
Windsor Park Elementary School  
Corpus Christi, TX

*Cliff Bost, in the Corpus Christi District's Public Information Office, received this letter. He also received a hand-lettered note from each student, one of which called him "Wildflower Guy."*

## Comment praises people who helped make service road

I would like to comment on the recently completed I-20 service road that runs from Matlock Road to Cooper Street near the Parks Mall in Arlington. I have lived near this area for four years and am just thrilled with work that was done. Whoever engineered and planned this new design did a fantastic job.

I used to go way out of my way to avoid this corridor because it was so stressful and congested. The new layout is wonderful — allowing plenty of space to change lanes and merge. Even in heavy traffic the transition is smooth and flowing.

Thank you to all who were involved — from the concept to the finances to the

designers to the construction crew to the clean-up crew. Great Job!

**Sherril Knight**  
Arlington, TX

*Not addressed to any particular person, this letter was received at TxDOT's Fort Worth District.*

## Gratitude expressed for chili cook-off fundraiser

On behalf of our patients, physicians and staff, I want to express deepest appreciation to you, **Kathy Nealy**, and **Kelly Creamier** for planning the Chili Cook-off to benefit Cook Children's. It was heartwarming to hear how you became inspired to do this with your colleagues.

We are very grateful for the \$1,000 presented to us, and hope you will tell everyone who was involved how much we appreciate their support.

**Sally Johnson**  
Cook Children's Medical Center  
Fort Worth, TX

*Robert Newell, of the Fort Worth District's Traffic Signal Division, received this letter. Kathy Driskell-Nealy is a safety specialist and Kelly Creamier is an administrative technician in the Fort Worth District.*

## Flat tire spurs assistance from TxDOT employee

Going home to Point Venture in my newly acquired 1995 Taurus, I heard an awkward sound and pulled off the road onto the shoulder. Sure enough, the right front tire was flat.

None of the drivers inching along beside my car gave me the slightest glance. Then not five minutes after I'd pulled off the highway, I saw a truck approaching with a revolving light on its roof. It was a TxDOT Courtesy Patrol vehicle driven by **Larry Robison**.

Quickly, he exchanged the flat tire for the "donut" in the trunk. He showed me the place on the flat tire's inside where the tread was separating and added that it wasn't repairable. He also said that the temporary tire would drive rough. He was correct on all counts and helped me out of a tight spot.

With my hazard lights flashing, I turned onto Westlake Drive and slowly made my way toward my full-service gas station in Austin. The "donut" tire was coming apart when I made it to (the station). They replaced my flat tire in minutes and have ordered another rim and tire as a "real" spare for me.

Thanks to Mr. Robison I was safely home at 7:30 p.m.

**Emmy McDaniel**  
Point Venture, TX

*The letter-writer works in TxDOT's Motor Vehicle Division. Larry Robison works in the Austin District's South Austin Area Office.*

## Senior citizen with TxDOT ties offers praise for Childress District

I want to thank **Mike Ritchie** and **Bobby Weatherton** for helping me last Friday.

I was just about to get real excited. No one would help me. I was going to the doctor. Guess what? My blood pressure was really high by the time I got to the doctor's office.

I think you probably know my son, **Danny Shields**. He worked for the department at Claude for about 30 years.

Thanks a million for your guys.

If I can ever do anything for you all, just give me a ring. Thanks from an old 81-year-old.

God bless you both.

**Genevieve Shields**  
Goodnight, TX

*Mike Ritchie is a maintenance technician and Bobby Weatherton is an engineering technician working out of the TxDOT office in Clarendon.*

# Retirements

### AUGUST 2001

**Tyler District**  
**Larry D. Stegall**  
Transportation Maint. Spec. I  
39 Years

### FEBRUARY 2002

**Houston District**  
**Roy R. Kasmir**  
Building Maint. Mech. III  
35 Years

### MARCH 2002

**Abilene District**  
**Marie Green**  
Admin. Tech. III  
23 Years

### Amarillo District

**Mary H. Watson**  
Admin. Tech. III  
21 Years

### Atlantic District

**Johnny W. Barron**  
Transportation Maintenance Crew Chief III  
35 Years

**Lonnie Barrett**  
Maint. Sec. Supervisor IV  
23 Years

### Dallas District

**Daniel R. Johnson**  
Engineering Tech. III  
28 Years

### Houston District

**Sherry Barina**  
Engineering Tech. I  
22 Years

### Lufkin District

**Walter L. Hearnberger**  
Director of Maint. Operations  
39 Years

### San Antonio District

**Emmett R. Wurzbach**  
Motor Vehicle Tech. III  
30 Years

**Charles V. Brown**  
Transportation Maint. Spec. III  
32 Years

**Jim S. Shiller**  
Program Spec II  
36 years

### Tyler District

**Darlene M. Freestone**  
Secretary IV  
18 years

### General Services Division

**L. D. Washington**  
Machinist III  
33 Years

**Larry Schaefer**  
Program Administrator I  
29 Years

### Vehicle Title and Registration Division

**Susan DeVries**  
Customer Service Coordinator I  
27 Years

**Patsy J. Kingery**  
Administrative Technician  
22 Years

### APRIL 2002

#### Beaumont District

**Paul E. Langford**  
Engineering Tech. IV  
34 Years

#### Brownwood District

**Marlin D. McFadin**  
Transportation Maint. Tech. IV  
30 Years

**Bobby Davis**  
Transportation Maintenance Crew Chief. II  
32 Years

### Dallas District

**Junior R. Davis**  
Engineering Specialist IV  
29 Years

### Houston District

**James E. Williams**  
Engineering Specialist III  
37 Years

**Billy W. Wilson**  
Engineering Tech. IV  
36 Years

### Lufkin District

**Paul A. Burch**  
Transportation Maintenance Crew Chief I  
16 Years

**Stephen D. Allen**  
Transportation Maint Tech IV  
30 Years

**James L. Capers**  
Transportation Maint. Tech IV  
25 Years

**Paris District**  
**Mickey F. Workman**  
Engineer Tech. V  
21 Years

### San Antonio District

**James V. Bates Jr.**  
Maintenance Tech. III  
34 Years

### Waco District

**William R. Miller Jr.**  
Design Technician VII  
28 Years

### Finance Division

**Roger B. Cramer**  
Accounting Manager III  
22 Years

### Information Systems Division

**Michael (Mihai) Stan, P.E.**  
System Analyst V  
14 Years

# Click it or Ticket

## Choice simple for seatbelt scofflaws

By Bruce Hallock  
Traffic Operations Division

Bad news for seatbelt scofflaws! TxDOT is launching a statewide public-awareness campaign — Click It or Ticket — to encourage everyone to use seatbelts.

Using a \$3.8-million grant from the National Highway Traffic Safety Administration, TxDOT hopes to convince those who don't use seatbelts to change their ways.

The national campaign consists of coordinated appeals using many media. Stronger enforcement of seatbelt laws during the Memorial Day and Thanksgiving holidays will reinforce the media appeals.

The message is simple — obey the law and buckle up, or get the special attention of one of hundreds of extra law-enforcement officers who aim to save lives while improving highway safety.

Most Texans — 76 percent according to a recent survey — already understand the wisdom of buckling up.

"But we can do better," says Chris Willrich. She manages the occupant-protection program at TxDOT's Traffic Operations Division.

There's plenty of incentive to improve the situation. Statistics show that an increase of nine percentage points in compliance with the law would bring big benefits: 241 lives saved and 5,275 injuries prevented. The economic savings would amount to \$392 million.

The goal for the Click It or Ticket campaign: 85 percent of the people in vehicles on Texas roadways will be using seatbelts.

"Other states have used the same program to attain similar results," Willrich said.

In the past, the seatbelt law did not cover certain categories of vehicle occupants (such as the occupants of most trucks). That has changed. Now, with very few exceptions, all drivers and passengers have to buckle up.

If these people haven't gotten the message yet, they will soon because the Click It or Ticket media effort is aimed right at them. Leading up to and during the Memorial Day and Thanksgiving weekends, TxDOT plans to saturate selected TV and radio markets with the buckle-up message.

Billboards, theater slides, newspaper articles, posters, and other promotional materials will make the campaign hard to miss.

TxDOT district offices are key players in this campaign. Willrich said that local traffic-safety specialists and public-information officers will be pitching Click It or Ticket at media events and community meetings around the state. In some areas, those big overhead changeable message signs will flash reminders along freeways.

The effort will concentrate on Arlington, Austin, Corpus Christi, Dallas, El Paso, Fort Worth, Garland, Houston, Lubbock and San Antonio. Other locales will also take part in the campaign and in the follow-up evaluation.

Campaign organizers scheduled the kickoff for May 7 at the Texas Capitol, followed by the media blitz. Then will come the first round (May 20-June 2) of high-visibility enforcement of seatbelt laws.

Even then, people deciding whether to use a seatbelt will have a choice: buckle up or pay up. Click It or Ticket. ★

### It's the law: seatbelts

Texas law requires every person sitting in the front seat of a vehicle to wear a safety belt.

The law also requires that all children under 17 years old, whether sitting in the front or back seat, must be secured with a safety belt or a child-safety seat.

A child less than four years old, or less than 36 inches tall, must be secured in a child-safety seat. Children over 36 inches and at least four years of age, but younger than 17, must be secured by a safety belt.

Drivers can be stopped and ticketed for a safety-belt violation if they, or any of their passengers under 17 years old, are not buckled up or properly restrained. A safety-belt violation can bring a fine up to \$200. Violators also can be directed to attend a traffic-safety class about child-safety seats and safety belts.

Unrestrained drivers — and passengers 15 years and older who are not wearing safety belts in the front seat — can be ticketed directly. Fines range up to \$50. ★

More: [www.texasclickitorticket.com](http://www.texasclickitorticket.com)

### Profile of the few

Who are the few Texans still sitting on their seatbelts? Researchers at the Texas Transportation Institute have found:

- Front-seat passengers don't wear their safety belts as often as drivers.
- Men use safety belts less often than women.

- Compared to adults, fewer teen drivers use safety belts.
- Drivers of pickups and their passengers are less likely than car drivers and their passengers to buckle up.
- A third of all children in vehicles are not properly restrained. ★

## Calendar



MAY	
9-10	Developing & Managing Performance Based Contracts, Austin, GSD
27	Memorial Day (holiday)
30	Commission Meeting, Austin
JUNE	
4-5	Bid Letting, Austin, CST
4-6	18th Annual Internal Audit Conference, Austin, AUD
4-7	2002 Transportation Planning Conference, San Antonio, TPP
10-13	Research Management Committee Meeting, San Antonio, RTI
11-13	2002 TxDOT Bridge Engineers Conference, Austin, BRG
17-18	Dispute Resolution Conference, Austin, CST
19	Emancipation Day (holiday)
23-26	TRB Access Management Conference, Austin, DES
24-26	Traffic Operations Conference, Dallas, TRF
27	Commission Meeting, Austin
JULY	
2	Research Oversight Committee Meeting, Austin, RTI
4	Independence Day (holiday)
7-10	WASHTO Annual Meeting, San Antonio
7-10	A1F04 Noise & Vibration Summer Meeting, Austin, ENV
9-10	Bid Letting, Austin, CST
9-11	PMIS Visual Rater Certification Class, Dallas, CST
9-12	Keep Texas Beautiful Convention, San Antonio, TRV
16-18	PMIS Visual Rater Certification Class, Austin, CST
17-19	Public Procurement Management, Austin, GSD
23-25	PMIS Visual Rater Certification Class, Abilene, CST
25	Commission Meeting, Fort Worth

The complete TxDOT Calendar is on the Intranet at <http://crossroads.org/plo/articles/calendar.htm>

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