

## DEQC compliance positions created

By JIM DOBBINS

### Environmental Affairs Division

A new position has been created in each district to oversee environmental compliance during the construction and maintenance phases of projects.

The brainchild of Assistant Executive Director of Engineering Operations Amadeo Saenz, Jr., the position is referred to as district environmental quality coordinator (DEQC). DEQCs oversee environmental compliance and make certain that environmental commitments are met during construction. DEQCs deal directly with TxDOT construction and maintenance staff, contractors, and, when necessary, representatives of regulatory agencies such as the U.S. Army Corps of Engineers. The new positions were filled

during this past spring and summer.

"The DEQC positions were created to increase awareness and provide an additional level of review to ensure that environmental and storm water runoff management issues are addressed," Saenz said. "It is very important that all environmental commitments made during the planning phase are included in our project design and implemented during construction. Having a TxDOT person champion all of this will help us meet those commitments."

Mark Iglesias is the environmental coordinator and DEQC for the Pharr District. "The main difference between the DEQC job and acting as the district environmental coordinator is that I now deal with construction staff and contractors," Iglesias said. "The focus is

more on dealing with environmental concerns and issues like SW3P. The DEQC duties typically take up about 20 percent of my time each week. I am enjoying getting to know the construction staff and contractors – these are folks that I never had many dealings with in the past."

"I understand that the regulatory agencies have been very pleased with the results produced by the new positions," said Duncan Stewart, supervisor of the Natural Resource Management Section. "The DEQCs make certain that nothing goes wrong environmentally, and that is the way we want it."

Training to assist the DEQCs in their task is currently being developed by Environmental Affairs, Construction, Maintenance and Bridge Divisions staff.

## Environmental Hotline open for TxDOT staff to report concerns anonymously

As of Oct. 20, TxDOT began operating a hotline that allows employees to confidentially report potential environmental compliance concerns related to projects or operations so that these matters can be investigated and addressed.

The Environmental Hotline number is 1-866-617-3705.

Employees have always had the option of reporting environmental issues to a supervisor, directly to a district engineer, or to TxDOT environmental staff.

The hotline was created for those employees who are not comfortable expressing their concerns through a supervisor and who wish to remain anonymous. The hotline is staffed during regular business hours by TxDOT employees who have been trained to handle these calls. TxDOT will keep a caller's identity confidential, unless the caller allows otherwise.

A flyer with the hotline number and suitable for posting on bulletin boards throughout TxDOT common areas has been distributed.

TxDOT's policy is to comply with all laws, rules, and regulations. TxDOT management also expects employees to do the right thing. Violations of environmental requirements can result in serious sanctions against TxDOT as well as the individuals involved. Noncompliance issues can also undermine the department's reputation and status as an environmental leader. The Environmental Hotline is another tool that TxDOT will use to help detect and address environmental issues before they develop into more serious problems.

The hotline is not intended for matters that are policy, such as buying propane for vehicles or employee telecommuting.

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# Former defense industry engineer finds a home with TxDOT fleet

By JIM DOBBINS

## Environmental Affairs Division

What does an electrical engineer employed by a major defense contractor do when the Cold War ends and his company goes out of business? He joins TxDOT's General Services Division (GSD) and starts its alternative fuels program.

Don Lewis, a Temple native, graduated from the University of Texas at Austin with a Bachelor of Science degree in electrical engineering and a minor in computer science. Lewis joined defense contractor Tracor, where he worked for 15 years as a design engineer and project manager. He traveled the world extensively with Tracor, even being stoned by Palestinians on a West Bank road in his rental car. Lewis was let go by Tracor in 1991 in a downsizing move. He then joined the staff of TxDOT's General Services Division.

Lewis was hired to start an alternative



fuels program for TxDOT, a mandate of the Texas Legislature.

"I needed a job and didn't know anything about alternative fuels when I began," Lewis said.

Lewis currently serves as the fleet manager in GSD's Purchasing and Equipment Section and coordinator of the Alternative Fuels Group, overseeing a staff of five that works closely with the district equipment administrators. The section oversees TxDOT's fleet of about 17,000 on and off highway, motorized and non-motorized vehicles.

"We manage the fleet from acquisition to disposal," Lewis said. "We also work closely with the folks in purchasing. Our main duty is to maintain the fleet in a safe manner. We usually visit about six districts a year, in conjunction with staff from the Occupational Safety Division, to conduct in-depth inspections."

TxDOT's fleet includes about 5,000 alternative fuel vehicles. Between 500 and 600 are fueled by compressed natural gas, and the balance are almost all propane-fueled.

"TxDOT now uses about six million gallons of alternative fuels each year," Lewis said. "I like to think that what we are doing with alternative fuels is having a positive impact on air quality. TxDOT is looked to as a leader among government agencies in the use of alternative fuels – many city and county governments, school districts and transit authorities have followed TxDOT's lead in adding significant numbers of alternative fuel vehicles to their fleet."

Like any job, Lewis' has its up and down side.

"I enjoy the diversity of my job – it changes every day. The workload can

be daunting – there is always so much to do that there isn't enough time in the day to accomplish everything that you would like," Lewis said.

Lewis is currently working on an experimental fuel cell program with the Department of Energy and the Propane Education Research Council. A five-kilowatt fuel cell has been installed at TransGuide in San Antonio. The fuel cell is powered by a piece of equipment called a "reformer." The reformer refines propane into hydrogen and water – the hydrogen provides the energy for the fuel cell and the water is the waste element. Both reformer and fuel cell are about the size of a bookcase.

"This demonstration project costs about \$1 million, provided by the Department of Energy and the Propane Education Research Council. TxDOT provides in-kind aid by providing a forum. Other in-kind demonstrations will be coming to TxDOT's travel information centers soon," Lewis said.

2003 has been a year of recognition for Lewis. He has received three awards: the Customer Service Excellence Award from TxDOT's Construction Division; the Mac Shelby Award for outstanding project direction from the University of Texas' Center for Transportation Research; and the Outstanding Project Director Award from TxDOT's Research and Technology Implementation Office.

"Don is very passionate about his work," said Lewis' boss, Glenn Hagler, a Purchasing Manager in GSD. "Don is a champion of environmental issues relating to clean air through the use of alternative fuels and reduction of vehicle emissions. Don is an early riser, usually the first to arrive at work and he makes maximum benefit of the 'quiet time' to catch-up or gets a head start on work. Those that arrive early hear the strains of old rock and roll music resounding through the hallways or, what the younger employees refer to as 'Don's old hippie music!'"

Lewis met his wife, Gwendy, in college. They reside in the Hyde Park area of Austin. They enjoy traveling, having most recently visited Venice, Italy. Lewis' hobbies include sports cars (he owns a Porsche) and collecting old science books.

# TxDOT saves money using new underwater archeology techniques

By H. G. QUINN

## Environmental Affairs Division

As a result of the partnering effort between TxDOT, the Texas Historic Commission (THC), a regulatory agency; and PBS&J, a private contractor, a new approach to underwater archeology has saved Texas a large amount of money. The Houston-Galveston Island causeway will be replaced with a larger structure. Since records from the late 1800's mention a shipwreck in the approximate area of the new causeway, THC recommended a survey for shipwrecks before letting the project.

During the initial survey, PBS&J found 17 magnetometer anomalies and three sonar anomalies. A magnetometer anomaly is a reading that shows the presence of metal. Even historic wooden ships may have traces of metal in the form of cut nails and other iron fittings. Sonar uses sound waves to profile the bottom, searching for mounds and contours in the sediment covering a wreck that may have little or no discernible metal. Use of the two technologies makes for a thorough survey. However, since the survey methods cannot discern between historic and nonhistoric materials, it was impossible to know if a shipwreck had been found.

In previous marine projects THC recommended having an archeologist on site daily during construction to monitor potential impacts. Monitoring is always awkward. Communications between construction and archeological contractors are subject to frequent bad timing. Moreover, if monitoring finds nothing, then the construction process is unnecessarily complicated. If monitoring discloses possible archeological materials, then the costs of work stoppage are high. Therefore, it is a high priority to determine if historic shipwrecks are present before letting a project.

Historically, the typical, time consuming method of locating historic shipwrecks is excavation performed by divers. PBS&J has developed a method for using high density magnetometer survey along with a hydraulic probe to determine the presence of a wreck. This method has two important

advantages. First, in shallow water such as Galveston Bay, it can be performed from the surface without the high cost of divers. Second, THC accepts the method as a means for determining whether additional work is needed to evaluate anomalies.

The hydraulic probe is used to get an idea of the materials contained within the anomalies. Bob Gearhart, from PBS&J, says of the probe: "It's basically a 20 ft pipe with a hose on one end. Water is supplied by a pump. The water flowing through the pipe serves to help push sediments aside. The operators tamp the bottom and listen/feel for the vibrations and sound transmitted through the pipe itself. Each material makes a distinctive sound that an expert can easily identify. If the probe encounters wood, it goes 'thunk'; metal, 'chink'; clay, a dull 'thud'; and shell, a raspy rattle."

Targeting with a high density magnetometer for detailed readings – the first survey used low density readings – PBS&J probed all 20 areas, a total of 1,042 times, including 937 negative probes and 105 positive probes. The number of probes would have been much larger without using the high density survey to clarify the size and shape of the anomalies.

After careful examination of all data, PBS&J determined that no historic shipwrecks were present. THC concurred with the finding and cleared the project. Taking less than three weeks, the notably quick survey completion by PBS&J combined with close teamwork with THC prevented any delay in letting. Since potential construction delays due to monitoring were no longer a factor, the overall bid was reduced. Also, the project cost was reduced because the cost of the new survey and probing was much cheaper than the cost of keeping an archeologist on the construction site.

This new approach to underwater archeology will be used in the building of new ferry slips on the route between east Galveston Island and Point Bolivar next year. Since many places along the Gulf Coast are relatively shallow, with soft sediment bottoms, this new technique could be used in many future projects saving untold costs to the state.



**PBS&J Photo**  
A PBS&J staffer surveys the bottom of Galveston Bay.



# National Trust for Historic Preservation awards Hidalgo Pumphouse restoration

By MARIO SANCHEZ

## Environmental Affairs Division

The Environmental Affairs Division (ENV) submitted a winning nomination for the 2003 National Preservation Honor Awards, a program of the National Trust for Historic Preservation designed to recognize exemplary preservation work in the U.S. ENV nominated the City of Hidalgo, a public entity, the Hidalgo County Heritage Foundation, Inc., a private non-profit corporation, and Los Caminos del Rio, Inc., a regional heritage organization. These organizations successfully preserved, rehabilitated and interpreted the historic Hidalgo Pumphouse, a project partially funded by TxDOT's Statewide Transportation Enhancement Program. The National Trust made the award during a ceremony at the National Preservation Conference in Denver this past September.

The Hidalgo Pumphouse, established in 1910 on the banks of the Rio Grande, was part of a 20<sup>th</sup> century steam-powered pumping network that revolutionized irrigation along the southern tip of Texas. This rapid agricultural development transformed the region into "The Magic Valley," producing bountiful crops still exported today throughout the U.S. After 75 years of faithful service, the pumphouse was abandoned in 1983 and replaced by a modern electric facility.

Today, after a 17-year preservation saga, the Hidalgo Pumphouse stands majestically as the last of its kind, with all of its historic machinery virtually intact. But the preservation of this pumping facility was not always assured. It took a group of visionary preservationists in partnership with Hidalgo city officials to ensure that this landmark of technological and social history would be saved as an educational and heritage tourism attraction.

Throughout the 1980s, the Pumphouse Committee of the Hidalgo County Heritage Foundation worked vigorously with city officials to keep the project alive, even as state officials shut down the facility as an asbestos health hazard. With the interior made inaccessible, the committee found other ways to continue the project by organizing volunteers for

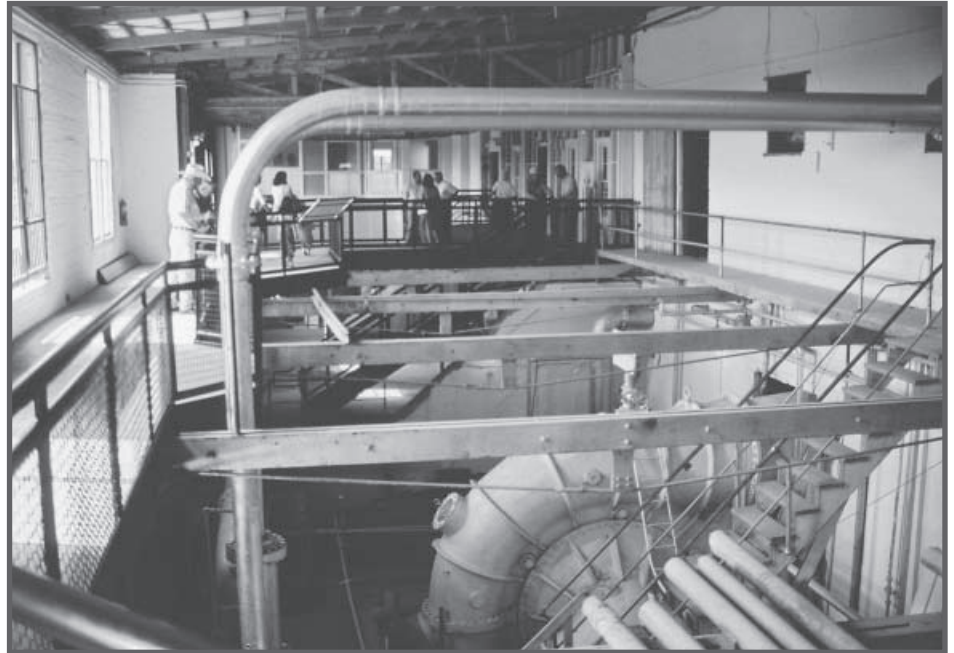


Photo by Dr. Mario Sanchez/ENV  
**Restoration of the Hidalgo Pumphouse, an enhancement project funded by TxDOT in 1994 and completed in 2000, won a National Preservation Honor Award, one of only 15 projects honored at the national level in 2003 by the National Trust for Historic Preservation.**

exterior clean-ups, obtaining state landmark designation, and selling T-shirts and "Pumphouse cookies," a baked good that became a staple at every local festival.

The dream of preserving the pumphouse, however, seemed to be "on hold" until the 1990 arrival of the Smithsonian Institution. After a week-long site visit, Smithsonian agricultural experts endorsed the landmark as worthy of preservation. Consequently, public/private partnerships rapidly unfolded to document and stabilize the pumphouse, and to plan for its eventual rehabilitation and interpretation.

In 1992, with assistance from a Community Development Block Grant, the City of Hidalgo abated the asbestos at a reasonable cost. In 1993, the Meadows Foundation of Dallas funded the replacement of a collapsing roof, and the city finally obtained full title to the property from the Hidalgo County Irrigation District. Under the guidance of the Texas Historical Commission, the site was listed in the National Register. Capping these efforts, National Park Service staff provided planning assistance

to identify interpretive themes and develop a coherent public vision of the pumphouse as an agricultural heritage center. Los Caminos del Rio Inc. promoted the project at every stage of development.

All of this hard work literally paid off in 1994 when TxDOT's Statewide Transportation Enhancement Program funded the rehabilitation of the facility for a total of \$720,000. A dream that seemed unattainable could now come true with the pivotal financial assistance of TxDOT.

The rehabilitation phase started in 1997 guided by a historical architect and an interpretive planning firm. Gradually, the signature smokestack was reinforced, giant basements were made accessible with new walkways, and steam boilers were reconstructed to their full grandeur. Lastly, a new "building" was innovatively introduced within the voluminous historic space to provide a climate controlled interpretive center for visitors and students.

Completed in 2000, the rehabilitation of the Hidalgo Pumphouse stands as a  
**See HIDALGO PUMPHOUSE, Page 8**

# Enhancement funds renovate Brownwood's Harvey House

By H. G. QUINN  
Environmental Affairs Division

Renovations to the Brownwood Harvey House/Santa Fe Depot complex, funded by the Statewide Transportation Enhancement Program (STEP), have recently been completed.

The former dining room at the Harvey House has been refurbished for use as non-profit office and display space, while the first floor is used by the Chamber of Commerce as office and meeting space. The depot serves as a civic and cultural center, hosting benefits for local clubs and charities. A gazebo and a display area for the famous Brownwood 1080 steam train engine, also restored with STEP funds, have been incorporated into the landscaped plaza in front of the complex.

Central to this complex is the 1906 Harvey House that closed as a business in 1938. The remarkably well preserved building, including the depot, was listed on the National Register of Historic Places on January 2, 1976. It is one of the few original 18 Harvey Houses left in Texas.

Frederick Henry Harvey, an English emigrant, started his restaurant career as a dishwasher in 1850 at the age of 15 in New York City. He learned the restaurant business from the ground up, and opened his own place in New Orleans in 1860. The Civil War was not good for the restaurant business, but it was good for the railroad industry. Making a career change, Harvey moved to St. Louis with the railroad, but he never forgot the restaurant business.

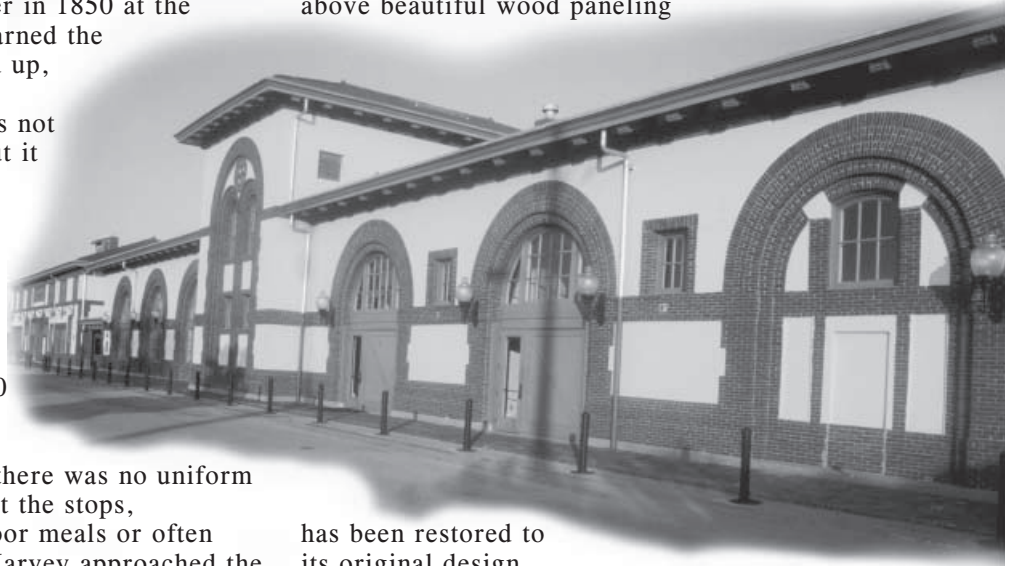
Traveling extensively as a railroad employee, Harvey noted that a steam engine must stop for 30 minutes every four to five hours to take on coal and water, leaving the passengers little time to eat. Since there was no uniform food service either on the train or at the stops, passengers were overcharged for poor meals or often found nothing available. In 1876, Harvey approached the Superintendent of the Santa Fe Railroad, Charles Morse, with a solution – quality restaurants with uniform prices placed at regular intervals along the tracks. Seeing that Harvey's idea would attract passengers from rival rail lines, Morse agreed to furnish shipping for the needed supplies and shared the building costs. Harvey would furnish the necessary management skills. The first restaurant chain began; a chain that would, eventually, stretch from its birthplace in Kansas throughout the Southwest to California.

Harvey made innovative changes to restaurant management to accommodate the needs of railroad passengers. He organized the kitchens so meals were made

quickly using an 'assembly line' process. Closely followed recipes and using fresh ingredients efficiently shipped from a central location provided meals of uniform quality and flavor throughout the Harvey chain.

The restaurants were designed to handle large numbers of passengers in a short period of time. Later, with improved communications, service became even more efficient, since the passenger's menu choices were telegraphed ahead to the cooks from the train's previous station stop. When the train pulled into the station, a Harvey House staffer standing at the entrance would strike a brass gong calling patrons to the dining room. The Harvey House was the first fast food restaurant, although the fare of steaks, ribs, potatoes, fresh vegetables and homemade pies served on warmed plates is a far cry from what one gets in a bag at today's drive-throughs.

Harvey Houses provided a fine dining experience with imported linen, china and silver. The well-lit interiors were furnished with matching tables and chairs, and the walls were painted and stenciled with decorative patterns. The Brownwood Harvey House is no exception. The elaborate stenciling on plaster walls above beautiful wood paneling



has been restored to its original design.

Harvey House restaurants not only set a higher standard for food, but instilled better behavior in its clientele. The West saw its first dress code. Gentlemen were required to wear jackets in the dining room. "Loaner coats" were available so that no one was turned away, although, an ill-mannered or drunken customer could be shown the door at the discretion of the manager.

Harvey's most influential idea was the creation of the Harvey Girl. Harvey realized he could not recruit adequate staff locally as the railroad pushed west into sparsely populated areas. He placed ads in Eastern and Midwestern papers that

**See HARVEY HOUSE, Page 9**

# Houston, Lufkin districts, TPP earn Environmental Achievement recognition

By JIM DOBBINS

## Environmental Affairs Division

The 2003 Environmental Achievement Award was presented to the Houston District for its landscape and vegetation management policy on Oct. 13 at the TxDOT District Engineer/Division Director/Office Director meeting in College Station.

The Environmental Achievement Award recognizes the best examples of projects and processes that fulfill transportation objectives while protecting and enhancing the natural and human environment. The award is presented annually by the Environmental Affairs Division to the district or division whose efforts demonstrate outstanding results.

The Houston District implemented an innovative landscape and vegetation management policy that integrates environmental concerns with project development, construction and maintenance. The district has moved to using 100 percent naturally derived products in its landscaping projects to positively impact the environment.

Traditional TxDOT vegetation management practices involved the use of concrete rip-rap, herbicide application and extensive mowing. The Houston District has restored and enhanced the natural areas of its right of way throughout its six counties. In 2002, these efforts included removing 239 acres from mowing; using nearly 2,900 tons of naturally derived fertilizer; ceasing the use of all chemically derived fertilizers; using over 88,000 cubic yards of compost to strengthen soil and speed the establishment of vegetation to curtail erosion; and planting approximately 106,000 trees and 51,000 shrubs. In addition, the district ceased the use of synthetic erosion control mats and synthetic mulch materials.

The Houston District's efforts contribute significantly to the region-wide efforts to reduce the effects of air pollution and improve water

quality.

**Runner-up** – Lufkin District for its “FM 2782 extension compensatory mitigation.”

When the extension of FM 2782 in Nacogdoches County needed 12 and a half acres of right of way from the Alazan Bayou Wildlife Management Area, the staff of the Lufkin District went well beyond the mitigation required by law to implement a multi-faceted mitigation effort.

The Lufkin District funded a native grass study conducted by Texas Parks and Wildlife Department. The study included 48 native grass plots with the goal of creating habitat for the Northern bobwhite. 47,000 Longleaf pines were planted to replace the 443 trees taken by the project. Combined, the trees and grass plots cover 90 acres. TxDOT purchased herbicide and a grass seed planter for the study. The planter improved the efficiency of planting the seed and significantly decreased seed loss and mortality.

A plan change was made by the staff of the Lufkin District to add additional drainage structures to the eastern and western boundaries of the Alazan Bayou Wildlife Management Area and adjust flow patterns to allow water to flow into wetlands within the management area.

Thanks to the efforts of the Lufkin District, mitigation efforts well beyond those required positively impacted Alazan Bayou Wildlife Management Area.

**Honorable Mention** – Transportation Planning and Programming Division's “West Bay Mooring Facility Project.”

As the non-federal sponsor of the Gulf Intracoastal Waterway, TxDOT secures areas where dredged materials can be safely disposed. A change in state law allowed TxDOT to go beyond merely disposing of dredged materials by allowing for the beneficial use of dredged materials. One of the first such applications of

this was successfully completed in West Galveston Bay with the creation of 43 acres of emergent and tidal wetland habitat.

Phase one of the project created a geotube perimeter around an existing spoils island along the Gulf Intracoastal Waterway. The enclosed space was then filled with approximately 250,000 cubic yards of dredged materials, which was allowed to settle for a year. Phase two consisted of planting about 14 acres of Smooth cordgrass to create a tidal marsh and stabilize the dredged materials. This wetland replaces some of the 30,000 acres of wetlands that Galveston Bay has lost over the past 50 years. Wetlands provide habitat and breeding grounds for a variety of fish, reptiles, birds and marine mammals. A site visit in March 2003 showed significant growth in vegetation and abundant wildlife, including birds like the Western sandpiper and Wilson's plover, as well as marine creatures like the Blue crab and Striped mullet.

Thanks to the efforts of the Transportation Planning and Programming Division, some of Galveston Bay's lost wetland habitat has been restored.

“Having been on the evaluation team for the last three years, I noticed that the quality of submittals is getting better each year,” said Biologist Bill Hood of ENV's Biological Resources Management Branch. “There are more projects being submitted where the districts are going well beyond what is expected or required. The recent Houston District submittal goes well beyond what is required by TxDOT policies and has set a standard for other districts, particularly urban districts, to consider.”

Look for the call for nominations for the 2004 Environmental Achievement Award in early January. Entries must be received at the Environmental Affairs Division by 5 p.m. on Friday, May 7, 2004.



# Houston also wins AASHTO award

The Houston District won the 2003 American Association of State Highway and Transportation Officials President's Transportation Award for the Houston Gateway Project.

Facing the monumental problem of expanding the capacity of US 59 as it moved through a sensitive historic area, TxDOT invited input from the Southwest Alternative Project - a committee of residents and local leaders. During a series of meetings, stringent engineering standards were combined with the aesthetic needs of the community to create a non-invasive solution that exceeded the expectations of all parties. The result is a distinctive landmark

complementary to its surroundings.

The Houston Gateway is composed of four identical tied-arch bridges spanning US 59-Southwest Freeway within less than a mile. Each bridge is more than 200 feet across and carries two lanes of traffic, parallel sidewalks and bike lanes. The innovative design, created by the Houston District's Bridge Design Section, is a striking union of beauty and function. It is a source of pride to the community and the motorists who commute on the busiest Houston freeway.

## ACRA honors TxDOT for scientific studies

TxDOT was awarded the 2003 Government Award by the American Cultural Resources Association, a national organization of more than 500 firms that perform cultural resource investigations for private and public projects. This prestigious award is given to a government agency in recognition of its support of studies that are scientifically sound, meet high professional standards, and are relevant to the local community.

TxDOT was honored for its support of archeological work and public outreach on three projects: the Freedman's Cemetery project on North Central Expressway (Dallas District); the Mission Refugio project on U.S. 77 (Corpus Christi District); and the Rubin Hancock project on Parmer Lane (Austin District). In each case the excavations provided new information about the history of Texas. Equally important, each had a significant public outreach effort. Those efforts, carried out by ENV and the districts, included videos, museum exhibits, curriculum for Texas schoolrooms, and, in one case, weekly public

meetings held at the site during excavations.

"We seek to ensure that all of our cultural resource work is based on sound science, but sometimes the findings are of such great public interest that we go the extra mile," said Dr. Nancy Kenmotsu, director of ENV's Cultural Resources Management Section. "The award is a great honor to the entire department. It recognizes our commitment to our vision to build sound transportation projects in an environmentally sensitive manner."

The specific project in the Austin District was the Parmer Lane intersection at North Mopac. The west side of the intersection was the Rubin Hancock Farmstead dating from 1880-1916. Rubin Hancock was a freed slave, born in Alabama circa 1835 and freed by Judge John Hancock in Travis County in 1865. He and his wife purchased the property at Parmer Lane in 1880 and they farmed it for several decades. It was located in an area where there was a small dispersed community of African-American land-owning farmers. Elizabeth

**See ACRA, Page 8**



Photo by H.G. Quinn

**Dr. Lain Ellis was just presented the prestigious Evergreen Award by Contract Services Office and the Office of General Council. The award was based on the remarkable work that he has done with contracts, first for the Archeology Branch and then for all of ENV and some districts. He's developed specifications to hire qualified contractors who meet the department's requirements. He does this by analyzing the product TxDOT needs and breaking it down into the small pieces that become the specifications that the contractor can understand and deliver. At the same time, using e-mail, he developed a way to inform the person overseeing the contractor of an upcoming deliverable date - five days before the deliverable is due! Congratulations to Lain.**

# ENV's Irwin recognized for team effort

By **EMILY MARGRETT**  
Human Resources Division

TxDOT's Local Government Project Procedures (LGPP) Team won the prestigious 2003 American Association of State Highway and Transportation Officials (AASHTO) Team Recognition Award.

The original LGPP team consisted of representatives from 11 divisions, the Audit Office, the Contracts Services Office and a team advisor from the Federal Highways Administration. ENV was represented by Deputy Division Director Ann Irwin.

The LGPP team's mission was to improve the department's management process for transportation projects funded or developed in cooperation with local governments (LG's). Team members developed and implemented federally-approved guidance relating to construction, design, environmental affairs, and contracting for transportation projects. To increase communication, the team created a LGPP website to serve customers and developed and implemented a related training program. They achieved federal and administrative objectives at minimal cost, due to

effective teamwork, with no additional staff or consultant outsourcing.

The award examiners commented that: "the LGPP team has filled an obvious and long-standing need for coordination between government agencies involved with transportation projects. This team has set a new standard for intergovernmental relations. Its work has allowed local governments to minimize their dependence on our agency in project development. The nomination clearly showed good use of data to illustrate the value of the team's improvements."

## Habitat recognition video nets 'Video Star Award'

The video "Habitat Recognition: Edward's Plateau" won the Government Video Star Award in the Training category. The video was produced by biologist Sue McClenahan of ENV's Natural Resources Management Section and video producer Debbie Snyder of the Travel Division.

The video was recognized at the 6th annual Government Video Technology Expo during a special ceremony Dec. 3 in Washington, DC.

ENV and TRV have teamed up to create what will eventually be a series of seven habitat recognition videos covering the eco-regions of Texas. Five of the videos are complete and the last two are in production.

Videos completed during the past four years are on the habitat of the Coastal Plains, Piney Woods, Blackland Prairies, Edward's Plateau and Rolling Plains/High Plains. The two videos still in production cover the Trans Pecos and the South Texas Brush.

TxDOT districts receive multiple copies of all videos that cover subregions in whole or part within that district. Environmental coordinators are encouraged to watch the videos and to show them to maintenance staff and at safety meetings, etc. The videos train TxDOT staff to recognize habitat concerns both for advance project planning and for maintenance issues.

## Hidalgo Pumphouse: Integrated into community

(Continued from Page 4)

testament to what a team of individuals can achieve with clear vision, determination, and a contagious enthusiasm that enticed government agencies and private philanthropy – including TxDOT – to participate in the larger-than-life dream of a small Texas border

community.

Today, the Hidalgo Pumphouse is integrated into the community as part of the Hidalgo Hike and Bike Trail, another transportation enhancement project. It is firmly implanted into the regional tourism circuit as a must-see heritage tourism attraction in Los Caminos del Rio Heritage Corridor, a

regional public/private initiative designed to showcase border history.

The Hidalgo Pumphouse project embodies the goals of both TxDOT's enhancement program and the National Trust's award program by generating energetic partnerships, affording educational opportunities, and instilling

community pride. Fulfilling these goals to the maximum enabled the project to receive one of our country's highest recognitions in historic preservation, and to partake in a unique transportation program that has provided significant funding to the field of preservation in the U.S.

## ACRA: TxDOT wins for three archeological investigations

(Continued from Page 7)

died in 1899, but Rubin remained on the farm until shortly before his death in 1916. Excavations at the site, aided by staff from the Austin District, revealed the outline of their log house, outbuildings, and a hand-dug well that extended over 17 feet into the natural

limestone, as well as many artifacts that revealed aspects of their daily lives. Descendants of the Hancock family (many of whom still live in the Austin area) gather each summer in a family reunion, and they have been excited and interested in the report from the excavations.

Finally, a 7th grade curriculum about African American history and this family is available on the TxDOT web site (<http://www.dot.state.tx.us/env/education/hancock.htm>) and was provided to all middle schools in Travis County. Many classes use this as part of their historical studies.



# 'Drive Clean' drives away with Telly Awards

By **KIM HERNDON**  
Texas Commission on  
Environmental Quality

Your attention isn't the only thing those catchy "Drive Clean Across Texas" commercials have captured. They're also winners of two national Telly Awards, which are given out to recognize non-network and cable television commercials.

The "Drive Clean Across Texas" campaign is the nation's first statewide public outreach and public education campaign. Designed to boost awareness and change attitudes about air pollution, the ultimate goal is to inspire changes in driving behavior that will help improve air quality in Texas. TxDOT has partnered with the Texas

Commission on Environmental Quality as primary campaign sponsors to promote the campaign through advertising, media relations, and public education.

The campaign received Telly Awards for two of its 30-second public service announcements (PSAs). The campaign's PSA, "Butterfly Valves," featuring an elderly woman discussing the importance of car maintenance, received the Winner Award.

The "Singer" PSA, in which country music performer Rick Trevino can be seen singing near a busy highway, received the Finalist Award. As Trevino sings, he periodically takes a breath of oxygen from a mask to emphasize the health effects of

automobile exhaust.

Both PSAs were produced by Sherry Matthews Advocacy Marketing of Austin.

The Telly Awards nationally showcase and give recognition to outstanding non-network and cable television commercials. The competition was recently expanded to include film and video productions, as well as non-network TV programming. Entries do not compete against each other, but are judged based on a high standard of excellence.

Each entry is rated on a ten-point scale, and those that receive a score of 7.0 to 8.9 are "finalists." Entries that receive a 9.0 or higher are "winners." In the past several years, more than 10,000



**Telly Awards**

entries have been received. Approximately 7 to 10 percent have been awarded as winners, and 14 to 18 percent have been named finalists.

## Harvey House: Fast food service for rail travelers

(Continued from Page 5)

read: "Wanted, young women of good character, attractive and intelligent, 18 to 30 years old." In return for employment, the Harvey Girls would agree to a six-month contract, agree not to marry during the contract period and abide by all company rules. The company furnished room and board plus salaries, as well as a rail pass to the job destination.

Harvey Girls, with their starched uniforms and courteous service, brought respectability to the work of waitressing. They left the limited opportunities of home for the chance to travel, while experiencing an independence they would have otherwise never found. They also greatly expanded their ability to meet a future husband. An estimated 5,000 married and settled in the West out of over 20,000 women that worked as Harvey Girls. Will Rogers quipped that "Fred Harvey kept the West in food and wives."

In 1946, not long after the last Harvey House had closed, MGM made a movie titled "The Harvey Girls" starring Judy Garland. The picture is a pure post-war escapist musical that was well received, striking a nostalgic note for many who had fond memories of the Harvey Houses. The song "On the Atchison, Topeka and the Santa Fe" won an Academy Award for Best Song. Despite the silliness associated with a mid-1940's musical, the film accurately shows the day-to-day life of a Harvey Girl. The movie is still seen occasionally on television, recently appearing on the Turner Classic Movies channel.

This restoration project has gone a long way in revamping Brownwood's business district, but there are more ambitious plans in the works. The defunct Continental Grain Elevator that sits across Vine Street from the Harvey House/Santa Fe



Photo by H.G. Quinn/ENV  
**Interior of Brownwood's restored Harvey house.**

Depot is slated to be turned into a transportation museum. The new facility will showcase the railroad collection of Martin Luther Lehnis III, a former railroad employee, who, starting in 1947, amassed discarded railroad items for 54 years. He donated the multi-million dollar collection to the City of Brownwood. It will, undoubtedly, make the museum one of the top attractions of its type in the state.

The creation of the transportation museum, together with the Harvey House/Santa Fe Depot complex renovation, is a prime example of enhancement projects that benefit everyone. According to Governor Rick Perry, "projects entered into the Statewide Transportation Enhancement Program integrate transportation facilities into the surrounding environment in a sensitive and creative manner that goes beyond standard or routine operations." This restoration certainly surpasses standard operations. It preserves our transportation heritage for the education and enjoyment of future generations of Texans.

## ENV, district staff earn Professional Geoscientist license

Four members of ENV's Pollution Prevention and Abatement Branch are now licensed as Professional Geoscientists (P.G.) by the Texas Board of Professional Geoscientists. Rodney Concienne, G. Terry Dempsey, Danny M. Neal II and Jeffery Richardson now will have "P.G." after their names having met the requirements recently for the license. Additionally, Gary Lantrip of the Austin District and Barrlynn West of the San Antonio District are licensed "P.G.s"

"Geoscience" is the science of the

earth and its origin and history, the investigation of the earth's environment and its constituent soils, rocks, minerals, fossil fuels, solids, and fluids, and the study of the natural and introduced agents, forces, and processes that cause changes in and on the earth.

A "geoscientist" is a person qualified to engage in the public practice of geoscience because of the person's knowledge, acquired through education and practical experience, of geoscience, mathematics, and the supporting physical, chemical, mineralogical,

morphological, and life sciences.

The Texas Geoscience Practice Act (Senate Bill 405) enacted by the 77th Texas Legislature in 2001, created the Texas Board of Professional Geoscientists. The Act further established a licensure program defining both basic experience and educational requirements that all licensees must meet. The legislation also set civil penalties that can be enforced on licensees determined to have violated the practice and ethical standards required by the legislation.

## Three new archeologists welcomed

**Ken Holmes**, head of the **Biological Resources Management Branch**, retired Aug. 31. He had been with ENV since December 1995 and took the Legislature's retirement incentive. Biologist **Bill Hood** is interim head of the branch.

**Jean Beeman**, public information officer and head of ENV's **Communications Section** for nine years, left Nov. 14 to become the Design Division's Administrative Manager.

Archeologist **Tim Meade** left Nov. 7 to take a job in the private sector in Kansas after about five years with ENV.

Archeologist **Maureen Brown** joined the Archeological Studies Branch Nov. 13. She came to ENV from the Museum of the Coastal Bend at Victoria College, where she established the first regional heritage and archeological museum for the Coastal Bend of Texas. She also was the Education Program Coordinator and Laboratory Director for the Texas Historical Commission's Fort St. Louis Archeological Project. She will be responsible for the Corpus Christi, Yoakum, Pharr and Laredo districts.

**Mary Jo Galindo**, joined the Archeological Studies Branch in November. Galindo earned her doctorate recently from the

University of Texas at Austin's Department of Anthropology. Her dissertation focused on Historic Spanish Colonial Ranching along the Rio Grande. She also has worked in Mexico and Belize on Mayan ruins. Galindo will assist with the branch's contracting responsibilities and will be responsible for the Bryan District.

**Stephen "Waldo" Troell**, joined the Archeological Studies Branch Dec. 1. He came to ENV from the University of Texas San Antonio's Center for Archeological Research. His master's work was an analysis of chipped stone artifacts from the Sloan Site in the San Saba region. He also has work at other sites in central and south Texas as well as in Belize. His experience assisting teaching a human osteology class and developing its lab manual will be useful the next time there is a report of a discovery during construction. Troell will be responsible for the Atlanta, Tyler and Fort Worth districts.

**Bhaskar Sowdari** became ENV's new Environmental Tracking System contract software programmer as of Aug. 4. Sowdari has almost 10 years of advanced programming experience using the programming language and database infrastructure with which ETS is created.

**Shirley Foster**, ENV's human resources officer for about one year, was one of 16

TxDOT human resource professionals chosen to staff the Riverside Campus office and is now in that office.

**Stacey Cullen** became ENV's new division director secretary as of Nov. 1, serving as administrative assistant to Division Director Dianna Noble and Deputy Division Director Ann Irwin. Cullen was the human resources officer for the Motor Vehicle Division. Before joining TxDOT in 1998, Cullen was with the Texas Department of Public Safety for eight years. Cullen was part of the team that implemented the emissions program in Tarrant, Denton, Harris and El Paso counties. She and her husband have three children, Tyler, 10, Dayton, 5 and Allyson, 3 months.

**Hettie More** began in August as division receptionist. She has a newborn daughter.

**Carol Davis**, nee Vinton, assumed the duties of director of TxDOT's Motor Carrier Division in September 2003. Davis is a familiar face to many in the transportation environmental community, having served as an environmental review coordinator (now referred to as a project manager) in the Environmental Section of the Design Division (predecessor to ENV) from 1987 to 1992. "Back then, the section was located at Promontory Point," Davis said. "We still had the remains of the 'Leanderthal Lady' stored in the safe!"

Don't peek unless you have tried the puzzle on Page 11!

Answer to Rebus Ruckus on facing page:  
"cons CURVE - a - sun" = conservation

# El Paso area seeks 'attainment' status from EPA for federal air standards

The El Paso area is currently non-attainment for ozone, carbon monoxide and inhalable dust (called PM-10). El Paso's Metropolitan Planning Organization has asked that the EPA designate the area as meeting federal air quality standards for all three pollutants. Re-designation could take a year or more for two pollutants (carbon monoxide and PM-10), according to Bill Jordan, ENV's air quality specialist. However, one pollutant, ozone, may proceed somewhat faster due to proposed U.S. Environmental Protection Agency (EPA) rules. Under these new rules if the El Paso District is designated as an "attainment" area, it means transportation mobility projects may

proceed on at a more efficient pace. These rules may eliminate the need for air quality conformity modeling and documentation after re-designation for ozone. The area adopted a variety of measures to improve air quality, including: an annual vehicle inspection program; the sale of oxygenated gasoline from Oct. 1 through March 31, and of low-vapor pressure gasoline between June 1 and mid-September each year; a prohibition on burning wood on days forecasted to exceed carbon monoxide standards; planning aimed at reducing vehicle miles traveled; vapor recovery systems at gas stations; control of minor sources of volatile organic compounds such as paint fumes; and paving of city

streets and alleys and street sweeping to reduce sources of airborne dust. Under the anti-backsliding provisions of the clean air act, most of these measures will stay in effect to ensure future compliance with Clean Air Act requirements. El Paso is one of four areas in Texas designated as "non-attainment" for National Ambient Air Quality Standards by the EPA, the other three being the Houston-Galveston, Dallas-Fort Worth and Beaumont-Port Arthur areas. The Austin, Victoria, Corpus Christi, San Antonio and Tyler-Longview areas are classified as "near non-attainment."



## Jamandre's Jumbly Word Jambalaya

by Orlando Villa Jamandre Jr.

Unscramble the four jumbled words (one letter to each circle or square) to form four ordinary words and arrange the circled letters to form the puzzle answer.



How to avoid environmental problems early in the TxDOT project development process...

Print your answers in the circles below.

“○○○○○” ○○ IN THE ○○○○”

Answers on back page.

UTYD

○□○□

BLICUP

□○○□□□

CYLOPI

○□□○□□

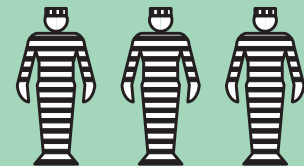
GYNECA

○□○○□□

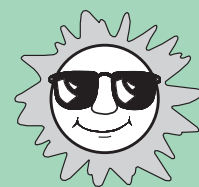
## Rebus Ruckus

By H.G. QUINN

Decipher the environmental term!



A



\_\_\_\_\_ : the act of preserving a resource, or site.

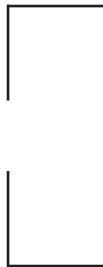
A "rebus" is a representation of words in the form of pictures or symbols, often presented as a puzzle. Good luck! Answer on bottom of Page 10.





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Address correction requested



### ***Jumbly Word Jambalaya Answers***

**How to avoid environmental problems early in the TxDOT project development process ... "NEPA it in the Bud."**

#### **DUTY - PUBLIC - POLICY - AGENCY**

The national commitment to the environment was formalized with the passage of the National Environmental Policy Act (NEPA) of 1969. NEPA establishes a national environmental policy and provides a framework for environmental planning and decision-making by federal agencies. NEPA directs federal agencies, when planning projects or issuing permits, to conduct environmental reviews to identify and consider the potential impacts on the environment by their proposed actions. The NEPA process consists of a set of fundamental objectives that include interagency coordination/cooperation and public participation in project development decision-making. (Source: <http://environment.fhwa.dot.gov/strmlng/es3history.htm>)

## **ENV planning for two conferences**

ENV is planning two meetings aimed at educating agency staff about the latest in environmental process information. The second annual Mid-Year Environmental Coordinators Meeting, for TxDOT staff only, will be from midday Feb. 17 to midday Feb. 18, at TxDOT's Riverside Campus in Austin. The annual Environmental Coordinators Conference, usually held in September, was not held in 2003 because of the state budget crisis. For the same reason the conference is combined with the Transportation Planning & Programming Division for 2004. Preliminary plans are for ENV and TPP to hold the combined conference in Houston, June 1-4. More details will be available later.

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We welcome ideas for stories and standing features. Submit those to the above address, attention Richard Goldsmith, phone 512.416.2743; via GroupWise to "rgoldsmi" within TxDOT; "rgoldsmi@dot.state.tx.us" for e-mail from outside TxDOT.

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