

Nationwide Permit changes impact TxDOT activities

By JIM DOBBINS

Environmental Affairs Division

Recently published federal rules will impact many TxDOT construction and maintenance activities.

Permits issued under the authority of Section 404 of the Clean Water Act regulate the discharge of dredged and fill materials into streams, lakes, bays, wetlands, and other bodies of water. These permits, referred to as Nationwide Permits (NWP), cover 44 separate activities. NWPs are issued by the U.S. Army Corps of Engineers (USACE).

NWPs must be obtained prior to the commencement of many TxDOT

Two different summaries of Nationwide Permits changes are stapled in the centerfold of this issue

construction and maintenance projects.

Permits impacted by the new rules used by TxDOT include:

- NWP 3 for Maintenance Activities – This permit is modified by the addition of two new parts. Part (ii) provides for the discharge of dredged or fill material into bodies of water for the removal of accumulated sediment and debris around bridges and culverts, and the placement of new or additional rip rap to protect these

structures. Part (iii) provides for the discharge of dredged or fill materials into bodies of water for activities associated with the restoration of upland areas damaged by natural events, such as floods and storms.

- NWP 14 for Linear Transportation Crossings (formerly Road Crossings) – This permit is modified to allow no more than 1/10 acre to be lost due to the placement of fill material in bodies of waters without coordination with USACE. Previously, up to 1/3 acre could be impacted without coordinating with USACE.

See NWPs, Page 6

In this issue

Coin flip brings Carpenter to Texas, Page 2

Dallas gets streamlining pilot project, Page 3

HAER team returns for summer, Page 3

Planning rules proposed, Page 5

U.S. Supreme Court to rule on EPA's 8-hour ozone standard

By WENDY BLOCK

Environmental Affairs Division

The U.S. Supreme Court is scheduled to review the EPA's eight-hour ozone standard this October and decide if this tougher clean-air standard is enforceable. Until that decision is made, the EPA can designate new areas as nonattainment under the eight-hour standard, but it cannot enforce the standard and require transportation conformity.

That means many Texas counties that were slated for nonattainment under the eight hour standard can breathe a small sigh of relief...for now. Until an area is designated as nonattainment, it does not need

to submit a transportation conformity plan, a document that shows that forecasted on-road mobile source emissions will not exceed a certain limit. Without a conforming transportation plan, a nonattainment area is unable to fund added capacity for new location projects. Therefore, in order to be prepared for a possible nonattainment designation when the court makes its ruling, many of these potential nonattainment areas are working with TxDOT and the Texas Natural Resource Conservation Commission (TNRCC) to prepare transportation conformity documents.

Under the Clean Air Act, the EPA is required to set National Ambient Air Quality Standards (NAAQS) to regulate certain pollutants that are harmful to the environment and public health. In 1997, the EPA revised its NAAQS for ground-level ozone, a primary component of smog. In the past, if an area went over the 0.12 parts-per-million (ppm) level more than three times in a three-year period it was declared non-attainment. Under the new standard, the fourth highest level each year for three years is averaged. If this number is more than 0.084 ppm, then an area is in non-

See AIR, Page 4

Bryan District's Carpenter came to Texas on a coin flip

By RICHARD GOLDSMITH
Environmental Affairs Division

Mike Carpenter looks like a homegrown Texas cowpoke in his straw hat, smoking unfiltered Camel cigarettes. But he's a native of Ohio.

His family moved from the Midwest when he was a sophomore in high school.

"We had relatives in Florida and South Texas. We flipped a coin and Texas won," he said, and so his family moved to McAllen.

Carpenter, now the environmental coordinator for the Bryan District, started his TxDOT career 24 years ago when his uncle, Alton "Al" Hubbard, got him a summer job in the Pharr District. His early TxDOT jobs included drafting and photo reproduction, working in both the Pharr and Bryan districts. While in the Pharr District he learned computer assisted drafting (CAD) software and took that skill to Bryan in 1987, where he has remained since. Carpenter graduated from Texas A&M University in 1991 with a degree in environmental design and began the transition to environmental coordination.

With his white beard, unfiltered cigarettes and his hat, ENV biologist Dr. Karen Clary says Carpenter always calls to mind an "old fashioned cowboy."

"He's a real positive person. He just keeps going. He always delivers. It doesn't matter what it is, he always delivers," she said.

Clary says Carpenter is knowledgeable in plant habitat issues and has been instrumental in what could become TxDOT's first conservation easement, one for the endangered Navasota ladies' tresses, a slender-stemmed perennial herb 8-15 inches tall of the orchid family.

"That's our claim to fame here," Carpenter says of the endangered plant.

The district also has endangered Houston toads in four counties, the endangered Red-cockaded woodpecker in one county and some threatened Bald eagles.

For projects in the Bryan District, Carpenter says endangered species and water quality issues take most of his time. Lately, he says, changes in the Nationwide Permits (NWP) issued by the U.S. Army Corps of Engineers (see related story, Page

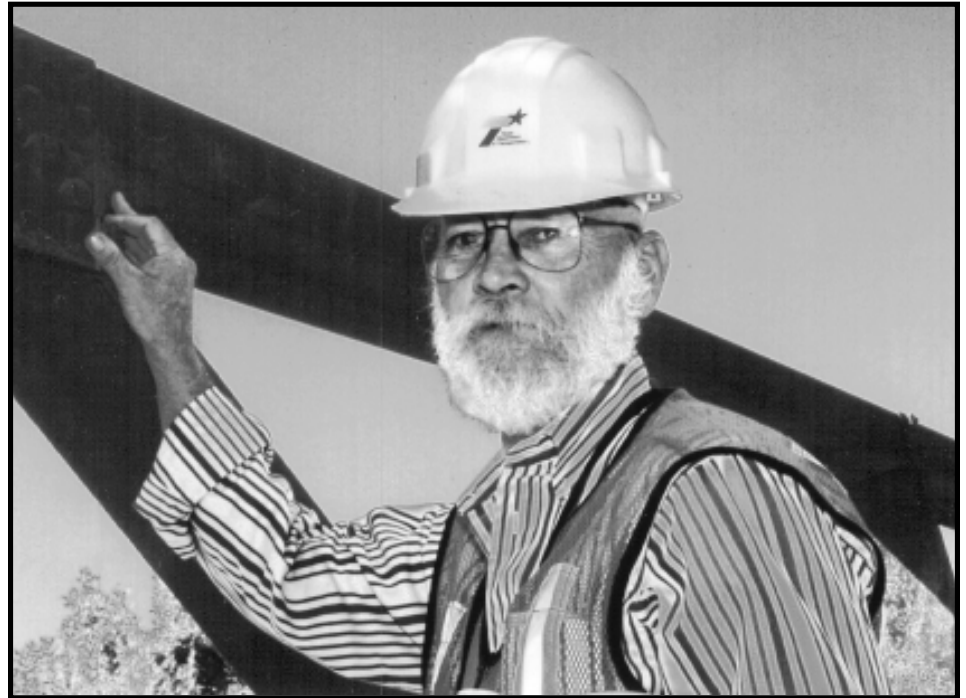


Photo by Nancy Walden/Bryan District

Mike Carpenter examines an historic bridge.

1) have kept him hopping with questions coming everyday from the district's 10 maintenance offices.

But Carpenter says he finds almost any project interesting because they all pose a challenge.

"Everytime we go out in the field, it's a unique situation," he says.

ENV archeologist Steve Ahr says Carpenter is very helpful in the field and shows up at archeological digs.

"He's a very helpful person. He was instrumental in some of the work we did in Milam County on two potentially significant archeological sites," Ahr said. (See "Archeologists find pre-historic site on Milam County bridge project," Spring '99 ENVision.)

Home for Carpenter is a cabin only yards from the bank of the Brazos River. He likes to sit on the deck and watch the river flow while he drinks his morning coffee. He owns a horse and helps a friend with a herd of 14 cattle that are kept on the 100 acres where Carpenter lives.

Carpenter is an avid photographer and artist. "A lot of my photos are meant to be incorporated into my pen and ink

drawings," he said. He works in a style called "pointillism," drawing with dots to create an image.

"Most of the time I'll draw someone or something and then give it away as a present."

Carpenter has two children, Eric, 21, who is working in Bryan, and Lucie, 25 who attends Austin Community College with plans to transfer later to the University of Texas. To fund his own college career, Carpenter joined the Army after high school to take advantage of the military's education benefits.

"Being from a family of six kids, I knew I had to find a way to pay for my own college education," he said.

He volunteered as a draftsman and after two years in Germany, found himself in Vietnam in June 1968 drafting designs for bunkers and barracks. After the Army, Carpenter headed for Texas A&M University. So, knowing the importance of a college education, over the next 22 years he attended A&M when working in the Bryan District. He kept at it until he earned his degree in 1991.

Dallas project picked for streamlining pilot program

By JIM DOBBINS

Environmental Affairs Division

Ten transportation projects in seven states were selected for a pilot program designed to streamline and accelerate such projects while achieving environmental protection. The Dallas District is home to one of these projects, the only one in the Southwest.

The project is the Loop 12/I-35E corridor major investment study and environmental assessment. This 13.5-mile project, located in Dallas and Irving, features a mix of improvements to existing highways, reversible high-occupancy vehicle lanes, commuter or light rail, and pedestrian and bicycle access. The project is expected to cost about \$1 billion. Originally scheduled for letting in fiscal year (FY) 2009 when the project began two years ago, the project should now move up to a letting date in FY 2005 or 2006, according to Dallas District environmental coordinator Dan Perge.

"We are very excited about the selection of this project for the streamlining pilot program. We are honored that this is one of ten projects selected from among many across the country," Perge said. "We are looking forward to developing some time-saving processes in order to speed-up the process. I have a lot of ideas, but nothing specific has been decided yet."

Congress mandated such "environmental streamlining" in Section 1309 of the Transportation Equity Act for the 21st Century (TEA-21). Section 1309 calls for a coordinated review process to expedite federal highway and transit projects. The environmental streamlining section establishes a coordinated

review process by which the U.S. Department of Transportation works with other federal agencies to cooperate in advancing transportation projects.

John Horsley, Executive Director of the American Association of State Highway and Transportation Officials (AASHTO), which initiated the pilot program, said "Everyone says they want to cut federal red tape – and it's up to us to find out how. We want to protect the environment, but we also must deliver the transportation projects essential to the American economy."

Environmental challenges that this project will face include air quality, as the metropolitan area is one of the Environmental Protection Agency's (EPA) non-attainment areas for ozone pollution, and there are several issues related to the wetlands and levies along the Elm Fork of the Trinity River.

"This project has had a lot of local involvement and good buy-in from local officials, making everyone's job easier," said Tim Juarez, the metropolitan planning supervisor in the Transportation Planning and Programming Division, who serves on the project work group.

The major investment study has recently been completed. The formal environmental clearance process is scheduled to begin shortly.

The ten pilot projects were selected by AASHTO officials and approved by EPA and the Federal Highway Administration. Other pilot projects are located in California, Florida, Georgia, New Jersey, Oregon, and Wisconsin.

HAER team returns to document bridges

A project sponsored by the Texas Department of Transportation (TxDOT) and the National Park Service will document historic bridges in several Texas counties this summer.

A team of architects, engineers and historians, sponsored in part by the Historic American Engineering Record (HAER), a division of the National Parks Service, will analyze a variety of bridges across the state.

Bridges to be documented include a metal truss bridge, concrete and steel girder bridges, and several suspension bridges located in Coleman, Comanche, Dallas, Erath, Fayette, Grayson, Harris, Hood, Karnes, Mason, Tarrant and Williamson

counties.

This summer's project is a continuation of work begun in 1996. Forty-two historic bridges were documented then and about 20 structures will be documented this summer. The project is part of a nationwide effort to document America's historic bridges for the national collection at the Library of Congress, and to collaborate with state transportation



Photo by Richard Goldsmith

Architect Jennifer Chrusciel creates a drawing of an historic bridge from measurements taken in the field

agencies to preserve these for posterity.

An 11-member team of student and professional architects, engineers and historians will undertake the

project.

The five architects, Pete Brooks (Yale), Jennifer Chrusciel (Kent State), Megan Olson (Washington State), Wenhai Li (Louisiana State) and Tim Reynolds (UC Berkeley) will measure and draw the bridges.

Engineers Dario Gasparini and Stephen Buonopane will provide comparative structural analyses of the suspension bridges.

Historians Robert W. Jackson, Mark M. Brown, Peg Hardman and Joseph E. King will research the history of each bridge and write historical narratives.

The HAER project director is Eric DeLony. Lisa Hart,

(See HAER, Page 7)

TRB conference set for Corpus Christi in April

Abstracts for meeting presentations sought by Sept. 29

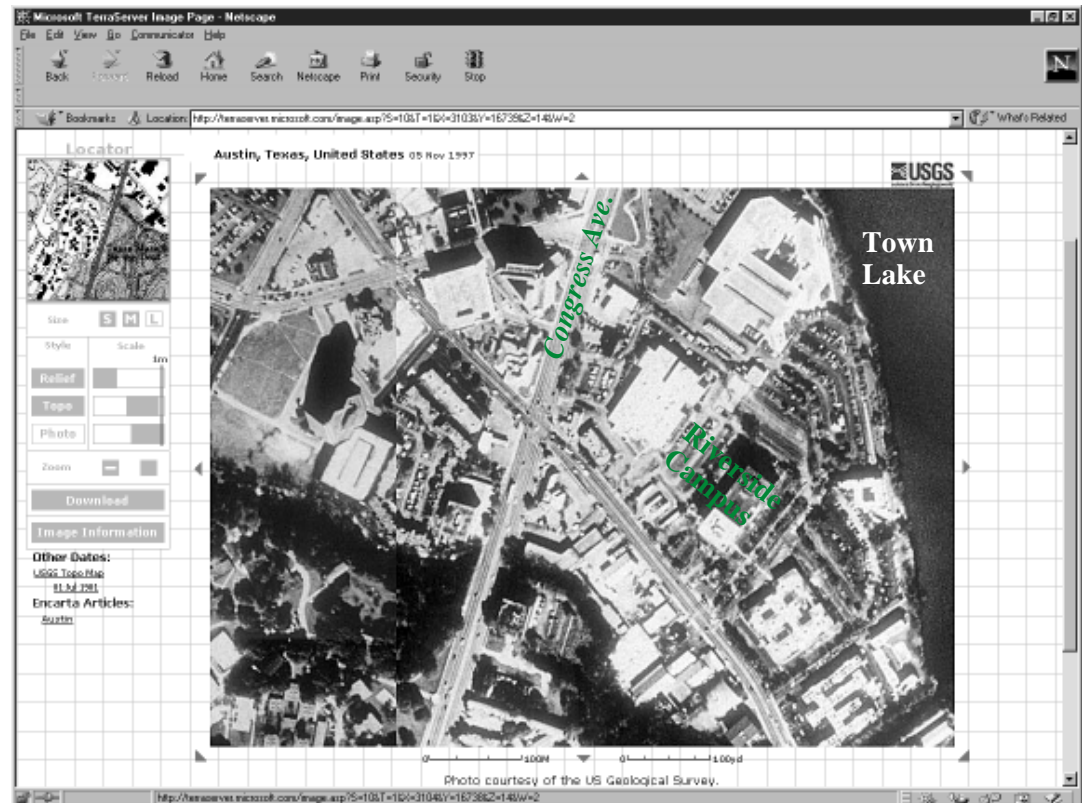
The Texas Department of Transportation and the Transportation Planning Applications Committee of the Transportation Research Board (TRB) are sponsoring the eighth TRB Conference on the Application of Transportation Planning Methods at the Omni Bayfront Hotel in Corpus Christi from April 22-26, 2001. The conference provides transportation professionals a forum for the exchange of innovative ideas, techniques, and methodologies for all aspects of transportation. Conference organizers are currently inviting interested parties to submit one-page abstracts on any transportation topic including environmental issues, census data collection, air quality modeling, public involvement, and the impacts of new technologies, such as Geographic Information Systems (GIS).

Abstracts should be sent to Jon Fricker by September 29, 2000, either by mail (School of Civil Engineering, Purdue University, West Lafayette, IN 47907-1284), e-mail: trb@ecn.purdue.edu, or by fax

(765) 496-1105, and should include the following information: author(s),

affiliation, mailing address, e-mail, and a fax number. Authors of accepted abstracts

will be invited to prepare a complete paper for inclusion in the conference proceedings.



Internet FYI

Micorsoft Terraserver (<http://terraserver.microsoft.com>) provides access to one-meter resolution aerial maps of a large fraction of the earth providing easy access to otherwise inaccessible perspectives. Shown above is TxDOT's Riverside Campus at Riverside and South Congress in Austin.

Air: EPA regulations hang in the balance

(Continued from Page 1)

compliance.

In May 1999, the District of Columbia Circuit Court of appeals ruled in favor of challengers to the eight-hour standard who were not satisfied with the result of the EPA's process to change the original one-hour standard. Until the Supreme Court reconsiders this case, the eight-hour ozone standard is legally unenforceable. Nevertheless, the EPA required all states to submit lists of areas that do not meet the new standard. Governor Bush submitted his recommendation for Texas, which was based on a recommendation from the TNRCC, to the EPA on June 26, 2000. Bush recommended that all counties currently designated nonattainment

(except El Paso County) should keep that designation under the eight-hour standard. This recommendation would cause Harris, Brazoria, Galveston, Fort Bend, Montgomery, Waller, Liberty, Chambers, Dallas, Tarrant, Collin, Denton, Jefferson, Orange, and Hardin Counties to be listed as nonattainment for both the one-hour and eight-hour ozone standard.

All counties in metropolitan statistical areas where there are marginal violations of the eight-hour standard should be designated 'unclassifiable,' which is defined as an area that cannot be classified using available information. This list includes Travis, Williamson, Bastrop, Caldwell, Hays, Comar, Bexar, Guadalupe, Wilson, Smith, Gregg,

Upshur, Harrison, Parker, Hood, Johnson, Kaufman, Rockwall, and Ellis Counties.

All other counties should be designated attainment. The EPA will review this recommendation and respond by the end of the summer.

The EPA already rejected Ohio's request to designate marginal areas as unclassifiable, so it is likely that it will similarly reject Texas' request. At that point, Texas will then have a 120-day consultative period to redefine its designations. But until then, all that these 'unclassifiable' areas can do is wait for the court ruling and work with both TxDOT and the TNRCC to prepare contingency transportation conformity documents in case they are declared non-attainment.

Proposed rule-making emphasizes linkages

By STEPHANIE ROTH
Office of Metropolitan
Planning
FHWA, Washington, D.C.

After much anticipation, the Notices of Proposed Rulemaking (NPRM) detailing proposed regulations to implement the Transportation Equity Act for the 21st Century (TEA-21) were published in the *Federal Register* on May 25, 2000. A total of three proposed rules were published: metropolitan and statewide planning (last updated in 1993); National Environmental Policy Act (NEPA) procedures for transportation decision making (the first update since 1987); and Intelligent Transportation Systems (ITS) national architecture and standards (a new rule). The proposed rules closely reflect statutory changes made under TEA-21.

While the focus here will be the proposed rule for planning, it is impossible to discuss one rule without considering the others. The U.S. Department of Transportation published the rules in tandem because linkages exist among them. The crux of the rules is for states and metropolitan areas to develop sound processes for transportation planning and decision making, which necessitates the early consideration of environmental and community impacts of transportation decisions. These considerations have traditionally occurred during the project development (NEPA) process. In addition, TEA-21 identified ITS as a key policy initiative, consideration of which should be an integral part of the planning process.

Major policy objectives of the proposed rules include a faithfulness to the spirit and intent of TEA-21, providing flexibility to states and MPOs, strengthening the linkage between the planning and environmental processes and streamlining transportation

A list of key changes proposed for metro and state planning

Key changes under the proposed rules for metropolitan and statewide planning include the following:

- *Environmental Justice*: NPRM would place a greater emphasis on the need for states and MPOs to seek out and consider input from low income, minority, disabled and elderly communities during transportation planning, programming and project development.
- *ITS*: NPRM proposes to initiate decision making for ITS investment in the planning process, and engaging the appropriate operating agencies.
- *Linkage Between Planning and Project Development*: The NPRM would eliminate the Major Investment Study; the proposed planning and NEPA rules are more effectively integrated.
- *Planning Factors*: the planning factors are consolidated from 16 to 7 factors (metropolitan) and 23 to 7 (statewide)
- *Safety*: Safety was added as a planning factor.
- *Environmental Streamlining*: NEPA NPRM encourages better coordination and collaboration among all parties in the NEPA process, and early identification and resolution of issues.
- *State Consultation with Non-Metropolitan Local Officials*: NPRM encourages increased involvement of these officials so that the planning process will better reflect concerns of rural areas in transportation decisions.

decision making. In addition, NPRMs reflect key federal priorities, including the integration of ITS in the planning process and Environmental Justice considerations. FHWA and FTA representatives briefed attendees at the Transportation

Planning Conference in Houston in early June about the proposed rules.

To expand the outreach effort, the agencies also conducted a national teleconference on June 15 through the auspices of the Center for Transportation and

the Environment at North Carolina State University. The teleconference was accessible through numerous downlink sites nationwide, and was simultaneously broadcast on the Internet. After a brief overview of the proposed rules, the local audience, as well as viewers from around the country, were given the opportunity to ask questions or receive clarification on the proposed rules. To order a free videotape of the teleconference, visit <http://www.itre.ncsu.edu/cte/cte-videotape.html>.

A copy of the proposed rules may be downloaded from the FHWA homepage (<http://www.fhwa.dot.gov>), the FTA homepage (<http://www.fta.dot.gov>), or the Office of the Federal Register's homepage (<http://www.nara.gov/fedreg>). The comment period for each of the proposed rules closes on Sept. 23, 2000. While DOT will make every effort to consider comments received after that date, commenters are encouraged to submit their comments as early as possible. FHWA and FTA are soliciting comments on each rule individually, as well as the linkages among them.

TxDOT is planning to submit comments.



Adopt-a-Highway Heroes

The Williams Family Band (Debbie and Ron Williams, sons Adam and Zach, and Ron's sister, Marilyn Hutto), of Greenville in the Paris District clean the section of U.S. 69 where Ron Williams oldest son, Dusty, died in a fatal crash. Because they clean their Adopted Highway weekly, have recruited others to the Adopt-a-Highway Program, and are part of the "Partner Don't Mess With Texas Program," they have won several awards including "New Group of the Year" for 1999 in the Paris District.

ENV staff member changes

It is said "what goes around comes around" and so a longtime veteran of ENV returned after five years to become ENV's air quality specialist within the **Project Management Section (PM)**. **Wayne Young** came back to ENV in December after five years at the Texas Natural Resource Conservation Commission (TNRCC) where he worked on transportation conformity issues. Young was with ENV for 16 years his first go round, 10 years as an archeologist before switching to noise and air quality. He has been involved in air quality since 1989 and has written most of the air quality programs used for NEPA analysis. Wayne received a bachelor's degree from Southwest Texas State University back when San Marcos was dry and a masters in archeology from the University of Oklahoma when they had good football teams. Young's hobbies include just about everything outdoors with a special emphasis on wildlife photography, hunting, and travel.

Wendy Block is PM's first air quality intern. She is a second year master's candidate at the LBJ School of Public Affairs at UT and the internship is part of her degree program. Block is focusing on environmental policy as it relates to transportation issues. Her work here has involved researching ways to reduce air pollution through local control measures (Intelligent Transportation Systems, telecommuting, etc). Block also is on the joint TxDOT/TNRCC task force. She has a bachelor's degree in anthropology from the University of California at Berkeley. Block worked as an aide to a member of the Oakland City Council, at an environmental management firm and at a marketing research firm in San Francisco. She is originally from Miami, Fla.

Dee Dee Broberg, ENV's Automation Manager for the past five and a half years, will start Sept. 1 as automation section

director for TxDOT's Travel Division.

Kathie Dupuis, who came to PM in February 1999, left Aug. 1 to take a position with the Austin District writing the same kind of project environmental documents she was reviewing for ENV.

Wendy Worthey left the **Natural Resources Management Section's (NRM) Water Resources Management Branch** June 30 after four years to join an environmental consulting firm, HDR, Inc.. She will spend six months at the firm's Austin office and then transfer to Northern California where she says she will be near the Sierra Nevada Mountains.

Melissa Lopez, also of NRM's **Water Resources Management Branch**, has changed her name. She is now **Melissa Gabriel**.

Rick Costa joined NRM's **Water Resources Management Branch** Nov. 1, 1999. Costa has worked for the Texas Air Control Board, the TNRCC, and has worked for consulting firms in Colorado and Wyoming. He also ran his own consulting business for about two years. Before joining ENV he was working for the Department of Energy. He has a degree from the University of Texas at Austin. His hobby is riding his Harley motorcycle and says his long range goal is "to own a bar and grill in Wyoming or Montana and buy another Harley!"

Steve Sadowsky, an eight-year veteran of the **Cultural Resource Management Section's (CRM) Historical Studies Branch**, left June 23 to become the City of Austin's deputy historic preservation officer.

Archeologist **Dianne Dismukes** left CRM July 28 after three years to take a job with the Texas Parks and Wildlife Department as the Region 2 (Central/North Central Texas) archeologist. She will conduct Parks and Wildlife's archeological training program among other duties.

Pat McLoughlin, a two-year veteran archeologist with CRM, left Aug. 9 to join Horizon Environmental Services, an Austin consulting firm.

Jon Budd joined CRM Aug. 7 as archeologist for the Austin, Waco, Brownwood and Abilene districts. Budd is a recent transplant from California where he earned a master's degree in archeology. He has worked for the U.S. Forest Service, for Dames & Moore, a private firm, and also had his own small firm.

Mario Sanchez began Jan. 3 with CRM's **Historical Studies Branch**. Sanchez came to ENV from the Texas Historical Commission where he worked in cultural tourism development and preservation. Sanchez handles historical properties issues for the Wichita Falls, Atlanta, Tyler, Lufkin, Paris and Dallas districts. He earned graduate degrees in history and architecture from the University of Notre Dame and the University of Texas at Austin. Sanchez and his wife, Joanne, have a 15-year-old son, Mario. Sanchez likes to jog and to cook.

Bruce Jensen joined the **Historical Studies Branch** May 1. He comes to ENV from the non-profit Historic Bridge Foundation where he worked for a year. Before that Jensen was with the Texas Historical Commission for 12 years working on the National Register Program and the Certified Local Government Program. He has a bachelor's degree in history from Kalamazoo College in Michigan and has completed work towards a graduate degree in American history and architecture at UT. Jensen is originally from Fort Lauderdale, Fla., and his hobbies are antiques, gardening and cooking.

Mark Rodriguez began June 1st as an **automation support specialist**. Mark is new to TxDOT and ENV, but not to this

See ENV, Page 7

NWPs: Changes impact TxDOT

(Continued from Page 1)

• NWP 26 for Headwaters and Isolated Waters – This permit expired and has been replaced by six modified permits and five new permits. The revised permits that will impact TxDOT are NWPs 3 and 14 (see above). The new permits that will impact TxDOT are NWPs 41 and 43 (see below).

• NWP 41 for Reshaping Existing Drainage Ditches – This new permit allows for no USACE coordination if the material excavated from a drainage ditch is not permanently discharged into any body of water and if 500 linear feet or less of ditch is impacted. TxDOT must coordinate with USACE when more than 500 linear feet of ditch is impacted.

• NWP 43 for Stormwater Management Facilities – This new permit allows for no USACE coordination for discharges or excavation for the construction of new or modified stormwater management facilities that cause the loss of 1/10 acre or less of non-tidal

waters. Impacts to more than 1/10 acre of non-tidal wetlands will require USACE coordination.

Some guidance has been prepared by ENV and has been sent to the districts. More guidance is being prepared by ENV to apprise the districts of more detailed information concerning these permits. For additional information, please contact your district environmental coordinator or Dennis Nielsen of ENV's Water Resource Management Branch at 512/416-2721.

The USACE regulatory web site for more updated information can be found at: <http://www.usace.army.mil/inet/functions/cw/cccw/reg/>

HAER: Here for summer

(Continued from Page 3)

supervisor of ENV's Historical Studies Branch, will be the team's coordinator at the state level.

"I'm very excited to have the HAER team back in Texas," Hart said. "I am looking forward to receiving the final report, which, I believe, will add greatly to our understanding and appreciation of Texas' transportation history."

Duplicates of all documents will be retained by TxDOT, the Texas Historical Commission and local repositories. Original documents will be sent to the Library of Congress.

ENV: Staff welcomed

Continued from Page 6

building or state employment. Rodriguez worked in ENV's Riverside Campus building when it housed the Texas Rehabilitation Commission (TRC). Rodriguez' 21 years with TRC included nine years as a disability claims examiner, nine years in automation related positions and the final three years as supervisor of a section that ordered medical examinations for Social Security Administrative Law Judges. Rodriguez said he has lots of "war stories" of performing software and hardware miracles such as the time he fixed a printer with a staple.

Rodriguez replaces **Deb Zamorano**, who left ENV April 14 to take a position with the Austin District. Also, GIS specialist **Mike Pierce** left ENV's automation group March 24 to go back to the private sector.



Steve is now with the city of Austin. So this is the final BrainBender



by Steve Sadowsky

Lakes galore!

Find the names of these Texas lakes listed in the column at right in the puzzle below. Names may be horizontal, vertical, diagonal, and in reverse order. Letters may be used more than once. (Answers on Page 8.)

B A O T G N A N A H C U B L O D A
 R B S N D Y E T I C L C H I K N M
 O I N E G A H N I E T S S V E I B
 W P E A W H I T N E Y M N I A H E
 N O L T M A S W R I T I I N M T L
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 O T I Y Z C X F K T W J S S S D O
 O S V A N A U E N I M S U T T E N
 D A R D H D R U T O H A A O A R H
 I B E C I T O L E D O B E N D E D
 R A M H N M E N Q E G I I U T M R
 A S O D E S O U J E N N X W O I A
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 G R M R K S I O K E A D M A X A A
 H A Y C O R P U S C H R I S T I T
 S K E P I L E M D N S D T B U T A

- Amistad
- Arrowhead
- Austin
- Steinhagen
- Bastrop
- Belton
- Brazos
- Brownwood
- Buchanan
- Caddo
- Canyon
- Conroe
- Corpus Christi
- Eagle Mountain
- Falcon
- Granbury
- Grapevine
- Houston
- Inks
- Lavon
- Livingston
- Lyndon Johnson
- Medina
- Meredith
- Mexia
- Texana
- Whitney
- Waco
- Travis
- Toledo Bend
- Texoma
- Tawakoni
- Somerville
- Sam Rayburn
- Sabine
- Ray Hubbard
- Quitman
- Possum Kingdom
- Nasworthy



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Address correction requested



4th annual Environmental Coordinators Conference will be in Austin Sept. 5-6

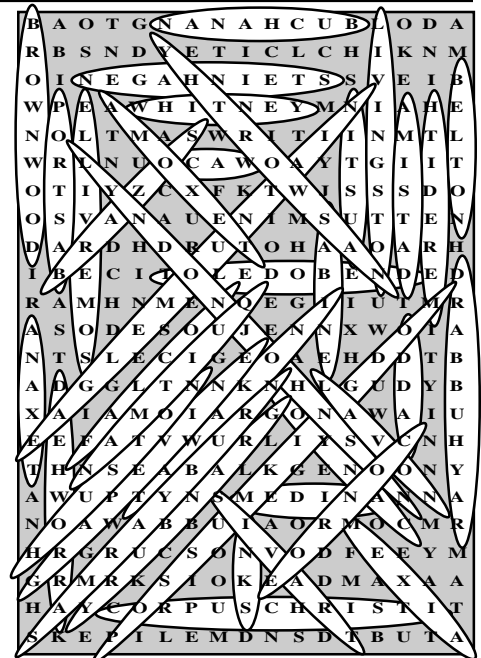
TxDOT will hold its fourth annual Environmental Coordinators Conference Sept. 5-6 at the Hilton Austin North Hotel, in Austin. Transportation professionals from federal, state, and local governments, as well as environmental consultants, are invited to attend and learn more about how best to manage environmental issues related to transportation. The expected outcome for the conference is an increase in the efficiency and effectiveness of the environmental process related to Texas transportation projects and programs.

The conference is free. If you have any questions or wish to register for

the conference, please contact Jean Beeman, conference coordinator, at (512) 416-3171, or by e-mail at jbeema0@dot.state.tx.us.

The Hilton Hotel has rooms reserved for attendees at a special rate of \$70/single occupancy, \$110/double occupancy. To reserve a room, contact the hotel at (512) 451-5757 or (800) 347-0330. Be sure to tell the hotel you are with the TxDOT Environmental Coordinators Conference to get the conference rate. The cut-off date for making reservations at this rate is Aug. 15.

TxDOT staff only will meet on Sept. 7.



ENVision is a publication of the Environmental Affairs Division, Texas Department of Transportation, 125 East 11th Street, Austin, Texas, 78701-2483.

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.

Does ENVision reach the right person within your organization? Contact us to correct an address or to suggest additions to the mailing list.

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