

New transportation act shifts gears for environmental programs and policies

By **ORLANDO VILLA JAMANDRE Jr.**
Environmental Affairs Division

President Clinton signed the Transportation Equity Act for the 21st Century, or TEA-21, into law on June 9.

TEA-21 succeeds the Intermodal Surface Transportation Efficiency Act, or ISTEA, as the federal funding authorization for highways, bridges, mass transit and other surface transportation programs such as safety, enhancement and CMAQ (Congestion Mitigation and Air Quality Improvement projects) through fiscal year 2003. ISTEA's funding authorization lasted from 1991 to 1997 and expired in the spring of 1998 after a six-month extension.

TEA-21 revises the funding formulas

used under ISTEA and establishes a minimum rate of return of 90.5 percent for states' contributions into the federal Highway Trust Fund. Under ISTEA, Texas received less than an 80 percent rate of return for its share of highway taxes sent to the federal government and had annual appropriations of \$1.1 billion for surface transportation programs and \$228 million for transit programs. Texas will now receive an average of \$1.88 billion annually for surface transportation programs and \$250 million annually for transit projects over the next six years. Moreover, new programs, including the Coordinated Border Infrastructure Program and the National Corridor Planning and Development Program, will

provide Texas communities with more funds to handle increases in traffic resulting from the North American Free Trade Agreement (NAFTA). Besides the highway and transit funding allocations, TEA-21 is also viewed as a major piece of environmental legislation because it dedicates funding to environmentally focused programs, most notably CMAQ and transportation enhancements, and it mandates several changes to the current environmental process.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Texas will average \$64.5 million annually in CMAQ funds that will be used

See FUNDING, Page 4

Pharr District pilots protective sign system

By **JIM DOBBINS**
Environmental Affairs Div.

A program designed to protect endangered plants has sprouted in the Pharr District.

Called the Resource Protection Signing System, the program is designed to alert TxDOT maintenance staff and contractors to the presence of federally listed plants. Small distinctive signs have been placed along the right of way of sensitive areas.

David Dunlap, supervisor of ENV's Biological Resources Management Branch, conceived the program.

"Federally protected plants, animals and their habitat have been adversely impacted from time to time by maintenance operations and utility contract work taking place in TxDOT right of way," Dunlap said. "When this happens, TxDOT's working relationship with regulatory agencies suffers making it more difficult to gain their cooperation on other transportation projects. A system was needed to mark these areas in such a way as to be meaningful to TxDOT maintenance staff, but

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Environmental coordinators to meet Sept. 1-2

TxDOT's environmental coordinators meeting is scheduled for Sept. 1-2, at the Omni Austin Hotel Southpark in Austin. The meeting is for district environmental coordinators and ENV staff to meet and discuss issues of mutual interests, including changes to the environmental review process, new or revised legislation, resource agency coordination, and staff training and development.

The Omni Austin Hotel is holding a block of rooms for attendees until Aug. 18. The cost is \$70/single, \$95/double per night. Make room reservations by calling the hotel directly at 1-800-THE-OMNI.

If you have any questions about the meeting, please contact Jean Beeman at (512) 416-3171.

ENV's Ann Irwin finds balance in approach to project clearance

By RICHARD GOLDSMITH
Environmental Affairs Division

Balancing TxDOT's primary focus to build and maintain transportation facilities with the state and federal environmental laws that must be satisfied to carry out that mission is a day-to-day challenge, says Ann Irwin, head of ENV's Cultural Resources Management Section.

"The challenge is to administer these laws and regulations in a balanced way, meeting the requirements that allow us to move forward in an environmentally sensitive way," she said.

The Cultural Resources Management Section (CRM) is responsible for locating, identifying and evaluating historic properties and archeological sites to determine what effect a transportation project will have, if any, on a structure or site. That responsibility is in response to the state and federal laws TxDOT must comply with.

Irwin, who has been head of CRM since the fall of 1994, said a typical day includes time spent both on larger programmatic issues and on specific project issues that are in some way urgent or that involve a significant cultural resource.

Another challenge is "trying to do more and more with less and less. We have a smaller staff now than in the past and we're processing more work."

TEA-21, which almost doubles transportation funding for Texas (see related story, Page 1) is "going to keep us busy," Irwin said.

"As with many areas, we're probably going to depend more and more on the private sector. There's a lot of oversight responsibility in that. We don't want to delegate our regulatory authority to private consultants and right now we don't have the authority to do so. But the on-site field work may be handled more by consultants," she said.

ENV Division Director Dianna Noble credits Irwin with finding more efficient methods to address cultural resource issues during project development. And she says Irwin's experience is especially valuable when unusual problems crop up. "When a project presents a special challenge, if there's a way to keep it on track for letting, Ann will find it and get it



Photo by Richard Goldsmith

Ann Irwin (left) and Nancy Kenmotsu, supervisor of CRM's Archeological Studies Branch, look over an artifact they are trying to identify.

done," Noble said.

Irwin has degrees in English and anthropology from the University of Kansas and a master's degree in anthropology from the University of Pennsylvania. She worked for 10 years running the archeological research lab for Washington State University before coming to TxDOT. She has worked on archeological digs in Wyoming, Washington State and Spain, in addition to field work in Texas.

Irwin started with TxDOT in 1978 conducting project archeological surveys and test excavations. She began shifting more to the administrative side when there was a need for someone who could create survey reports and project documents from field data and coordinate project review with the Texas Historical Commission (THC) and the former Texas Antiquities Committee. Her work also evolved into negotiating and writing Memorandums of Agreement (MOAs) with the federal Advisory Council on Historic Preservation.

"We used to have to go to the Council on every project that had an impact," she said.

"Twenty years ago the (new environmental) laws were in place, but the regulations spelling out how we comply were very new. It took the federal and state agencies some time to really develop an efficient method to follow the law. A lot of changes have taken place as all parties concerned worked through that to reach consensus on what is an appropriate level of documentation, what is sufficient but not excessive," Irwin said.

Individual disagreements still crop up, but Irwin says that on the whole, there is now consensus between TxDOT and the federal and state agencies that regulate it on how to administer the regulations that resulted from the backlash to the huge development that followed World War II.

"It all grew out of the fact that following World War II, the United States embarked on massive redevelopment programs with interstate highways, urban renewal projects in major cities and other projects, such as Army Corps of Engineers dams."

"We experienced twenty years of that. By the mid-60s, people looked around and

(See IRWIN, Page 5)

Planning for U.S. 69 expansion ...

Beaumont District sets up special office to include public input

By **MARC SHEPHERD**
Beaumont District PIO

A long time ago someone came up with the saying "It's better to let a sleeping dog lie." In other words, "don't go borrowing trouble."

Unfortunately that mindset has at times found its way into the public involvement process on some construction projects.

The misconception is that the less the public is involved, the quicker the project is let for contract, the smoother the project goes. Public involvement then becomes a nuisance that must be dealt with.

The Beaumont District is trying an approach that takes into account public concerns and still allows for a high quality product. The project: Expand more than 100 miles of U.S. 69 into a four-lane divided controlled access highway. The problem: Build the \$265 million highway with as little adverse impact as possible to the towns and communities along the road, and, have the public "buy" into the job. It's not an easy task when most people don't believe their voice counts for anything. So how do you do it? By getting the public involved with as much of the project as possible.

According to TxDOT Project Manager Jackie Anderson the process is working better than many people believed it would.

"It is working really well. People are taking advantage of using the public involvement process," Anderson said.

The highlight of the process is a U.S. 69 Corridor Study Public Information Office. The office, located in Kountze, allows people to come in Monday through Friday and voice their opinions, give their ideas, or make suggestions on the proposed corridor.

"Sometimes people don't want to make public comments in a group setting. The office allows people to sit down and voice their concerns one-to-one with a member of the consulting team," Anderson said.



Beaumont District Photo

Susan Juneau, public information manager for consultants conducting a study of the U.S. 69 expansion, points out details to Kountze resident George Caraway at the Beaumont District's U.S. 69 Corridor Study Public Information Office in Kountze.

The office keeps track of more than 1,500 people living in the corridor and works hard to keep them informed as to the progress of the highway schematic. George Caraway, a Kountze resident, likes the idea.

"Lots of people are worried about what is going to happen to their community. I think the public ought to be involved and give their input," Caraway said.

With public distrust of politicians and state agencies common place, the project's public information office has shed a positive light on what TxDOT is doing. According to Caraway, having access to updates on the project has eased that distrust.

"TxDOT is right on the point. They haven't hidden anything. Everything is out on the table. Nobody is trying to pull the wool over anybody's eyes," Caraway said.

The U.S. 69 public involvement process is more than having a building where the public can come and get

answers to their questions. It's a partnership between TxDOT, state agencies, local elected officials, and the public. Each of the three counties the corridor would affect – Hardin, Tyler, and Angelina – have citizen advisory groups. Each county also has a "Key Official Advisory Committee." These groups examine the impact the proposed corridor would have on their communities. Concerns about a proposed loop around the City of Kountze led to formation of another committee, the Business Group. This group of business leaders in the community is examining the idea of a loop and the effects it would have on Kountze business.

According to Anderson, these groups have had a dramatic influence on the involvement process. "These groups give us a chance to look at everything and work things out before the public meeting. Having the public involved has actually

See U.S. 69, Page 8

Signs: To protect endangered species

(Continued from Page 1)

inconspicuous and uninterpretable to the public. Hence, this program.”

Bill Hood, an ENV biologist, with input from districts and resource agencies, brought the program into being.

“We had input from three TxDOT divisions, five districts and Texas Parks and Wildlife Department in setting up the program,” Hood said. “For a project of this scale, every aspect has gone very smoothly.”

The Pharr District volunteered to pilot this program because of the relatively large number of federally protected plants found along the right of way in the district.

“We have six separate locations containing four protected plant species identified so far,” said Pharr District Environmental Coordinator Velma Garcia. “We are presently monitoring the program to see how effective it is. So far, it appears to be working satisfactorily.”

Federally listed plants currently the subject of this program are the Walker’s manioc, Zapata bladderpod, Johnston’s frankenia and Ashy dogweed.

Detailed instructions covering which maintenance practices are allowed at each location have been provided to each maintenance section supervisor.

“When the program was started a few



Pharr District Photo

Pharr District staff members (from left to right) Chano Falcon, assistant maintenance manager, Velma Garcia, environmental supervisor, and Benny Contreras, Mission Maintenance Section supervisor, erect one of the first Resource Protection Signing System markers

months ago, the district office provided me with an instruction book,” said Mission Maintenance Section Supervisor Benny Contreras. “I sat down with my staff and went over the book with them to make sure everyone knows what we are supposed to do. Prior to this program, we did not realize that we had any endangered plants in our area – now everyone is proud that we have them and take pride in their preservation.”

“The Pharr District has put a great deal of effort into the sign program to make it work,” Hood said. “Velma Garcia has carried the ball and has received excellent support from district staff.”

An outgrowth of the program has been a training video designed to assist other districts in the implementation of the system.

“Awareness and communication are the keys to making the signing system work,” ENV biologist Kim Jenkins said. “We hope the training video will be a quick reference for everyone involved.”

Look for the program to be made available to other districts on a voluntary basis in the coming months.

Funding bill: TEA-21 refills ISTEA

(Continued from Page 1)

for transportation projects and programs that help meet the requirements of the Clean Air Act Amendments of 1990. Funding is available for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Currently Texas has four nonattainment areas: Dallas/Fort Worth, Beaumont/Port Arthur, Houston/Galveston and El Paso. CMAQ funds must be used for transportation-related activities that are aimed at reducing emissions, either by improving traffic flow or by providing viable alternatives to single-occupant vehicle travel. Examples of eligible CMAQ projects include traffic signal retiming projects, High Occupancy Vehicle (HOV) lane projects, and motorist assistance patrols. Under ISTEA only nonattainment areas were included in the CMAQ funding formula. Now maintenance areas, which are former nonattainment areas now in compliance with the NAAQS, are also included (Victoria is the only maintenance area in Texas that CMAQ applies to). Funds are distributed to states based on a formula that considers an area’s population by county and the severity of its air quality problems within the nonattainment or maintenance area.

Transportation Enhancement Program

Texas’ transportation enhancement program will average \$42

million annually under TEA-21. Enhancement funds are obligated set asides from the Surface Transportation Program (STP) for a state-administered program of surface transportation enhancement activities. Eligible projects include pedestrian and bicycle paths, acquisition of scenic easements and historic sites, landscaping and beautification projects, historic preservation, archeological planning and research, and environmental mitigation to address water pollution due to highway runoff. New projects that now qualify as enhancement projects include safety and educational activities for pedestrians and bicyclists, the establishment of tourist and welcome centers and transportation museums, and environmental mitigation to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, such as wildlife under-crossings for endangered and threatened species.

A new enhancement program has been created specifically for transit projects. Eligible projects under the Transit Enhancement Program include historic preservation, the rehabilitation and operation of historic mass transportation facilities, landscaping, scenic beautification, public art, pedestrian and bicycle access, transit connections to parks, and transit enhancements that assist people with disabilities.

See TEA-21, Page 7

1,600 make Ozone Action pledge

By **JIM DOBBINS**

Environmental Affairs Division

A campaign to educate TxDOT employees about Ozone Action Days and the dangers of ozone pollution was recently conducted.

The campaign asked TxDOT employees in affected areas of the state to voluntarily take one or more positive steps to limit vehicle emissions on Ozone Action Days – those days considered favorable for the accumulation of unhealthy levels of ground-level ozone. All TxDOT districts, divisions and offices in the nine urban areas of Texas that participate in the Ozone Action Day program took part in the campaign. Each participant received a limited edition magnet and became eligible for a drawing to win an attractive cap bearing the same logo and message. The pledge drive was coordinated by ENV's Communications Section.

More than 1,600 employees participated in the campaign which kicked off on Earth Day, April 22. A total of 140 caps were awarded through random drawings at participating offices at the drive's conclusion in early June.

Mary Hobson, the public transportation



Photo by Richard Goldsmith

TxDOT Executive Director Wes Heald was the first to make an Ozone Action Day pledge.

coordinator for the Fort Worth District, served as the pledge drive director for her district.

"I was very impressed with the program, particularly with the prizes," Hobson said. "We had our drawing for the 'Curb Ground-Level Ozone' caps recently, and each of the winners were very excited about receiving a cap. I've seen several of them wearing their caps around the district grounds. I am glad to have the

Environmental Affairs Division promoting ozone awareness – I believe that we can make a difference."

TxDOT employees also found the campaign to be worthwhile.

"The worsening air quality in Austin motivated me to take part in the pledge drive," said Ted Wilson, a systems analyst at the Information Systems Division. "I have ridden my bike to work on occasion, so I knew I could do it, and I have taken the bus to work from time to time also, so they are both viable options on Ozone Action Days. I know that it is important

for each of us to do what we can."

The El Paso District led the way with 41 percent of its staff making the pledge. The Finance Division had 37 percent participation in the campaign for top honors among larger divisions.

If you somehow missed out on the pledge drive, remember that you can still make a difference by doing your part on Ozone Action Days to help make our air more breathable.

Irwin: TxDOT seen as socially responsible agency by regulators

(Continued from Page 2)

saw that we were destroying national historic and archeological treasures and sensitive biologic areas with impacts on wildlife and no one was looking at it," she said.

The resulting laws created a process to take a balanced approach to these impacts as part of major public works. The first law was the 1966 Historic Preservation Act.

"Due to the rate at which we were losing things that had social value, enough people got concerned enough that they convinced Congress to pass legislation," Irwin said.

Irwin believes that TxDOT is now perceived as a socially responsible agency by the agencies that oversee laws on the environment. However, she says, "We have a mandate to develop transportation. Our job is to facilitate that goal." She tells those who come to work

in her section that if they are not comfortable with TxDOT's primary goal then they might be more comfortable working at a regulating agency.

Still, in the process of clearing transportation projects TxDOT makes a huge contribution to the fields of archeology, pre-history and to historic preservation.

Although TxDOT's involvement is not for "pure research," Irwin says, "We have a unique opportunity to contribute because we work statewide. Our projects are in every conceivable situation, from rural to heavily urban areas. We transact all climatic, geographic, soil and demographic regions. It gives us a very wide sample."

That sampling has resulted in dozens of publications that make "a major contribution" to the fields of history and archeology, she said.

Irwin believes the value of such work is not just academic. "I think people have found it of value to have some sense of where they came from and what their past was about...It helps us to see clearly where we're going to see clearly where we've been," she said.

This applies to TxDOT's engineering history as well. CRM has a program to survey and document historic bridges and other structures in the right of way. The database speeds project approval by pre-determining how these properties will need to be handled if a project comes along. It also preserves a portion of TxDOT's engineering history.

"We look to those things that are a part of TxDOT's program, such as bridges, roadside parks and other things in our right of way. We're not preserving all of these

properties, but it gives us a feel for what we have before it is lost," she said.

Irwin finds the early man or pre-history sites among the most interesting. At one site she worked on in Washington State, finely carved bone needles with eyes for thread and in the size range of modern sewing needles were found.

"The implications are that there was fine sewing, maybe of watertight clothing," she said. "One little tool like that can open up the complexity of the whole fabric of a culture."

How prehistoric people adapted to their world may provide lessons for the future, she believes.

"It may be of some value to know how early people adapted to changes, especially environmental changes," she said. "It is the in-depth perspective of human adaption through time that is of value."

Some staffers say hello, some say so long

Environmental Affairs said good-bye to some staff members recently and welcomed some experienced newcomers.

Bill Curra, who headed the Hazardous Materials Branch of ENV's Pollution Prevention and Abatement Section (PPA), left at the end of June after 12 years with TxDOT. Curra has gone to work for Corrigan Consulting in Seabrook near Houston where he is now a senior project manager. Curra is also near his favorite pastime, sailing.

Amy Jackson, an administrative assistant for ENV since she began as a temporary staff member in 1993 and full-time since 1995, left in May to pursue a degree in engineering design graphics at Austin Community College.

Sherry House, administrative assistant in ENV for three and half years, left in early July to take a job with Dell Computer.

Renee Chadwick, a human resource specialist with ENV since November 1996, left July 15 to pursue a teaching career. She will go back to school and also work as a teacher's assistant at Barbara Jordan Elementary School in Austin this fall.

Cultural Resources Management Section's (CRM) staff archeologist **Sterling Hays** left May 15 after five years with ENV so that he can work full-time finishing development of an interactive CD on the castles of Spain. Hays created the project from his own photos using a Macintosh computer and plans to create additional CDs after his first project is complete.

Trey Rushing, with the Project Management Section (PM) since July 15, 1997, left April 30 for a position with the Texas Railroad Commission.

Leandra Martinez, a four-year veteran of TxDOT with experience in two other TxDOT divisions and in the private sector, began June 15 as a new human resource specialist, taking Chadwick's place.

Martinez has a degree in psychology from Kent State University in Ohio, although she is originally from San Angelo, Texas.

Deb Flores joined ENV May 20 after 13 years with TxDOT, including eight with the Construction and Maintenance Division. Flores is a system support specialist working to maintain ENV's computer workstations. Flores says her hobby is her four children and five grandchildren.

Tom Remaley started May 4 as a water quality specialist in the Natural Resource Management Section, Water Resource Management Branch. Remaley came to ENV after five years with the Texas Natural Resource Conservation Commission (TNRCC) where he managed the Standards and Assessment Section, an arm of the TNRCC that recommends water quality standards, reviews discharge permits for sewage and reviews wetlands usage permits. Remaley also has experience with the Lower Colorado River Authority, the City of Austin and as a private consultant. He has an engineering science degree from the University of Texas at Austin and also did course work in the LBJ School of Public Affairs there.

Another new NRM water quality specialist, **Dennis Nielsen**, started June 30. Nielsen came to ENV after four years as an environmental coordinator in the Yoakum District. Nielsen, originally from Austin, has a degree in environmental science from Concordia Lutheran University. He has three children and a fourth on the way.

Rounding out the additions to NRM is **Rodney Concienne**, who started July 1. Concienne also comes from the TNRCC where he was a project manager for two years with the Remediation Division's Voluntary Cleanup Program. Prior to state service he was with a consulting company in Beaumont, where he also earned his degree in geology from Lamar University.

Tim Meade joined the Archeology Studies Branch in the Cultural Resources Management Section May 11. Meade is handling archeological surveys for the Dallas, Laredo and Tyler districts. He came to ENV from Prewitt & Associates, an Austin consulting firm. Before that

See STAFF, Page 7



Jamandre's Jumbly Word Jambalaya

by Orlando Villa Jamandre Jr.

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



What brought Happy Days to ENV...

(Answers on back page).

LAWYAS



HERRUFT



CUPLIB



ENNROCC



Print your answers in the circles below.



TEA-21: Includes changes to process

(Continued from Page 4)

Changes in Environmental Planning

TEA-21 rescinds the life-cycle cost analysis requirements from the National Highway System (NHS) Designation Act of 1995. The Federal Highway Administration and the American Association of State Highway and Transportation Officials will continue to develop recommendations for the use of life-cycle cost analysis in project development; however, states will no longer be obligated to perform a life-cycle cost analysis for NHS segments costing \$25 million or more. Another planning requirement, the Major Investment Study, or MIS, has been discontinued as a separate requirement but will be integrated with other planning regulations or the environmental documentation process.

TEA-21 will establish a coordinated environmental review process for the U.S. Department of Transportation to work with other federal agencies to ensure that major highway projects are advancing according to cooperatively determined time frames. The streamlined review process will allow federal environmental reviews, analyses, approvals and any issuance of permits to be conducted concurrently (rather than sequentially) and in a cooperatively determined time period. The agreement can be incorporated into a memorandum of understanding between the U.S. Department of Transportation, other federal agencies and state agencies.

Staff: 7 new faces

(Continued from Page 6)

Meade worked for a year at Camp Mabry in Austin and prior to that was with the National Parks Service for six years in Lincoln, Neb. He has an undergraduate degree in anthropology from the University of Iowa and a master's degree in anthropology from the University of Nebraska.

Vicki Grieve joined CRM's Historic Studies Branch May 26 as a contract employee with the Texas Historical Commission. Grieve is working on the Historic Bridge Survey. A native of Philadelphia, Grieve has a master's degree in American history from the University of Georgia and an undergraduate degree, also in history, from the University of Richmond, Virginia.



BrainBender

by CRM's Steve Sadowsky



Pollution Prevention and Abatement

Find the names of these common Pollution Prevention and Abatement Section terms and staff members 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.)

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

- Melissa
- Bill
- Mike
- Carol
- Air
- Noise
- Decibel
- Stamina
- Emission
- Prevention
- Pollution
- Smog
- Muffler
- Ozone
- Clean Air Act
- Congestion
- Ambient
- Attainment
- Quality
- Carbon Monoxide
- Abatement
- Analysis
- Caline
- Receptor
- Exhaust
- Concentration
- Dispersion
- Particulate



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Address correction requested



U.S. 69: Office gathers input

(Continued from Page 3)

helped curb problems before they arise."

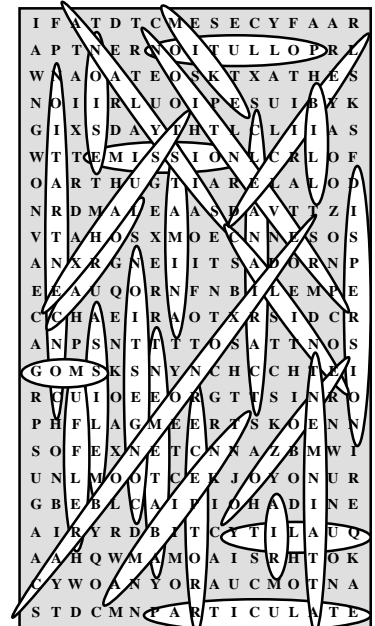
The Beaumont District has learned several lessons from the process. Be proactive, be open with the public, and establish committee groups. TxDOT, however, isn't the only one benefitting from this type of public involvement.

George Caraway summed it up. "There are always going to be rumors and it's good to have a place to come and check out what is true and what isn't. I hope TxDOT does more of this in their future projects."

Jumbly Word Jambalaya Answers

ALWAYS FURTHER PUBLIC CONCERN What brought Happy Days to ENV: A "FONSI"

Proposed highway improvements that are not categorically excluded require environmental coordination, investigation and documentation to determine if significant or insignificant project impacts are anticipated. If an environmental assessment concludes that significant project impacts will occur, a Draft Environmental Impact Statement (DEIS) must be prepared. If an environmental assessment concludes that insignificant project impacts will occur, then ENV (or FHWA, if federally funded) will review the document and issue in concurrence a "Finding of No Significant Impact," or FONSI, after public involvement has taken place. At this stage the environmental clearance process will be complete for the proposed project, excepting any mitigation commitments.



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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 or via GroupWise to RGOLDSMI.

Is ENVision going to the right person in your organization? Please contact us to correct an address or to suggest additions to the mailing list.

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RECYCLED PAPER
SOY-BASED INK

