

1 TEXAS DEPARTMENT OF TRANSPORTATION  
2 TRANSPORTATION COMMISSION WORKSHOP MEETING  
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10 Ric Williamson Hearing Room  
11 Dewitt Greer Building  
12 125 East 11th Street  
13 Austin, Texas

14 Wednesday  
15 May 27, 2015  
16 2:07 p.m.

17 COMMISSION MEMBERS:

18 Tryon D. Lewis, Chair  
19 Jeff Austin, III  
20 Jeff Moseley  
21 Victor Vandergriff  
22 J. Bruce Bugg, Jr.

23 STAFF:

24 Lt. General Joe Weber, Executive Director  
25 Russell Zapalac, Chief Planning and Projects Officer  
26 Marc Williams, Director of Planning  
27 Darran Anderson, Chief Strategy and Innovation Officer  
28 Mario Jorge, San Antonio District Engineer  
29 Brian Barth, Ft. Worth District Engineer

1	<u>TABLE OF CONTENTS</u>	
2	Convene Meeting	Page 03
3	Safety Briefing	Page 04
4	Discussion Items	
5	Project Prioritization and Selection Resources (Presentation)	Page 10
6	Executive Session	
7	3(a) Section 551.071 - Consultation with and Advice from legal counsel regarding any item on this agenda or about pending or contemplated litigation	Page 47
8	3(b) Section 551.074 - Discussion concerning the evaluation and duties of the Executive Director and Chief Audit and Compliance Officer	Page 47
9		
10		
11	Open Comment Period	Page 48
12	Adjourn	Page 48
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

P R O C E E D I N G

1  
2 MR. LEWIS: If I can have everyone's attention,  
3 please. Good afternoon, everyone. It is what, 2:07 p.m.  
4 I'm going to call to order the May 27th, 2015 meeting of the  
5 Texas Transportation Commission in Austin, Texas.

6 I'll note for the record that public notice of  
7 this meeting containing all items on the agenda was filed  
8 with the Secretary State's Office at 2:27 p.m. on May 19th,  
9 2015, which is seven days prior to the meeting. This meets  
10 the requirements of Government Code Section 551.044.

11 At this time, I would like to ask that before we  
12 get into today's meeting we all place our cell phones and  
13 other communication devices in the silent or off mode, which  
14 I have done.

15 Okay. Now if you wish to address the Commission  
16 during today's meeting, you'll need to complete a speaker's  
17 card at the registration table. To comment or register your  
18 opinion on an agenda item, you'll complete a yellow card.  
19 This is a yellow card. You'll need to identify the agenda  
20 item that you wish to speak on.

21 For the record, when you come up to the podium,  
22 that's the podium right there, you'll -- I'll ask you to  
23 please state your name and if you're here representing an  
24 organization rather than just here on your own behalf,  
25 please state what organization that you represent.

1           If you do not wish to speak on an agenda item, but  
2 you do wish to make comments to us, then we have a different  
3 card. And that's the blue card. And so if you wish to make  
4 -- we do have open comment period that will be at the end of  
5 our other agenda items and -- and individuals can come  
6 forward and make a -- make a comment.

7           But if so, you fill out this blue card so that  
8 we'll have -- we'll have that information. And again, it's  
9 the same thing. When you come forward, state your name  
10 first. I mean, state your name and then if you're here  
11 representing an organization, state the name of the  
12 organization.

13           Regardless of the color of the card, we do ask  
14 that you limit your remarks to three minutes. Before we  
15 begin, I'm going to turn the agenda and the microphone over  
16 to our executive director, General Joe Weber. General.

17           GENERAL WEBER: Thank you, Chairman. At this  
18 time, I would like to ask our chief of staff Rich McMonagle  
19 to provide our quick safety briefing.

20           MR. McMONAGLE: Thank you, John. My name is Rich  
21 McMonagle as General Weber said. When I'm on an airplane  
22 and there's a safety presentation given on the airplane, I  
23 always put what I'm reading down and pay attention, not  
24 because I don't know how to put on a 1960s seatbelt, but  
25 because I've taken on several occasions Helicop --

1 Helicopter Egress Training.

2           When a helicopter lands in the water, it has a  
3 tendency to roll over since all of the weight's on the top.  
4 It can be rather disorienting to be in a helicopter because  
5 it's inverted, it can be dark and it's filling with water.  
6 And so you're trained that before the helicopter goes into  
7 the water you plan out how you're going to get out of that  
8 helicopter. And usually put your hands in such a way that  
9 your thumbs are pointing to the direction you want to go.

10           So when the flight attendant is giving her  
11 presentation, or his presentation, I don't necessarily  
12 listen to the flight attendant. Instead, I'm planning on  
13 how I'm going to get out of that aircraft. And I'm doing so  
14 so that I'm not like George Costanza and pushing -- pushing  
15 somebody grandmother out of the way, but instead I'm looking  
16 for how I'm going to get out. I'm looking for the path of  
17 least resistance. I'm assessing those around me who's going  
18 to need help, who's going to be an impediment to my -- my  
19 egress.

20           Since I've been at TxDOT and we do these safety  
21 briefings at the beginning, I've been doing the same thing.  
22 I've been assessing how I'm going to get out of this  
23 building. So I would like to share with you today what I  
24 have learned about egress from the Commission Hearing Room.  
25 The competitive part of me doesn't necessarily want to share

1 that with you. It's sort of like having that good route  
2 home. You don't want everybody to know what your route is,  
3 but I still have a few tricks that -- that I will -- I will  
4 keep to myself.

5 So here's a floor plan of the first floor where in  
6 red is the Commission Hearing Room. At the top of the slide  
7 is south, which is the direction to the front of the room.  
8 There are three exits in this room. The first one is in the  
9 front right corner which is the southwest corner of this  
10 room. It's hidden behind that column there. And from that  
11 exit you can either turn left and go out into the back  
12 alley, you can turn right and come out the front of the  
13 building, or you can turn right and go down the stairs.

14 The second exit is the main entrance right here on  
15 the west wall. You can go out into the right out the front  
16 of the building. You can go left to go out to the back  
17 alley. You can go left and go down the stairs or you can  
18 continue straight and then left down the stairs on the far  
19 side of the building.

20 The third and to me the most important exit is the  
21 one that's right behind those curtains. It's an emergency  
22 exit. Most people don't know it's there. Because the only  
23 downside of that exit is that during most Commission  
24 meetings Randy Hoppmann is standing there, John Obr is  
25 standing there, Bill Hale is standing there. They're kind

1 of big guys. I've always thought are they going to be  
2 heroes and try to stand in the way and I'm going to have to  
3 fight my way through or are they going to lead the way out.  
4 So those are the three exits from this building.

5 What are the potential threats in this building?  
6 The first potential threat are those threats that are going  
7 to cause us a need to evacuate the building; that's a fire,  
8 a fire alarm, bomb threat, any type of threat like that.

9 My recommendation is you take the fastest way to  
10 get out of the building. If you're going out that front  
11 door, don't turn right because you're just going to run into  
12 the -- the traffic. Not that we have a lot of traffic  
13 today, but you're going to run into the traffic. Get out of  
14 the building as fast as possible.

15 Since I've been here, we've had one -- one fire  
16 alarm that we needed to evacuate the building. Everybody in  
17 TxDOT procedure assembles across the street on the capital  
18 grounds. I'm not sure why -- why we assemble there and  
19 nobody takes roll. So I don't know if we'll miss you, if  
20 you go some other way, if you get in your car and go home.  
21 Anyway, everybody exits and goes essentially like that.

22 Now as to me, if I've just evacuated a building,  
23 I'm not going to stand on the corner right next to the  
24 building waiting for the light to turn. So my  
25 recommendation is you proceed west down to Congress, cross

1 over into the capital grounds.

2 Second large threat, and I wouldn't have thought  
3 it was a threat until this week was a tornado warning. If  
4 there's a tornado warning, recommend either going out the  
5 front, turning right, going down the stairs, go out  
6 straight, turn left, go down the stairs and we will assemble  
7 in the basement. Originally, I thought we shouldn't use  
8 this door, but sometimes the fastest way to get to the  
9 basement is to go out and run around in the building and  
10 you're not fighting a crowd. I'll leave that up to you to  
11 decide.

12 We also have threats to physical security.  
13 Michael Brand is our head of our security. We do have an  
14 APD officer here and thank you for attending our meeting  
15 today. They will be here to assist us if there are any  
16 physical security threats.

17 One that we need to be aware of is an active  
18 shooter. An active shooter means someone who is in the  
19 building and is shooting. The Department of Homeland Center  
20 Security has three ways to respond in priority to an active  
21 shooter. The first is to run. That is get away as far as  
22 possible from the shooter. The second is to hide and to  
23 hide actively. That means to barricade yourself in to  
24 wherever you. And thirdly, if number two fails to be  
25 prepared to fight.

1           There's also safety equipment here on the first  
2 floor. For some reason there's a fire extinguisher on the  
3 table next to the -- as part of the dais, maybe that's the  
4 most combustible part of this room. There's also a fire  
5 extinguisher out -- out in the hallway.

6           There is a first aid station behind the guard at  
7 the front and there is an automated external defibrillator  
8 next to the stairway. I have taken training in an AED. It  
9 is very simple. The instructions are in there. But my  
10 having taking training doesn't do me any good. I am  
11 trusting that someone else here is taking the training in  
12 case I am a casualty and you're prepared to -- to save me.

13           Finally, all of those threats that I have told you  
14 today are -- have a very, very low of probability of -- of  
15 happening. However, the most dangerous thing will happen  
16 when you depart the rear building and get out on the roads,  
17 especially a day like day where there is a lot of rain. So  
18 I'll remind everybody do not drive distracted and especially  
19 in these times. Turn around, don't drown. So if there are  
20 no questions, I thank you for your time.

21           (Applause.)

22           GENERAL WEBER: Thank you, Chief. That was  
23 exceptionally thorough. And with that said, I'll turn it  
24 back to our Chairman, Mr. Chairman.

25           MR. LEWIS: Thank you, General. I might also

1 mention that CDs and tapes are available of that safety  
2 lecture at the registration desk as you leave.

3 MR. LEWIS: All proceeds --

4 MR. AUSTIN: Can we charge a fee for that?

5 MR. LEWIS: All proceeds -- all proceeds go -- go  
6 to our good works, I think. Yeah. And -- and thank you  
7 General for turning this back over to me.

8 In the Commission's efforts to best work with  
9 staff toward reaching our goals, we have a number of the --  
10 every Commissioner really working on liaison and guidance in  
11 key -- key areas. Commissioner Austin is heading up our  
12 Audit Committee. Commissioner Bugg is working on cost  
13 containment related matters. Vice Chair Moseley on safety  
14 and coastal issues and doing excellent, excellent and very  
15 difficult work.

16 I previously asked Commissioner Vandergriff to  
17 take the lead in this area as far as working with staff to  
18 develop a plan related to performance measures and metrics  
19 and including defining the scope needed to reach that goal  
20 which -- and I think would include project partization and  
21 -- and selection resources.

22 So at this time, what I would like to do is turn  
23 the program and the agenda over to Commissioner Vandergriff.  
24 I would ask him to say a few words to introduce the topic of  
25 what's been done so far and what we're going to hear today.

1 Commissioner Vandergriff.

2 MR. VANDERGRIFF: Sure. Thank -- thank you,  
3 Chairman. I am pleased to take on this assignment and --  
4 and I want to emphasize that it's an assignment that all of  
5 my fellow Commissioners and Chairman will be actively  
6 engaged in this. I -- I wouldn't dream of doing it if they  
7 weren't going to do that as -- as well as the senior  
8 management and the representative sample of the staff of  
9 TxDOT. And this is definitely an approach.

10 What I hope we can accomplish first is to lay  
11 building blocks if you will for having a -- a good set of  
12 performance measures and metrics as they relate through the  
13 operations of the Department and into project selection and  
14 prioritization. And by that, I mean that -- I believe we  
15 will take a look at first our vision what we want to be when  
16 we grow up, our mission, what we do and the values that we  
17 have. And when you examine those and you do it in that  
18 light, then goals and objectives that are appropriate for  
19 the Department bubble up from that and in turn performance  
20 measures due.

21 I appreciate that we have 80 something performance  
22 measures that are set by LBB, Legislative Budget Board, for  
23 accounting purposes and are set by MAP-21 from the federal  
24 government and set by the Highway Administration itself for  
25 operations. But those aren't necessarily the performance

1 measures and metrics that the Department should follow based  
2 on its vision, mission and goals and objectives. They may  
3 be, they may not be. So I'm -- I'm looking forward to that.

4           It -- it's also going to be a process that bubbles  
5 up and engages as I already said the entire Commission as  
6 well as the senior staff. But it bubbles up. And it  
7 bubbles up in really two areas. The -- the staff of this  
8 agency, representative of the -- the areas that we have  
9 including districts that been across the disciplines here.  
10 You can't possibly involve actively 12,000 employees but you  
11 need to have a representative sample so they own the mission  
12 -- or the vision, mission and values of the agency and those  
13 performance measures.

14           And it also means from the local perspective out  
15 in the districts with the MPOs and the regional ability  
16 authorities. And all the groups that are out there that we  
17 interact with that they have to be a part of this process.

18           We're going to have to do it on a relatively  
19 accelerated basis depending on what the legislature suggest  
20 that we accomplish and give to them over the course of the  
21 next year, but I think we can accomplish that working  
22 together on that. And last month Darran Anderson came up  
23 and -- and gave you kind of an overview of some of the  
24 performance measures and metrics that we had in place. And  
25 I feel confident that he and his staff can be leaders and

1 pushing forward this process that I've outlined.

2           And then I know that we're going to hear later on  
3 today from Marc Williams, the District Engineer, Russell  
4 Zapalac who leads the effort on project prioritization  
5 selection procedures. I know we've got a lot of good  
6 building blocks there. So I really just want to introduce  
7 that topic and make sure everybody understands that it's  
8 going to be Commission engaged because we're supposed to own  
9 these. And that's what our charge is through state  
10 government and through the governor. And staff engaged at  
11 the top level but bubbling up from the bottom and then  
12 certainly locally driven in terms of we understand about  
13 project prioritization and selection and their key role in  
14 that process.

15           So I look forward to working with my fellow  
16 Commissioners with Chairman Bugg who has promised to be  
17 there with me as appropriate in -- in his time as we move  
18 this forward. And it'll be a good learning experience for  
19 all of us and I think it'll be a great experience for the --  
20 for the staff and the senior management of the agency too.  
21 So thank you for the opportunity to work with you. And I'll  
22 turn it back to the chair.

23           MR. LEWIS: I'm sorry, if -- Commissioner  
24 Vandergriff, if you want to go ahead and ask --

25           MR. VANDERGRIFF: Do you want me to go ahead and

1 make the introduction? Okay.

2 MR. LEWIS: Yes. And -- and just lead us forward  
3 in the process if you will.

4 MR. VANDERGRIFF: Okay. Well, I think the -- the  
5 first person I should introduce and I'll -- I'll let him  
6 move forward appropriately with the -- the people to make  
7 the presentation is Russell Zapalac who really is the -- the  
8 Department's head over this entire process. There are  
9 individuals that are sitting at the table with him that work  
10 underneath him in this process here. So I -- I turn it to  
11 Russell and appreciate his leadership.

12 MR. ZAPALAC: Thank you, Commissioner.

13 MR. LEWIS: Here's your -- a little -- little  
14 closer to the mic.

15 MR. ZAPALAC: Thank you, Commissioner. General,  
16 Commissioners my name is Russell Zapalac. I'm the Chief  
17 Planning and Projects Officer. I would like --

18 MR. LEWIS: Let me just ask something. Can -- can  
19 ya'll hear out there? I think there might be a problem with  
20 Russell's -- and let's just -- let's try it and see.

21 MR. ZAPALAC: Let's try this one. Okay.

22 MR. VANDERGRIFF: Sorry, can I make one  
23 correction? I noticed that the Chairman cringed at me. And  
24 Commissioner Austin was kind enough to say that I said  
25 Chairman Bugg. And so I apologize for -- for that slip of

1 the tongue in -- in elevating Commissioner Bugg to Chairman.

2 (Laughter.)

3 MR. LEWIS: Yeah, but I mean, Bruce seemed to like  
4 it fine. I wouldn't -- I wouldn't want to change anything.

5 MR. VANDERGRIFF: I couldn't -- I couldn't see his  
6 -- I couldn't see smile, but I -- smile, but I could see  
7 your cringe.

8 MR. ZAPALAC: right. With that false start, we'll  
9 try one more time. Commissioners, Russell Zapalac, Chief  
10 Planning and Projects Officer. I would like to take a  
11 second and introduce the rest of the team who has been  
12 heavily involved in -- in this discussion and -- and  
13 actually doing the majority of the legwork on this project.  
14 Darran Anderson to my left, the Chief Strategy and  
15 Innovation Officer, Mario Jorge, the -- our San Antonio  
16 District Engineer, Brian Barth, our Ft. Worth District  
17 Engineer, Marc Williams, our Director of Planning. And then  
18 I would also like out in the audience to introduce the  
19 people whether really have been doing the legwork, James  
20 Koch, our Director of Transportation Planning and  
21 Programming and Jessica Butler who leads our Unified  
22 Transportation Program.

23 So -- so as we -- kind of building off of  
24 Commissioner Vandergriff's initial thoughts, TxDOT's  
25 prioritization -- project prioritization and selection resource

1 are evolving at this point in time. The present process is  
2 very much dependent on the local participation that our  
3 district engineers working with their local communities,  
4 their local elected officials, their MPOs to bring projects  
5 forward, take into consideration strategic goals of that  
6 community, project readiness and the funding availability.  
7 And ultimately make selections, project prioritization and  
8 selections, to move forward if you will in the actual  
9 implementation of those projects.

10 It's been over the last 12 months under General  
11 Weber's leadership. We've focused very much on making that  
12 process as transparent as we could. The process is  
13 continuing to evolve. We're continuing to improve the  
14 process as we go. And we've got quite a ways to go at this  
15 point. The -- and -- and that brings us to the discussion  
16 of this workshop to report a little bit on where we are but  
17 more importantly to talk about where we're going and the  
18 vision of the Commission.

19 So as Commissioner Vandergriff indicated last  
20 month at last month's workshop, we talked a little bit about  
21 the performance management and how that relates and more  
22 importantly today how that relates directly to project  
23 prioritization and project selection.

24 I'm going to ask Darran to lead off with the  
25 discussion here in just a second. Provide a little bit of a

1 recap if you will of -- of the performance management and  
2 then dive in to the discussion of how that relates to  
3 project selection and -- and project prioritization. So  
4 Darran.

5 MR. ANDERSON: All right. Thanks, Russell. And  
6 as he said, I'm Darran Anderson, Chief Strategy and  
7 Innovation Officer. Last month we talked about our efforts  
8 to date since the time I was brought on board last summer  
9 towards discussing strategy for the -- for the organization  
10 in the next hundred years. You know, we've been about a  
11 hundred years down the road now and where are we going in  
12 the future.

13 And as a part of that, discuss the -- the concept  
14 of reviewing our vision, mission, values, and goals as well  
15 as then getting into the concept of tying in metrics that  
16 help us measure our performances that relates to those  
17 goals. As I like to say, there is both an art and a science  
18 to -- to strategy and to leadership and -- and that math  
19 that those metrics are what are tools that enable leaders to  
20 apply the art of leadership and strategic direction for a  
21 Department.

22 So I think that that's our charge from ya'll is to  
23 -- is to develop those performance metrics and measures and  
24 -- and tie those to our goals and objections so that we can  
25 see actual progress towards them. And we've been talking

1 about that since the day I got in here at least and I'm sure  
2 there were others before me and have been working towards it  
3 and -- and are very cognizant of the fact that we need to  
4 get to some concrete measures that -- that enable your  
5 decision making.

6 Today's discussion is actually on a component of  
7 that which is project selection which is clearly one of the  
8 most important items to this Department because it's where  
9 we really see the final steps or the implementation of our  
10 -- our mission which is to deliver infrastructure and  
11 capabilities for transportation in the state.

12 So Marc will focus on that this -- this afternoon  
13 and then I'll come back with some wrap up comments towards  
14 the end.

15 MR. WILLIAMS: Thank you, Darran. Again, Marc  
16 Williams, Director of Planning for the Texas Department of  
17 Transportation. This slide represents a lot of what you've  
18 heard from in particular the discussion with Mr. Zapalac and  
19 Commissioner Vandergriff that frequently project selection  
20 is not just something that -- that occurs within TxDOT. It  
21 is largely and predominantly occurs outside the Department  
22 working in coordination with many of our stakeholders and  
23 local partners. And that's what's represented on the -- the  
24 slide before you.

25 And those local partners include most notably our

1 Metropolitan Planning Organizations. Each of them have  
2 policy committees that guide project selection within their  
3 metropolitan areas.

4 In addition, local governments and regional  
5 mobility authorities, toll road authorities have an  
6 important role as do as well our own districts and divisions  
7 and -- and part of -- as part of this discussion we -- we --  
8 and as Russell introduced we -- we invited Mario Jorge from  
9 the San Antonio District and Brian Barth from the -- the Ft.  
10 Worth District here today to -- to really kind of talk a  
11 little bit about how that project selection process works at  
12 the local level and the involvement that -- that you all  
13 have with many of these entities in the project selection  
14 activities. And so I wanted to just defer here for a moment  
15 and -- and let Mario and -- and perhaps Brian as well add to  
16 that discussion here.

17 MR. JORGE: Thank you, Marc. Good afternoon,  
18 Commissioners, General. I think Brian and I, we're going to  
19 tag team this short talk on -- on the project selection on  
20 the local level. The -- the project selection begins really  
21 with the local knowledge of -- of the system needs,  
22 understanding what are -- what are the needs in each of the  
23 communities. That comes from your district staffs, from  
24 your area engineers, from our local elected officials,  
25 stakeholder groups.

1           And -- and this is done in a -- in a number of  
2 ways, but the -- the primary way that most district  
3 engineers approach this is doing a lot of one-to-one  
4 meetings, face-to-face meetings with the -- the county  
5 judges, with the mayors, with stakeholder groups. It --  
6 it's real important to get that -- that community feedback  
7 as an example of a -- a regional stakeholder group that --  
8 that we work with there in San Antonio as in Kendall County,  
9 the city of Boerne, Kendall County and the Boerne School  
10 District have formed a transportation committee and then  
11 meet on a quarterly basis.

12           And so we go and -- and we talk about ongoing  
13 projects, kind of give them a status and update. But then  
14 we also talk about needs and -- and both short term and long  
15 term. Those same kind of discussions take place with every  
16 -- every community in our district. And -- and every  
17 district in here will have a very similar story.

18           And -- and what we try to look at when we -- when  
19 we go talk with -- with these -- these stakeholder groups  
20 and elected officials, community leaders is identify the --  
21 the needs. Identify which project, scope will fit that need  
22 and would -- would address that need. And then try to find  
23 a -- identify the cost. And then try to find some  
24 partnerships that can help us then find a -- a funding  
25 mechanism that can alleviate the -- the cost.

1           So those are the type of things that take place.  
2           And again, as both on a short term type project as well as  
3           long term type projects there would be some intermittent  
4           traffic studies that we have to conduct, feasibility type  
5           studies and then share that back with -- with the  
6           communities.

7           But all of that is done continually. It's not a  
8           -- an annual. It's a continual approach that we do. And  
9           then the point where you are now dealing with MPO project  
10          selection, I think that's where a lot of those concepts and  
11          ideas that were developed on one-to-one meetings now go  
12          ahead and -- and surface up to the MPO and -- and there is  
13          this process that each MPO has to -- to look at those  
14          projects, use criteria to recommend selection for the board.  
15          And I think Brian's going to come and touch base a little  
16          bit on -- on our MPO processes which are very similar across  
17          the -- the majority of our MPOs.

18                 MR. BARTH: Well, thanks, Mario. Brian Barth,  
19                 your District Engineer in Ft. Worth. As Mario mentioned,  
20                 you know, a lot of that project selection project  
21                 identification starts with one-on-one meetings with locals.  
22                 You know, a lot of times the MPO staff is joining us in  
23                 those meetings. And -- and it's a -- like Mario mentioned,  
24                 it's a year round process. It's a continual process and we  
25                 continually keep a list of projects.

1           And -- and then when we go through the formal  
2 process of the NTP or making UTP recommendations to the  
3 Commission from the MPO, those projects go through a  
4 rigorous project scoring if you will. You know, they're  
5 judged against performance metrics, congestion, air quality.  
6 And the DFW area is a -- is a non-attainment area for air  
7 quality. So we have to meet air quality conformity. So we  
8 go through a process of -- of going through all those  
9 metrics and those projects and then bubble up.

10           Another thing that we've used is a GIS map through  
11 -- through the MPO's development of the traffic demand  
12 model. They developed congestion maps. And then we'll --  
13 we'll -- this is an example of proposed projects mapped on  
14 top of congestion maps.

15           The other thing they've used is population density  
16 maps. We'll map projects on top of population density. And  
17 there's other metrics that can be used in a -- in a  
18 geographical representation.

19           MR. WILLIAMS: Thank you, Mario and -- and Brian.  
20 I'm sorry. As -- as was described by both Mario and Brian,  
21 a lot of the project selection is -- is guided -- guided or  
22 -- or driven or even occurs outside of the -- the UTP, the  
23 Unified Transportation Program which is our 10 year fiscally  
24 constrained program that administers and accounts for all of  
25 the project funding that goes toward construction on -- on

1 projects that -- that utilize funds that the Texas  
2 Department of Transportation and -- and this Commission  
3 administer.

4           The UTP is a document that is approved by the  
5 Commission in August of each year. And then it is revised  
6 on a quarterly basis based upon input from many of the  
7 stakeholders and -- and the processes that were described  
8 here at the -- at the local level. And so it's a living  
9 document. It's an evolving document, but one that is  
10 driving for project selection processes by a number of  
11 different organizations.

12           This is a diagram that -- that kind of attempts to  
13 conceptually represent the flow of projects through the  
14 project development process. And it -- and it is a -- a  
15 project that some of the team that has been working with  
16 Bill Hale and our districts in -- in partnership with this  
17 effort have developed -- to kind of conceptually represent  
18 how projects flow through the process. The great projects  
19 shown here on the left-hand side are representative of the  
20 size and shape of projects that are in -- in planning and --  
21 and the size of the dots are intended to represent the --  
22 the amount of money associated with each of those projects.  
23 And those are typically projects that are outside of our 10  
24 year window of the Unified Transportation Program.

25           Then as you begin to get into the 10 year window

1 which begins to be represented in your five through 10 which  
2 is developed, it's kind of the central part of that diagram.  
3 The green and the -- the blue dots represent the dots that  
4 are kind of within that time frame. And those are the  
5 projects that conceptually we would want to be going through  
6 the design and the development process on making sure  
7 they're cleared environmentally, that -- that we understand  
8 what the -- the scope and extent of our right-of-way plans  
9 are potentially going to need to be.

10           The reason that those dots there are two different  
11 shades are intended to represent how some of the projects in  
12 that window are funded and represented in the -- the Unified  
13 Transportation Program as those are represented by the blue  
14 dots. But many of those projects are -- are not in the  
15 Unified Transportation Program. Those are represented by  
16 the green dots. And those are the dots that we have our --  
17 our eyes on that we're working with the districts on and the  
18 MPOs to -- to develop. But it's really not until they  
19 become fully funded for construction that they really have  
20 the opportunity to move forward. And the last four years,  
21 zero through four, is what we call construct -- the  
22 construct phase. And it's not necessarily intended to say  
23 that's when we start construction. But that's a term that  
24 we use within the Department without districts and staff to  
25 indicate that those projects are being cleared for

1 construction, to being ready for construction, to being  
2 ready for construction which means we are acquiring right-  
3 of-way. We are moving utilities. We're developing final  
4 plans, specifications and estimates. There's a solid  
5 commitment and a -- and a firm schedule to have those  
6 projects delivered and moved through for construction.

7           But as we talk about performance metrics and how  
8 performance metrics can be used to -- to guide the project  
9 selection and project development process working in  
10 coordination with an overall process of performance  
11 management that Darran described. Performance metrics can  
12 be applied in some way, shape or form that each of those  
13 steps within that process. So as we begin to look at  
14 projects that we want to move into the planning scale, there  
15 might be one set of performance metrics that we want to look  
16 at to help guide and select those types of projects. Those  
17 would be projects that maybe already identified on MPO long  
18 range transportation plans, in their MTPs or they're part of  
19 some of our strategic priorities.

20           And then as we begin to move through that process,  
21 we begin to look at more rigorous measures of congestion and  
22 safety and maintenance needs. And then as we begin to look  
23 at moving into those last four years, we also have to begin  
24 to consider factors such as the time frame. Is the project  
25 going to be ready to be delivered within the next four

1 years. And what are the available sources of money that can  
2 allow it to move from the green into the blue.

3 And in addition to that, we've also got to realize  
4 that the UTP is one of a number of plans. And in our urban  
5 areas, they have their MTPs, their long range plans that the  
6 MPOs administer. But in -- in areas like the Ft. Worth area  
7 for instance, they've also got their air quality conformity  
8 plans. And those are plans that -- that are -- that have to  
9 go through their own process to be revised and -- and  
10 updated based upon a very stricter quality conformity  
11 analyses that we along with the MPOs have to work to  
12 achieve.

13 And so when we elect to consider moving a process  
14 along this -- this set of phases of project development, we  
15 have to be aware of not only how it fits within the Unified  
16 Transportation Program, but how it may fit within the local  
17 plans and programs of our -- or our MPOs.

18 Another important area to -- to consider as we  
19 focus on the discussion of project prioritization is that a  
20 lot of that tends to be focused on, you know, the decisions  
21 that you all as a Commission make for strategic projects.  
22 And by and large, I think it's important to -- to recognize  
23 that that represents a relatively small amount of the  
24 resources that we as a Department administer through our  
25 Unified Transportation Program.

1           Only 80 to 90 percent of the funds that go forward  
2 toward traditional state and federal highway projects are  
3 administered through areas that are already -- that are --  
4 that are outside of those strategic -- that strategic  
5 project category which is category 12 in the UTP.

6           And those are formula distributed, many of those  
7 involve data driver processes to associate with our  
8 maintenance branches and safety programs. Many of those  
9 involve local control. They're -- they're projects where  
10 the Commission has delegated responsibility to the MPOs to  
11 make decisions about those projects. That includes projects  
12 that are funded with category 5 CMAQ, Congestion Mitigation  
13 and Air Quality funds.

14           And so is the vast majority of the program that is  
15 administered through the UTP goes out through the data  
16 driven process. And some of them are very sophisticated.  
17 The -- the data driven processes that involve our  
18 performance of our system and pavement preservation and  
19 bridge preservation are very sophisticated programs. Our  
20 maintenance program alone represents about 30 percent of our  
21 total program.

22           And again, this is one where I would like to just  
23 kind of briefly pause here and allow Brian or Mario to just  
24 kind of talk about the Pavement Preservation Program that  
25 you all are involved with at the district level working with

1 our maintenance division.

2 MR. BARTH: Yeah, so the -- the main driver for  
3 our maintenance program is the four year maintenance plan.  
4 And it's a continual process again. You -- your -- once you  
5 finished the -- the four year maintenance plan you're --  
6 you're starting to work on adding the next year, the  
7 following year. So we use the -- the data that we have, the  
8 -- the condition of the roadways through PMIS, the ride of  
9 the roadways, condition of bridges. We work with local  
10 counties and cities. They let us know how their -- how our  
11 pavements are doing and how our conditions of our roadways  
12 are doing.

13 But then we go through a process where our area  
14 engineers -- we have area engineers geographically located  
15 in our districts. They have a list of projects that they  
16 want to get into that four year plan. They submit them to  
17 our -- to our district staff.

18 We then go out and drive those roads with -- with  
19 those area engineers. And by the end of that process we  
20 prioritize the four year plan and -- and we prioritize the  
21 projects to add into the four year plan for the next year.  
22 And then that's just a continual process each year as we  
23 update that four year plan.

24 MR. JORGE: I think just on -- on my -- my end I  
25 would like to add is that there is a lot of thought given to

1 our -- our Pavement Preservation Plan. There's two major  
2 components of -- of that Pavement Preservation Plan which  
3 drives into the four year plan. One is a rehabilitation  
4 type program and then the other one is a preventative  
5 maintenance type program.

6 The -- your preventative maintenance is  
7 essentially is a resurfacing type projects, overlays,  
8 sealcoats. And -- and that's a key component and it's  
9 really important for the district and the local communities  
10 to have a -- a reasonable program in place for preventative  
11 maintenance. Otherwise, you'll -- you'll have to be  
12 rehabilitating even single lane mile and we can't afford  
13 that.

14 So your preventative maintenance really is -- is  
15 the backbone of a pavement preservation program. We spend a  
16 lot of time. We look at data and we look at a lot of visual  
17 observations, do a lot of field recognizance. And -- and  
18 that's how -- that's the driver for our preventative  
19 maintenance program.

20 The rehabilitation program is when you got  
21 pavement or distress to the point that resurfacing won't do  
22 it. So we have to balance those -- that -- that financial  
23 constraint. I'll give you a little -- a little trick of the  
24 trade here for us is that when we have a four year plan our  
25 target -- and these are projects that can be developed

1 fairly quickly is that years one and two, we want them ready  
2 in year one. And the years three and four we want them  
3 ready in year two.

4 So we're -- we're always a year or two ahead in  
5 terms of project development, that allows us to be nimble,  
6 flexible if additional funds come our way for -- for  
7 maintenance. We can take advantage of that. So there's a  
8 few things.

9 And we also want to plan beyond the -- the four  
10 year plan. And so pavement preservation for rehabilitation  
11 and overlays of our major corridors, we like to look -- look  
12 at a 10 year plan. Understanding we're not going to be  
13 working on those projects and they may change, but it's --  
14 it -- it does allow us to really have a -- a system in  
15 place that we know where we're going to be working on and we  
16 know what type of projects are needed down the line. So it  
17 allows us to be a lot more flexible for -- for you.

18 MR. WILLIAMS: Thank you, Brian, Mario. So as we  
19 address the area of -- of strategic project selection and --  
20 and those areas that -- that primarily involve Commission  
21 discretion.

22 Starting a little over two years ago, TxDOT began  
23 an effort to prioritize projects that were part of the  
24 Unified Transportation Program at this time -- at the time  
25 that we began that, that initial step was part -- in part

1 the result of legislative direction that came about through  
2 our sunset build that required that TxDOT rank all projects  
3 in the Unified Transportation Program.

4           And our initial look at ranking projects in the  
5 UTP really looked at three board areas, strategic goals,  
6 project readiness and availability of funding. And over the  
7 past couple of years this project has really -- and this --  
8 this effort has evolved and improved with the -- to help us  
9 become better informed and -- and inform the Commission on  
10 project selection decisions and also to work with our  
11 stakeholders. And as we kind of move forward with this  
12 process and work with Darran Anderson and his team on  
13 performance metrics, these are areas where we have the  
14 opportunity to -- to kind of continually assess the  
15 performance metrics that we're using in these areas or look  
16 at other areas that may need to be incorporated as we -- as  
17 we move forward and -- and working with the Commission and  
18 others and evaluating what criteria we potentially want to  
19 apply in terms of metrics to project prioritization.

20           To move forward, a couple of things are very  
21 important to make this successful, things that kind of  
22 happen behind the scenes but they're -- they're critical.  
23 Maintaining quality project information is -- is the most  
24 important aspect of this. That requires one of us working  
25 in close coordination with our districts to make sure that

1 information on current projects is maintained and is up to  
2 date and represents where those projects are in the project  
3 development stand -- and scheme and how those relate to  
4 current plans and programs over MPOs.

5 In addition, we have to have good tools, effective  
6 tools to maintain that project information. And -- and the  
7 current tools that we've used are -- are a bit outdated. We  
8 use a -- a program called DCIS which stands for Design  
9 Construct Information System. It's represented by the  
10 screen on the left here. The -- the blue -- the black kind  
11 of dot matrix green. Most -- most people who deal with  
12 computers, those screens kind of went away a long time ago.  
13 But we still use that program as part of our project  
14 management system -- project information system within the  
15 Department. And that's an area that Darran Anderson and his  
16 team working as well with Bill Hale and others are looking  
17 at how do we develop a modernization portfolio project  
18 management system that -- that kind of moves us out of this  
19 30 year old technology into something that is more flexible  
20 and more -- more robust and up-to-date.

21 In the interim, what we are -- have been working  
22 to do and do pretty successfully is to develop other tools  
23 and programs that can be used --

24 MR. LEWIS: Marc --

25 MR. WILLIAMS: -- to take that information.

1 MR. LEWIS: -- if I -- if I can just interrupt  
2 just a moment.

3 MR. WILLIAMS: Yes, sir.

4 MR. LEWIS: Commissioner Austin, do you have a  
5 question --

6 MR. AUSTIN: Yeah, I have --

7 MR. LEWIS: -- at this time?

8 MR. AUSTIN: I -- I do and I was like -- one, I  
9 think I saw this at the Smithsonian, but just -- I was in a  
10 conversation previously with Darran and I noticed we were  
11 looking at IT in its totality. I want to make sure we  
12 include items like this of software when they -- when these  
13 things have outlived their useful life. What -- what do  
14 these old system cost us versus putting the new technology  
15 in place and, you know, with migration and being able to  
16 move forward. Because the better, faster, quicker and the  
17 more responsive we can be and let you guys have the money  
18 and the time to plan is going to help move back.

19 And I'm going to ask a question when we come back  
20 later. Where on this previous page that our biggest  
21 bottleneck besides fund -- just funding? So I want to make  
22 sure we get the right including that.

23 MR. WILLIAMS: Yes.

24 MR. LEWIS: Commissioner, did you want to go ahead  
25 and ask a question --

1 MR. AUSTIN: Well, I --

2 MR. LEWIS: -- about the prior page now?

3 MR. AUSTIN: Well, I guess we're -- I may as well.  
4 I mean project readiness. You know, I -- I keep using the  
5 example a couple years ago. And I think I heard a part of  
6 this conversation when we were looking to allocating Prop 1.  
7 Do we have projects ready to go? And to what degree does  
8 that impact us with potential sources of -- of funding? Do  
9 we have projects ready to go and what could we do to be --  
10 to -- to do a better job?

11 MR. WILLIAMS: The whole area of -- of project  
12 readiness Commissioner I think -- and that's -- that's a --  
13 it -- it is a -- a good question and -- and an important  
14 point. That has been, you know, the -- the bottleneck  
15 really for addressing strategic projects. And part of the  
16 challenge with project readiness has been driven toward  
17 funding uncertainty. And without -- right now today there's  
18 33, \$34,000,000,000 in our Unified Transportation Program.

19 And as you all are aware, the legislature is -- is  
20 considering additional funding that would be added to that  
21 program. But -- but to date, that money does not exist  
22 within our Unified Transportation Program.

23 And part of this initiative that we have been  
24 undertaking and as we've been looking at project information  
25 and project readiness is really how do we shape that

1 reasonably. And it kind of goes back to this funnel. What  
2 is the size and the shape of that funnel that we need to --  
3 to ensure that we are -- have enough projects in the  
4 pipeline that are kind of into that green phase or maybe  
5 even into that grey phase that can make sure that as that  
6 -- as that -- the right-hand side of that funnel may expand  
7 with additional funding, we have enough projects to move  
8 through that pipeline to keep up with that demand. The size  
9 and the shape of that funnel is largely dictated by what our  
10 financial forecasts allow it to be dictated in. But -- but  
11 project readiness is a really critical -- critical issue for  
12 us. Thank you.

13 MR. ZAPALAC: Commissioner -- Commissioner, also,  
14 I would like to -- to just add to that over the last year we  
15 have developed a strategic -- I'm sorry, a -- a Supplemental  
16 Program Authority along with the UTP to allow us to work on  
17 developing those programs. And there's -- there's a  
18 considerable number of projects and a lot of those are those  
19 green dots in the SPA that represents getting projects ready  
20 for construction. So as soon as we do have the funding we  
21 can move them forward. And again, we don't formally put  
22 them into the UTP, because we don't have the funding for  
23 those projects. But they're sitting out there getting ready  
24 and we're working on them so that they can be ready when  
25 funds become available.

1           MR. ANDERSON: So I -- I think it's important to  
2 note that it's not just one funding stream that we're  
3 talking about. I mean, it's federal funding, it's -- it's  
4 the state funding. And so predictability and consistency of  
5 that varies over time. And -- and, you know, the  
6 implementation of Prop 1, no one could have predicted that  
7 10 years ago. And it's actually been a boon to us because  
8 it's -- it's increased money towards the execution phase.  
9 But we may not have had enough projects ready to go because  
10 of that and because we didn't know that that far out.

11           It's also important to understand that our money  
12 is siloed to some degree in -- in strategy. So it's -- it's  
13 also a dance of knowing are -- are we putting enough money  
14 towards design, towards -- towards survey, towards all those  
15 components of getting to letting in construction. And it's  
16 -- and it's a -- a delicate -- you know --

17           MR. WILLIAMS: Sure.

18           MR. ANDERSON: -- measure.

19           MR. WILLIAMS: One -- one of the big challenges,  
20 you know, as we talk about funding predictability, a lot of  
21 chal -- a lot of projects we -- we were not able to get  
22 approved environmentally without the funding identified.  
23 And so that's -- that's a challenge that we have to  
24 overcome.

25           But what I will say and -- and adding on to the

1 comments from Russell and -- and Darran is this process has  
2 enabled us to do a much more effective job in making sure  
3 that we have projects ready to go. And that really helped  
4 to -- to kind of play itself out as we began to apply this  
5 process with Proposition 1. We had with Proposition 1 as  
6 Darran mentioned, you know, 1.74 billion dollars that was  
7 approved by voters in November. We were able to use these  
8 tools that we've developed to ensure that we had projects  
9 ready to move forward.

10 And as a result, we were able to engage our  
11 stakeholders. We were able to apply a data driven scoring  
12 process to evaluate those projects. We were able to engage  
13 our MPOs in our districts, have effective public outreach  
14 and effective legislative coordination. And now we are on  
15 track to deliver that program this year and we're setting up  
16 the same process as -- and for -- for future years of -- of  
17 funding authorizations and they come about through the  
18 legislature.

19 MR. AUSTIN: Marc, I would just like to say to the  
20 -- to you and to the entire team, when ya'll rolled out the  
21 map, when we talked about the Prop 1 projects where people  
22 could download by district or by area or by project, I've  
23 heard so many compliments on that. And I want to say thank  
24 you all. Because that's using the tools what you guys have  
25 created to be able to let the public be one -- see it, feel

1 it, touch it. And anyways. So thank ya'll.

2 MR. WILLIAMS: Lastly and I'll -- I'll turn it  
3 back to -- to Darran here is -- is just a discussion about a  
4 plan to -- as we move forward and -- and what the scope of  
5 that plan may -- may involve. And -- and Darran.

6 MR. ANDERSON: And so as we referenced on the  
7 first slide as we talked about what we said in the last  
8 workshop on strategy. And I -- you know, I think in -- I  
9 think these guys have very succinctly and quickly laid down  
10 that, you know, there is a comprehensive project selection  
11 effort already in -- in progress and they've implemented a  
12 number of tools, a number of mechanisms that have greatly  
13 improved their ability to -- to do that in a more  
14 transparent and -- and effective manner.

15 And -- and we've -- and frankly, they're working  
16 towards even greater tools to do the same. And he mentioned  
17 earlier the portfolio management solution that we're working  
18 that -- that will again compliment that as we move forward.  
19 And it helps us to get you an integrated project planning  
20 life cycle and leading up to letting and then ultimately to  
21 an integrated performance driven process to -- you know, a  
22 mechanism that helps ya'll with your strategic decision  
23 making.

24 So we're very cognizant of the fact that -- that  
25 -- you know, there are potential legislative guidelines that

1 are being discussed across the street and -- and we're  
2 standing by for those. And as a part of that as we're  
3 preparing to -- to acknowledge and -- and work with them on  
4 that, we laid down a strongman with Commissioner Vandergriff  
5 to kind of -- you know, the steps that we think we need to  
6 go through to get to where we need to be in the next year.  
7 And -- and the intent of these slides is just to kind of lay  
8 that out for you.

9           And -- and some of things we did discuss last  
10 month. We talked about reviewing our vision mission, values  
11 and goals. And we talked about looking at our processes and  
12 developing performance measures and -- and data and -- and  
13 finding where that data exists that would greater help us  
14 with our -- our performance metrics. And then finally tying  
15 that to legislative objectives.

16           We want to have greater stakeholder input into all  
17 this -- these processes. So engaging the legislature,  
18 engaging all the citizens, users and not just, you know, the  
19 -- what people normally think the public. But also the  
20 freight industry and these other people that use our  
21 infrastructure so that they can inform us in a better way  
22 and -- and we can select projects on a greater more robust  
23 viewpoint. Working with the MPOs, working with the RMAs and  
24 other public agencies and then the local and city county  
25 officials.

1           We intend to produce an interim report, if not,  
2 more than one report. We probably want to have some kind of  
3 project process reviews as we go forward with ya'll. I --  
4 and we'll identify preliminary measures. We'll work on the  
5 targets. We'll discuss that in our relation to our goals  
6 and objectives. We'll tie that into our projected funding  
7 levels working with finance and -- James Bass. We're going  
8 to look at how those all align against our priorities and  
9 our criteria. And then finally get to the level of prior --  
10 you know, prioritizations based upon all that for each and  
11 every project as it relates to the UTP.

12           And then I -- I would presume out, you know, that  
13 green area that we talked about that's external to the UTP  
14 we'll -- we'll be looking at those projects as well.  
15 Because there frankly is a potential as you go through that  
16 10 year timeline that a project that is not initially  
17 considered within that contract might need -- reach a  
18 greater priority. And that's what Marc was showing on those  
19 gates is it's a good idea and it's effective that we  
20 periodically remeasure those projects as we move forward.

21           I want to get the stakeholder input and -- and  
22 public com -- comment and -- and tie that into the interim  
23 report. And the finally reached a point where we adopt  
24 through the -- the Commission adopts our performance  
25 measures and the reports on that and -- and in those

1 priorities that we laid down and then tie that into our  
2 processes and rules.

3           On the final slide then which -- so we -- you  
4 know, I hope we've conveyed that we're moving towards a  
5 performance based process in our operations and as it  
6 relates to strategy and then how project selection is a key  
7 component of that. It's -- it's a -- is -- says on the  
8 slide an iterative and deliberate process. We want to be  
9 fully transparent in laying that all out in front of ya'll  
10 so that you all lead that discussion and -- and direct us  
11 from a -- from a policy perspective on where we need to  
12 head.

13           We -- again, in cognizant of what's being  
14 discussed across the street and we'll adapt as those -- as  
15 those are actually written into law. And we finally -- you  
16 know, the next step is for us to inform an internal task  
17 force. Commissioner Vandergriff talked about a bottoms up  
18 approach and he's already explained to me, you know, where  
19 we want to reach out in the organization and -- and build  
20 that initial staff that helps develop the first steps. And  
21 we'll move forward from there. And we already had an  
22 organization in place that was looking at a higher level  
23 concept and -- and we'll marry those two efforts. And then  
24 we will begin to engage all -- all of our stakeholders and  
25 -- and bring them into the process as appropriate.

1           With that, I'm offering -- open it to any  
2 questions.

3           MR. LEWIS: Let me ask this. Commissioners, I --  
4 I think that -- that's the presentation. Any additional  
5 questions or comments before we turn it back to Commissioner  
6 Vandergriff?

7           MR. AUSTIN: Just a couple -- and some of this may  
8 be Victor is you all work on the -- Commissioner Vandergriff  
9 as you all work on the Committee. I'm sitting here thinking  
10 -- one just -- and -- and the stakeholders. You kind of  
11 mentioned when you mentioned freight, we have some very good  
12 knowledgeable working committees or advisory committees, you  
13 know, I-69 freight port, and we had I-35, is to make sure we  
14 include those type of entities with their recommendations  
15 because they've had a great impact on what we've put in the  
16 UTP. And I was under discussion yesterday about Interstate  
17 20 working committee using much of the framework like what  
18 I-69 did. I think those are extremely beneficial work  
19 groups.

20           And just to begin to think about project  
21 selection, you know, I -- I kind of think back what got us  
22 here. And I know Commission Vandergriff has talked a lot  
23 about this. What hasn't worked? I don't want to dwell on  
24 it, but that's kind of leading us -- giving a framework of  
25 where we're going.

1           All that to be said, I want to make sure that we  
2 maintain enough Commission discretion. And I know that's  
3 been a topic of debate or flexibility. And let me use some  
4 examples. A couple years ago we had the energy section that  
5 we're having to address. That was part of Prop 1. I think  
6 we have a long range plan of -- of -- you know, we have a  
7 lot of projects that would take us to the -- probably the  
8 next decade to -- to continue to fix roads. You know, we  
9 had project prioritization -- A lists, B lists, C lists, D  
10 lists and so on.

11           Well, the new energy sector is now is cold water.  
12 Now look at what's happening with our roadways throughout  
13 the state, in Houston with flooding, impact to our bridges.  
14 Some of it is immediate emergency. Some of it we have yet  
15 to see what the impact is going to be. And I -- we need to  
16 be able because when we see something and if it's not on the  
17 legislative list, no disrespect intended, we need to be able  
18 to act prudently and expeditiously to be able to move things  
19 and get things -- get things fixed.

20           And also multimodal. There's a lot of things that  
21 we do that may provide connectivity to other modes and uses  
22 of -- of freight and moving people, goods and services  
23 whether it's connecting to a train station like DART as  
24 moving people, taking and relieving congestion. It's going  
25 to an airport. It's a multimodal facility. It's a port.

1 It's our intercostal, our airports. It's to make we're --  
2 you know, keep those in mind. I know roadway is our primary  
3 consideration. If we can relief traffic and to put on a  
4 rail or a freight or something like that.

5 One other thing I would like to bring up for  
6 consideration is look at -- you know, the Water Development  
7 Board just published their list of 39 lakes that are  
8 eligible to apply for the SWIFT -- well, the new SWIFT loans  
9 of billion dollars. I think there's \$4,000,000,000 worth of  
10 projects for lakes being considered or that are on the  
11 drawing books at -- in some form or fashion within the  
12 state.

13 Randy -- Dennis Cooley in the Tyler district did a  
14 great job last month. I had asked him should Lake Columbia  
15 go forward. I'm using this one as it is close to me and it  
16 was a local example. What would be the impact to the  
17 district meaning TxDOT of our local commitment? That one  
18 project, I think our net out of pocket some would be  
19 reimbursed and then out of pocket may be about \$50,000,000.  
20 That's one small project.

21 What about the other 38 projects we have around  
22 the state? Should it go forward? Water is important to us.  
23 And I say working with other agencies like the Water  
24 Development Board and these entities, some of these projects  
25 are not in the UTP. But if that lake, if -- I say that lake

1 or if any of the lakes begin to pick up quickly and pick up  
2 steam, we need to be able to make modifications because  
3 water is important. The voters approve that \$2,000,000,000  
4 just like they did the Water Development Board.

5 So anyway, I -- just like I did Prop 1. Those are  
6 some considerations to maintain flexibility, being  
7 responsive -- responsive to the state. And also I just keep  
8 coming back to maintenance. You know, John, you -- ya'll's  
9 team. Ya'll are going to have a really difficult time  
10 assessing and staying ahead to keep the roads safe of damage  
11 that we haven't even seen yet. This is going to be in a  
12 different form of -- and I keep using the -- the term energy  
13 sector, but this is a water sector now and we need to be  
14 careful and make sure we plan and -- and have resources.  
15 And this could mean the delay of other projects depending on  
16 the implications and the -- and cash flow.

17 So anyway, that's -- those are the things. Thank  
18 you. And I think this is a great, great, great exercise,  
19 Commissioner.

20 MR. LEWIS: Thank -- thank you, Commissioner  
21 Austin. Commissioner Bugg, did you have any questions or  
22 comments at this time?

23 MR. BUGG: No, I would just like to add to  
24 Commissioner Austin's comments that I think this is a very  
25 important and timely topic for us to be looking at. And

1 Commissioner Vandergriff, I'll do anything I can to -- to  
2 work with you and help you on this, because I think it's of  
3 utmost importance. And, you know, what was said earlier,  
4 this really is -- all the things we talk about at our  
5 Commission meetings, at the end of the day we're in the  
6 business to provide infrastructure for the state of Texas.  
7 So this is a very important component of what we do. So  
8 thank you, Mr. Chairman, for putting it on the agenda today  
9 for this workshop.

10 MR. LEWIS: Thank you very much, Commissioner.  
11 Then if there are no -- no others, then I would like  
12 Commissioner Vandergriff will you sum it up for us and let  
13 us know?

14 MR. LEWIS: Sure, I appreciate the commitments of  
15 my fellow Commissioners on this. I can assure you we're  
16 going to -- I've -- I've recorded these. We're going to  
17 bring you in aggressively and often to this processes as we  
18 are to own what we end up doing. And by that, I mean,  
19 ownership in terms of the policy leaders of the agency. I'm  
20 looking forward to working with all of you with the staff  
21 and with our stakeholders out there and the legisla --  
22 legislature and then the MPOs.

23 But Commissioner Austin made it -- it's not a but.  
24 It's an and. He made a -- a very wise comment that we have  
25 all these existing stakeholder groups that we've got out

1 there. We certainly need to include them and address them  
2 as well as employees. And that there are forms of  
3 transportation that are not the primary focus of us which is  
4 the roads but we -- we need to keep those in mind as well.  
5 So some excellent points and --

6 MR. LEWIS: Thank you.

7 MR. VANDERGRIFF: -- and we will do that for sure.  
8 So with that, turn it back to the Chair.

9 MR. LEWIS: Thank you very much Commissioner and  
10 thank you very much. I echo the comments of -- of the rest  
11 of the members of the Commission. And thank you very much  
12 for taking this on. And we all look forward to working with  
13 you as this goes -- goes forward. And obviously with the  
14 staff as this goes forward.

15 We do not have -- I don't believe we have any  
16 yellow cards. We don't have any requests for comment. So  
17 if -- if -- without those, then we'll conclude this item on  
18 the agenda.

19 The next item on the agenda we have is for  
20 Executive Session pursuant to Government Code Chapter 551.  
21 First of all, Section 551.071 is consultation with an advice  
22 from legal counsel regarding any item on this agenda or  
23 about pending or contemplated litigation. And then the  
24 second item we have is Section 551.074 which is a discussion  
25 concerning evaluation and the duties of the executive

1 director and the chief of audit -- the chief audit and  
2 compliance officer.

3 At this time, we -- we'll be in -- in recess so we  
4 can go into Executive Session.

5 (Recess from 3:07 p.m. to 4:50 p.m.)

6 MR. LEWIS: Let's get if we can -- let's see. The  
7 Commission has concluded its Executive Session. We -- we  
8 recessed here in our open meeting at 3:07 p.m. We began our  
9 Executive Session at 3:14 p.m. and then we concluded, what  
10 did I put down there, at -- and I -- it's on that order.  
11 What was that -- when did we conclude our --

12 MS. CARTER: 4:48.

13 MR. LEWIS: at 4:48 p.m. So we are back now into  
14 open session. All of the items on today's agenda are  
15 completed. Is there anyone signed up for open comment  
16 today?

17 (No audible response.)

18 MR. LEWIS: Seeing none, if there's no other  
19 business to come before the Commission, Commissioner  
20 Vandergriff moves that we adjourn. And I believe there is a  
21 second from --

22 MR. AUSTIN: There is a second.

23 MR. LEWIS: -- Commissioner Austin.

24 MR. AUSTIN: Yes, sir.

25 MR. LEWIS: And all in favor, say "aye".

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(Chorus of "Ayes")

MR. LEWIS: Any opposed?

(No audible response.)

MR. LEWIS: All right. The motion carries. And we'll note for the record that it is 4:52 p.m. Thank you.

(Proceedings concluded at 4:52 p.m.)

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C E R T I F I C A T E

I, Kimberly C. McCright, CET, certified electronic transcriber, do hereby certify that the foregoing pages 1 through 49 constitute a full, true, and accurate transcript from electronic recording of the proceedings had in the foregoing matter.

DATED this 15th day of June, 2015.

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Kimberly C. McCright, CET

Certified Electronic Transcriber