

From: [Sunset Advisory Commission](#)
To: [Cecelia Hartley](#)
Subject: FW: Public Input Form for Agencies Under Review (Public/After Publication)
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-----Original Message-----

From: sundrupal@capitol.local [<mailto:sundrupal@capitol.local>]
Sent: Wednesday, November 30, 2016 10:54 PM
To: Sunset Advisory Commission
Subject: Public Input Form for Agencies Under Review (Public/After Publication)

Agency: TEXAS DEPARTMENT TRANSPORTATION TXDOT

First Name: Frederick

Last Name: Sunderman

Title: PE

Organization you are affiliated with:

Email:

City: Spring

State: Texas

Your Comments About the Staff Report, Including Recommendations Supported or Opposed: Spending now over 15 years in transportation after spending 10 years in manufacturing, I am disappointed by the tone of the report. Namely, it appears the the legislature may not be funding the management changes that need to happen to make TxDot competitive in a modern economy. We can spend millions on Texas coaches yet the billions in this TxDot system can't seem to keep up with market technology. I made the point 5 years ago that TxDot accomplishes its goals only through its projects. Any other function really needs to be passed off to an entity that specifically aimed at meeting federal requirements Regulating signage doesn't need to be in a conjection relief entity. TxDot shed the Department of Motor Vehicles and they are doing fine. Some more shedding needs to occur.

Any Alternative or New Recommendations on This Agency:

Texas Workforce Commission is not a valid benchmark for TxDOT. Companies such as Shell, Exxon, and Chevron continually utilize the most advanced technology to focus on their goals. For over 20 years, attribute based intelligent models have been used successfully to manage large systems.

TxDot won't utilize this technology because its basic employees simply don't understand the system. Growing up in a paper and blue print world, they are content to turn paper into concrete. Neither the paper nor the concrete have any intelligence and can provide no feedback. Thus, management only sees what is input in their databases and the inputting takes vast amounts of labor. TxDot has struggled to implement project management and still does not have a complete internal program where its non-engineers can become certified project managers. Five years ago I and others recommended a simple red, yellow, and green light dashboard system for management to manage not only cost, but time and risk with realtime database updates from the field.

Instead, TxDot seems content to revert back to its management by programming method of relying on federal dollars and consistent conjection to keep its fuel tax revenue high. This sadly appears to be promoted by the higher education system which suffers under the same grant or perish existance.

Basic needs:

TxDot needs a non-paper based system which is searchable and offers real-time feedback from assets with detail that can be used to engineer solutions. In short, the paper to scan TxDot project done 10 years ago should become a scan to model .. 3d was a nice try by TxDot but virtual, attribute systems is the goal.

Real research by Texas University's into the real time project tasks require needs to happen. Projects are only as good as their underlying tasks and guessing times with no generation of task times from 93 years of history leads to projects appearing to be "delayed". By now, the basic work methods should have been studied, lessons learned should have driven research, and project time lines should not be goals but reachable and attainable.

The capital markets appear warm to good projects with investors gobbling up 3rd party bond offerings yet the legislature has yet to allow free market creation of roads allowing each large project by a case to case basis. With that, local entities such as utility districts that have road authority should be allowed to utilize toll system for income and project funding . The bulk of the real waste in Texas is not in the delivery but in the amounts of time and money in the planning process which is constantly behind and unable to keep up with growth because its own planning system inability to capitalize its project backlog and thus meet market demands. Instead of naming another new ferry after a commissioner, let the market build the bridge.

The bypass system utilized to take major routes out of small downtowns has been successful. It now needs full implementation on the interstate system through Texas cities. Massive interchanges due to limited bridge clearances and reduced pass through lanes cause bottlenecks in our cities (ie US59 at Houston downtown). Flyovers with virtually no local access would greatly reduce congestion and speed commerce.

Spring Creek UD and local residents suffered greatly with sometimes 50 minute waits during Grand Parkway construction.

I have spent 20 years working locally as a republican precinct chairman. The grassroots is beyond frustrated with a system that can't keep up with growth because non-locals control purse strings. Power and purse need to be transferred to locals.

Lastly, as I mentioned to Rep. Keough and Senator Creighton, TxDot would be better served by local individual districts that answer and are aligned approximately geographically with their State Senators lines. This would assure responsiveness to populations in a fair manner or at least as fair as the lines for the state senators. This will also assure TxDot districts move with the population shifts upon redistricting. TxDot Austin would serve in conjunction with the universities, consultants and contractors to serve those local entities. Metro planning has never gotten down to block grant level and needed roads should not wait on Austin management when locals can achieve funding through 3rd party agreements elsewhere.

Having family from the Northeast, I have been pro-toll. I believe local systems that accomplish real needed mobility (like Harris County Toll Road) can prosper. SH-130s deserve to fail. Build to assure traffic in the future both air, land and sea and users will gladly pay for it.

My Comment Will Be Made Public: I agree