

# CANDIDATE INFORMATION FOR ELECTION TO CTC BOARD OF DIRECTORS

## **Candidate: Carol Caul**

### **1. CONFIRM YOUR CANDIDACY:**

**I wish to serve on CTC's board for a period of one year.** Upon expiration of the one-year period, I shall stand for reelection for a two-year period to enable our reconstituted board to have staggered terms.

### **2. PROVIDE BRIEF BIO AS IT WOULD RELATE TO CTC'S MISSION AND GOALS:**

CTC is a multi-mode transportation organization, and for nearly three decades I have supported transportation modes and governance provisions that promote neighborhood quality of life and access to transportation for the greatest number of persons at the most reasonable cost. Although CTC has members who support single issue modes and infrastructure methods (my favorites are jitneys, tiny cars running on renewable energy, and modernized freight delivery), our CTC organization must remain dedicated to examining and critiquing **all** modes and transportation philosophies—whether we particularly like them or not. I only know I do not support the Pave The Earth or Build Everything philosophies that pervade so many transportation agencies and lobby groups.

I was on the board when we developed our current Vision and Mission for the organization in 2011. I also helped draft our organization's 10 Core Principles. These, taken together, serve as guidance for CTC to develop informed and analytical positions regarding transportation projects and to recommend our own alternatives.

I have served as CTC's Advocacy Chair for the organization for several years. As Advocacy Chair and Board Member, I use our mission and these principles plus several related application principles along with application statutes, regulations, and guidances, to develop CTC's position on every transportation and transportation-related project I have ever worked on for the organization. I have a strong background in technical administrative and environmental law, energy and renewable energy and transmission logistics, and financing, financial derivatives and large proposal structures. My writing, research, and organization skills, and my background in law and economics give me the skills to break up and analyze complex environmental, engineering, and financing proposals, and, where advisable, to suggest improvements or corrections to such plans on behalf of CTC, its board, and its members in accordance with our mission.

### **3. CANDIDATE QUESTIONNAIRE:**

Please provide short answers to (1) the following questions as well as (2) the attached Skills Sets questionnaire (attached).

## **Where do you live (neighborhood, city, county)?**

Neighborhoods are not immune from unmitigated, negative impacts of transportation modes and infrastructure, and mine is certainly one of them: the agencies simply cannot leave us alone. I live in an older, dense dwelling condo and townhouse development (50 years old) at IH-610W and IH-10 in Houston, Harris County Texas. My neighborhood is nested in the IH-10/IH-610 interchange and is adjacent to the multiple use N Post Oak Road.

My neighborhood is a textbook case of the failure of coordinated transportation and drainage planning among several governmental agencies. N Post Oak Road was annexed by TIRZ 16 for some reason that escapes me. N Post Oak Road serves as a *de facto* feeder road for IH-610 and is the entrance to IH-10 feeder and the IH-10 toll lanes as well as being next to the NW Transit Center. Immediately abutting N Post Oak Road are the IH-10/IH-610 interchange structures including the often photographed, vomitous looking, tax dollar-wasting Godzilla Ramp; and multiple elevated highway interchange structures for the IH-10/610/290 interchange. The upcoming Elevated Bus Lane project will immediately abut our neighborhood and will hog all of our pervious surface on N Post Oak Road. My home is approx. 4.5 feet lower than N Post Oak Road, so flooding will ensue without design mitigation. All of this concrete also abuts Memorial Park and the Arboretum which are on the east side of these interchange features. To cap all of this off, TxDOT plans elevated express lanes to run above the current 610 Loop mainlanes.

Further, while Mayor Turner has expressed a preference for any high-speed rail terminal to be located at Northwest Mall (approx. 2.5 m from my home), FRA has yet to rule out NW Transit Center (approx. .7 mi from my home) as a terminal site.

In short, my neighborhood is a central location with multiple transportation projects—nearly as many as for those who live downtown-- and which will impose crushing neighborhood mobility and access constraints if the city and TxDOT do not provide signalized access for our neighborhood to N Post Oak Lane and better signalization at Memorial and at the Katy Freeway. We shall have flooding if TxDOT and the TIRZ do not make design modifications to abate the condition. Notwithstanding all of these negative impacts, I remain committed to clean air and transit and support the upcoming highway and transit projects abutting my neighborhood, and I support additional proposed transit running along my neighborhood although I remain worried about sustainable technology and ridership studies.

## **How long have you been involved in CTC and in what capacity?**

I joined CTC in 2005 to help fight the failure to provide traffic noise abatement for the then proposed reconstruction of the IH-10/IH-610 interchange and to carry on the efforts of CTC's predecessor organization, the Katy Corridor Coalition. I was elected to the board in 2007 and helped with drafting of comments to government initiatives and environmental documents and helped research legislative and regulatory efforts.

Since 2011 I have been the principal drafter of comments the CTC makes on numerous and wide-ranging multi-mode projects and statutory and regulatory initiatives ranging from increased billboard sign height to major highway reconstructions such as IH-45, IH-610, US290, and segments of the Grand Parkway, to comments on COH PWE Street Design and Storm Water IDM, the Houston Bike Plan, and to forward plans for funding developed through H-GAC.

## **What other civic groups are you involved with?**

I have been a board member and maintain books and records for my neighborhood homeowner association for several years. As board member for my HOA, I supervise the infrastructure and major repair and replace projects for the organization. This involves working with staff and subcontractors of COH PWE as well as taking bids from and supervising private contractors.

During my earlier years with CTC, I also served as unofficial neighborhood liaison with the METRO light rail designer for several years regarding a route and operations for the proposed Uptown Light Rail. This included working not only with the 7 associations in my neighborhood, but also with the Forum retirement community and the 4 office buildings on N Post Oak Road. We nearly had every design issue worked out for our neighborhood and street, and I very seriously doubt if there would have been any legal trouble on our end. In light of the possible High-Speed Rail, it looks like a colossal mistake to have not fought Mr Culberson and to have abandoned the light rail project in favor of the elevated bus lane project which presents exactly the same visual impact Culberson claimed to be fighting.

Several years before I joined CTC, I was a member of Citizens Advocating Responsible Transportation (CART) (1992-2002), a broad based, volunteer 501(c)3 transportation organization and worked on issues such as the CAAA of 1990, commuter rail, the regional environment, parkland preservation, and toll roads. Our president, the late Dr Robert Silverman, was the lead plaintiff in the 2003 Katy Corridor Coalition lawsuit (Silverman, Hellerstein, and the Katy Corridor Coalition (KCC) v FHWA et al); KCC was a precursor of CTC. Dr Silverman's efforts and my efforts suing in 2004 on behalf of our neighborhood for noise abatement were rewarded by TxDOT building the Godzilla Ramp right next to Silverman's home. (Thankfully, TxDOT is no longer willing to spend the public's tax dollars in order to be so vindictive.)

## **Why do you want to be a member of the CTC board?**

**BROAD-BASED EDUCATION AND OUTREACH.** CTC is a broad-based, transportation and transportation infrastructure organization that has no particular political bias and, consequently, provides an excellent platform for listening to the public, educating the public, and laying out issues we take up to elected officials and their staffs.

**ADVOCACY.** I would like to continue the work I have been doing—principally developing positions for the organization based on our Core Principles and application principles. With the country standing on the precipice of many transportation initiatives and changes in mode, it will be especially important for volunteer organizations to have time and staffing to keep up with these modes and their pros and cons and to provide education and relatively unbiased analysis of them. I am very supportive of investigating and supporting new modes of transportation that have a life expectancy and viability to serve all groups.

**PUBLIC INVOLVEMENT.** I always champion the right of the public to participate formally in public forums in planning, design, and mitigation of environmental impacts. The public can often

lend fresh eyes to a transportation project and provide helpful recommendations, or it can shine a light on fundamental flaws regarding the underlying purpose and need of a project.

**GOVERNMENT TRANSPARENCY AND ACCOUNTABILITY.** In Texas we have slipped backward over the past few years in terms of transparency and accountability. We have so very many governmental entities in Texas. Even though Texans are supposed to be a bunch of anti-government rednecks, we have a nearly incalculable number of unaccountable administrative agencies, opaque local government entities such as TIRZ in areas that are not blighted, management districts, and MUDs. These organizations control much public money and many aspects of transportation, street design, and storm water design yet lack accountability to the public. I strongly support and would continue CTC's efforts to shine a light on them.

**LEGISLATIVE AND REGULATORY AFFAIRS.** I would also like to provide greater service to CTC and the public on the legislative and administrative affairs end of transportation funding, design, and planning. This needs to be at both the federal, state, and local levels. CTC is a 501(c)(3), so we are restricted to providing principally education and little lobbying. But we can educate better on the legislative and regulatory front. The Texas Legislature is an odd and overly dynamic organization; our poor state constitution is a patchwork amended any way the wind blows; administrative agencies in Texas have enormous levels of agency deference. CTC needs to educate better as to those characteristics and what is going on at the legislative and agency level, and I would like to assist in this effort.

Citizen Transportation Coalition Board of Directors Nominating Grid  
 Rating system 1 lowest level of experience 5 highest level of experience (attach second page as necessary).

<b>Professional Experience/Expertise</b>	
Financial Management/ Accounting	4
Human Resource Policy/ Management	4
Law/ Legal Affairs	4
Health Care/ Public Health	2
Marketing/Media/ PR	3
Teaching/ School Administration	4
Public Policy/ Governmental Affairs	4
Strategic Planning	4
Fund Raising/ Membership Development	2
Engineering/ Public Works	3
Land use or transportation planning	4
Tourism	1
IT	2
Law Enforcement	1
General Non-profit Mgmt./other Board exp.	3

<b>Transportation related experience</b>	<b>Interest</b>
Freight Rail	3
Light Rail	3
Biking	3
Pedestrian and Sidewalks	4
Highways	4
Ports and Shipping	3
Commuter Rail	3
Passenger Rail	3
Street Design	5
Flooding & Drainage on Streets	5

<b>Location of Areas of Interest</b>	
Central Houston	3
North Houston	4
South Houston	3
East Houston	3
West Houston	4
County	4
Association with TIRZ, Mgmt Dist, SN	4

<b>Other (free form comments)</b>