

**Revised  
MINUTES  
CITIZENS BOND ADVISORY COMMITTEE MEETING  
TUESDAY, MARCH 29, 2005  
GRANGER BUILDING  
6:00 PM**

**COMMITTEE MEMBERS IN ATTENDANCE:**

**Diane Akers  
Dr. Charles Akins  
Glenn Coleman  
Jim Davis  
Perry Lorenz  
David Hartman  
Leonard Huber**

**Steve Martin  
Richard Moya  
Nell Penridge  
Leslie Pool  
Rod Reyna  
Sal Valdez**

**TRAVIS COUNTY STAFF AND GUESTS IN ATTENDANCE:**

**Major David Balagia  
Charles Bergh  
Jo Carol Bradshaw  
Neil Cable  
Joe Gieselman  
Carol B. Joseph**

**Kelly Page  
Elaine Schele  
Stacey Scheffel  
Wendy Scaperotta  
Mike Trimble  
Charlie Watts**

**1. Citizens Communication**

Chairman Richard Moya called the meeting to order at 6:05pm. He opened by discussing number (4) on the agenda, which was to discuss and take appropriate action on committee operating procedures, bylaws and meeting arrangements. Mr. Moya asked the committee were there any questions and/or comments regarding the Bylaws, and the committee answered "no", and made a motion to adopt the Bylaws as written. It was seconded, and it was unanimously voted that the Bylaws be adopted as written.

Chairman Moya then turned the floor over to Mr. Gieselman to address items #2 and #3. Mr. Gieselman stated that we would be discussing three items on tonight: Jails, Roads, and Parks. Mr. Gieselman then introduced Mr. Mike Trimble, who is the Coordinator for Criminal Justice Planning.

**2. Receive Staff Report On Needs Assessment For County Capital Improvement Projects**

Criminal Justice Planning Presentation

Mr. Trimble began his presentation by introducing Major David Balagia of the Travis County Sheriff's Department. Mr. Trimble gave a brief overview of his presentation by discussing the need for jails and the County's job to provide housing for a wide variety of prisoners at different times. He stated that in addition to meeting this need, the county must meet State mandated standards for each of those prisoners. He defined the term "jail bed" (which, he said was often described at a "cell"), as the housing square footage space designated for an inmate.

Mr. Trimble also gave information on the inmate classification system, which is used by the jail staff to assess the background and security risks of inmates coming into the system. The classification levels are “minimum security”, “medium security”, and “maximum security”.

Mr. Trimble made the distinction between a jail and a prison: The jail is a local facility ran by the County which house all types of inmates including pre-trial and convicted inmates. A prison is a State agency ran by the Texas Dept. of Criminal Justice, which only houses convicted inmates that are sentenced to prison in state facility.

In addition, Mr. Trimble presented graphs and further discussed some of the key drivers of the demand for jail beds, which are: county population dynamics, crime rate, and arrest rate. The question was asked, “What is the jail population at the current time?” and Mr. Trimble said he did not have the current numbers, but he would get back to the committee with more specifics. Other key demand drivers were, criminal case processing, changes in law and policy, intakes & releases from jail and fluctuations in inmate population. The question was asked, “Does everyone arrested in the city get transported to our local jail?” and Major Balagia replied in the affirmative and he said that every single arrest that is made in this county comes into the County’s custody. Mr. Trimble commented that the County is the central booking system.

Rod Reyna asked, “Once a jail is constructed as a medium, maximum, or minimum security, does it always have to stay that way or can it be upgraded or changed? Major Balagia replied that it would depend on which way we wanted to go, and that it would be extremely difficult to upgrade to a maximum security because it requires heavy duty locks and secured electronics and intercoms. Overall, he stated that it could be done with some degree of difficulty and a little bit of cost.

The next topic discussed was the subject of variance beds. Mr. Trimble showed a slide of an actual variance bed and stated that a “variance” bed is where the jurisdiction has been granted a variance from the jail standards, thus the jail is allowed to have more beds than the state mandated square footage minimum by putting one bed on top of another in “bunk-bed” fashion. The variance is reviewed yearly and must be approved annually in order to allow the jail to operate out of the compliance level.

The question was asked, “How many variance beds does the County have and where are the variance beds located?” Mr. Trimble stated that there were 572 beds total, 12 of them are temporary and are located at the Central Booking location, 188 are at the Travis County jail and 372 were located at the Del Valle complex.

Mr. Reyna also asked, “Is there a way to build the buildings/jails to be able to handle more wear and tear by using more durable materials? Mr Trimble replied that we can build them up to higher specifications to last longer, and then it becomes a cost concern again with trying to determine overcrowding issues or variance beds issues. He stated, all of these things factor into the planning process.

He then said, “How long is central booking suppose to last us as far as one primary place, because as we grow, there’s going to come a time that we need more than one central booking location? Major Balagia replied that satellite sites are decentralized at this time. He stated that it would be good idea to have a booking area out in the jurisdiction to speed up the process. He

said that the existing facility suits us well at least for the next ten years. He stated that the key to the ingredient is quick magistration.

Mr. Reyna queried again, “ Is the philosophy true that Williamson County (WC) detains their inmates while Travis County (TC) releases theirs, and is WC building more beds?

Major Balagia made the comment that they have a growth problem also, and have been building just like we have. Mr. Trimble stated that there might be some truth to the philosophy in some areas now that our task force is starting to focus more on a system approach to deal with the bad behavior, as oppose to locking them up.

When the question was asked about how many beds did WC have, Major Balagia replied that he was unsure, but approximately four to five hundred.

The floor was then opened for other questions. Someone asked how many beds the County needs and Mr. Trimble replied that the last estimate was 1,688 replacement beds only. Another question that was asked was in regard to the Committee’s charge. “Does our charge include looking at beds only?” Mr. Trimble replied, “Yes but we also need to look at staffing and efficiency.”

As Mr. Trimble concluded his presentation by mentioning that the committee had been given materials and handouts that related to completed bond projects and their costs. He then gave the floor back to Mr. Gieselman. At that time, it was about 7:40, and Chairman Moya suggested that we adjourn at 8:00 p.m. and the committee agreed.

Mr. Gieselman then introduced Mr. Charlie Watts who is the Planner for Transportation & Natural Resources.

#### Transportation and Natural Resources Presentation – Added Capacity and Safety Projects

Mr. Watts stated that his presentation would focus on the need for added capacity projects and a little bit on the need for safety projects. He explained that the acronym “CAMPO” means Capital Area Metropolitan Planning Organization. This is the transportation planning organization that coordinates entities in a three county region: Travis, Hayes, and Williamson County. He explained that CAMPO has various roles such as developing transportation programs and projects. This group also authorizes the expenditure of federal funds for transportation projects and programs. He said that one of the most high profile duties for this group is the formulation of the long-range transportation plan. Mr. Watts said that at the present time, CAMPO is updating the Mobility 2030 Plan, a plan that will be adopted within the next three months.

Mr. Watts discussed the regional roadway system and the CAMPO area population, both existing and projected. He stated that the most important factors that drive the future roadway plan are population, employment and travel. Other items Mr. Watts talked about were Travis County’s population change and its projection from 1960 to 2030. CAMPO projects the population of the three county-area to increase from the 2000 Census figure of 1,160,000 to 2,750,000 by the year 2030.

A question was asked if CAMPO received any guidance from the chamber of commerce about the need to shift the centers of work further out, so that we’re not all pushed into the central core of Travis County? Elaine Schele made the comment that the market is what determines where

businesses are located. She said the travel model tries to predict and project where future employment is going to be and then the local jurisdictions work with CAMPO to spread that employment out into the other parts of the study area to help predict the future travel that result from that employment.

Mr. Watts continued his talk, explaining about Vehicle Miles Traveled (VMT), which he defined as the number of vehicle miles traveled in a region on an arterial highway on a weekday. He said that the increase in VMT's are affected by the average distance between home and work, increases in the number of workers per household and people driving alone.

Mr. Reyna asked, "How much would the Capital Metro All Systems Go Plan effect transportation ridership percentage wise? Percentages were given for carpooling, transportation, etc., and the offer was made to look into the others.

As Mr. Watts finalized his presentation, he discussed the County's role as a transportation system provider. He stated that the County maintains approximately a 1,200 miles of County roadway mostly rural and all within the unincorporated area. He stated that County finances maintenance and improvements of these roads through the Road & Bridge Fund, license plate fees, bond funds and certificates of obligation.

Mr. Watts gave the floor back to Mr. Gieselman. Mr. Gieselman explained that the term "added capacity" means actually adding lanes to the network. He said just because the roads are in the plan it doesn't mean that they will be built. Funds must be set aside to actually build these roads.

A question was asked of Mr. Gieselman related to roadway priorities. "Will you and your staff tell us what Travis County's top road priority is or will that be left up to the committee to decide?" He replied that it is not time yet to talk about projects, but rather the next step will be to talk about selection criteria and how to weigh one project against another.

Chairman Moya gave closing remarks, and the meeting was adjourned.

### **3. Receive Staff Report On The Status And Management Of Past And Current County Capital Improvement Projects**

This item will be discussed at the next meeting.

### **4. Discuss And Take Appropriate Action On Committee Operating Procedures, Bylaws And Meeting Arrangements**

See item number 1 above.

### **5. Adjourn**

Meeting adjourned at 8:09 p.m.