

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

HELD IN THE ODOT BUILDING COMMISSION MEETING ROOM OKLAHOMA CITY, OKLAHOMA

BE IT REMEMBERED that on Monday the 5th day of August, 2019, at the hour of 11:00 a.m., the Transportation Commission met in the Commission Meeting Room of the ODOT Building in Oklahoma City, Oklahoma.

NOTICE of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2019 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view at or before 11:00 a.m. on Thursday, August 1, 2019 prior to the meeting, on the Atrium Informational Monitor in the ODOT building, and on the glass doors on the north side of the ODOT Building in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

ITEMS PRESENTED BY COMMISSION CHAIRMAN

CALL TO ORDER: Mr. Gene McKown called the meeting to order at 11:05 a.m.

ROLL CALL:

Present:	Bob Coburn	Member
	James Grimsley	Member
	T.W. Shannon	Secretary
	Don Freymiller	Member
	David Dyson	Member
	Steve LaForge	Member
	Bob Peterson	Vice-Chairman
	Gene McKown	Chairman

Absent: Bobby Alexander

Presiding: Gene McKown

The following items were presented and approved as written at the Transportation Commission meeting of July 1, 2019. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner McKown thanked everyone for coming and introduced Special Guests: Senator Lonnie Paxton, Representative Carl Newton, Former Transportation Secretary, Gary Ridley, John Cox from TRUST, Bobby Stem, AOGC Executive Director and Basharat Siddiqui, FHWA Division Administrator We really do appreciate everybody coming and participating in our Commission Meeting.

Chairman McKown then recognized Secretary/Director Gatz for some announcements and presentations.

ANNOUNCEMENTS AND PRESENTATIONS

Secretary Gatz said one of the efforts that the Department has really put a lot of focus on in recent years is our GIS System. GIS, the mapping and information systems has been around a while; during its infancy it was really about trying to create the map and then being able to attach the data to the map. It's different today because the map is the easy part now; but crunching the numbers and putting the data and associating that with a map, in a manner that's accessible through your website or whatever is really, really a challenge.

We were recognized for our online mapping system from a company called, Esri; that's the company that manages a lot of the GIS systems across the country. I'll read this summary but the Department of Transportation Strategic Asset and Performance Management Division GIS Management Branch was recently recognized with the prestigious award from Esri and International Geographic Information Systems and Mapping Products Company. The presentation of the Special Achievement in GIS award was made at the recent 2019 Esri User Conference in San Diego, where ODOT's Map and Data Portal Website was recognized as a standout among more than 100,000 other products. The website offers dozens of mapping tools to the public, including bridge rail planning, construction, traffic, and right-of-way maps. This award is given annually to Esri users to recognize outstanding work with GIS technology worldwide; with the President and Esri Founder, Jack Dangermond, personally selecting the winners. This is the second time that the Department's GIS Management Branch has received this award, also being honored in 2017. Again, for the Department to communicate our investment strategies and what we're trying to accomplish and to provide information in general out to the public, is something that's really, really important to us. That GIS tool that we've developed-- and it's not done yet. We work on it every day, Jeremy Planteen and the guys that work in there are exceptional. It's really, really important to us right now, and it will have an increasing importance to us in the future. Just wanted to acknowledge and congratulate them.

Chairman McKown recognized Director of Capital Programs, Rick Johnson for an Announcement.

Mr. Johnson said I'm pleased to announce that Daniel Nguyen has been selected as our new Department Head for our Project Management Division, he will be responsible for the 8 Year Work Plan. Mr. Nguyen began his career with the agency, in 2006, as a Chemical Laboratory Scientist in the Materials Division. He also served as the Construction Auditor in Division 4 and as our Division 4 Project Manager. Mr. Nguyen received his Bachelor of Science in Chemistry from Oklahoma State University, his MBA from the University of Central Oklahoma. He also has a Project Management Professional Certification, as well as his Professional Engineers License. If you would, please help me welcome Mr. Daniel Nguyen to his new role.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

107. Approval of the Minutes of the Transportation Commission Meeting of July 1, 2019

ACTION: Peterson moved and Grimsley seconded that the Minutes be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, Dyson, LaForge, Peterson and McKown
NAYES: None
ABSTAIN: None
ABSENT: Alexander

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

108. Speed Zone Revisions – Mr. Pendley

- a) McCurtain County – District II – various locations along US-259 in the Community of Hochatown
- b) Woodward & Major Counties – District VI – various locations along US-412 in the Cities of Woodward & Mooreland

NOTE: Commissioner McKown asked that the Item 108 b) be voted on separately; because Representative Newton would like to make comments on that part of the Consent Docket.

109. Land Sales – Mr. Phillips

- a) Beckham County – District V – Land Sale – located along the north side of the intersection of I-40 and Cemetery Road - \$16,550.00
- b) Greer County - District V - located at northwest corner of SH-6 and SH-9 in the Town of Granite - \$3,000.00
- c) Rogers County – District VIII – Land Sale – located along the west side of SH-88 from SE Peterson Rd. to East Main Street - \$16,000.00

ACTION: LaForge moved and Coburn seconded that the Consent Docket be approved as presented with the exception of **part 108 b)** be removed and voted on later after discussion.

MOTION: Carried by the following vote:

AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge and Peterson

NAYES: None

ABSENT: Alexander

Item 108 b):

Chairman McKown then recognized Representative Newton to talk about Item 108 b).

Representative Newton thanked the Commission for allowing him to speak about the Speed Zone Revision **Item 108 b)** in Woodward and Major Counties. He said that US-412 between Woodward and Bausch Junction HWY 281, the majority of that stretch of highway, probably 95% of that is a 4-lane. It's one of the major arteries for Northwest Oklahoma. The average speed and after driving it many, many times is at least 70 miles an hour. So I don't see that there is a safety risk and would like to see that changed to 70 miles an hour in that area between US-412 and Woodward.

Secretary Gatz said I would like for our Traffic Engineer, Chad Pendley to come and to answer any questions that the Commission might have about that particular section of highway; or to the context of the speed study that we did to support the recommendation to raise the speed limit.

Mr. Pendley said **Item 108 b)** is for the raising of the speed limit on US-412 to 70 mph from the existing 65 mph. Also, cleaning up some of those transitions in Woodward and Mooreland as it transitions from 70 mph; but speed studies were conducted out there. Already 50 percentile of speeds were running 70 or above out in that area. We also did look at collision analysis in that area, and we looked at the roadway and geometrics and our recommendation is to raise that speed limit to 70 mph on the 4-lane divided sections. Be happy to answer any questions.

Commissioner Freymiller said my concern is that 412 is an east west artery that carries a heavy amount of truck traffic. I guess I'm struggling with the fact that we're raising the limit to where these 80,000 pound trucks can go on a non-interstate highway and travel at 70 mph; and you know a lot of them will run 75 mph! In my mind, I have a safety concern, as well as increase wear of the highway when we allow 80,000 pound trucks to go that speed on a non-interstate highway.

Mr. Pendley said, "Yes Sir; and back to the collision data that we did, the accident rates along those stretches of highway are actually below the statewide averages. I can't speak to the exact amount of truck traffic volume percentage that's out there; but as you mentioned, many of those trucks are probably already doing 70 plus miles per hour. So establishing this speed limit, what we would like to do is try to get the overall speed to match more closely to that 85th percentile. Having those vehicles doing a similar speed and not having a wide range of speeds, as you know some people are a lot more law abiding citizens and will drive slower or closer to the speed limit; while some drive much faster. When we have those big variations in speeds, accidents tend to increase. So if we can get the public all trying to drive the same speed out there, we do typically see a decrease in accidents.

ACTION: LaForge moved and Freymiller seconded that Item 109 b) on the Consent Docket be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge and Peterson
NAYES: None
ABSENT: Alexander

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

110. Engineering Contract

Statewide – All Districts – to provide Cultural Resources Inventories, NRHP Evaluations and Mitigation Proposals on an as-needed basis

CI-2100A	AmaTerra Environmental, Inc.
CI-2100B	Blanton & Associates, Inc.
CI-2100C	Cox McLain Environmental Consulting, Inc.
CI-2100D	Integrated Environmental Solutions, LLC
CI-2100E	Mead and Hunt, Inc.
CI-2100F	Wood Environment & Infrastructure Solutions, Inc.

The total aggregate not to exceed amount for these 6 contracts is \$1,800,000.00

NOTE: *Commissioner Peterson said remind my why we do this approval in advance as opposed to having a specific need and then say, okay.*

Mr. Tegeler said, so when we are doing any type of project that's going to be involved with this type of demand contract, we can just go down the list and select who we need to do this work for us so we can get our projects approved quickly.

Commissioner Peterson said, so it's just less cumbersome if we approve these in advance.

Mr. Tegeler said, yes that's correct.

ACTION: Peterson moved and Dyson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge, and Peterson
NAYES: None
ABSENT: Alexander

111. Engineering Contract Supplements

a) Statewide – All Districts – this supplement is to increase funding for On-Demand Planning Studies

CI-1964A	Supplement 1	Garver, LLC	\$200,000.00
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b) Statewide – All Districts - this supplement is to increase funding for On-Demand Land Surveying

CI-2085A	Supplement 1	Carroll Surveying Services
CI-2085B	Supplement 1	CEC Corporation

CI-2085C	Supplement 1	Frontier Land Surveying
CI-2085D	Supplement 1	Heartland Surveying & Mapping
CI-2085E	Supplement 1	Keystone Engineering & Land Surveying
CI-2085F	Supplement 1	White Hawk Engineering & Design, LLC

The total aggregate increase for these supplements is \$1,800,000.000

c) Statewide – All Districts - this supplement is to increase funding for On-Demand Bridge Rehab

CI-2057A	Supplement 1	Benham Design
CI-2057B	Supplement 2	CEC Corporation
CI-2057C	Supplement 1	EST, Inc.
CI-2057D	Supplement 1	Lochner
CI-2057E	Supplement 1	MKEC
CI-2057F	Supplement 1	Rhombic Engineering

The total aggregate increase for these supplements is \$1,500,000.000

NOTE: *Commissioner Coburn asked is this a retainer; or is this billable by hour up to a certain number.*

Mr. Tegeler said it is up to a certain number. What we do is we have a request for services, we send a task order out request for the consultants that are on these lists or whichever one we choose, and they will send back their hourly level of effort in hours, and then we will look at that and discuss, then go ahead and negotiate with them and come to a final number.

ACTION: Shannon moved and Coburn seconded that the Item be approved as presented.

MOTION: Carried by the following vote:

AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge, and Peterson

NAYES: None

ABSENT: Alexander

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

112. Change Orders with Cumulative Total of \$75,000.00 or Less – Information Only

- a) Beaver County - Co. Rd. - STP-204C(027)CI / 28344(04), \$3,028.08, 0.43%
- b) Beckham County - Co. Rd. - STP-205D(075)CI / 30694(04), \$68,905.28, 15.29%
- c) Canadian County - Ct. St. - TAP-255A(334)AG / 31441(04), \$3,066.12, 0.39%
- d) Canadian County - SH-3 - NHPP-209N(066)3P / 33736(04), \$2,500.00, 0.06%
- e) Coal County - Co. Rd. - CIRB-215C(024)RB / 24944(08), \$1,628.75, 0.09%
- f) Comanche County - SH-36 - SSR-216B(064)SR / 30540(04), \$4,481.98, 0.31%
- g) Craig County - SH-2 - NHPP-218N(033)PM / 21904(04), \$6,249.72, 0.06%
- h) Garfield County - US-64 - NHPP-224N(054)SS / 27965(04), \$613.75, 0.03%
- i) Garvin County - US-77 - STP-125A(190)PM / 27566(04), \$10,560.00, 0.15%
- j) Grady County - SH-92 - SSR-226C(075)SR / 32833(04), \$74,995.20, 6.12%
- k) Grady County - US-62 - SBR-226B(074)SB / 33477(04), \$11,325.00, 0.88%
- l) Haskell County - Co. Rd. - ACSTP-231D(038)CI / 31284(04), \$5,935.21, 1.33%
- m) Leflore County – US-59 - SSP-264C(057)PM / 23144(14), \$22,142.40, 20.18%
- n) McClain County - Co. Rd. - STP-244C(057)CI / 31268(04), \$9,181.50, 0.98%
- o) McClain County - SH-37 - SSR-244C(063)SR / 32763(04), \$3,450.00, 0.29%
- p) McCurtain County - US-259 - SSR-016N(012)(013)SR / SSR-017N(253)SR / 31329(04), \$22,785.48, -0.83% Underrun
- q) McIntosh County - Co. Rd. - STP-246C(036)CI / 29378(04), \$400.00, -0.10% Underrun
- r) McIntosh County - US-69 - SBR-251N(078)SB / SBR-246N(029)SB / 32066(04), \$2,294.85, 0.24%

- s) Muskogee County - US-62 - ACSTP-151C(198) / 26287(04), \$38,777.00, 1.00%
- t) Noble County - SH-156 - SSR-252C(044)(042)SR / 30627(04), \$49,511.00, 1.59%
- u) Noble County - US-64 - HSIPG-252N(037)AD / TAP-252E(049)TP / 32745(04), \$11,548.00, 0.79%
- v) Okfuskee County - SH-62 - ACHSIPG-254C(039)AD / TAP-254D(038)TP / 32966(04), \$440.00, 0.05%
- w) Oklahoma County - I-40 - NHPP-3500-(062)SS / 30444(06), \$59,290.62, -1.18% Underrun
- x) Okmulgee County - Co. Rd. - STP-256C(044)CI / 31193(04), \$4,749.51, 0.29%
- y) Pittsburg County - SH-31 - STP-261C(071)PM / STP-261C(006)PM / 28912(04), \$52,235.50, 0.57%
- z) Pontotoc County - SH-1 - SSR-262B(047)SR / 31831(04), \$17,105.37, 3.03%
- aa) Seminole County - SH-99 - NHPP-267N(062)PM / 23289(10), \$2,041.50, 0.02%
- bb) Seminole County - US-270 - STP-267B(076)PM / 28923(04), \$0.00, 0.00%
- cc) Seminole County - SH-99A - STP-167C(150)PM / STP-267C(071)SS / 29460(04), \$7,611.40, 0.17%
- dd) Seminole County - SH-99A - STP-267C(063)SS / 29539(04), \$1,638.02, 0.28%
- ee) Tulsa County - SH-51 - NHPP-272N(205)PM / SSP-272N(206)PM / 11477(04), \$38,737.20, 0.30%
- ff) Tulsa County - SH-20 - STP-272B(251)RW / 24346(10), \$13,178.40, 9.73%
- gg) Tulsa County - US-169 - NHPP-272N(256)3P / 33706(04), \$25,000.00, 2.42%
- hh) Washington County - US-75 - NHPP-274N(022)PM / 32692(04), \$42,328.92, 6.24%

113. Change Orders with Cumulative Total Greater than \$75,000.00

- a) Cleveland County - Ct. St. - STP-114C(255)AG / 26836(04), \$62,344.30, 1.27%
- b) Cleveland County - Ct. St. - STPG-114A(141)AG / STP-114E(299)EH / 28810(04), \$111,911.85, 3.67%
- c) Comanche County - Ct. St. - STP-116B(137)MS / 23410(04), \$97,030.67, 1.17%
- d) Creek County - US-75A - ACSTP-219C(033)SS / 27075(04), \$75,463.71, 0.93%
- e) Creek County - SH-33 - SSP-219B(063)PM / 27083(04), \$76,589.30, 8.12%
- f) Delaware County - US-59 - STP-221B(011)SS / 30223(04), \$5,158.55, 0.36%
- g) Dewey County - US-183 - ACNHPP-122N(052)PM / 06377(14), \$26,070.00, 0.64%
- h) Dewey County - US-270 - NHPP-222N(027) / 17671(34) #10, \$88,946.19, 1.12%
- i) Dewey County - US-270 - NHPP-222N(027) / 17671(34) #11, \$552,758.00, 6.96%
- j) Johnston County - SH-99 - ACSTP-135B(086)SS / 23268(04), \$450,000.00, 4.08%
- k) Major County - US-60 - ACNHPP-247N(018)SS / 27009(04), \$143,400.55, 1.83%
- l) Major County - US-60 - STP-247B(017) / 29446(04), \$17,363.00, 0.32%
- m) Marshall County - US-377 - STP-248C(036)PM / 28828(04), \$40,919.54, 0.09%
- n) McClain County - SH-76 - ACSTP-144C(001)SS / 01964(06), \$18,792.83, 0.29%
- o) McClain County - Ct. St. - STP-244E(054)UR / 31570(04), \$11,168.78, 0.57%
- p) McClain County - SH-74B - SBR-244C(060)SB / 32742(04), \$2,771.62, 0.33%
- q) Murray County - SH-7 - NHPP-250N(020)3B / 33614(04), \$219,294.00, 26.32%
- r) Okfuskee County - SH-48 - STP-254C(035) / 28919(04), \$76,459.55, 2.24%
- s) Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88) #20, \$15,938.58, 0.06%
- t) Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88) #21, \$11,600.00, -0.04% Underrun
- u) Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88) #22, \$24,044.00, 0.09%
- v) Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88) #23, \$11,482.25, 0.04%
- w) Oklahoma County - US-77 - STP-155A(646)AG / 25547(04), \$73,992.85, 1.44%
- x) Oklahoma County - I-44 - NHPP-4400-(027)PM / 29495(04) #7, \$68,750.00, 1.69%
- y) Oklahoma County - I-44 - NHPP-4400-(027)PM / 29495(04) #8, \$225,100.50, 5.53%
- z) Oklahoma County - I-44 - NHPP-4400-(027)PM / 29495(04) #9, \$90,692.63, 2.23%
- aa) Oklahoma County - Ct. St. - STP-255D(419)AG / 31526(04), \$28,798.60, 3.15%
- bb) Oklahoma County - I-35 - HSIPIG-3500(044)TR / 32625(04), \$358,500.00, 11.56%
- cc) Okmulgee County - Ct. St. - STP-256C(029)UR / 30126(04), \$26,849.01, 2.05%
- dd) Pawnee County - US-64 - SSR-259N(045)SR / SSR-257N(063)SR / 31352(04), \$71,810.79, 2.70%
- ee) Pushmataha County - SH-3 - SSR-264N(058)(059)SR / 29720(04), \$15,000.00, 2.05%

- ff) Tillman County - Co. Rd. - STP-271D(059)CI / 31137(04), \$250,868.05, 25.74%
- gg) Tulsa County - I-44 - IMY-0044-2(396)225 / 06374(44), \$87,813.97, 0.27%
- hh) Tulsa County - I-244 - ACNHPPI-2440(010)SS / 28861(04), \$1,581.19, -0.01% Underrun
- ii) Tulsa County - I-444 - NHPPI-4440-(005)(007)PM / 28900(04), \$41,655.95, 0.17%
- jj) Tulsa County - Ct. St. - NHPPIY-2440-(013)(014) / 29071(04), \$27,301.32, 0.34%
- kk) Tulsa County - SH-51 - SBR-272N(230)SB / 31358(04), \$186,218.38, 8.07%
- ll) Woods County - US-64 - STP-276B(032)PM / 27923(04), \$30,030.00, 0.72%

ACTION: Coburn moved and LaForge seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge, and Peterson
NAYES: None
ABSENT: Alexander

ITEMS TO BE PRESENTED BY THE COMPTROLLER DIVISION – Mr. Hackney

114. Lettings

- a) Final October, 2019 Bid Opening
- b) Tentative November, 2019 Bid Opening

NOTE: *Commissioner Peterson said we talked about this in the sub-committee meeting this morning; why do we call it a Bid Opening when we are not opening any bids.*

Chairman McKown said I think this is commission approval of the lettings that they've already approved.

Mr. Hackney said, no this is future letting information that we will send out to the contracting community in October and November.

Commissioner Peterson said then why don't we just call it what it is; future bid openings or future lettings.

Mr. Hackney said I agree.

ACTION: Peterson moved and Dyson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge, and Peterson
NAYES: None
ABSENT: Alexander

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

115. Awards

- July 17, 2019 – Emergency Bid Opening
- July 25, 2019 – Regular Letting

ACTION: Shannon moved and Dyson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge, and Peterson
NAYES: None
ABSENT: Alexander

ITEMS PRESENTED BY THE DIRECTOR – Mr. Gatz

116. Declaration of Emergencies

- a) District VIII – Tulsa County – Bridge and Roadway repairs for southbound portion of US-169 over I-44 Bridge located 2.7 miles east Junction SH-51 - \$607,000.00
- b) District V – Beckham County – Repair I-40/South Frontage Road near milepost 19 - \$350,000.00

Information Only: No Commission action required.

NOTE: Secretary Gatz read the Declaration of Emergencies into the record.

117. Director's Report

Secretary Gatz said first thing on our list is the Federal Highway Administration as a result of the flooding, a couple of emergencies that were just described. And you've certainly seen more than those out there that were related to the flood event. But FHWA offered a Rapid Resilience Assessment Team to come into Oklahoma, take a look at the conditions that were experienced, and offer some insight. I want to thank FHWA Division Administrator, Basharat Siddiqi for offering that expertise. That team came in and they worked with a couple of our folks that really led the effort; Leslie Lewis and Scott Armstrong, you guys please stand. Leslie and Scott were instrumental in working with that team of experts, and they will ultimately provide us with a report that has recommendations in it for things that we might consider to do differently as we make transportation improvement projects in the future.

You received a recommendation this morning to award US-69 Fast Lane Project. And as you are certainly well aware, that's a major corridor for commerce and economic drivers in eastern Oklahoma; and it carries interstate level traffic, especially when considering the level of truck traffic on it. Thanks to the Fast Lane Grant, we were able to accelerate that project and get our arms around an improvement that certainly would not have been possible without that extra revenue. We want to thank the Citizens of Oklahoma and Bryan Counties, especially for their input in the Choctaw Nation and our Congressional Delegation for supporting the project and bringing the level of insight into the type of improvement that was going to be required at that location to meet everybody's needs, including the traveling public, the residents and businesses that are along that corridor. So we really appreciate your support for that project and we are looking forward to getting that one under construction.

This past week the Federal Funding Reauthorization was advanced on the Senate side through the Environment and Public Works Committee, certainly with the help of Senator Inhofe and his insight. The new bill is called the America's Transportation Infrastructure Act, and it was passed unanimously out of EPW. It would authorize 5 years of Federal Transportation Funding with more than \$4 billion allocated to Oklahoma over that 5 year window. The estimates currently would estimate that it could bring as much as \$100 million additional revenue a year, in the form of federal funding to transportation improvements in Oklahoma. That bill is focused on streamlining, it's focused on improving efficiencies, and most importantly it's focused on a increasing investment which we absolutely have to have to continue to support the transportation system that we are going to need across this country. So that was an exciting movement in the Congress; still plenty of work left to do on it, but through Senator Inhofe's guidance, we are off to a great start.

The Department is also undertaking a long range transportation plan initiative, and we've got a survey out there right now. That website is oklongrangeplan.org and it's available to the public until August 12th and it is inclusive of a survey. So we need that input and feedback from the public to help us shape our strategies for transportation in the state for the next 25 years. And concurrently, with that 25-year plan, we also have initiated a Transit Policy Plan and a Transit Long Range Plan that will become part of that initiative. We are certainly looking forward to moving those two forward. The Transit Plan itself is a key factor in the formulation of our new Office of Mobility and Public Transit. So that's a really critical component and we will be seeking

in the not too distant future, stakeholder input specifically to our Transit Operations and we look forward to advancing that initiative.

The Department has recently become the owner again of a rail line between Oklahoma City and Tulsa. Back in the late 70's and early 80's the Department was empowered by the Legislature to go acquire rail lines that were being prepared for abandonment to preserve those rail corridors for future operations. At one time we had almost 900 miles of state owned rail line; that number today is about 160 because we returned many of those miles back to the private sector. The Sooner Sub was a part of that effort to return those rail lines to the private sector. It was sold in 2014 to the Stillwater Central Railroad, a WATCO Company; and part of that sale was a commitment to pilot a passenger rail service between Oklahoma City and Tulsa by August 4, 2019. The company was unable to complete that pilot; and there was a penalty of \$2.8 million that the company has to pay to the state for not meeting this requirement as outlined in the Sale Agreement. I wanted to advise the Commission that discussions are underway on those payment terms right now.

We just recently celebrated the opening of the Purcell/Lexington Bridge with a ribbon cutting ceremony. The John Nance Bridge was one of our last deck truss bridge structures, and it was certainly a problematic bridge for us. We had to close it for a period of about 4 months and it certainly made a very heavy emphasis on the artery that that facility represented between those 2 communities. We were able to put that bridge back in operation quickly, but at the same time, we also accelerated the full replacement of a bridge that was fracture critical and in need of full replacement. We couldn't be happier than to have stood on the deck of that bridge, on a very nice morning, and opened it to 4 lanes of traffic; and it will serve those communities in the State of Oklahoma very well for the next 80 years.

We also are planning a ribbon cutting on the Oklahoma City Boulevard on August 19th. This is one of the largest undertakings in ODOT's history. This Boulevard opening represents the ribbon on the totality of the Crosstown Realignment Project. This is the last step in reestablishing good access to the downtown area of Oklahoma City. We are extremely excited about it and certainly are glad to get that project completed. I think if you look at the activities that are going on there in Oklahoma City, with the opening of a new park and work on the convention center area, the timing is exceptional to re-establish those important transportation connections. So we are looking forward to that.

Then lastly, I want to recognize a couple of Employees in the Division 8 Office. A few weeks ago, a delivery person was at our shop there in Division 8 and suddenly collapsed and fell down some stairs due to a medical episode. ODOT employees, Nat Burgess and Don Kosanke performed CPR and treated a head wound and were able to get him breathing again. Paramedics were able to respond and transport that individual to a higher level of medical care. But we are so thankful that we have dedicated employees out there that have the training to be able to accomplish what those two individuals did; and we certainly wanted to recognize their efforts this morning.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

118. Adjournment Motion

ACTION: Coburn moved and Peterson seconded that the Meeting be adjourned.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, LaForge and Peterson
NAYES: None
ABSENT: Alexander

Meeting adjourned at 11:43 a.m.

Approval of the Minutes of the Transportation Commission Meeting August 5, 2019.

Gene McKown - Chairman

Bob Peterson - Vice Chairman