

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

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

BE IT REMEMBERED that on Monday the 14th day of October, 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, October 10, 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 11:01 a.m.

ROLL CALL:

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

The following items were presented and approved as written at the Transportation Commission meeting of October 14, 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: Representative Carl Newton, accompanied by his cousin, Jane Nicholson, from Governor Stitt's Office, Baylee Williams, from the Association of County Commissioner's Office, Gene Wallace and Randy Robinson, John Cox from TRUST, Bobby Stem from AOGC, Gary Ridley and Mike Patterson, former Secretaries of Transportation. We really do appreciate everybody coming and participating in our Commission Meeting.

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

ANNOUNCEMENTS AND PRESENTATIONS

Secretary Gatz said I talked a little bit about it last Commission Meeting, but Chelley wasn't able to be here with us. I want to acknowledge Chelley Hilmes as our new Director of Finance and Administration formerly with her present at the meeting. In her capacity as the Director of Finance Administration, she will also serve as our Chief Financial Officer. We are really glad to have Chelley with us at the executive staff table, and we are so fortunate to have her as a part of the ODOT team.

Ms. Hilmes said I have some pretty big shoes to fill; I want to thank Mike Patterson and Russell Hulin for all of their training and mentoring over the years. I am humbled and honored to work with Secretary Gatz, Dawn Sullivan, and the other Senior Staff Team. Thank you.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

133. Approval of the Minutes of the Transportation Commission Meeting of September 3, 2019

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

134. Programming of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen

Bryan County – Commission District II

In Bokchito, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 40 foot concrete crossing surface at Walker Street, with the Kiamichi Railroad mainline. Total cost is \$379,638.00

135. Speed Zone Revisions – Mr. Pendley

- a) Okmulgee County – District I – various locations along US-266 in the Town of Dewar
- b) Bryan County – District II – various locations along SH-91 including Town of Achille
- c) Bryan County – District II – various locations along SH-70E in the Town of Bennington.
- d) Garvin County – District III – various locations along SH-19 in the Town of Stratford
- e) Johnston County – District III – various locations along SH-48 in the Town of Wapanucka
- f) Lincoln County – District III – various locations along SH-18 in the Town of Agra
- g) Lincoln County – District III – various locations along US-177 in the Town of Carney
- h) Lincoln County – District III – various locations along US-62 in the Town of Meeker
- i) Okfuskee County – District III – various locations along SH-56 in the City of Okemah
- j) Garfield County – District IV – various locations along US-60 in the Town of Lahoma
- k) Caddo County – District VII – various locations along US-277 in the Town of Cement
- l) Washington County – District VIII – various locations along US-75 in the City of Dewey
- m) McClain County – District III – various locations along SH-39 in the City of Purcell
- n) Major County – District VI – various locations along US-412 & US-60 in rural area

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

136. Programming Item

Payne County – District IV - a project to repair vehicle impact damage to I-35 SB over SH-51, located 8.9 miles north Logan County Line in Payne County - \$600,000 - Party responsible for the damage is known.

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

NOTE: Commissioner Peterson asked if the responsible party could pay and if it was a trucking company.

Mr. Tegeler said, "Yes it was a dump truck; and that our General Counsel Division handles these types of claims for us, and seeks payment from the insurance company"

137. Engineering Contracts

- a) Oklahoma County – Commission District IV - to prepare construction plans for I-44 over the UPRR, 0.7 miles north of I-40.

CI-2117	HNTB Corporation	\$935,540.00
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- b) Beckham County – Commission District V – to prepare construction plans for I-40: Replace bridges over Turkey Creek (eastbound & westbound) and Sand Creek eastbound, located 16.2 & 19.9 miles east of the Texas State Line.

CI-2121A	MacArthur Associated Consultants, LLC	\$819,167.00
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- c) Dewey County – Commission District V - to prepare construction plans for US-60: Bridge and approaches over Camp and Deep Creeks, located 5.9 miles and 2.1 miles west of US-183.

CI-2121B	Grossman & Keith Engineering Company	\$673,890.00
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- d) Tulsa County – Commission District VIII - to prepare construction plans for US-169 from S-W ramp over I-244, 0.1 miles east of junction US-169.

CI-2122	EST, Inc.	\$829,585.00
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- e) Tulsa County – Commission District VIII – to prepare construction plans for the I-44/US-75 interchange reconstruction from I-244 thru the Arkansas River.

CI-2123A	Benham Design, LLC	\$6,589,115.00
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- f) Tulsa County – Commission District VIII – to prepare construction plans for the I-44/US-75 interchange reconstruction from I-244 thru the Arkansas River.

CI-2123B	Poe & Associates, Inc.	\$3,430,510.00
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- g) Tulsa County – Commission District VIII – to prepare construction plans for the I-44/US-75 interchange reconstruction from I-244 thru the Arkansas River.

CI-2123C	Garver, LLC	\$1,573,615.00
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NOTE: Mr. Tegeler said for Parts e), f) and g) you have a Google map in front of you and this is what I am going to be referring to:

Package 1 is the blue section in the middle of the interchange plus the orange color at Union Avenue going north and south and the 33rd Street Bridge, those are part of the INFRA Grant that we currently have. It's for \$45 million dollars and that is currently being designed, and that's going to be scheduled for a 2020 let.

Packages 2 and 5 is the magenta and green color and are for Part e); we have selected Benham Design to prepare the plans for these packages

Package 3 is the orange section in the southwest or southeast quadrant and cover Part f); we have selected Poe and Associates to do the plans for this section. This project is not currently in the 8 Year Construction Work Plan, but f) and g) both have to be designed so we can go ahead do the right away and utilities for the whole interchange.

Package 4 is the yellow section and covers part g); and we selected Garver and Associates. It's currently not in the work plan as well.

Commissioner Peterson asked who designed Package 1.

Mr. Tegeler said Garber Engineering.

Commissioner Peterson asked if it had already been approved.

Mr. Tegeler said yes it has.

Commissioner Alexander asked if this is the oldest and most heavily used intersections in the state.

Mr. Tegeler said yes the I-44 section at this location is probably one of the oldest that we still need to do some work on in the Tulsa metro area. And I think prior to that one was the one way over on the east side 193rd if I remember correctly. So yes this is the oldest, and we need to get this resolved as well. Good question.

ACTION: Peterson moved and Alexander seconded that the Item be approved as presented.

MOTION: Carried by the following vote:

AYES: Grimsley, Freymiller, McKown, Dyson, Alexander, LaForge, and Peterson

NAYES: None

ABSENT: Coburn and Shannon

138. Engineering Contract Supplements

- a) Statewide – All Districts – this supplement is to increase funding for On-Demand State Bridge Rehabilitation Services

EC-1991A Supplement 3 Freese and Nichols, Inc. \$250,000.00

- b) McCurtain County – Commission District II – this supplement is for additional engineering to develop final construction plans for SH-3 from 16.05 miles east of the Pushmataha County line east 1.5 miles and SH-3 from 17.5 miles east of the Pushmataha County line east 4.5 miles

EC-1330 Supplement 3 MacArthur Associated Consultants, LLC \$123,998.00

- c) Cleveland County – Commission District III – this supplement is for additional preliminary engineering studies for a corridor study on I-35 from Robinson Street Interchange north through the SW 4th Street Interchange

EC-1610 Supplement 1 EST, Inc. \$2,999,254.32

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Adair County - US-62 - STP-101B(088)SS / 26290(04), \$8,937.00, 0.44%
- b) Beaver County - Co. Rd. - STP-204C(027)CI / 28344(04), \$6,492.00, 0.92%
- c) Beckham County - I-40B - NHPP-205N(083)RW / 27900(08), \$3,047.20, 6.48%
- d) Bryan County - US-70 - NHPP-022N(218)3P / 28193(04), \$6,549.25, 0.31%
- e) Cimarron County - Co. Rd. - CIRB-213C(024)RB / 24826(08), \$40,119.84, -1.34% Underrun
- f) Comanche County - US-62 - HSIPG-216B(067)SS / 28834(08), \$1,910.70, 0.11%
- g) Garfield County - US-64 - NHPP-224N(054)SS / 27965(04), \$3,000.00, 0.17%
- h) Grant County - Co. Rd. - CIRB-127C(138)RB / 24946(05), \$615.49, 0.02%
- i) Johnston County - Co. Rd. - CIRB-135C(020)RB / 17543(04), \$74,678.89, 2.92%
- j) Kiowa County - SH-115 - HSIPG-238C(041)AD / 32947(04), \$7,141.20, 0.85%
- k) Lincoln County - SH-18 - STP-241C(058)PM / 27143(04), \$6,425.83, 0.20%
- l) Lincoln County - US-62 - STP-241C(052)SS / 28925(04), \$38,930.57, 2.57%
- m) Logan County - Co. Rd. - CIRB-242C(067)RB, / 28686(04), #2, \$32,039.04, 2.61%
- n) Logan County - Co. Rd. - CIRB-242C(067)RB, / 28686(04), #3, \$553.79, 0.05%
- o) Marshall County - SH-99 - SSR-248C(046)SR / 30418(04), \$217,519.13, -7.33% Underrun
- p) McClain County - SH-37 - SSR-244C(063)SR / 32763(04), \$60,250.17, 4.98%
- q) Murray County - Co. Rd. - CIRB-250C(021)RB / 29397(04), \$17,405.00, 1.61%
- r) Noble County - Co. Rd. - CIRB-252D(019)RB / 29867(04), \$9,528.20, 2.22%
- s) Payne County - Ct. St. - TAP-260D(033)TP / 33011(04), \$29,410.56, 2.04%
- t) Pittsburg County - SH-31 - ACSTP-261C(037)SS / 29854(04), \$9,600.00, 0.29%
- u) Pittsburg County - US-69 - ACNHPP-261N(057)SS / ACSTP-261B(055)(056)3P / 31063(04), \$5,760.00, 0.07%
- v) Pittsburg County - US-69 - STP-207F(082)3B / 33717(04), \$24,336.00, -3.97% Underrun
- w) Pottawatomie County - SH-9 - SSR-263C(064)SR / 34125(04), \$11,532.58, 2.46%
- x) Rogers County - I-44 - NHPPI-0044-2(422)238 / 20315(04), \$0.00, 0.00%
- y) Seminole County - SH-99 - NHPP-267N(062)PM / 23289(10), \$72,672.20, 0.75%
- z) Seminole County - SH-99A - STP-167C(150)PM / STP-267C(071)SS / 29460(04), \$1,500.00, 0.03%
- aa) Texas County - US-54 - SSR-008N(084)SR / 29029(04), \$289.00, -0.02% Underrun
- bb) Wagoner County - US-64 - SBR-273C(045)SB / 32063(04), \$1,777.90, 1.03%

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

- a) Canadian County - I-40 - NHPPIY-0040-4(441) / 29257(04), \$57,652.53, 0.34%
- b) Cleveland County - Ct. St. - STP-214C(080)AG / 29289(04), \$88,734.21, 3.18%
- c) Cotton County - Co. Rd. - ERSTP-217C(021)ER / 32035(08), \$33,594.56, 3.92%

- d)** Creek County - US-75A - ACSTP-219C(033)SS / 27075(04), \$87,118.40, 1.08%
- e)** Garvin County - US-77 - STP-225C(072)PM / 27999(04), \$402,295.30, 4.80%
- f)** Greer County - SH-34 - STPY-128C(069)SS / 24207(04), \$3,388.30, 0.06%
- g)** Harmon County - SH-30 - SSP-229C(010)SS / 28768(04), \$24,761.40, 0.34%
- h)** Harmon County - SH-30 - SSP-229C(010)SS / 28768(04), \$21,051.38, 0.29%
- i)** Hughes County - SH-9 - STP-232C(059)PM / 28939(04), \$53,788.00, 2.15%
- j)** Jackson County - US-283 - STP-133B(087)SS / 24379(07), \$1,246.22, 0.01%
- k)** Johnston County - Co. Rd. - CIRB-135C(020)RB / 17543(04), \$99,167.96, 3.88%
- l)** Kay County - SH-11 - SBR-236N(052)(053)SB / 29491(05), \$358,863.36, 6.78%
- m)** Kingfisher County - US-81 - NHPP-237N(019)SS / 27980(04), \$145,633.74, 1.69%
- n)** Lincoln County - US-62 - ACSTP-141C(168)(171)(224)(232)SS / 24228(10), \$549,773.09, 2.44%
- o)** Love County - Co. Rd. - CIRB-143C(091)RB / 25447(04), \$82,178.65, -1.25% Underrun
- p)** McClain County - US-77 - ACNHPP-244N(052)SS / 27946(04), #4, \$344,246.00, 0.96%
- q)** McClain County - US-77 - ACNHPP-244N(052)SS / 27946(04), #5, \$415,000.00, 1.15%
- r)** McClain County - US-77 - ACNHPP-244N(052)SS / 27946(04), #6, \$567,320.53, 1.58%
- s)** McIntosh County - US-69 - NHPP-246N(027) / 29755(04), \$440,012.88, 1.80%
- t)** Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88), #17, \$897,021.24, 3.44%
- u)** Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88), #26, \$5,225.00, 0.02%
- v)** Oklahoma County - I-35 - NHPPI-3500-(066)FP / 27897(04), #7, \$814,836.89, 2.79%
- w)** Oklahoma County - I-35 - NHPPI-3500-(066)FP / 27897(04), #9, \$10,477.60, -0.04% Underrun
- x)** Oklahoma County - I-44 - NHPPI-4400-(027)PM / 29495(04), \$4,884.00, 0.12%
- y)** Oklahoma County - US-62 - ACERSTP-255N(358)ER / 32261(05), \$222,367.90, 36.32%
- z)** Osage County - Co. Rd. - CIRB-257D(065)RB / 29415(04), \$190.00, -0.03% Underrun
- aa)** Payne County - SH-51 - SSP-160B(190)SS / 26369(04), \$31,794.17, 0.43%
- bb)** Pottawatomie County - Ct. St. - TAP-263D(065)TP / 32990(04), \$14,448.20, 9.64%
- cc)** Pottawatomie County - Ct. St. - TAP-263E(057)TP / 33013(04), \$25,285.07, 6.90%
- dd)** Pottawatomie County - I-35 - STP-214F(087)3B / 33701(05), \$118,052.14, 35.27%
- ee)** Roger Mills County - Co. Rd. - CIRB-165C(100)RB / 25478(04), \$55,779.79, 0.98%
- ff)** Seminole County - SH-99 - NHPP-267N(062)PM / 23289(10), \$94,852.80, 0.97%
- gg)** Sequoyah County - US-64 EB - ERSTP-268B(064)ER / 34215(04), \$119,276.30, 19.59%
- hh)** Texas County - US-54 - NHPP-270N(017)FP / 20839(08), #4, \$22,275.00, 0.26%
- ii)** Texas County - US-54 - NHPP-270N(017)FP / 20839(08), #6, \$0.00, 0.00%
- jj)** Tulsa County - I-44 - IMY-0044-2(396)225 / 06374(44), \$237,885.96, 0.73%
- kk)** Tulsa County - I-444 - NHPPI-4440-(005)(007)PM / 28900(04), \$5,000.00, 0.02%
- ll)** Tulsa County - Ct. St. - NHPPIY-2440-(013)(014) / 29071(04), \$51,805.12, 0.64%
- mm)** Tulsa County - SH-20 - SBR-272A(162)SB / 30598(04), \$84,052.05, 5.50%
- nn)** Wagoner County - Co. Rd. - CIRB-173C(146)RB / 25489(04), \$49,519.94, 1.71%
- oo)** Washita County - SH-152 - STP-275C(043)PM / 27001(04), #3, \$90,000.00, 3.96%
- pp)** Washita County - SH-152 - STP-275C(043)PM / 27001(04), #5, \$29,236.80, 1.29%
- qq)** Washita County - I-40 - ACNHPP-4000-(057)PM / 27935(04), #9, \$8,052.52, 0.09%
- rr)** Washita County - I-40 - ACNHPP-4000-(057)PM / 27935(04), #10, \$58,500.00, 0.69%
- ss)** Washita County - SH-152 - STP-275C(042)3P / 30406(04), \$8,599.03, 0.59%

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

ITEMS TO BE PRESENTED BY THE DIRECTOR OF FINANCE & ADMINISTRATION

141. Lettings – Mr. Hackney

- a) Tentative January 2020 Proposed Bid Opening
- b) Tentative February, 2020 Proposed Bid Opening

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

142. Fiscal Year 2020 Budget Revisions – Ms. Hilmes

- a) Request to increase the federal share of Capital Outlays for the carryover of federal revenue:

Federal Aid Construction	\$ 50,500,000
Federal Aid City Projects	24,000,000
County Program	<u>8,500,000</u>
Total	\$ 83,000,000

- b) Request to increase the state share of Capital Outlays for carryover of state funding:

Engineering Contracts	\$15,000,000
Right of Way	15,000,000
Federal Aid Construction	19,000,000
State Aid Construction	11,000,000
Asset Preservation	<u>30,208,848</u>
	\$90,208,848

- c) Request to increase the Maintenance Program by \$22,064,504 for carryover of state funding.
- d) Request to re-budget prior year reserves of \$90,000,000 into SFY2020 for existing Right of Way/Utilities projects.
- e) Request to increase County Improvement for Roads and Bridges by \$7,023,832 for carryover of CIRB funds.
- f) Request to increase County Equipment by \$700,000 for updated lease revenue estimates.

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

143. Settlement for Damages to State Property

- a) Wesley L. Dearneal – Garvin County - \$1,330.00
- b) Matthew Lovely – Oklahoma County - \$722.64
- c) Shannon & Tina McClary – Canadian County - \$11,188.45

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

144. Awards

September 19, 2019 – Regular Letting

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

ITEM PRESENTED BY LOCAL GOVERNMENT DIVISION ENGINEER – Ms. Williams

145. Presentation of the proposed CIRB 5 Year County Work Plan (2020-2024)

The Department has worked with the County Circuit Engineering Districts from across the State to compile an update to the 5 Year CIRB plan.

Funding for the CIRB program is currently derived from a portion of the revenues accruing from the Motor Vehicle and Registration Act as authorized in HB 2249.

The Plan was developed with consideration for the critical needs of the County Transportation System within the financial constraints of funding projected to be available to the program.

The CIRB Plan to improve the county road system includes:

- Approximately \$979 million in improvements
- Replacement or rehabilitation of 375 county bridges
- 29 bridges incorporating recycled I-40 Crosstown bridge beams
- Improvements to 806 miles of county roads

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

NOTE: Secretary Gatz recognized Gene Wallace with the Association of County Commissioners of Oklahoma, and asked him to come up and address the Commission related to the approval of the CIRB plan.

Mr. Wallace thanked the Commission for the approval of the CIRB Item; and I also appreciate the effort that you put into the study of the CIRB program. As commission members around the state prove just as big stakeholder, and our success and progress is virtually any of the rest of elected officials in the state of Oklahoma.

By way of history, the counties for the State of Oklahoma have absolute responsibility for over 13,606 bridges in our state, over 87,000 miles of road. Of the bridges, 1 in 5 is considered deficient structurally, so it's a huge problem for the State of Oklahoma. And as a product of that, the encouragement by our new Governor, as far as being in pursuit as one of the "Top 10" states in the nation, we are all in on that issue. We've got a long ways to go, but we have also come a long ways.

But as a part of the history of how the CIRB program actually came into existence, the legislature and their vision, established in 2007 and established the CIRB fund itself. Virtually, all the funding for the State of Oklahoma in the counties comes from motor vehicle taxes or transfer taxes for transportation to each across State of Oklahoma. Since the inception in 2007, your predecessors and you have approved a plan that has enhanced and improved over \$900 million worth of structurally deficient bridges across the State of Oklahoma.

But the bridge that I'm going to talk about is a historical bridge built in 1926, a 791 foot long 1-lane bridge. I would lay awake at night thinking about a 54 passenger school bus full of children crossing this bridge at twice what the load limit was posted on the bridge. Bridges like this, along with other bridges, are the type of structures that could never, ever be addressed on a local level. This bridge was so significant in the fact that I had to work with multiple agencies, ODOT, the Corps of Engineers, because it crossed a major river in the State of Oklahoma, the US Fish and Wildlife, 2 counties, a town, and a historical society. This bridge was selected as the #1 bridge in 2007 in eastern Oklahoma to be replaced. It took from 2007, and me working with this virtually every week, into 2015 for this bridge to actually be completed and opened. Now we have a 2-lane bridge that services 2 communities, 2 counties, approximately 5,000 acres of farm field. The economic industry of the State of Oklahoma has always been soil, oil, and toil. And if we can't get things from either the farm to the market, or the workers to the jobs, or the energy to the user, that's the engine that drives our state. But being responsible for 87,000 miles of road and 13,000 bridges, you can see the demand it has put on counties across the state. The counties are in existence primarily because they are enacted in the Constitution of the State of Oklahoma. We are a subpart of the State of Oklahoma; and without the cooperation and assistance from the Oklahoma Department of Transportation and the efforts that you put forth as Commission members, our job would be much, much harder. But we have just begun! This \$900 million investment that we've made across the state for roads and bridges, from the day that bridge is built and that road is completed is the best day of its life. The next day is the day it starts deteriorating; and so to protect the investment for the shareholders across the State of Oklahoma, and to keep in concert with our new Governor and his pursuit of "Top 10", critical dollars for M&O just to preserve what we've already made the investment for on behalf of our state is critically needed. We are working and embarked on a new conversational thread directly with Oklahoma Department of Transportation to try to find the dollars for maintenance and operation of these critical structures. I appreciate the time that you have given us this morning.

Commissioner Grimsley thanked him for all his efforts.

Commissioner McKown thanked him very much for his presentation.

ITEMS PRESENTED BY THE PROJECT MANAGEMENT DIVISION – Mr. Nguyen

146. Asset Preservation Plan

The Department has completed the proposed Asset Preservation Plan with consideration for the critical needs of Oklahoma's transportation infrastructure and the financial constraint mandated by the projected Federal and State funding availability. The Work Plan is balanced by District within the budgetary limitations of State fiscal years 2020 through 2023. The encompassed projects have been defined, validated and included in accordance with the transportation needs and priorities of the State.

Information Only: No Commission action required.

147. 8-Year Construction Work Plan

The Department has completed the proposed 8-Year Construction Work Plan with consideration for the critical needs of Oklahoma's transportation infrastructure and the financial constraint mandated by the projected Federal and State funding availability. The Work Plan is balanced by District within the budgetary limitations of Federal fiscal years 2020 through 2027. The encompassed projects have been defined, validated and included in accordance with the transportation needs and priorities of the State.

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

ITEMS PRESENTED BY THE DIRECTOR – Mr. Gatz

148. Director's Report

Secretary Gatz said the approval of the 8 Year Construction Work Plan and the Asset Preservation Plan, really represents the Department's annual effort to make sure that the public understands where we are investing their dollars and how we are managing their transportation system. This 8 Year Plan we have an emphasis in it, on performance metrics, and that's due to Governor Stitt's vision and his efforts to make state government more effective, more efficient, and more accountable. And that focus really is kind of a 3-pronged focus. Structurally Deficient Bridges has been a major focal point for the Department for many, many years, and it will continue to be. We have made tremendous progress, and we fully expect to meet our goal of having less than 1% of our bridges be structurally deficient in the very near future. I would be willing to tell you that based on our progress, we are going to make over the course of calendar year 2019; I will be surprised if we don't make it into the "Top 10" in the country. I think the State of Oklahoma is progressing faster than most all other states in our efforts to make sure that our bridge infrastructure is in good condition.

We also are focusing on rural 2-lane highways that have deficient shoulders. The rural 2 lanes that we have in Oklahoma service very well, but we have some of our worst severity rate and fatality rates out on those highways, and many times, that's simply due to a lack of a shoulder. You develop an edge drop-off off the edge pavement over time, and that edge drop-off can result in lane departure accidents. Certainly, if you overcorrect and over steer back into oncoming traffic, those result in some terrible, terrible accidents. And also, you certainly can overcorrect and roll your vehicle. So again, we've had a focus on rural 2-lane highways. We are trying to make a difference there, and we will continue to make investments in those infrastructure issues and make improvements. And the obvious area that we have got is pavement condition, and pavement condition is that ride that you feel in the seat of your pants as you travel our highways. Pavement condition is something that's really, really important to us; our pavements are not where we would like for them to be. But it is an emphasis area and we are going to move towards a goal of making some improvements on our pavement conditions; hopefully by increasing the condition of pavements, that are in good condition by about 10% over the next 4 years. So again, we've got some goals that we're working hard to achieve and we will continue to work hard on those.

The construction work plan includes critical needs that are being addressed all across the state. We discussed some today, the Interstate 44 and the US 75 interchange is a prime example of that. The Department has to phase a big project like that and really take it a piece at a time to be able to make the type of improvement there that is needed. But we've got projects like that spread all across the state; and the 8 Year Plan is our mechanism to be able to work with the Commissioners, make sure you understand how we are making our investments, and really communicate with the Public, our Legislature and the Governor's Office about how we are doing, what our plans are, and most importantly, to measure our performance back against our goals.

I've been with the Department since we did our first 8 Year Work Plan in 2003, and I tell you the progress that we have made since that first work plan in 2003 was entirely funded with federal dollars, because we did not have state dollars available to us to invest in that type of construction. We were barely able to cover routine maintenance. Because of the increased investment that we have had, due to the Legislature, we have been able to improve those conditions, and today's 8 Year Work Plan, we are about a 50/50 mix between state funding and federal funding. So much of the progress that we have made to this point, especially coming from a condition where we had 1,168 structurally deficient bridges out on the highway system to the last report that said we had 131, that progress is due to the additional investment that we've been able to make.

Our Asset Preservation Plan is a good mix also of state and federal funds. Those projects are intended to extend the life cycle of our pavements. So rather than getting into a condition of the pay me now, pay me later, we can make timely investments in asset preservation that extend the life of our highways and our bridges; and that's been something that's really, really important. In 2003, the Asset Preservation Program didn't exist. And again, it gives us the ability to diversify our investment strategy and make sure that we are getting the most out of our transportation infrastructure by investing in the right types of improvements at the right time.

I would also express my appreciation to you for your approval of the CIRB program. That program is a prime example of state government working directly with county government to make critically needed improvements out there on the county road system. And that without this program and without that state investment, those improvements; and the example of the Fort Gibson Bridge that we just saw is a prime example of a project of the highest priority. Those are projects that the county, at the county level, they just can never gather up enough resources to be able to make an improvement like that; and we are happy to be a part of that. We appreciate your approval, and look forward to many years of working with the counties to continue to accomplish those types of projects.

We had some speed limit revisions this morning that we looked at; many of those are school zone adjustments. I would like to congratulate our Field Division Engineers, our other engineering areas, Chad Pendley with Traffic Engineering, that were intimately involved in bringing those school zones forward. The guys are identifying some ways to work more effectively and efficiently in the context of how we manage those school zones and work with the communities. And those are an example of what you have seen today of that effort in progress. You will see more of those as we go forward into the future.

I want to acknowledge that the third full week in October is National School Bus Safety Week. So we want to highlight that; and we want to highlight that school zone safety is a top priority for ODOT, and certainly for our local communities that we work with every day. I want to encourage the traveling public to pay attention to the signage that's out there. Be careful as you approach a bus stop, especially if they've got their stop signs extended. Stop, look out for kids that might be in the area, and put away your distractions and really pay attention!

I also want to report that we had Dan Hillenbrand with us a couple of weeks ago, out of Senator Inhofe's office. Senator Inhofe is the tremendous supporter that the State of Oklahoma has in our congressional delegation for infrastructure investment. All of our delegation is extremely supportive, but Dan is the staffer on Senator Inhofe's staff that really we interact with quite often. Dan was able to come down to Oklahoma and spend a day with us, looking at some infrastructure improvements, talking about the critical needs that Oklahoma has on our transportation system. And I really wanted to express our appreciation to him for being able to take the time to come and sit down with us, understand a little bit more about the infrastructure needs that Oklahoma has, and to give us some time to just visit with him.

So again I want to express our appreciation for your approval of the 8 year Construction Work Plan. Also, Commissioner Shannon and Commissioner Coburn had unavoidable scheduling conflicts or they would have been here with us to support the plan.

Commissioner Peterson asked what the federal funding level was in 2003.

Secretary Gatz said I'm going to guess that it was probably in the range of \$200-\$250 million. Our state funding was entirely dedicated to our routine maintenance program, and we worked really hard to make sure that we had some level of resources that we were dedicating to at least some level of routine maintenance. But quite frankly, the transportation system at that particular moment in time was very worrisome, very deficient, far worse than it is today. We might say that we were keeping it together with band aids and baling wire and we have come a long ways.

We've got work to do, even with Structurally Deficient Bridge infrastructure. We have to be diligent and we have to continue to invest in our bridges because we've still got more than 1,000 that are out there on the transportation, on the highway system, alone that are 80 years old or more. We have got work left to do, but we have made tremendous progress; and that progress has come at the capability provided by the additional investment. It is just that simple; so we will continue to stay focused.

Chairman McKown said it is really exciting to sit in the sub-committee meetings and see what a hardworking dedicated group of people are here. I want to make a plea to the audience we don't pay our people anywhere near the public scale. Encourage our State Legislature and our Governor to give us more money. We continually lose talent to the private sector, and we have some of the most dedicated public servants; all of them could go to private sector and make a lot more money; but they are just really dedicated to this cause. And I would like to have the support of the communities to increase what we are paying here; I don't know how you could pay them what they are really worth.

Secretary Gatz said, thank you Mr. Chairman, the Department has dedicated men and women that work in civil service every day, and their #1 one priority and their #1 interest is to make sure that you are traveling safely out there on our highway system. So thank you for your comment.

Commissioner Alexander said he would like to thank Divisions 4 and 5 for helping work on roads around his division. It makes it so much nicer and safer for us to drive from Woodward to Oklahoma City, and Woodward to Enid.

Secretary Gatz said to your point, Commissioner Alexander, Highway 3/270 corridor has been a real focus for the Department for a long time, as you know. The other divisions recognize the criticality of that corridor to the State of Oklahoma. We have done a great job of making sure that we have got resources focused there; we are making improvements, but they are never fast enough.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

149. Adjournment Motion

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

Meeting adjourned at 11:45 a.m.

Approval of the Minutes of the Transportation Commission Meeting October 14, 2019.

Gene McKown - Chairman

Bob Peterson - Vice Chairman