

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

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

BE IT REMEMBERED that on Monday the 2nd day of May, 2016, 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 2016 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 Friday, April 29, 2016, 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. David Burrage called the meeting to order at 11:02 a.m.

ROLL CALL:

Present:	John Fidler	Member
	David Burrage	Chairman
	Dan Overland	Member
	Todd Huckabay	Secretary
	Brad Burgess	Vice-Chairman
	Pete Regan	Member
Absent:	Greg Love	
	Bobby Alexander	
Presiding:	David Burrage	

The following items were presented and approved as written at the Transportation Commission meeting of May 2, 2016. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner Burrage recognized Special Guest, former Secretary of Transportation, Neal McCaleb who is currently the Interim Executive Director of the Oklahoma Turnpike Authority. Mr. McCaleb introduced his Special Guests, Authority Members of the Turnpike Authority, Dana Weber and Kenneth Adams.

ANNOUNCEMENTS AND PRESENTATIONS

Commissioner Burrage recognized Director of Operations, Paul Green for his announcements and presentations.

Mr. Green said it's a great privilege to be the one to recognize ODOT's Work Zone Warriors, who are representing their co-worker's statewide in the Agency's on-going Work Zone Awareness Campaign. The Department continues to highlight work zone safety throughout the month of May. As part of this on-going campaign, we recognize our statewide crews for their round-the-clock dedication to highway and interstate safety. Their efforts and sacrifices enable the public to travel safely in our state.

We have selected today to be "Wear Orange Day" to show support for our workers in the field. Mr. Green had the 15 ODOT field employees here today who volunteered to be the faces of this safety campaign and represent their coworkers and the Department stand and be recognized.

The stories shared by these "Work Zone Warriors" are representatives of all of our dedicated staff who work in the field. Their touching messages are helping the public recognize and better understand the work being done behind the cones, and recognizing the human factor in highway maintenance and construction operations. They also share with us their families, and I think that's one thing Oklahomans all identify with is the importance of family. So getting the word out there and sharing it with them, hopefully it will resonate as they drive through a work zone. Hopefully it will let them know that it's not okay to endanger their lives and other lives, by taking a phone call or a text or driving unsafe speeds through a work zone to try to make up time or whatever. If nothing else, making the public aware that 80% of the fatalities that happen in work zones are the driver or a passenger in one of the vehicles. So we really want to reach out to the public and talk about the importance of work zone safety. We sure want to say our appreciation to all of the folks that have been willing to do this and take part in it. It's a big deal, and they are representing hundreds of people around the state. They get out there every day and put themselves at risk to maintain our highways; so I just want to thank them one more time.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

58. Approval of the Minutes of the Transportation Commission Meeting of April 4, 2016

ACTION: Huckabay moved and Regan seconded that the Minutes be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Love and Alexander

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

59. Programming of Federal Railroad Crossing Safety Funds—Section 130 Title 23 Funds – Mr. Moody

- a) Muskogee County – District I – a signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at 2 adjacent crossings on Harris Road in Muskogee, with the Union Pacific Railroad - \$793,271
- b) Wagoner County - District I - a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 24' concrete crossing surface at Doc Harris Road north of Wagoner, with the Union Pacific Railroad - \$324,404
- c) Wagoner County - District I - a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 48' concrete crossing surface at Wagoner County Road N4250 near Inola, with the Union Pacific Railroad - \$334,913
- d) Wagoner County - District I - a signal/surface project which includes the installation of pedestal – mounted flashing light signals with gate arms and a 32' concrete crossing surface at Wagoner County Road N4260 near Wagoner, with the Union Pacific Railroad - \$347,143
- e) Bryan County – District II – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' concrete crossing surface at US-70E in Bennington, with the Kiamichi Railroad - \$215,711
- f) McCurtain County – District II – a signal/surface project which includes the installation of cantilevered-mounted flashing light signals with gate arms, one pedestal-mounted signal with a gate arm, 60' of raised median curb at SH-87 in Idabel, with the Kiamichi Railroad - \$291,887
- g) McCurtain County – District II – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 40' asphalt crossing surface at McCurtain County Road N4630 near Idabel, with the Kiamichi Railroad - \$207,908

- h)** Bryan County – District II – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 24' concrete crossing surface at Cordell Road northwest of Colbert, with the Burlington Northern Santa-Fe Railroad - \$279,850
- i)** Kay County – District IV – a signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at 8th Avenue in Kildare, with the Burlington Northern Santa-Fe Railroad - \$275,120
- j)** Noble County – District IV – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' concrete crossing surface at Noble County Road E0460 near Black Bear, with the Burlington Northern Santa-Fe Railroad - \$348,313
- k)** Oklahoma County – District IV – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and an 80' concrete crossing surface at Douglas Boulevard in Midwest City, with the Arkansas-Oklahoma Railroad - \$465,415
- l)** Oklahoma County – District IV – a signal/surface project which includes the installation of cantilever-mounted flashing light signals with gate arms and a 48' concrete crossing surface at Midwest Boulevard in Midwest City, with the Arkansas-Oklahoma Railroad - \$423,640
- m)** Oklahoma County – District IV – a signal project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 40' concrete crossing surface at SW 74th Street in Oklahoma City, with the Stillwater Central Railroad - \$246,449
- n)** Canadian County – District IV – a signal/surface project which includes the installation of a pedestal-mounted flashing light signals with gate arms and a 32' concrete crossing surface at County Line Road in Oklahoma City, with the Stillwater Central Railroad - \$253,750
- o)** Canadian County – District IV – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' concrete crossing surface at Czech Hall Road in conjunction with the installation of cantilever-mounted flashing light signals with gate arms and a 48' concrete crossing surface at SW 89th Street in Mustang, with the Stillwater Central Railroad - \$468,979
- p)** Noble County – District IV – a signal project which includes the installation of cantilever-mounted flashing light signals with gate arms at 15th Street in Perry, with the Burlington Northern Santa-Fe Railroad - \$306,263
- q)** Noble County – District IV – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and the extension of an existing 40' concrete crossing surface an additional 16' at East Boundary Road in Perry, with the Burlington Northern Santa-Fe Railroad - \$321,773
- r)** Noble County – District IV – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and the extension of an existing 16' concrete crossing surface an additional 8' at Noble County Road N3140 west of Perry, with the Burlington Northern Santa-Fe Railroad - \$340,945
- s)** Noble County – District IV – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 24' concrete crossing surface at Noble County Road N3130 west of Perry, with the Burlington Northern Santa-Fe Railroad - \$314,001
- t)** Beckham County – District V – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 40' timber crossing surface at Beckham County Road N1980 southwest of Elk City, with the Farmrail Corporation Railroad - \$225,926
- u)** Beckham County – District V – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' timber crossing surface at Beckham County Road E1130 southwest of Elk City, with the Farmrail Corporation Railroad - \$266,107

- v) Beckham County – District V – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' timber crossing surface at Beckham County Road N1880 in Sayre, with the Farmrail Corporation Railroad - \$223,904
- w) Mayes County – District VIII – a signal project which includes the installation of pedestal-mounted flashing light signals with gate arms and drainage improvements at Broadway Street in Mazie, with the Union Pacific Railroad - \$332,369
- x) Craig County – District VIII – a signal/surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 24' concrete crossing surface at Craig County Road E-0050 in Welch, with the Union Pacific Railroad
- y) Rogers County – District VIII – a signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at Watova Street in Talala, with the Union Pacific Railroad - \$277,564
- z) Tulsa County – District VIII – a signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at West 51st Street South in Tulsa, with the Burlington Northern Santa-Fe Railroad - \$256,490

60. Traffic Control Improvement Projects – Mr. Smart

- a) Oklahoma and Cleveland Counties – Districts III & IV – replacements of signs along I-35 beginning at Robinson Street in Norman and extending north approximately 35.7 miles to Waterloo Road in Edmond
- b) Tulsa County – District VIII – replacement of signs on I-44, I-244, I-444, US-169, US-75, US-412 and SH-51 in the Tulsa Metro Area

61. Land Sales – Mr. Johnson

Jackson County – District V – Land Sale – South side of US-62 approximately 2.5 miles West of Altus - \$1,950.00

62. Certification of County Road Mileages – Mr. Ooten

Statewide – All Districts – Title 69, O.S. Section 316, requires that the Transportation Commission annually certify to the Tax Commission the county road mileage of each county in Oklahoma as it existed on the first day of January each year.

ACTION: Overland moved and Fidler seconded that the Consent Docket be approved as presented.
 MOTION: Carried by the following vote:
 AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan
 NAYES: None
 ABSENT: Love and Alexander

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

63. Engineering Contracts

- a) Marshall County – District II - to provide preliminary engineering and prepare construction plans for US-70, Madill Realignment from approximately 800 feet south of SH-199, south 2.61 miles to US-70.

EC-1371B BKL, Inc. - \$783,708.00

- b) Logan & Payne Counties – District IV - to provide preliminary engineering and prepare construction plans for SH-33 over the Cimarron River at the Payne County Line & SH-33 from 1.0 miles east of the Logan County Line and extend east 6.9 miles.

EC-1745 EST, Inc. - \$1,277,900.00

- c) Grady County – District VII - to provide preliminary engineering and prepare construction plans for US-81 from 1 mile north of the US-81/US-277 junction south of Chickasha extend northwest 8.63 miles to 0.85 miles north of the US-62/US-81 junction.

EC-1715 Triad Design Group, Inc. - \$3,305,800.00

ACTION: Burgess moved and Regan seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan
NAYES: None
ABSENT: Love and Alexander

64. Engineering Contract Supplements

- a) Statewide – All Districts – to provide On-Demand Bridge Rehabilitation

EC – 1574A – Supplement 1	CEC Corporation
EC – 1574B – Supplement 1	EST, Inc.
EC – 1574C – Supplement 3	Guy Engineering Services formerly Nicholls Consulting PLLC
EC – 1574D – Supplement 1	Poe & Associates, Inc.

The total aggregate increase for these supplemental contracts is \$200,000.00

- b) Statewide – All Districts – to provide Off-System Bridge Inspection Agreements

EC – 1747B – Supplement 1	CED 4 - \$40,000.00
EC – 1747C – Supplement 1	CED 7 - \$10,000.00
EC – 1747D – Supplement 1	CED 8 - \$6,000.00

An estimated total of \$56,000.00 in Federal Funds are needed for the CED agreements

- c) Sequoyah County – Commission District I - to perform preliminary engineering and to prepare final design plans for I-40 & US-59 Interchange.

EC – 1705 – Supplement 1 Triad Design Group, Inc. - \$990,600.00

- d) Marshall County – Commission District II - to perform preliminary engineering and to prepare final design plans for US-70 Madill Realignment from SH-199 east 4.8 miles.

EC – 1371A – Supplement 3 EST, Inc. - \$892,725.00

- e) Marshall County – Commission District II - to perform preliminary engineering and to prepare final design plans for SH-99/US-377 over Lake Texoma.

EC – 1467 – Supplement 2 White Engineering Associates, Inc. - \$994,000.00

- f) Pottawatomie County – Commission District III - to perform preliminary engineering and to prepare final design plans for US-270 over US-270B 4.25 miles south of I-40, Pottawatomie County.

EC – 1579A – Supplement 1 Aguirre and Fields, LP - \$7,100.00

- g) Washita County – Commission District V - to perform preliminary engineering and to prepare final design plans for SH-152 over East Elk Creek, 0.1 miles east of the SH-44 Jct.

EC – 1504C – Supplement 2 Atkins North America, Inc. - \$19,500.00

- h) Murray County – Commission District VII - to perform preliminary engineering and to prepare final design plans for US-77 over Honey Creek, 5.0 miles north of the Carter County Line.

EC – 1579K – Supplement 3 Guy Engineering Services, Inc. - \$93,069.00

- i) Craig County – Commission District VIII - to perform preliminary engineering and to prepare final design plans for US-59 over the MKT Railroad.

EC – 1380 – Supplement 1 Professional Engineering Consultants - \$17,702.00

ACTION: Fidler moved and Huckabay seconded that the Items be approved as presented.

MOTION: Carried by the following vote:

AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan

NAYES: None

ABSENT: Love and Alexander

ITEMS PRESENTED BY THE PROGRAMS DIVISION MANAGER – Mr. Adkins

65. Lettings

- a) Final July, 2016
- b) Tentative August 2016
- c) Tentative September, 2016

ACTION: Overland moved and Regan seconded that the Items be approved as presented.

MOTION: Carried by the following vote:

AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan

NAYES: None

ABSENT: Love and Alexander

ITEMS PRESENTED BY ASSISTANT DIRECTOR OF OPERATIONS – Mr. Raymond

66. Change Orders with Cumulative Total of \$50,000.00 or Less – Information Only

- a) Cleveland County - Co. Rd. - STP-214C(032)CO / 30113(04), \$960.01
- b) Dewey County - Co. Rd. - CIRB-222D(020)RB / 30025(04), \$10,984.43
- c) Ellis County - Co. Rd. - ACSTP-223C(008)CI / 29337(04), \$6,710.00
- d) Garfield County - US-64 - SSP-224N(016)SS / 30985(04), \$15,157.37
- e) Grady County - Ct. St. - STP-126C(192)AG / STPG-226C(006)AG / 28424(04), \$29,095.60
- f) Grady County - US-62 - SSP-269C(021)SS / 31106(04), \$17,782.84 Underrun
- g) Kay County - US-60 - NHPPY-136N(098) / SBR-136N(216)SB / 21853(04), \$103.52 Underrun
- h) Kiowa County - Co. Rd. - STP-238D(027)CI / 28713(04), \$10,291.76

- i) Leflore County - Co. Rd. - CIRB-240D(037)RB / 28616(04), \$3,852.96
- j) Love County - I-35 - SAP-243N(009)(008)FM / 25909(26), \$878.15 Underrun
- k) McIntosh County - US-69 - SSR-246N(014)SR / 30413(04), \$49,355.92
- l) Nowata County - SH-28 - BRFY-153C(140) / 23128(04), \$6,146.87
- m) Oklahoma County - Ct. St. - STP-155A(439)AG / 19312(05), \$3,199.00
- n) Oklahoma County - Ct. St. - STPG-255F(135)AG / 30004(04), \$66.38
- o) Okmulgee County - Co. Rd. - STP-156C(118)CI / 23056(04), \$26,638.98
- p) Okmulgee County - US-75 - HSIPG-256N(018)TR / 30377(04), \$311,230.83 Underrun
- q) Pittsburg County - US-69 - STP-261F(039)3B / 31667(04), \$19,320.08
- r) Washita County - Co. Rd. - STP-275D(018)CI / 30067(04), \$4,200.00

67. Change Orders with Cumulative Total Greater than \$50,000.00

- a) Beckham County - I-40B - SSR-105A(199)SR / 28136(04), \$58,279.60
- b) Bryan County - US-70 - NHPPY-207N(010)(011) / 18847(08), \$74,866.54
- c) Canadian County - US-81 - NHY-011N(008) / 05173(12), \$233,466.62
- d) Cleveland County - Ct. St. - STP-214C(011)AG / 29261(04), \$2,499.93
- e) Garvin County - I-35 - SBR-125N(200)SB / 28183(04), \$5,524.72 Underrun
- f) Grant County - US-64 - SSP-127C(123)(126)SS / 24178(04), \$2,474.38
- g) Greer County - SH-34 - STPY-128C(069)SS / 24207(04), \$292,783.20
- h) Hughes County - SH-31 - STPY-232F(034)3B / 30953(05), \$8,766.89
- i) Kingfisher County - SH-33 - SSP-137B(042)SS / 21855(04), \$157,221.33
- j) Kingfisher County - SH-33 - SSP-137B(045)SS / 21856(04), \$44,605.58
- k) Logan County - SH-74 - SSP-142C(139)SS / 24216(04), \$121,890.76 Underrun
- l) McIntosh County - SH-9 - STPY-146C(062) / 21730(04), \$88,282.88
- m) Nowata County - Co. Rd. - CIRB-153D(205)RB / 27818(04), \$5,782.97
- n) Oklahoma County - Ct. St. - STP-155A(439)AG / 19312(05)#2, 91,855.50
- o) Oklahoma County - Ct. St. - STP-155A(439)AG / 19312(05)#3, \$5,934.10
- p) Oklahoma County - Ct. St. - STP-155A(439)AG / 19312(05)#4, 55,602.29
- q) Oklahoma County - US-77 - STP-155A(646)AG / 25547(04), \$28,264.50
- r) Payne County - Ct. St. - CIRB-160D(139)RB / SAP-260D(008) / 22169(04), \$236,036.19
- s) Tulsa County - I-44 - IMY-0044-2(402)227 / 06374(50), \$76,120.37
- t) Tulsa County - I-244 - HSIPIG-0244-1(009)000TR / 29191(04), \$45,000.00 Underrun
- u) Washita County - SH-44 - STPY-175C(112) / 26487(04), \$16,655.38

ACTION: Huckabay moved and Fidler seconded that the Items be approved as presented.
 MOTION: Carried by the following vote:
 AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan
 NAYES: None
 ABSENT: Love and Alexander

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

68. Awards

April 21, 2016 – Regular Letting

ACTION: Overland moved and Huckabay seconded that the Item be approved as presented.
 MOTION: Carried by the following vote:
 AYES: Fidler, Overland, Burrage, Huckabay, Burgess and Regan
 NAYES: None
 ABSENT: Love and Alexander.

ITEM PRESENTED BY THE OTA DIRECTOR – Mr. McCaleb

69. “Driving Forward” Turnpike Construction

Commissioner Burrage recognized Interim Director of OTA, Neal McCaleb for the proposed new “Driving Forward” Turnpike Construction.

Director McCaleb presented a slideshow to the Commission on the new proposed turnpike routes for the Oklahoma City metro area.

Director Patterson commented, when I think about the Turnpike Authority I think of all the positive solutions that they have provided the state over the years. Think back to 1953, when the Turner Turnpike opened and provided that great access between Oklahoma City and Tulsa, high speed, safe access, before there was an interstate system. Think about that! The interstate system was created in 1956, the Turner Turnpike in 1953, the folks in the highway department knew exactly what needed to be done back in 1953, but didn't have the financial resources to do it. Tolling is certainly one of those options, and we've used that over the years here in Oklahoma to provide an ability to move now; and moving now is what we need to do. We have I-35 that at certain times during the day becomes gridlocked. We have two interchanges here in Oklahoma City, if you look out West on I-44 and I-40 that are becoming an unmanageable situation with over 140,000 cars a day. So we have to do something, but ODOT can't do anything else, we can't widen I-35 anymore. The current I-35 widening project that we're working on that started at downtown Oklahoma City and now is getting close to conclusion, with Lindsay Street in Norman, was started in 1979. Why has it taken us this long, because it's all about money; we know what to do, we know how to do it, we just don't have the financial resources. So we have to turn to someone who can do something about that, and in this case it's the Turnpike Authority. By law, ODOT and OTA are separate entities, but we do coordinate together for long-term planning of the state's highway system. We have to provide, in the metropolitan area, safe, dependable transportation. OTA has gone through an arduous process to get to this point and it sounds like what they're proposing is a good idea. Seems very viable and it's going to provide that solution, at least in part, to what we need here at ODOT

Secretary Ridley commented that Director Patterson certainly laid out the problem, talking about his inability to do what he knows needs to be done. Director McCaleb brought out a solution that was passed at the Turnpike Authority meeting today on these two corridors; and this is the start of a progress that will take probably about three years for the Turnpike Authority to build or maybe a little longer. I'd like to do it a little shorter than that. But it's part of the plan that the Governor announced back in October, realizing that she didn't want our state to become like other states in other major metropolitan areas, become gridlocked and then no way to be able to do anything to correct the problem. She wanted us to look at both the Tulsa and Oklahoma City metropolitan areas and the existing turnpikes to see what is it that we need to do to ensure that we don't get behind.; and ODOT is turning to the Turnpike for assistance, as Director Patterson pointed out, it's not unusual, it's been this way for more than 60 years. We have worked closely together to try and solve problems because that's the business these organizations are in. We are now really trying to address not only a serious problem that we have today because that 20-minute drive from Norman to Oklahoma City at times of the day is a 2-hour drive depending on whether somebody has a flat tire on the side of the road. So, consequently, they're looking to the future. They're looking to see what this city, what this state, what Tulsa needs to look like 20-25 years from now and this is the start of making those improvements that will be here long after we are gone. The Governor is extremely proud and pleased that both organizations are working together to try and solve a problem that not only exists today, but will be causing us great concerns in the future.

Commissioner Burrage asked, how's this going to affect us, how is it going to affect our rating at the Turnpike Authority. Where are we at, how are we ranked with other people, we routinely keep up with that, but some of the public may not keep up with it; it might be a good time to let people know.

Director McCaleb stated that the Oklahoma Turnpike Authority has one of the highest-rated, credibility wise of such organizations in the country. We have a Double A rating, there is no turnpike

authority that has a higher credit rating than the Oklahoma Turnpike Authority. That's because, over these 63 years they have had careful management and a great sensitivity to their fiduciary responsibilities.

Commissioner Burrage stated that's probably the most important thing that we can do credibility wise. I know that you guys have been here a long time, you're long-time planners, you're been stewards of our transportation system, not only the Turnpike Authority, but at ODOT, for many, many years. I know you don't take lightly the State or the Turnpike Authority stepping out there, and incurring debt. That's no small thing, but I know from where I've been sitting since 1990 that this is way past due; and I'm concerned that we need to get about it now. I appreciate you guys personally and professionally stepping out there and being willing to take the criticism 20 years ago; and to take the criticism and the challenges today. But if we don't do this, we're going to fall farther and farther and farther behind. These routes that you've laid out today, the planning and the analysis that's gone into them, I appreciate your staff at ODOT, rising up to the challenge and the Turnpike Authority members, you guys that are here today, it's so important to our State. Some people don't quite realize that we're not just thinking in the future, but we're also thinking about tomorrow because that flat tire can happen in the next 10 seconds; there could be another fatality; which leads me to ask what has the fatality count been?

Secretary Ridley said that the Department of Transportation is the keeper of the books on accidents, fatalities, personal injuries; and over a 10-year period study that ended in 2014. People have asked me, why you didn't end the study in 2015, the sad truth is that all of the fatalities aren't accounted for that happened in 2015 and won't be for a while. But the sad story is, on I-35 from the I-240 junction up to I-40 and about a half mile east and west of that interchange on I-40, in a 10-year period we had over 6,000 accidents, nearly 3,000 of those had personal injuries. I can't tell you the number of fatalities that were there, but congestion breeds accidents; and then more accidents breeds more congestion; and these are some of the more serious accidents that you have, if you think about a high-speed interstate type roadway and an 18-wheeler coming up over a hill and traffic is stopped right ahead of them. We see this happen a lot more than we like to talk about; and, again, these are most of the time serious accidents that occur, these are not fender benders. Thanks ODOT for bringing this to our attention and discussing the needs that you had with the Turnpike Authority

Commissioner Burrage stated I know a lot of people are concerned about change; and are saying this is going to change our life. There are going to be a lot of changes and we all know that change is hard. One of the questions that came up was, "Is this going to completely solve all of our problems", and would you make some comments about that, because I think it would be important for people to know, is this going to fix everything.

Secretary Ridley, it certainly will not, but we believe that it will slow the growth that we're seeing on the I-35, I-44 and I-40 corridors. If people have other alternatives to take, if you're coming out of Norman and Moore or Dallas and you want to go to Tulsa, you would have a different alternative to take other than to go right through the heart of Oklahoma City. We believe that this will start to slow the growth that we've experienced. If the numbers that Director Patterson was talking about hold true that that the Oklahoma City metropolitan area will grow to about 1.6 million people in the next 20 years, there is about 1.2 now. That's about a 30% or 35% increase in population. I'm not going to tell you that traffic-- vehicles will increase by 30% to 35%, but they're going to grow and we already have a problem now. Certainly with that anticipated growth over the next 20 years, we not only have a serious problem today, it will become unsurmountable in the future, it will become more like Houston or Atlanta. When they talk about the numbers that Director Patterson talked about, at 160,000 vehicles a day out here on I-44 just on the north leg of I-40 or I-44, you take just a 20% growth in the next 20 years, that's just a percent a year and I can assure you it'll be greater than that. All of a sudden now you're well over 200,000 vehicles on one leg of an interchange and really no place else to build on that corridor. So the Directors, McCaleb and Patterson are right in figuring out a plan to move forward, and I think they've done yeoman work to get this far so quick.

Director McCaleb stated, I've been watching the scene on the highways of Oklahoma for 65 years now. The conditions now of our state highway system, and what they were 63 years ago, are just incomparable; in fact they are not comparable. We have made giant strides in the last 10 years in eliminating some of our safety problems, structural problems and congestion problems. But will this job ever be

finished? No. I don't think it ever will as long as our State continues to grow; and who here votes for no growth for our economy and our State? As long as it continues to grow and it's healthy, we will need to expand our highway system; and it is people like yourselves that have to exercise their vision and their commitment to the future of Oklahoma and I salute you all.

Commissioner Burrage said we've all worked on this so much and the challenge is so great, it's self-evident. We all know that we could all sit here forever and talk about the freight corridors and the pressure it's putting on our highway system is tremendous. If we can convince you guys at the Turnpike Authority to give us a hand and it is prudent and responsible and well planned, we're going to be 1,000% behind you and that's why we are today and thank you for that presentation.

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

70. Director's Report

Director Patterson thanked Secretary Ridley and Director McCaleb for being here today and how much he appreciated all the hard work they had put into the presentation and discussion.

He introduced Basharat Siddiqui, the new FHWA Division Administrator. He replaces Gary Corino who retired a few months ago.

Earlier, you approved another round of rail crossing safety projects. When we got into this, you recall we're using the proceeds off the sale of the Sooner Sub, the line from Oklahoma City to Tulsa, to help finance our new rail crossing safety initiative, which nationally is being acclaimed as very proactive. No State is taking up this kind of an effort. In the past, we've been setting aside about \$8 million dollars a year in this effort, and those are primarily federal funds, but this time we're going to drop \$100 million dollars over the next three years. I thought it important to note that this month you did 26 different items, at 28 different locations. Let that sink in, that's more than we used to do in a year. In the last eight months, you've done 97 locations, \$27 million dollars. In the last eight months, you did three times what you normally do in a year. Thanks for letting us do this.

We're making an impact, and it's not so much on the highway system. I want to remind you that most of the projects are not on the highway system; they're on the local roads, so we're helping the county roads, the city streets provide that additional safety. The railroad companies are all coming together and are all very active in this project. They see what opportunity they have to provide safety, and they desperately need it. Also during this same period of time, we've closed five different crossings as part of this whole package. So we're making a difference, you guys are making a difference and I really appreciate that.

One of the projects that you just approved is a major project here in Oklahoma City. It's the I-235 project north of 36th Street-- remember we had some issues with our design and we had to take it back out for bid and we got a great contractor working on it, Allen Construction. They're going to get started on it and it's going to change the way I-235 operates. It's got the railroad bridge. It's going to be something when this thing gets under construction. I'm not sure how Jeff Allen is actually going to piece this thing together, but he's been at this a while and I'm sure he's staying up late at night trying to figure this out, but I'm confident that we got the right guy on this job.

This brings to mind all the construction that we have ongoing and what we've done this last month in our Work Zone Safety Program. We have to remember the 59 fallen workers here at ODOT and those who have died in the line of duty. He said, "Our Work Zone Warriors and the hundreds of ODOT workers they represent, put themselves at risk every day to maintain our highways, and I really appreciate their willingness to tell the public about what they do and the close calls they've had with traffic and also to share about their private lives and families." Think about this. most of us, we're very private people, but they are willing to stand up and talk about what they do, the encounters they've had with the traveling public, and talk about their families, that's monumental for me. But we have to also remember, in the last five years, the 84 people who have died in work zones just in Oklahoma, that's almost inconceivable. So what we're trying to do with this two-month period is bring about behavioral modification. We need people to put their cellphones up; we

need 10:00 and 2:00 on the steering wheel; we need you to slow down and pay attention! If people will do all these things, we can really change those numbers.

This last month in April, we had some events and I told you about those events. One of the great things, and it's kind of fun to do, is Work Zone Wednesdays where on our big message boards we've got new messages for the drivers, trying to get some attention and get them to think about what they're doing. We've also had two media events, one in Oklahoma City and one in Tulsa, and I really appreciate the media coming out and making that information available to their viewers and their listeners. We also have our Facebook page up, as Paul talked about. We're reaching out through television, newspaper, radio, Facebook, whatever, however we can get to people; and through our Facebook page, we've talked about our Work Zone Warriors.

In the coming weeks-- on May 9th, we're going to turn the scissor-tail flycatcher bird bridge here in Oklahoma City orange; also on that same date we will turn the pillars on I-44 in Tulsa orange. So those will be lit up in orange so we can grab some attention. The American Traffic Safety Services Association Foundation's National Work Zone Memorial Wall which has the names of all 59 ODOT employees killed in the line of duty will be displayed May 13-18 at Penn Square Mall in Oklahoma City and May 20-22 at Woodland Hills Mall in Tulsa. So we're going to have a couple of media events at those locations, and we all really appreciate Action Safety Supply Co. helping to sponsor having that wall here in Oklahoma City.

Work zone safety is paramount to us, not only in our construction areas; the Turnpike Authority is going to increase their construction activities in the very near future. As Secretary Ridley says, he's in a hurry and he wants to get it done, so we're going to have a lot of activity there with the widening of the Turner Turnpike, the new extensions here, but ODOT is continuing to do their things-- as I mentioned, I-235, which is kind of a heavily traveled corridor, so we're going to have some activity over there. But all across this state every day, and right now as I stand here, we're doing a maintenance activity someplace; and we need people to pay attention. It's about construction and maintenance of the highway system here in Oklahoma, and we need people to pay attention. So I appreciate everybody's involvement, I appreciate your orange, but as we move forward, please be aware of those things and get the word out. Please be a disciple for us, and we would appreciate anything you could do to help.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

71. Adjournment Motion

ACTION: Huckabay moved and Regan seconded that the Meeting be adjourned.
MOTION: Carried by the following vote:
AYES: Love, Burrage, Huckabay, Alexander, and Regan
NAYES: None
ABSENT: Fidler, Overland and Burgess

Meeting adjourned at 11:51 a.m.

Approval of the Minutes of the Transportation Commission Meeting of May 2, 2016.

David Burrage – Chairman

Brad Burgess – Vice Chairman