

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

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

BE IT REMEMBERED that on Monday the 7th day of January, 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 2018 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, January 3, 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. David Burrage called the meeting to order at 11:01 a.m.

ROLL CALL:

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

The following items were presented and approved as written at the Transportation Commission meeting of January 7, 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 Burrage thanked everyone for coming and introduced Special Guests: John Cox from TRUST and Former Secretary of Transportation, Gary Ridley. He then recognized Secretary/Director, Mike Patterson for his announcements and presentations.

ANNOUNCEMENTS AND PRESENTATIONS

Director Patterson said we are honored to have the Director of the Department of Corrections with us, Joe Allbaugh. Joe is one of those going above and beyond servant leaders that we find all over Government. He is here to recognize some of our employees for some work that we did at the Department of Corrections.

I will tell you that 3 years ago, one of our employees, Jarrell Gray was killed alongside a highway in Delaware County. And just to show you how Joe recognizes people going above and beyond, when Jarrell was hit, there was an inmate crew that was in close proximity, and those inmates and workers jumped out and attempted to save Jarrell's life; and for that, they were all recognized at the Board of Corrections Meeting. That was Joe's

idea, to recognize people for going above and beyond; and he's here to do that again today with the Department of Transportation. Without further ado, Joe Allbaugh.

Mr. Allbaugh said I'm honored to be here today; thanks you for allowing me to borrow a few minutes. It's very important, the lifeblood of any organization; it's not any different at DOC than it is here at ODOT. It's been 25 years this month since I was in this actual room; it's pretty bizarre; life moves on. We all have wonderful life experiences; but if it wasn't for these men and women behind us here, not only at ODOT but everybody who works over at DOC and every agency in the state, we couldn't do what we're supposed to do. We have about 61,000 customers, constant customers. You have several million customers; but we have 61,000 constant individuals we have to take care of. And it really takes a unique type of person to stand up with the willingness and the intestinal fortitude to take on the tasks that they have to do on a daily basis. And I'm here to recognize 2 particular groups, one out of Division 2, Antlers, and the other one from Edmond and Perry, Division 4, who bailed us out. We needed desperately to have a parking lot overlaid; only there was no base underneath the overlay. It had just been laid over and over and over again; and we have semis that come through there all the time; and without a base, semis just beat the tar out of everything. So I have tried for 18 years to get a project to take care of everything. We tried several contractors and it was just way out of our price range. I was determined to get this done; and thankfully I knew the capacity of ODOT; and luckily, knowing Mike, we worked a deal. And these gentlemen worked their fannies off for us for almost 2 weeks. And I want to take the opportunity to read their names, because I think you should know that. And I'm glad I had the ability to come to this board, before a different board shows up. Because I think you need to know the kind of stellar work these gentlemen did for us; the long hours over there, went beyond the call and beyond the scope of what we had agreed to do; to do a little bit extra for us. And I'm here to say thank you, not only to this Commission, thank you to Secretary Patterson, but to individually thank these gentlemen for what they did. So let me read these names, so you can acknowledge them. Please stand when I read your name please:

Division 2

Ashley Hawkins
Roddy Mills
Jay Carter
John Paul Smith
Lee Smith
Scott Landreth
James Ray Griffith
Donald Collins
Colt Griggs
Justin Grimmett

Division 4

Rick Lowry
Travis Yarbrough
BJ Finley
Paul Blocker
Brandon Givens
Mike Crenshaw
Earl Smith
David Gallo
Larry Weber

And ramrodding the project for ODOT was Trenton January, Assistant Division Engineer.

So we don't have a lot to give away at Corrections. We are a fully appropriated agency; I won't say any more about that; I already did that. So we live with what we are given, and it's tough to do sometimes. And these Gentlemen, their hard work and putting up with me walking out checking their work, did just a fabulous job! And I can't tell you the appreciation our employees have for each and every one of you. So I have a few certificates to give each of you and we are going to go outside and take a picture. You've got to get on with your business, and I got to get back to my business. But it's great to see you again, Mr. Chairman and thank you for what you do for our state and particularly all the motorists out there avoiding potholes. Appreciate it greatly; thank you for your time.

Chairman Burrage said as these guys are leaving, for you that don't know Joe's history, there's a lot of public servants in this room; and he doesn't have to back up to any of them, because he's been in public service most of his adult life and has done a great job. And one of the magnificent things that happened to the State of Oklahoma is when he agreed to come back and overlook the Department of Corrections for us. He's a no-nonsense guy and we are lucky to have him here.

Chairman Burrage then recognized Director of Operations, Darren Saliba for a presentation.

Mr. Saliba recognized the recipients of the following ACPA Awards:

The American Concrete Pavement Association reward the Oklahoma Department of Transportation and partners with top awards for 2 projects demonstrating superior design and construction using concrete pavement in 2017.

**Gold Award – State Roads
SH-51 and US-177, Payne County**

Constructed by: Duit Construction Co.
Designed by: Benham (formerly Leidos Engineering)
Administered by: ODOT Stillwater Residency

This more than \$7 million project included full reconstruction of the intersection of SH-51 (Sixth St.) and US-177 (Perkins Rd.) and replacement of two SH-51 bridges over Boomer Creek, just west of the intersection, in Stillwater. The project also added new left turn lanes on SH-51 and US-177, new traffic signals and improved sidewalks. Work was performed in phases to keep the busy intersection open to traffic through most of the project, and care was taken to schedule lane closures around Oklahoma State University home football games, when traffic in Stillwater greatly increases.

**Gold Award – County Roads
County Road EW-73, Kingfisher County**

Constructed by: Duit Construction Co.
Designed by: Circuit Engineering District 8
Administered by: ODOT Perry Residency

This \$2 million project reconstructed more than three miles of County Road EW-73 near Dover in Kingfisher County. Reconstruction was carried out while keeping the road open to traffic, which was essential to oil and natural gas producers in the area.

The annual “Excellence in Concrete Pavement” national awards recognize public entities and construction companies for high-quality workmanship in concrete pavement projects in the United States and Canada.

Accepting the award for ODOT were Greg Love, District 4 Transportation Commissioner, Jonathan Ryan, ODOT Project Manager, Matt Mitchell, Stillwater Resident Engineer, Ted Zachary, Perry Resident Engineer, Brian Taylor, Division 4 Engineer, and Mike Patterson, ODOT Executive Director.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

1. Approval of the Minutes of the Transportation Commission Meeting of December 3, 2018

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

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

a) Oklahoma County – Commission District IV

In Oklahoma City, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at NW 97th Street, with the BNSF Railway Company. Total cost is \$258,107.

b) Oklahoma County – Commission District IV

In Oklahoma City, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' concrete crossing surface at NW 96th Street, with the BNSF Railway Company. Total cost is \$605,855.

c) Oklahoma County – Commission District IV

In Oklahoma City, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at NW 92nd Street, with the BNSF Railway Company. Total cost is \$288,147.

d) Oklahoma County – Commission District IV

In Oklahoma City, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at NW 89th Street, with the BNSF Railway Company. Total cost is \$282,416.

3. Speed Zone Revisions – Mr. Pendley

- a) Pottawatomie County – District III – various locations along SH-18 in the City of Shawnee
- b) Jackson County – District V – various locations along SH-19 in the unincorporated Community of Warren

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

4. Engineering Contracts

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

EC-2057A	Benham Design, LLC
EC-2057B	CEC Corporation
EC-2057C	EST, Inc.
EC-2057D	H.W. Lochner, Inc.
EC-2057E	MKEC Engineering, Inc.
EC-2057F	Rhombic Engineering

The total aggregate not to exceed amount for these six (6) contracts is \$1,500,000.00

b) Statewide – All Districts - On-Demand Engineering Services

EC-2058A	CEC Corporation
EC-2058B	Cowan Group Engineering, LLC
EC-2058C	Garver, LLC
EC-2058D	H.W. Lochner, Inc.
EC-2058E	Tetra Tech, Inc.
EC-2058F	Triad Design Group, Inc.

The total aggregate not to exceed amount for these six (6) contracts is \$1,500,000.00

c) Statewide – All Districts - On-Demand Traffic Engineering Services

EC-2059A	Freese and Nichols, Inc.
EC-2059B	Lee Engineering

The total aggregate not to exceed amount for these two (2) contracts is \$500,000.00

d) Statewide – All Districts - On-System Bridge Inspections

EC-2062A	Burgess and Niple, Inc.
EC-2062B	CEC Corporation
EC-2062C	Infrastructure Engineers, LLC

The total aggregate not to exceed amount for these three (3) contracts is \$900,000.00.

e) Cherokee County – Commission District I – To prepare construction plans for SH-80: From 0.85 miles south of junction SH-80/SH-51, north 0.5 miles (New alignment).

EC-2067	Grossman and Keith Engineering Company
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Total Not to Exceed Amount is \$631,460.00

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

5. Engineering Contract Supplements

a) Statewide – All Districts - On-Demand Biological Assessment, Monitoring and Surveys of Threatened and Endangered Species, Bald Eagle, and Migratory Birds.

EC-1923A	Supplement 2	Blackbird Environmental, LLC
EC-1923B	Supplement 2	Garver, LLC
EC-1923C	Supplement 2	HDR Engineering, Inc.
EC-1923D	Supplement 2	Mead and Hunt, Inc.
EC-1923E	Supplement 2	Olsson Associates

The total aggregate increase for these Contract supplements is \$250,000.00

b) Statewide – All Districts - On-Demand Wetland and Stream Mitigation

EC-1924A	Supplement 2	Blackbird Environmental, LLC
EC-1924B	Supplement 2	Enercon Services, Inc.
EC-1924C	Supplement 2	HDR Engineering, Inc.
EC-1924D	Supplement 2	Kleinfelder, Inc.
EC-1924E	Supplement 2	Stantec Consulting Services, Inc.

The total aggregate increase for these Contract supplements is \$500,000.00

c) Cleveland County – Commission District III – to perform preliminary engineering and to prepare final design plans for US-77 from east end of the Canadian River bridge north 1.0 Miles to 0.25 miles south of Moffatt Road.

EC-1456	Supplement 4	Garver, LLC
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Supplement Not to Exceed Amount is \$277,835.00

NOTE: Mr. Tegeler asked that Item 5 c) be removed from the agenda; and the vote would only be for Item 5 a) and 5 b).

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Adair County - Co. Rd. - STP-201C(032)CI / 29823(04), \$41,086.66, 4.06%
- b) Adair County - US-62 - STP-201B(033)3P / 31382(04), \$8,623.72, 1.41%
- c) Blaine County - SH-51 - STP-206C(053)PM / 27950(04), \$7,500.00, 0.22%
- d) Canadian County - SH-4 - HSIP-209N(062)TR / 33254(04), \$5,304.75, 2.15%
- e) Cherokee County - Co. Rd. - ACSTP-111C(099)CI / 23430(04), \$3,071.76, -0.10% Underrun
- f) Cherokee County - US-62 - NHPP-211N(029)3P / STP-211N(030)3P / 31377(04), \$71,434.22, 3.97%
- g) Cleveland County - SH-39 - SSR-214N(083)SR / 31828(04), \$5,374.89, 2.40%
- h) Comanche County - I-44 - NHPPI-216N(021)SS / 27050(04), \$16,811.97, 0.25%
- i) Comanche County - SH-7 - NHPPY-216N(065)3P / 30523(04), \$6,584.10, 0.74%
- j) Dewey County - US-183 - ACNHPP-122N(052)PM / 06377(14), \$71,693.07, 1.76%
- k) Garvin County - Co. Rd. - STP-225C(071)CI / 31426(04) #2, \$36,727.84, 2.66%
- l) Garvin County - Co. Rd. - STP-225C(071)CI / 31426(04) #3, \$14,056.22, 1.02%
- m) Garvin County - SH-19 - STPY-225B(067)3P / 31826(04), \$24,608.08, 2.43%
- n) Harper County - SH-34 - STP-230B(028)3P / 31295(04), \$2,375.24, 0.23%
- o) Hughes County - SH-9 - STP-232C(059)PM / 28939(04) #3, \$4,969.38, 0.20%
- p) Hughes County - SH-9 - STP-232C(059)PM / 28939(04) #4, \$6,703.08, 0.27%
- q) Kay County - Co. Rd. - STP-236C(039)CI / 28433(04), \$1,950.00, 0.13%
- r) Kingfisher County - US-81 - NHPP-237N(019)SS / 27980(04), \$27,066.39, 0.31%
- s) Kingfisher County - US-81 - NHPP-237N(041)SS / 29842(04), \$0.86, 0.00%
- t) Leflore County - US-59 - ACSTP-240F(061)SS / 24333(09), \$9,580.22, 3.35%
- u) Lincoln County - SH-99 - SSR-241N(056)SR / 33222(04), \$16,737.50, 3.23%
- v) Logan County - Co. Rd. - STP-142D(045)CI / 18265(04), \$10,737.93, 1.06%
- w) Logan County - US-77 - STP-242C(055)PM / 27103(04), \$51,230.58, 0.94%

- x) Love County - Co. Rd. - CIRB-143C(091)RB / 25447(04), \$17,168.80, 0.26%
- y) McClain County - Co. Rd. - ACSTP-244D(056)AG / 30110(04), \$36,448.81, 5.32%
- z) McClain County - SH-74B - SBR-244C(060)SB / 32742(04), \$28,384.83, 3.37%
- aa) McIntosh County - US-266 - SSR-246C(033)SR / 29750(07), \$51,815.17, 7.93%
- bb) Muskogee County - SH-2 - SSR-251C(082)(083)SR / STP-251C(084)3P / 31383(04), \$72,977.71, 2.90%
- cc) Oklahoma County - SH-74 - STP-155C(569)SS / 14964(08), \$5,050.00, 0.02%
- dd) Oklahoma County - I-35 - HSIPIG-3500(044)TR / 32625(04), \$4,467.50, 0.14%
- ee) Payne County - SH-18 - SSR-260B(036)SR / 30629(04), \$8,140.00, 0.70%
- ff) Payne County - US-177 - HSIPG-260B(031)AD / STPY-260B(035)3P / 32746(04), \$55,697.40, 3.82%
- gg) Pontotoc County - SH-19 - STPY-262B(025)SS / 27988(04), \$3,100.79, 0.05%
- hh) Pushmataha County - SH-3 - SSR-264N(058)(059)SR / 29720(04), \$39,727.13, 5.44%
- ii) Rogers County - SH-20 - STP-266A(001)SS / 27167(04), \$12,379.46, 0.40%
- jj) Seminole County - SH-9 - SSR-267N(069)SR / 31834(04), \$38,933.09, 4.06%
- kk) Sequoyah County - Co. Rd. - ERSTP-268C(025)ER / 32223(04), \$83,520.00, -11.17%
Underrun
- ll) Tulsa County - SH-20 - SBR-272A(162)SB / 30598(04), \$17,402.01, 1.14%
- mm) Washita County - Co. Rd. - STP-275D(041)CI / 32307(04), \$194.22, 0.04%

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

- a) Beckham County - SH-152 - SSP-105C(147)SS / 24352(04), \$11,687.05, 0.28%
- b) Beckham County - Co. Rd. - CIRB-105C(157)RB / 24839(04), \$305,225.63, 4.49%
- c) Canadian County - I-40 - NHPPY-0040-4(441) / 29257(04), \$7,390.98, 0.04%
- d) Cherokee County - US-62 - NHPP-211N(029)3P / STP-211N(030)3P / 31377(04), \$45,453.28, 2.53%
- e) Cimarron County - US-56 - BSAP-213N(015)FM / 31688(04), \$23,436.12, 0.80%
- f) Cleveland County - Ct. St. - STP-214C(080)AG / 29289(04), \$1,269.60, 0.05%
- g) Cleveland County - Ct. St. - STP-214B(042)(063)AG / 29293(04) #16, \$32,784.85, 0.12%
- h) Cleveland County - Ct. St. - STP-214B(042)(063)AG / 29293(04) #17, \$13,474.16, -0.05% Underrun
- i) Cleveland County - Ct. St. - STP-214B(042)(063)AG / 29293(04) #19, \$400,000.00, 1.49%
- j) Creek County - US-75A - ACSTP-219C(033)SS / 27075(04) #4, \$478,472.87, 5.92%
- k) Creek County - US-75A - ACSTP-219C(033)SS / 27075(04) #5, \$12,995.00, 0.16%
- l) Dewey County - US-270 - NHPP-222N(027) / 17671(34) #7, \$325,000.00, 4.09%
- m) Dewey County - US-270 - NHPP-222N(027) / 17671(34) #8, \$303,244.34, 3.82%
- n) Dewey County - US-270 - NHPP-222N(023)SS / 17671(38), \$89,000.92, 1.44%
- o) Greer County - SH-6 - ACSTP-128B(008)SS / 15023(07) #11, \$389,215.64, 4.08%
- p) Greer County - SH-6 - ACSTP-128B(008)SS / 15023(07) #12, \$1,200.00, 0.01%
- q) Jackson County - US-283 - STP-133B(087)SS / 24379(07), \$16,517.55, 0.17%
- r) Jefferson County - US-81 - NHPPY-234N(041) / NHPPY-234N(043)SS / 29566(04), \$54,735.35, 1.42%
- s) Kay County - SH-156 - SSR-236C(002)SR / 29149(04), \$6,921.51, 0.56%
- t) Leflore County - US-271 - ACNHPP-240N(066)3P / 32782(04), \$340,874.87, 25.24%
- u) Lincoln County - US-62 - SSR-241C(057)SR / 33223(04), \$843.83, 0.10%
- v) Logan County - SH-33 - ACSTP-242C(046)SS / 21860(04) #7, \$74,722.06, 0.43%
- w) Logan County - SH-33 - ACSTP-242C(046)SS / 21860(04) #8, \$51,761.36, 0.30%
- x) Logan County - US-77 - STP-242C(055)PM / 27103(04), \$79,879.42, 1.47%
- y) Logan County - SH-105 - MC-242B(069) / 33665(04), \$46,558.31, 3.12%
- z) Marshall County - Co. Rd. - CIRB-248C(034)RB / 29986(04), \$82,914.46, 3.23%
- aa) McIntosh County - US-69 - NHPP-246N(027) / 29755(04) #3, \$71,285.23, 0.29%
- bb) McIntosh County - US-69 - NHPP-246N(027) / 29755(04) #4, \$628,258.18, 2.56%
- cc) Oklahoma County - I-235 - ACNHPP-2350-(004)(005)SS / 09033(16) #27, \$196,161.07, 0.24%
- dd) Oklahoma County - I-235 - ACNHPP-2350-(004)(005)SS / 09033(16) #28, \$93,852.38, 0.12%
- ee) Oklahoma County - I-235 - ACNHPP-2350-(004)(005)SS / 09033(16) #29, \$64,901.17, 0.08%

- ff) Oklahoma County - I-235 - ACNHPP-2350-(004)(005)SS / 09033(16) #30, \$451,178.79, 0.56%
- gg) Oklahoma County - I-235 - ACNHPP-2350-(004)(005)SS / 09033(16) #32, \$126,081.79, 0.16%
- hh) Oklahoma County - I-35 - HSIPIG-3500(044)TR / 32625(04), \$1,325,800.00, 42.76%
- ii) Okmulgee County - Ct. St. - STP-256C(029)UR / 30126(04), \$7,501.36, 0.57%
- jj) Ottawa County - Co. Rd. - CIRB-258D(037)(038)(039)(040)RB / 32845(04), \$23,172.05, 1.48%
- kk) Roger Mills County - Co. Rd. - CIRB-165C(100)RB / 25478(04), \$286,914.68, 5.06%
- ll) Rogers County - US-412 - ACNHPP-166N(207)SS / 24846(04), \$19,011.57, 0.13%
- mm) Stephens County - US-81 - NHPP-269N(020)SS / 20316(23), \$63,438.90, 0.41%
- nn) Tulsa County - Ct. St. - NHPPIY-2440-(013)(014) / 29071(04), \$14,873.19, 0.18%
- oo) Tulsa County - US-169 - NHPP-272A(126)3B / SSP-272N(203)SS / STP-272A(174)3B / 31672(04), \$17,324.28, 0.29%
- pp) Wagoner County - SH-16 - ACSTP-273C(025)SS / 24366(04), \$82,447.80, 0.58%
- qq) Wagoner County - Ct. St. - STPY-173C(177)MS / 28905(04), \$1,390.80, -0.05% Underrun
- rr) Woods County - US-64 - STP-176B(163)SS / 26495(04) #4, \$92,011.50, 1.88%
- ss) Woods County - US-64 - STP-176B(163)SS / 26495(04) #5, \$81,360.00, 1.66%

NOTE: *Commissioner Love said we have talked about this before; but probably a good thing to bring it up periodically. Do we benchmark with other states with regard to the percentage that our change orders are relative to the whole bid? Do we feel like we're doing a good job; in comparing to other states?*

Mr. Leonard said it is hard to get the other State DOTs to share their contract growth numbers with us; but the ones that have, and we go through FHWA, they have some databases that we look at. And our contract growth for the last 10 years, is 1%. The last 2 years, it was actually a negative contract growth. So nationwide there are other DOTs that would love to have that kind of number. And ours includes things like the smoothness, asphalt binder, fuel price adjustments that are not funded upfront. So as far as true contract growth, yeah, we are doing exceptionally well.

Commissioner Love said, "Thank you".

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

ITEM PRESENTED ON BEHALF OF THE DIRECTOR'S OFFICE – Mr. Surret

8. Addition to the Industrial Access Road Program

COMMISSION DISTRICT III - POTTAWATOMIE COUNTY

The City of Shawnee and the Pottawatomie County Commissioners are requesting approval for an industrial access project for Georg Fischer Central Plastics. Georg Fischer is investing more than \$10,000,000 to build new facilities and creating 50-100 new full time jobs.

The proposed project begins at the Kickapoo Spur on North Leo Avenue and extends northerly, approximately 2000 feet to Independence Street, then west on Independence for approximately 1500 feet. The City of Shawnee and Pottawatomie County will be responsible for the initiation, construction and completion of all work associated with the project. The estimated cost of the project is \$300,000. Georg Fischer has agreed to contribute \$25,000. The Department's participation shall not exceed **\$275,000**.

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

ITEM PRESENTED BY THE COMPTROLLER DIVISION – Ms. Hilmes

9. Lettings

- a) Final March, 2019 Bid Opening
- b) Tentative April, 2019 Bid Opening
- c) Tentative May, 2019 Bid Opening

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

NOTE: Ms. Hilmes said there's another topic I'd like to address. Each one of you should have a copy of the "Comparison of Final Letting to Awarded Totals".

Chairman Burrage said, "Yes we do".

Ms. Hilmes said this is in relation to the fact that we do not have a Continuing Resolution going on. Typically, the new normal has been to have a Continuing Resolution in lieu of a full budget. But what you are looking at, and I've highlighted in green, is the presentation from the previous couple of months for the January, February, and March final list that have been presented to you guys and have been approved, as you have just now, and then the tentative April and May numbers that you see. What we are going to experience is a rescheduling of projects into the out months. And so these numbers will include projects that we've already brought to you on a final list. And the reason why I'm saying that to you is that generally at an advertisement you have to have funding secured in order to have it on an advertisement list, in order to advertise an award. So I just wanted you guys be aware of the impact of not having full federal funding nor having a Continuing Resolution.

Chairman Burrage said, "Thank you".

Commissioner Burgess asked if this *is a direct result of the government shutdown issue.*

Ms. Hilmes said, yes exactly; and the Director is going to expand on that as well.

Director Patterson said before Chelley sits down I just want to take an opportunity to tell everybody my appreciation for what Chelley has done in the last year. If you will recall, Sam Adkins retired; and rather than replace Sam, we brought some efficiency into the process; and Chelley took that role and those people and has done a great job with that. And Chelley, I just want to offer my distinct appreciation for what you did for us; I can't tell that we've missed a beat, so thank you very much for all that you've done.

Ms. Hilmes said, "Thank you".

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

10. Director's Report

Director Patterson said he wanted to recognize a gentleman that's in the audience. He introduced Jim Rodriguez of the Aggregates Association. He said Jim is a Board Member of TRUST and a transportation advocate everywhere. He told Jim, I just want to offer ODOT's appreciation for all that you have done for us over the years. Now I want to introduce the guy replacing Jim; and that is Devery Youngblood. Devery is coming into this role; and I have dealt with Devery on other issues somewhat related to transportation, but not what he's fixing to get. So this will be good for Devery to get immersed in the process; and so thank you gentlemen for being here today.

Chelley talked about the lack of a Continuing Resolution; quite frankly, the lack of a budget! What would be nice is if Congress could pass a budget. Chelley and I were comparing notes earlier and we were trying to remember the last time we had a full budget at the beginning of the fiscal year. Which is where every DOT in the country would like to be; but the new normal, as Chelley indicated, is Continuing Resolutions. We went through the process, you will recall, the last couple of years, Continuing Resolution to get us to December 10, and then January 15, and then February, and then in March they would pass the balance of the budget. Well, this all has an impact. This year with the government shutdown, it has a greater impact, because we're doing fewer projects than what we might otherwise be able to do. Just rough numbers; we have had to push out of January and February Letting, 36 projects that we would take bids on. That's about \$133 million worth of work that is being pushed on down the road. It will only exacerbate itself the longer it goes; but let me assure you, and I probably will repeat this again, this has to do with future projects. Any ongoing projects, as long as the Federal Highway Administration is in their office operational, we will continue to be able to submit our weekly bill and get reimbursed. And as long as we have that cash flow coming to us, we'll be fine with current ongoing projects. But when you look at delaying future projects, some of these have real safety issues that we're trying to fix; they have mobility issues that we are trying to fix; and we are just delaying that. In doing so, you often encounter more expensive maintenance on these things that we are trying to replace. You also get into the notion of environmental issues. We've all talked about needing to get our bridge project started before the barn swallows or the cliff swallows show up. Well, delaying some of these is going to get us right into those situations. So we are going to have some environmental issues that are going to further delay these, possibly into the fall. There's 1 project on here in particular, the project on I-35 south of Norman on Ladd Road; we pushed it from January to February; and lo and behold, we can't do it in February either. So we are going to get these started as quickly as we can. But never doubt that we will continue to work on our Structurally Deficient Bridges; those are the first things that get funded. We are going to make our goal of less than 1% by 2020; so that means we have to have less than 68 bridges on our list.

So going forward, we hope Congress and the President can find a resolution to all the problems that they have; that they understand the impact that they are having all across the country; and I believe they do. But it does impact us; it does impact every DOT. The further north you go, the larger the impact, because they have a short construction season. So the folks in Minnesota and Maine, they need their money right now. We have it to a lesser extent; but we need our money right now.

NOTE: *Commissioner Love said, so practically speaking, how the government shutdown is impacting ODOT and FHWA. Are FHWA payrolls being impacted; obviously, our funding for our projects that we thought were going to be funded, that now are not going to be, which means delay. Elaborate on that if you would.*

Director Patterson said, Commissioner, the payrolls are going to be made; the Federal Highway Administration right now is still in business. Consequently, any of our people that are working on federal aid projects will get reimbursed for any charges that we have contractually or internal charges, payroll charges. So we are all good there; our cash flow will remain stable for the time being; but it's the future projects only. It's just things that we need to be doing right now, that we cannot do right now, that are impacted. There's a reason they were scheduled when they were scheduled; but we can't do those right now.

Director Patterson said my next item is a little “Year End Review”. Our video team, who I brag on all the time; came up with this great idea last week, so they have created a video. This video talks about it and helps us remember what 2018 looked like. We had a lot of things going on, as we normally do; but we wanted to remind each one of us what this looked like. Play the video.

Director Patterson said the video shows we were just a little busy; the bridge move, it's hard to believe it was a year ago that we moved the bridges into place. I look at those other 2 bridges that we highlighted, the 1 over the Red River State Highway 78, and see what it replaced and seen the length of that bridge and the impact it made to that roadway! And the Lexington-Purcell Bridge, how hard we battled that bridge for so many years; Division 3 spent so much money doing that. And then the one we recently opened on State Highway 33 in downtown Guthrie heading west; and by the way, that's the 7th bridge in that location; but after this bridge was built it is the 1st time their highway is out of the flood plain! Even with the last one that was built back in the '30s, it was still in the flood plain. So we've made some great progress and impacted a lot of people. Going forward, I want to remind you we got an INFRA Grant for I-44 in Tulsa, west of the river. So we are going to start working on that and try to make it look like I-44 east of the river; Lord knows that needs to happen! Our bridges continue to make great progress little by little; and we have got some big ones in front of us. Funding-wise, we are going to get to our 575 this fiscal year. At the same time, we paid off all our GARVEE bonds this year; so we have reduced our debt. Our Work Zone Safety, you saw what we did with that; we won multiple awards for that effort. The list goes on and on; we have got Technology Innovation, our new app, our GODOT, we hope saves some lives and gets people out of the way. But throughout all this, we stayed the same rock-solid organization we have always been, just focused on making Oklahoma a better place. And we want to offer our appreciation to you, our Commission, for allowing us to do what we do. Thank you!

NOTE: *Chairman Burrage said, “Thank you Director and your ODOT staff for all that you guys have done and continue to do”. “You are a very, very accomplished group, as evidenced by the awards; seems like at every meeting you guys are getting an award; great work!”*

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

11. Adjournment Motion

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

Meeting adjourned at 11:39 a.m.

Approval of the Minutes of the Transportation Commission Meeting January 7, 2019.

David Burrage - Chairman

Brad Burgess – Vice Chairman