

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

JUNE 1, 2020

MINUTES OF THE VIRTUAL MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, HELD JUNE 1, 2020 VIA VIDEO TELECONFERENCE ONLY PURSUANT TO THE OKLAHOMA OPEN MEETING ACT, AS AMENDED BY SENATE BILL 661, RECORDED AND AUDIO LIVESTREAMED FROM THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, 200 NE 21ST STREET, OKLAHOMA CITY, OK 73105

Notice of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2020 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view on the website of the Oklahoma Department of Transportation, www.ok.gov/odot, and on the glass doors on the north side of the ODOT Building twenty-four (24) hours prior to this meeting, excluding Saturdays, Sundays and legal holidays, in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

Commissioners joined the meeting by video teleconference

Special Note: The public access was monitored by ODOT to ensure that if the audio connection was lost or interrupted, the meeting would be stopped and not resumed until an audio connection was restored.

ITEMS PRESENTED BY COMMISSION CHAIRMAN

CALL TO ORDER: Mr. Gene McKown called the meeting to order at 11:08 a.m.

ROLL CALL:

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

Absent: None

Presiding: Gene McKown

The following items were presented and approved as written at the Transportation Commission meeting of June 1, 2020. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Chairman McKown recognized Secretary/Executive Director, Tim Gatz for Announcements and Presentations.

ANNOUNCEMENTS AND PRESENTATIONS

Secretary Gatz recognized Darren Saliba, the Director of Operations for an announcement.

Mr. Saliba announced that Ron Brown has been chosen as the new Division 3 Engineer, which is based in Ada. He will manage all highway operations in 11 south-central Oklahoma counties, including the southern portion of the Oklahoma City metro area. He began his career with the Department in 1990 and most recently serving the Assistant Construction Engineer for Division 3 since 2001. He received his Bachelor's Degree in

Civil Engineering from Southern University in Baton Rouge, Louisiana. Ron has been involved with involved with basically every portion of the ODOT's 8 Year Construction Work Plan since its inception in 2003. He lives with his wife, Zoe in Ada and has 6 children. Help us welcome Mr. Brown to his new leadership role.

Secretary Gatz said we are excited to congratulate Ron and welcome him to the ranks of our Field Division Engineers; and look forward to the tremendous job he's going to do for us.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

64. Approval of the Minutes of the Transportation Commission Meeting of May 4, 2020

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

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

a) Multiple Locations – Commission District II

Construction funding for the installation of Yield Signs, Crossbuck Signs, ENS Signs, 2" reflective strips, and breakaway posts at 130 locations on the Kiamichi Railroad mainline. Total cost is \$150,111.36

b) LeFlore County – Commission District II

In Heavener, Construction funding for a Railroad/Traffic Signal Preemption project which at the intersections of "C" Avenue and "I" Avenue/SH-128 with the Kansas City Southern Railway mainline. Total cost is \$120,000.00

c) Comanche County – Commission District VII

In Elgin, Construction funding for a Signal and Surface project which includes the installation of pedestal-mounted four quadrant flashing light signals with gate arms and a 48' concrete crossing surface at the intersection of "F" and 7th Streets, with the Stillwater Central Railroad mainline. Total cost is \$397,269.00

d) Comanche County – Commission District VII

In Cache, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms at the intersection of 8th Street with the Stillwater Central Railroad mainline. Total cost is \$233,621.00

e) Tulsa County – Commission District VIII

Owasso, Construction funding for a Signal project which includes the installation of cantilever-mounted flashing light signals with gate arms, raised concrete median using 8" non-mountable curb and a 64' concrete crossing surface at East 76th Street North / West 2nd Avenue, with the South Kansas & Oklahoma Railroad mainline. Total cost is \$432,794.00

f) Washington County – Commission District VIII

Near Bartlesville, Construction funding for a Signal and Surface project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 40' concrete crossing surface at SH-10, with the South Kansas & Oklahoma Railroad. Total cost is \$280,555.00

g) Statewide - All Districts - Union Pacific Preliminary Engineering

On-demand service contract with the Union Pacific Railroad to cover all preliminary engineering and project development activities associated with section 130 at-grade crossing safety construction projects located on the Union Pacific Railroad. Total 3 year cost is \$600,000.00

h) Statewide – All Districts – OK.RAIL

OK.RAIL is the state inventory of all public highway/railroad at-grade crossings developed and operated by Jacobs Engineering. OK.RAIL is used for location prioritization and project development. This inventory complies with federal regulations 23 USC 130(d)(g)(i)(k) for at-grade crossing reporting. This contract is for 1 year total cost of \$200,000.00

66. Modification of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen

Bryan County – Bokchito – Walker Street - JP34640(04) - Kiamichi Railroad - \$33,089.76 - 8.72%

67. Safety Improvement Projects - Mr. Pendley

a). Commissioner Districts I, II, and III

We have received a request from the District I, II, and III Engineers for the installation of centerline rumble strip and pavement markings at the following locations:

1. SH 9: District I - In McIntosh County beginning near the McIntosh/Hughes County Line, extending easterly approximately 22 miles to CR 4160 west of Eufaula.
2. SH 2: District I - Beginning at the SH 2 & SH 9 Junction in Whitefield in Haskell County, extending northerly approximately 16.5 miles to IH-40 near Warner in Muskogee County.
3. US 70: District II - Beginning at the east end of the Blue River Bridge west of the community of Blue in Bryan County, extending easterly approximately 37 miles to the US 70 & US 271 north Junction in Choctaw County.
4. US 70: District II - In Marshall County, beginning at Smiley Road south of Madill, extending southerly/easterly approximately 5 miles to near Bounds Road northwest of Kingston in Marshall County.
5. SH 3: District II - Beginning at the SH 3 & CR 1950 junction in Pushmataha County, extending easterly approximately 17 miles to the SH 3 & SH 98 Junction in McCurtain County.
6. US 259: District II - Beginning near CR 2040 Rd. (Sweet Home Road) north of Broken Bow in McCurtain County, extending northerly approximately 42 miles to the US 259 & SH 144 Junction in Le Flore County.
7. US 59: District II - In Le Flore County, beginning north of Heavener near CR E1452 Rd., extending northerly approximately 3 miles to near CR 1430 Rd. (9th Street) south of Howe.
8. US 59: District II - In Le Flore County, beginning at the US 59/271 south & CR N4690 Rd. Junction, extending westerly approximately 5.5 miles to the US 59/271 north & SH 9 junction.
9. US 377/SH 99: District II - In Marshall County, beginning approximately 3.5 miles south of SH 32, extending northerly approximately 8.5 miles to the US 377/SH 99 & SH 99C Junction.

10. US 75/SH 3: District II - In Atoka County, beginning at the Coal / Atoka County Line extending southerly/easterly approximately 2.5 miles to City Lake Road near Atoka.
11. SH 3: District II - In Atoka County, beginning at S. Farris Road in the community of Farris extending east approximately 5 miles to the Atoka / Pushmataha County Line.
12. US 177/SH 3W: District III - Beginning at the SH 3W & SH 59 junction in Pontotoc County, extending northerly approximately 27 miles to Highland Street near Tecumseh in Pottawatomie County.
13. US 270: District III -Beginning at CR 342 Road in Pottawatomie County, extending easterly approximately 11.5 miles to near CR NS 3540 Road west of Seminole in Seminole County.
14. US 270 / SH 1: District III - In Hughes County, beginning at the US 75 junction in Calvin, extending easterly approximately 10.5 miles to Hughes / Pittsburg County Line.
15. SH 1: District III -Beginning at Lovelady Road east of Ada in Pontotoc County, extending easterly approximately 26 miles to the US 75 Junction near Calvin in Hughes County.
16. SH 3E: District III -Beginning at SH 9A in Pottawatomie County, extending easterly approximately 8.5 miles to CR EW 121 northwest of Seminole in Seminole County.

Total length of project is approximately 247.5 miles and estimated to cost \$2,350,000.00

b). Commissioner Districts IV, V, and VI

We have received a request from the District IV, V, and VI Engineers for the installation of centerline rumble strip and pavement markings at the following locations:

1. SH 3/33: District IV - In Kingfisher County beginning at the Kingfisher/Blaine County Line, extending easterly approximately 15 miles to near 13th Street in Kingfisher.
2. SH 34: District V - Beginning at the I-40 Business & SH 34 Junction in Elk City, Beckham County, extending northerly approximately 52 miles to the SH 31 & SH 51 junction east of Vici, in Dewey County.
3. SH 152: District V - Beginning near the Oklahoma & Texas State Line In Roger Mills County, extending easterly approximately 9 miles to the SH 6 & CR N 1760 Rd. Junction in Beckham County.
4. SH 6: District V - In Beckham County, beginning at the SH 152 / CR N 1760 Rd. Junction, extending easterly approximately 21 miles to the I-40 Business & SH 6 junction near Elk City.
5. US 183: District V - In Custer County, beginning near Dougherty Avenue in Clinton, Custer County, extending northerly approximately 3.5 miles to near F Street in Arapaho.
6. US 283: District V - In Rogers Mills County, beginning at the SH 33 / CR E0830 Rd. Junction, extending northerly approximately 5 miles to the Roger Mills & Ellis County Line.
7. US 283: District VI - In Ellis County beginning near the Ellis & Roger Mills County Line, extending northerly approximately 19 miles to the US 283 & US 60 Junction east of Arnett.
8. US 83: District VI - In Beaver County beginning at the Oklahoma Texas State Line, extending northerly approximately 9 miles to the US 83 & US 412 Junction.
9. US 412: District VI - In Major County, beginning near US 412 & US 281 Junction in Major County, extending easterly approximately 38 miles to the US 412 & SH 58 Junction north of Ringwood.
10. SH 34: District VI - In Woods County, beginning at the US 64 & SH 34 Junction, extending northerly approximately 10.5 miles to the Oklahoma & Kansas State Line.
11. US 64: District VI - Beginning at the SH 14 Junction in Woods County, extending easterly approximately 29 miles to the SH 11 & SH 8 Junction in Alfalfa County.

12. SH 11: District VI - In Alfalfa County, beginning near the US 64 & CR N2640 Rd Junction extending easterly approximately 11 miles to the Alfalfa & Grant County Line.

Total length of project is approximately 222 miles and estimated to cost \$2,100,000.00

c). Commissioner Districts I, III, IV, V, and VII

Installation of recessed centerline pavement markings and removal of all-weather pavement markers in various locations of Division I, Division III, Division IV, Division V, and Division VII.

1. I-40: Districts IV, V, and VII - Beginning at the Texas State Line extending east approximately 136 miles to Garth Brooks Blvd near Yukon in Canadian County.
2. I-40: Districts I, III, and IV - Beginning at the IH 240 Interchange in Oklahoma County extending east approximately 166 miles to the Arkansas State Line.
3. I-35: Districts III and VII - Beginning at Texas State Line extending north approximately 107 miles to SH-9 West near Norman in Cleveland County.
4. I-35: District IV - Beginning at the US 77 Interchange south of Guthrie in Logan County extending north approximately 83 miles to the Kansas State Line.

Total length of project is approximately 492 miles and estimated to cost \$2,500,000.00

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

END OF CONSENT DOCKET

ITEM PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

68. Engineering Contracts

- a) Wagoner County – District I – to prepare construction plans for the widening and resurface of SH-51: from SH-51/SH-16, east 4.3 miles

CI-2144	Craig & Keithline, Inc.	\$935,500.00
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- b) Pottawatomie County – District III – to prepare construction plans for US-270: beginning 2.56 miles south of I-40, extending southeast 2.26 miles

CI-2145	CEC Corporation	\$614,482.00
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ACTION: Shannon moved and Peterson seconded that the Items be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Dyson, Alexander, LaForge and Peterson
NAYES: None
ABSENT: None

69. Engineering Contract Supplements

- a) Grady County – District VII – This supplement is for additional engineering to develop final construction plans for US-81 from 1 mile north of the US-81/US-277 junction south of Chickasha extending north 8.63 miles to 0.85 miles north of the US-62/US-81 junction

EC-1715	Supplement 4	Triad Design Group, Inc.	\$254,900.00
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- b) Love County - District VII – This supplement is for additional engineering to develop final construction plans for I-35: SH-153 Bridge over I-35 and reconstruct interchange 5.3 miles north of the Texas State Line

EC-1846B Supplement 1 White Engineering Associates, Inc. \$258,774.24

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Bryan County - US-70 - NHPP-022N(218)3P / 28193(04), \$2,655.72, 0.12%
- b) Canadian County - US-81 (I-40B) - NHPP-209N(051)SS / 27004(04), \$18,668.85, 0.19%
- c) Canadian County - Ct. St. - TAP-209E(076)AG / 31439(04), \$48,611.22, 13.67%
- d) Carter County - SH-53 - STP-210C(066)PM / 24104(07), \$7,185.50, 0.04%
- e) Carter County - SH-53 - SBR-210C(069)SB / 31308(04), \$15,300.00, -3.33% Underrun
- f) Choctaw County - US-70B - HSIPG-212N(045)AD / 32956(04), \$57,416.00, 8.75%
- g) Cleveland County - US-77 SB - SAP-214N(099)ES / 34452(04), \$6,167.34, 4.43%
- h) Custer County - I-40 - NHPPI-4000(073)PM / 28997(04), \$46,355.19, -0.54% Underrun
- i) Garvin County - SH-74 - STP-225C(079)PM / 28938(04), \$1,078.88, 0.07%
- j) Garvin County - SH-17A - NHPPI-225N(001)SS / 29110(04), \$726.86, 0.03%
- k) Grady County - Co. Rd. - CIRB-226C(085)RB / 30462(04), \$489.54, 0.05%
- l) Grady County - US-81 - HSIPG-226N(068)TR / 33478(05), \$34,145.34, -2.30% Underrun
- m) Harper County - US-270 - SBR-230N(024)SB / 30614(04), \$3,598.43, 0.89%
- n) Logan County - SH-51 - STP-242C(057)(058)SS / 27099(04), \$34,594.33, 0.78%
- o) Marshall County - US-70 - SSR-248N(047)SR / 33881(04), \$74,217.01, 2.82%
- p) Mayes County - Co. Rd. - STP-249C(053)CI / 31161(04), \$15,244.50, 0.43%
- q) McClain County - Co. Rd. - STP-244D(066)CI / 30111(04), \$33,000.26, 2.19%
- r) McIntosh County - US-266 - SSR-246C(033)SR / 29750(07), \$1,109.69, 0.17%
- s) Murray County - SH-7 WB - SBR-3500(080)SB / 31309(04), \$6,305.85, 0.30%
- t) Muskogee County - US-64 - ACSTPY-251E(075)AD / 32837(04), \$23,681.81, 8.48%
- u) Nowata County - US-60 - NHPP-253N(042)(043)PM / 27012(05), \$32,624.55, 0.39%
- v) Oklahoma County - I-35 - STP-255F(501)3B / 34180(04), \$3,516.00, 0.43%
- w) Oklahoma County - I-35 - STP-255F(501)3B / 34180(04), \$3,516.00, 0.43%
- x) Okmulgee County - US-75 - NHPP-256N(034)PM / HSIPG-256N(041)PM / 28967(04) #4, \$4,714.78, 0.12%
- y) Okmulgee County - US-75 - NHPP-256N(034)PM / HSIPG-256N(041)PM / 28967(04) #5, \$15,815.00, 0.39%
- z) Okmulgee County - Co. Rd. - STP-256C(044)CI / 31193(04), \$14,375.00, 0.88%
- aa) Okmulgee County - SH-56 LOOP - STP-256B(048)3P / 32054(04), \$10,674.99, 0.94%
- bb) Pottawatomie County - I-40 EB - MC-4000(103) / 34670(04), \$5,652.00, 8.19%
- cc) Tulsa County - Ct. St. - STP-272B(277)IG / 29326(04) #2, \$4,715.14, 0.06%
- dd) Tulsa County - Ct. St. - STP-272B(277)IG / 29326(04) #3, \$5,150.22, 0.06%
- ee) Tulsa County - I-244 - SSP-272F(267)SS / 31943(07), \$22,432.80, 16.43%
- ff) Tulsa County - Ct. St. - STP-272C(261)CI / 32203(04), \$0.00, 0.00%
- gg) Wagoner County - Co. Rd. - STP-273C(051)CI / 32395(04) #3, \$47,444.00, 3.68%
- hh) Wagoner County - Co. Rd. - STP-273C(051)CI / 32395(04) #4, \$21,403.60, 1.66%
- ii) Washington County - Co. Rd. - CIRB-274D(024)RB / 30618(04) #1, \$1,200.00, 0.15%
- jj) Washington County - Co. Rd. - CIRB-274D(024)RB / 30618(04) #2, \$52,048.74, 6.33%
- kk) Woodward County - US-183 - NHPP-017N(063) / 17457(20), \$46,312.06, 0.38%
- ll) Woodward County - SH-34 - STP-277B(045)PM / 29449(08), \$160.87, 0.02%

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

- a) Blaine County - SH-3 - NHPP-017N(254)PM / 27913(10), \$234,500.00, 2.38%
- b) Blaine County - SH-51A - SBR-206B(060)SB / 31789(04), \$6,397.62, 0.73%
- c) Caddo County - SH-152 - SBR-208C(057)SB / 32931(04), \$27,168.75, 0.82%
- d) Carter County - Co. Rd. - CIRB-110C(205)RB / 24819(04) #3, \$34,950.57, 0.47%
- e) Carter County - Co. Rd. - CIRB-110C(205)RB / 24819(04) #5, \$32,666.08, 0.44%
- f) Cleveland County - I-35 - NHPPIY-0035-2(176)(304) / 09031(05) #10, \$130,814.96, 0.18%
- g) Cleveland County - I-35 - NHPPIY-0035-2(176)(304) / 09031(05) #11, \$3,420.00, 0.00%
- h) Comanche County - I-44 - SBR-4400(056)SB / 33886(04), \$69,750.00, 7.01%
- i) Cotton County - US-277 - ACSTP-217C(029)SS / 28036(04), \$29,570.48, 0.38%
- j) Creek County - Co. Rd. - STP-219D(056)CI / 29407(04), \$84,706.10, 6.90%
- k) Custer County - I-40 - NHPPI-4000(073)PM / 28997(04), \$279,000.00, 3.24%
- l) Garvin County - SH-76 - SSR-225C(083)(084)SR / 33330(04), \$35,443.11, 1.32%
- m) Jackson County - US-283 - STP-133B(087)SS / 24379(07), \$70,139.01, 0.71%
- n) Jackson County - SH-6 - SSP-233C(039)PM / 28778(04), \$35,909.32, 3.49%
- o) Lincoln County - SH-66 - SBR-241C(012)SB / 29567(04), \$107,634.40, 21.50%
- p) McClain County - I-35 - NHPPI-0035(297)SS / 23283(04) #2, \$823,568.24, 17.18%
- q) McClain County - I-35 - NHPPI-0035(297)SS / 23283(04) #3, \$666.00, 0.01%
- r) McClain County - I-35 - NHPPI-3500-(074)PM / 27220(04), \$90,663.39, 1.00%
- s) Noble County - US-64 - HSIPG-252N(037)AD / TAP-252E(049)TP / 32745(04), \$46,611.56, 3.17%
- t) Oklahoma County - Ct. St. - OKC-XTWN(006)SS / OKC-XTWN(048)SS / 17428(60) #25, \$64,965.26, 0.16%
- u) Oklahoma County - Ct. St. - OKC-XTWN(006)SS / OKC-XTWN(048)SS / 17428(60) #26, \$64,388.50, 0.16%
- v) Oklahoma County - Ct. St. - STP-255B(461)AG / 31548(04), \$83,609.47, 1.90%
- w) Oklahoma County - I-35 - HSIPIG-3500(044)TR / 32625(04), \$82,110.00, 2.65%
- x) Oklahoma County - I-40 - NHPPI-4000-(082)3P / 33777(04), \$152,800.00, 10.76%
- y) Okmulgee County - US-75A - ACSTP-156C(136)SS / 24369(04), \$302,355.53, 1.86%
- z) Ottawa County - SH-125 - STP-258B(045)PM / 28871(04), \$349,483.67, 11.28%
- aa) Pottawatomie County - SH-3E - STP-263C(066)PM / 28922(04), \$24,595.34, 0.95%
- bb) Wagoner County - SH-16 - ACSTP-273C(025)SS / 24366(04) #9, \$240,714.64, 1.69%
- cc) Wagoner County - SH-16 - ACSTP-273C(025)SS / 24366(04) #10, \$26,112.00, 0.18%
- dd) Woodward County - Ct. St. - ACSTP-277C(043)UR / ACSTP-277D(044)UR / TAP-277D(041)TP / 29799(04), \$69,748.20, 0.82%

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

ITEMS PRESENTED BY THE DIRECTOR OF FINANCE & ADMINISTRATION

72. Proposed Bid Openings – Mr. Hackney

- a) Final August, 2020 Proposed Bid Opening
- b) Tentative September, 2020 Proposed Bid Opening
- c) Tentative October, 2020 Proposed Bid Opening

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

73. Fiscal Year 2021 Budget Work Program – Ms. Hilmes

The Department is required to submit a Budget Work Program to the Office of Management and Enterprise Services in June of each year which will provide budget authority for the upcoming fiscal year. In keeping with that process, the Department is submitting for Commission approval the Fiscal Year 2021 Budget Work Program in the amount of \$1,701,307,531.

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

74. Awards

May 14, 2020 – Regular Letting

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

NOTE: *Commissioner Peterson asked why Call Order 565 was being deferred or rejected.*

Mr. Delce said we are recommending a deferral on that one. The low bidder had a DBE listed as part of their commitment, who had a member of their team who wasn't certified to do work for them. So we can't count their participation toward the commitment; and the Department is asking for more time for more consideration on that bid.

ITEM PRESENTED BY THE DIRECTOR – Mr. Gatz

75. Director's Report

Secretary Gatz said I want to start with a little bit of a COVID 19 update. This morning, as of June 1st, we enter Phase 3 of the "Open Up and Recover Safely" Plan. Our response to the opening of Phase 3 really comprises of more building access restrictions. We have really been very successful in our teleworking operations; the Supervisors in communication with their employees, now will begin to make more decisions about those teleworking options. And where we have been successful, we are going to encourage the continuation of teleworking, because it has been very helpful in flattening the curve in the Department's operations. Also, we are following the CDC Guidelines recommendations that as we do bring employees back into the building on a more regular basis, we continue our social distancing efforts and our cleaning efforts. And also, while not mandatory, we still are asking our employees to continue to be mindful of their fellow employees when it comes to wearing masks in the building; and also be mindful of when you enter common areas. So we are encouraging the use of masks, while not necessarily mandating them.

The Legislative wrapped up at the end of May. The ROADS Fund, \$180 million revenue take down is certainly manageable for Fiscal Year 2021, because of the authorization to sell some budget offset bonds to help with that budgetary hit. We are appreciative that we are able to get through Fiscal Year 2021, and to continue our efforts to deliver projects out on the highway system. For the future, I think we have to continue to be mindful of things like the debt service on those bonds, and also, a future Programs \$180 million take down that's in law for 2022. But again, I can't emphasize enough, for State Fiscal Year 2021, the Department's operations will continue very close to normal based on this current budget.

In the context of the County Improvements for Roads and Bridges (CIRB) Plan, there was an allowance of \$42 million across the course of Fiscal Year '21 to be transferred to the counties via the Motor Fuel Tax formula. We really feel strongly that that was a wise move by the Legislature since County governments are going to be challenged during COVID 19, from a budgetary standpoint. That transfer and that allowance is necessary for the counties to continue their maintenance and operations activities out on the county road system. The CIRB program, being for projects of the highest priority, this 1 year, 1 time allowance, certainly maintenance and operations out on the county system is representative of projects of the highest priority right now, under the current budgetary conditions. So that was something that the Department views as positive for County Government.

The Gilcrease Expressway TIFIA loan closed this last month; and that is something we're very excited about. That loan was \$120 million TIFIA loan from the United States Department of Transportation for the Gilcrease Expressway in Tulsa. We very much appreciate the Commission's approval for the Department to participate with the Turnpike Authority on that TIFIA loan, because that really made it possible. The Gilcrease itself, that west segment on the west side of Tulsa, between I-44 and HWY-412 is very important as a connector link. It also exemplifies a partnership between the Turnpike Authority, the Department, the Indian Nations Council of Governments, the City of Tulsa, Tulsa County, and our Federal Highway partners. And that partnership would not have been possible without a multitude of different revenue options that came into play. Whether you're talking about the Turnpike Authority's commitment of resources, or whether you're talking about the Indian Nations Council of Governments participation with some GARVEE bonding. This TIFIA loan was an absolute critical component; so we are grateful that we are able to move forward with that loan and get it closed. That project is under construction; and we are about 2 years away from completion; and we will look forward now, to cutting a ribbon on that. The TIFIA loan closure actually got the attention of President Trump and he tweeted his congratulations on May 20th, which we are very appreciative of.

Got a couple of contracts that you awarded this morning; one is the I-40 bridges in the Del City area. Those bridges are some of the worst that we have anywhere on the interstate; and we are really looking forward to getting that project under construction, and getting those bridges replaced with brand new infrastructure. The other project was I-44 and the rehabilitation of some pavements south of Interstate 40. Several bridges and deteriorated concrete pavement are included. And with both of these projects being on the urban interstates, I-40 and I-44, we will experience some major traffic disruptions. We ask for the public to be patient with us while we execute those construction projects; and more than anything else, please be mindful in those and every construction work zone in your travels.

I also want to recognize a couple of summer highway completions that were really significant. Field divisions and our Contractor Partners worked hard to get these open before the summer season began. We need to do everything that we can to support our tourist industry; and these both are very critical to that tourist industry, and also to the travel of the general public in those areas. One is in McCurtain County on US-259, where Anthony Echelle in Division 2 added some turn lanes and intersection modifications in the Hochatown area, around Beavers Bend State Park. The Heavener Residency and Common Construction, I want to extend our congratulations and sincere appreciation for completing that in advance of the Memorial Day Holiday. That was really important to get that done; and they went to extraordinary efforts to accomplish it.

Also, in Delaware County, Division 8, on SH-85, I want to recognize a bridge replacement over Duck Creek, near Ketchum, in the Grand Lake area. This particular highway carries a tremendous amount of lake traffic, in addition to being a very important local connector. This replaces a long, structurally deficient bridge that we're extremely proud to get off our inventory. This bridge is a tremendous structure that will serve Oklahoma well for the future. I want to recognize Claremore Residency and Manhattan Road and Bridge Construction for getting that work accomplished in such a timely manner.

I also want to recognize an Organizational and Modernization Initiative that the Department is about to undertake with the other agencies of the Transportation Cabinet, the Turnpike Authority and Aeronautics Commission, to some extent. The Department has had access to an Organizational Modernization Consultant through the Cabinet level that are actually doing some work for the State. So we were able to access that contract; and that company is a globally recognized organizational modernization transformation type of a company called Guidehouse. This contract will really take a deeper dive, and you may recall, Senate Bill 1775, that initially sought to consolidate the Turnpike Authority and the Department of Transportation; ultimately

transformed into a Bill that encouraged shared services, and caused the Department and the Turnpike Authority to really take a hard look. That's what this contract will do, it will do a deeper dive into where we might be able to take advantage of technology, take advantage of duplicative elimination of services, and really set the stage for the Department, OTA, and Transportation Cabinet in general to have a forward thinking organizational structure that we can evolve to for the future. We are being proactive with this; and we are going to undertake this initiative and it should take us about a year. It kind of divides into 3 phases, the first will be doing a deep dive and an assessment of our existing operations. Over the longer term, we'll come back with some recommendations for improvements. Then the Consultant will be around to help us with change management, as we really start to get our feet wet under the new organizational structure. And again, I want to emphasize that this is not about job elimination or anything like that; it is seeking efficiencies, and these will be long term evolutions that we go through with an eye to the future. The Department of Transportation, going forward from the year 2020, will look a little bit different than we have in the past. And again, we need to do everything we can to realize efficiencies and cost savings, and also to structure our organizations so we can deliver the services that the public demands in the most efficient manner possible. So I wanted to make sure the Commission was aware that we are about to undertake that; I will be providing regular reports to you during the course of the contract delivery, and look forward to some additional discussions around that.

I want to mention as we go into June, we always want to emphasize anybody that's traveling with a load in the back; whether that's in the back of a pickup, or in the back of a tractor trailer; we ask everybody to pay particular attention this time of year to "Securing Your Load". That means, make sure it's tied down or strapped down; if necessary use a tarp and strap that tarp down; because anything that comes off of a load that's being transported, has the chance of causing a severe accident or an injury out on the highway system. So we always want to add emphasis to that.

We also want to emphasize "Motorcycle Safety". We want everybody that is traveling out on our highways to be particularly aware of the 2-wheeled vehicles that may be out there with you. Motorcycles are not as visible, sometimes, as passenger vehicles or trucks. So we ask everybody to be on the lookout for our 2-wheeled transportation users out there.

And I would like to close with a reminder to the traveling public; to make sure that you are buckling your seat belt. That seat belt use, is the first thing that you should do to protect your own personal safety; and it could well save your life in the event of an accident. Mr. Chairman, with that, I would be happy to answer any questions that any of the Commissioners may have.

Information Only: No Commission action required.

Ms. Riddle reported that ODOT had been monitoring the public audio connection; and it was reported that the public audio connection has been maintained throughout the meeting.

ITEM PRESENTED BY COMMISSION CHAIRMAN

76. Adjournment Motion

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

Meeting adjourned at 11:43 a.m.

Approval of the Minutes of the Transportation Commission Meeting June 1, 2020.

Gene McKown - Chairman

Bob Peterson - Vice Chairman