

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING JULY 11, 2022

MINUTES OF THE COMMISSION MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, WAS HELD JULY 11, 2022 IN THE COMMISSION MEETING ROOM OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, 200 NE 24ST STREET, OKLAHOMA CITY, OK 73105

Notice of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2022 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.

ITEMS PRESENTED BY COMMISSION CHAIRMAN

CALL TO ORDER: Mr. McKown called the meeting to order at 11:00 a.m.

ROLL CALL:

Present:	Gene McKown	Chairman
	Bob Peterson	Vice Chairman
	Bob Coburn	Member
	James Grimsley	Secretary
	Don Freymiller	Member
	David Dyson	Member
	Bobby Alexander	Member
	Steve LaForge	Member
Absent:	None	
Presiding:	Gene McKown	

The following items were presented and approved as written at the Transportation Commission meeting July 11, 2022. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner McKown thanked everyone for coming and introduced Special Guests: Mike Thompson, President & CEO of ACEC, Paul Zachary, City of Tulsa, Randy Robinson, ACCO and State Representative Mark Lawson. We really do appreciate everybody coming and participating in our Commission Meeting.

The Commission also acknowledges members of the public attending who are possibly impacted by the Oklahoma Turnpike Authority ACCESS Oklahoma Program. This is a public meeting, not a public hearing; this meeting will proceed with specific published agenda in accordance with the Open Meeting Act.

Chairman McKown recognized Mr. Rick Johnson for an announcement.

Mr. Johnson announced that Mr. Matt Swift has been chosen as the new Transportation Quality Engineer. It's a new position to the Department; it has been established to implement a more robust quality assurance and quality control program, as it relates to planned development and the projects associated with all of our various transportation programs. The Department recognizes that it's ever more critical to deliver projects which are adequately, economically, and safely designed, constructable, and maintainable.

Mr. Swift will be revising and developing new guidelines, as well as leading a cross-functional team to review in-house and consultant-developed infrastructure projects being led through the Department. Further developing quality control, quality assurance guidelines tailored to meet the requirements for ODOT, Local Government, and the OTA projects will ever be more critical with quickly evolving technologies. Mr. Swift brings with him 6 years of experience as a Division Engineer for the Strategic Asset and Performance Management Division, 4 years as our State Pavement Engineer, as well as 8 years as Project Engineer in Roadway Design. Please help me welcome Matt to his new role.

Chairman McKown then recognized Secretary Gatz for a special announcement.

Secretary Gatz said, I stand before you today for a pretty special recognition. Miss Terri Angier, despite my best efforts to talk her out of it, has informed me that she's going to retire. I want to recognize her this morning for her 32 years of service with the Department of Transportation; to call her service meritorious would be not adequate. I can tell you that she has done us an exceptional job, she has excelled in every role that she has ever been in with the Department; most recently serving as my Interagency Liaison as I transitioned into the Secretary role and she has been invaluable. We are going to miss her institutional knowledge and perspective on everything that has gone on within the Department of Transportation. We are going to be sorry to see her go; but we are so happy for her in her retirement and we certainly wish her well.

One of the things that the Department of Transportation does for individuals, and it's kind of the equivalent of having your number retired if you are a professional football player. And that is to present Terri with a brick that's got her name on it; this is a brick that came from Route 66. These bricks are very special and reserved for folks who have really done an exceptional job. He read the inscription on the brick: ***"The Oklahoma Department of Transportation recognizes Terri Angier, Interagency Liaison and PR Advisor to Secretary Gatz, for her 32 years of service to the Transportation Cabinet. A consummate professional, Terri's contributions to Citizens and Oklahoma Transportation include award-winning campaigns, ODOT's 100th Anniversary and communications leadership on historic funding reforms, the I-40 cross-town relocation, and unparalleled crisis communications during the Webbers Falls I-40 bridge disaster among others. The Department is proud to present her with this commemorative brick from historic route 66 in Arcadia in honor of her retirement"***. The brick is signed by Governor Stitt, Chairman McKown, and myself, so Terri, please come forward and we will present you this brick, congratulations!

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

85. Approval of the Minutes of the Transportation Commission Meeting of June 6, 2022

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

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

a) 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 5 year total cost of \$1,000,000.00

b) Alfalfa County – Commission District VI

Near Carmen, Construction funding for a signal and surface project which includes the installation of pedestal mounted flashing lights and gates and a 40' concrete crossing surface at the intersection of County Road N-2530 and the BNSF's mainline. Total cost is \$525,089.00

87. Speed Zone Revisions – Ms. Parrish

- a) Kiowa County - Commission District V – Along US 183 for 3.88 miles including the Town of Snyder
- b) Dewey, Major & Woodward Counties - Commission Districts V & VI – Along US 270 for 25.00 miles including the Town of Seiling

88. Safety Improvement Projects – Ms. Parrish

a) Installation of School Zone - Commission Districts IV & VII

We have received a request from the District III & VII Engineers for the purchase of solar powered equipment for the installation of new school zones at the following locations:

1. Garfield County - Commission District IV - One location along SH 132, in the Town of Drummond, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements
2. Jefferson County - Commission District VII - One location along SH 32, in the Town of Ryan, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements.

The equipment is estimated to cost \$16,000.00

89. Land Sales – Mr. Phillips

- a) Adair County – District 1 – located along the west side of US-59, at the intersection with Chewey Drive, 8.65 miles southerly of West Siloam Springs, OK - \$60,100.00
- b) Okmulgee County – District 1 – located along the south side of East 21st Street and on the west side of US-75 in Okmulgee, OK - \$14,000.00
- c) Lincoln County – District 3 – located along the east side of SH-66 and the west side of Broadway Ave. in Davenport, OK - \$15,250.00
- d) Woodward County – District 6 – located along the north side of US-412 and on the west side of South Elm Street in Mooreland, OK - \$9,405.00

90. State Highway System Revisions – Mr. Planteen

- a) Removal of SH-66/SH-33/US75A between JCT SH-117 and JCT SH-117A/SH-66/US-75A
- b) Removal of US-75A and SH-117A Designations
- c) Addition SH-66, SH-33, SH-97, US-75A Designations
City of Sapulpa – Creek County – District 8

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

91. Engineering Contracts

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

CI-2381A	Burgess & Niple, Inc.
CI-2381B	CONSOR Engineers, LLC
CI-2381C	H W Lochner, Inc.
CI-2381D	Walter P. Moore and Associates, Inc.

Total Aggregate Not to Exceed Amount for these four (4) contracts is \$1,000,000.00

b) Statewide – All Districts – On-Demand Engineering Services for Strategic Asset & Performance Mgt.

CI-2382A	Garver, LLC
CI-2382B	HNTB Corporation
CI-2382C	High Street Consulting Group, LLC
CI-2382D	Jacobs Engineering Group, Inc.
CI-2382E	Mbroh Engineering, Inc.
CI-2382F	Olsson, Inc.

The aggregate not to exceed amount for these six (6) contracts is \$2,500,000.00

c) Adair County – District I - to prepare construction plans for US-59: from Salem Road, 4.8 miles south of SH-100, extending north 4.75 miles

CI-2370C	Walter P. Moore & Associates, Inc.	\$1,250,420.00
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d) Cherokee County – District I - to prepare construction plans for SH-100: from 0.75 miles north of SH-82 junction, extending east 3.1 miles to CRS585 Road

CI-2370A	Grossman & Keith Engineering Co.	\$1,003,180.00
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e) Wagoner County – District I - to prepare construction plans for US-64: from 0.53 miles south of Tulsa County line, south 7.44 miles to SH-104 junction in Haskell

CI-2370B	H W Lochner, Inc.	\$1,336,640.00
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f) Mayes County – District VIII - to prepare construction plans for SH-82: from 2.82 miles north of SH-20, extending north to SH-28 and SH-28: from SH-82 north to SH-82S

CI-2377A	Garver, LLC	\$1,272,667.00
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ACTION: Dyson moved and Alexander seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Freymiller, McKown, Dyson, Alexander, LaForge and Peterson
NAYES: None
ABSENT: None

92. Engineering Contract Supplements

- a) Muskogee County – District I – this supplement is for additional engineering to develop final construction plans for SH-100: bridge over Arkansas River at the Muskogee/Sequoyah County line

CI-2143	Supplement 2	CEC Corporation	\$98,400.00
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- b) Cleveland County – District III - this supplement is for additional engineering for Indian Hills Road Bridge over I-35, 7.39 miles north of McClain County line

EC-1469	Supplement 4	Triad Design Group, Inc.	\$545,216.00
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- c) Ellis County – District VI – this supplement is for additional engineering to develop final construction plans for SH-15: from 1.3 miles northeast of the US-283 junction, extend east 3.2 miles

EC-1475D	Supplement 1	Triad Design Group, Inc.	\$3,427.00
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ACTION: Freymiller moved and Peterson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Freymiller, McKown, Dyson, Alexander, LaForge and Peterson
NAYES: None
ABSENT: None

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Blaine County - Roman Nose State Park Trails - STP-106E(125)EH / TAP-206E(058)(059)TP / 28830(04), \$8,872.42, 0.53%
- b) Caddo County - SH-9 - STP-108B(166)PM / 24094(04), \$51,208.86, 0.24%
- c) Creek County - SH-33 - SBR-219B(070)SB / 31360(04), \$34,476.57, 3.25%
- d) Custer County - I-40B - NHPP-220N(074)PM / 30331(04), \$2,904.00, 0.04%
- e) Grady County - County Road - CIRB-226C(066)RB / 27856(04), \$29,456.64, 0.30%
- f) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), \$12,644.36, 0.18%
- g) Lincoln County - SH-102 - STP-241C(079)PM / 31879(04), \$0.00, 0.00%
- h) Logan County - County Road - CIRB-142C(152)RB / 25089(04), \$0.00, 0.00%
- i) Oklahoma County - City Street - STPG-255B(554)AG / 35192(04), \$22,500.00, 3.63%
- j) Pawnee County - SH-99 - SSP-259B(056)SS / 27983(04), \$4,024.80, 0.03%
- k) Pittsburg County - SH-31 EB - SBR-261B(090)SB / 29738(04), \$8,327.79, 0.39%

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

- a) Alfalfa County - County Road - STP-202C(047)CI / 29785(04), \$28,617.70, 3.86%
- b) Beaver County - SH-3 - NHPP-017N(268)PM / 31064(04), \$267,501.00, 5.91%
- c) Blaine County - SH-3 - NHPP-017N(261)PM / 27913(11), \$1,310,950.94, 11.32%
- d) Canadian County - US-81 - SBR-011N(104)SB / 32762(04), \$1,113.86, 0.04%
- e) Cimarron County - US-287 - NHPP-032N(007)3P / 33407(04), \$63,938.85, 1.99%
- f) Cleveland County - I-35 - STP-214B(104)AG / 31506(04), #7, \$16,752.15, 0.33%

- g) Cleveland County - I-35 - STP-214B(104)AG / 31506(04), #9, \$25,258.74, 0.50%
- h) Ellis County - County Road - STP-223D(022)CI / 31128(04), \$95,910.00, 13.96%
- i) Garfield County - SH-132 - SSR-224C(080)SR / 30622(04), \$172,682.22, 7.01%
- j) Grady County - US-62 - NHPP-126N(187)PM / 28182(04), \$90,119.70, 0.72%
- k) Grady County - SH-4 - STP-CRRS(002)PM / 35289(04), \$11,441.89, 0.89%
- l) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), \$29,640.00, 0.42%
- m) McCurtain County - County Road - STP-245C(060)CI / 25467(04), \$225,606.15, 7.06%
- n) Murray County - SH-110 - STP-250C(033)PM / 33470(04), \$96,612.00, 9.48%
- o) Oklahoma County - I-235 - NHPPI-2350-(009)PM / 09033(27), \$188,464.08, -0.19%
Underrun
- p) Oklahoma County - I-40 - NHPPI-0040-5(394)129SS / NHPPI-4000-(095)PM / 23310(04),
\$300,000.00, 0.40%
- q) Oklahoma County - SH-66 - STPY-155C(611) / 24357(04), \$172,130.24, 4.25%
- r) Pawnee County - US-64 - STP-259B(034)SS / STP-159B(058)SS / 27934(04), \$350,590.50, 3.24%
- s) Rogers County - US-412 - NHPP-019N(144)3P / 33370(04), \$39,085.96, 2.33%
- t) Texas County - US-54 - NHPP-008N(065)FP / 14971(35), \$149,881.44, 4.62%
- u) Tulsa County - City Street - STP-172B(533)IG / 28656(04), \$29,667.98, -1.89% Underrun
- v) Tulsa County - SH-11 - NHPPI-2440-(018)PM / NHPP-272N(245)PM / 29076(04),
\$17,127.46, 0.20%
- w) Tulsa County - I-244 - SSP-272F(307)SS / 31943(08), \$79,644.07, 27.96%
- x) Tulsa County - I-44 - NHPPI-4400(054)PM / NHPPI-4400(077)PM / 33788(04),
\$102,953.48, 0.12%
- y) Tulsa County - SH-51 SB - SBR-272N(335)SB / 33811(04), \$30,000.00, 5.75%
- z) Washita County - I-40 - NHPPI-4000(084)PM / 27935(05), \$52,791.00, 0.69%
- aa) Woodward County - SH-34 - STP-277B(049)PM / 29449(04), \$156,963.26, 3.34%

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

ITEMS PRESENTED BY THE COMPTROLLER DIVISION

95. Proposed Bid Openings – Ms. Hilmes

- a) Final August, 2022 Proposed Bid Opening
- b) Tentative September, 2022 Proposed Bid Opening
- c) Tentative October, 2022 Proposed Bid Opening

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

ITEMS PRESENTED BY LOCAL GOVERNMENT DIVISION ENGINEER – Ms. Williams

96. Presentation of the proposed CIRB 5 Year County Work Plan (2023-2027)

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

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

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

The CIRB Plan to improve the county road system includes:

- Approximately \$712 million in improvements
- Replacement or rehabilitation of 190 county bridges, 83 structurally deficient or functionally obsolete
- 17 bridges incorporating recycled I-40 Crosstown bridge beams
- Improvements to 394 miles of county roads

Note: Ms. Williams pointed out scrivener errors, the above Item should read:

- **Approximately \$719 million in improvements**
- **Replacement or rehabilitation of 192 county bridges, 84 structurally deficient or functionally obsolete**
- **17 bridges incorporating recycled I-40 Crosstown bridge beams**
- **Improvements to 398 miles of county roads**

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

97. Municipal Road Drilling Activity Revolving Fund

House Bill 3037 was recently signed into law creating the Municipal Road Drilling Activity Revolving Fund. The Department was designated to administer this fund. This legislation introduces a revolving fund to provide assistance to municipalities with populations less than 15,000 who have experienced roadway damage due to increased oilfield activities. Municipalities will submit application for participation in the \$5 million annual funding. The municipalities will be required to provide 25% of the project costs in order to be eligible for these state funds.

Information Only: No Commission action required.

98. Off-System Bridge Funding

Recognizing the importance of decreasing the number of Structurally Deficient bridges, improving the safety on county roads and city streets, the Department is implementing two programs to address SD bridges located on the Off-System. Utilizing a portion of the new Formula Bridge Program funding, the Department will establish a Scour Mitigation Plan and a City SD Bridge Program with the goal of significantly reducing the number of SD bridges on the Off-System.

Information Only: No Commission action required.

ITEM PRESENTED ON BEHALF OF THE DIRECTOR – Mr. Taylor

99. **Consideration and possible approval of Oklahoma Turnpike Authority's proposed routes for the outer loop East-West Connector, outer loop Tri-City Connector and South Extension including connections with the State highway system pursuant to Transportation Commission's authority under 69 O.S §1701**

Commission Districts III & IV

- a) **Outer Loop: Tri-City Connector** - The construction includes a new connection from the John Kilpatrick Turnpike terminus at SH-152 (Airport Rd), around the Will Rogers World Airport to I-44, north of the South Canadian River. This project will connect Southwest OKC and the metro area and continue the Outer Loop. It will increase access and offer alternative routes from I-40 to I-44 and, ultimately, I-35. The project includes interchanges at I-44 and SH-152.
- b) **Outer Loop: East-West Connector** - The construction includes a new east-west turnpike from I-44 Tri-City area (Newcastle, Blanchard, Tuttle) at SH-37, crossing the South Canadian River, east to I-35, then continuing east along Indian Hills Road and then northeast to I-40, connecting to the new Kickapoo Turnpike. This project expands the mobility of the south Oklahoma City metro by providing greater access to Moore and Norman while continuing the Outer Loop.
- c) **South Extension Turnpike** - The extension from the East-West Connector south to I-35 near Purcell expands the mobility of the southeast Oklahoma City metro by providing greater access to local communities. This will be a vital corridor for the transportation network of central Oklahoma by providing an alternate route to I-35 for traffic between southern, eastern and northeastern Oklahoma.

NOTE: *Commissioner Peterson said I think all of us were sent Dr. Cerato's report; which I have read her letter several times and the attachments. She raises some points that I hadn't contemplated or wasn't even aware of; and I have a few questions. The Ports-to-Plains Corridor, I-27, talks about shifting some traffic. Do you have a comment on that?*

Mr. Taylor explained Ports-to-Plains is the future I-27; it would be I-287 going through Oklahoma. We have done some projects going around Boise City; the Ports-to-Plains is a route that is not necessarily a priority route for the State of Texas, but it's just another route that they are trying to complete. They have been working on it for decades, and they are going to be working on it for several more decades. That route connects the Laredo, Texas area, the Lubbock area, and it sends traffic towards Colorado and Denver. The major users of that are for freight or for agricultural base and taking crops to the Colorado - Denver area. It's 50 miles west of I-35, it's not completed today, and won't be for decades. Even if it was, it would have little impact or relief on the I-35 corridor.

Commissioner Peterson said there was also a comment that ODOT's traffic projections have been substantially wrong and that we way over estimated congestion; can you speak to that?

Mr. Taylor said, yes, I have complete confidence; I would go back to the presentation that I made last month to you. That data that we used was public data, it was off an open and transparent system that the public uses when they are filling out forms when they need to know what traffic volumes are. This is our most accurate information, certainly public information. The calculations to calculate those level of service was done as required by the Highway Capacity Manual. The Highway Capacity Manual is the authority on all matter's capacity related. I would say that the growth that we used was 3%, which is well within the range that corridor is experiencing. I stand behind that information, I find it complete and also very compelling. I believe that it points to the need for an all-of-the-above approach, not just the turnpike. But certainly, the turnpike plays a big role in any approach to solve the problems this corridor is going to experience.

Commissioner Peterson said Dr. Cerato talked about the work from home, now, that's relatively a new phenomenon, COVID induced. We were experiencing it at our company; so, does that indeed unload some of the congestion?

Mr. Taylor said work from home is interesting; so, we have a peak prior to teleworking, prior to COVID, in the broad teleworking. We have peaks in traffic volumes, and everybody calls it the hour of traffic, where the most congestion occurs. And what we have seen is, although the peak may be a little bit lower, it's wider; and so, your delay could still be similar to what it was at peak. Also, we found out, teleworking, that our peaks are wider, but also the number of trips has increased. So, it's quite interesting when you start looking at it; you would think that it would solve a lot of problems, and that's not the case.

Commissioner Peterson said the concept of induced demand, which is a phrase I hadn't heard before. It basically means that if you make traffic jams go away, then by building more roads you are going to just cause more traffic jams.

Mr. Taylor explained that induced demand is a theory; and I would go along with saying that induced demand could occur if we were talking about 12 lanes along I-35. But what we are talking about is we have 3 through lanes on I-35, and the problem with the corridor is our inability to widen it. So we are not talking 10 lanes, not 12 lane, we are talking 6-8 lanes; and I don't believe induced demand is something that comes into play; and interestingly enough when you start talking about induced demand, the solution for induced demand, where it does occur is toll roads. So toll roads are the answer for induced demand, I don't believe the scenario we have on I-35 can be characterized as induced demand.

Commissioner Grimsley stated I actually know Dr. Cerato; she is a respected academic and also a licensed Professional Civil Engineer. So, her opinions carry a lot of weight, and she would be recognized in a court of law as a very credible expert witness; and a lot of what she said resonated with me. I did some of my own research; if you've ever heard me talk publicly, I'm not a big fan of building new highways. I think it destroys ecosystems, divides communities and destroys communities. I'm not a fan of that; I believe in Oklahoma we have historically had an aversion to traffic engineering, and that is something that Dr. Cerato and I agree on. So, this weekend I did some looking up on stats. In terms of raw number of highway miles, we rank #14 in the nation. In terms of population, we ranked # 28. We have a lot of highways; what we don't have is traffic engineering and I do think we need to spend a whole lot more time looking at these interchange problems. The graph we saw last month, what stood out to me were the interchanges. And I think there's more than enough opportunity that we need to be exploring fixing those interchanges and addressing that; but also, just thinking more holistically across the state on traffic engineering. So, her opinion and her comments resonate with me very much, because it matches my own observations. I don't think it's a tenable future where we continue to build highways with no really limit on that, because we are running into \$50 - \$60 million a mile; that's not sustainable and then we have to turn around and maintain those. But the most important thing is as a member of this Commission, we represent the public, we do not represent ODOT! We are supposed to be here to protect the interests of the public, and one of the strong values that I brought with me is property rights. I do believe in sort of a sanctity of private property rights, and I also believe that something like eminent domain should be exceedingly difficult for the government. It's not something we should speed up; we should put a lot of restraints on that and tap on the brakes a lot. So, this resonates with me; I can say this issue has weighed more on me than any issue since I've been on this Commission, and I don't like the position I'm in right now! But I'm not going to abandon my own personal views; and really the principles that I believe are important to carry to this Commission.

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

100. Awards

- a) Cancellation of Award: SSP-NBIP(539)PM, JP No. 232894(04), Bridge painting at multiple locations in District III

Note: The above Item JP No. should read 232894(13).

- b) June 16, 2022 – Regular Bid Opening

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Gatz

101. Director's Report

Secretary Gatz thanked the Commissioners for approving the CIRB Plan. That program, across the decade previous, has been a very well-received improvement on the county road system. It's one of the most critical aspects of investment back into the county system. I commend Shelly and her team, the County Commissioners, Randy Robinson and ACCO, for all the work that everybody does around trying to make sure we get good projects into that plan, and that we subsequently get those projects delivered. This is a tremendous program and does much to improve the county road system.

And likewise, the Bridge Formula Program funding which is a part of the Infrastructure Investment and Job Act (IIJA) that Congress passed. Shelly has worked on a plan there that will direct \$28 million a year of the \$53 million that the State of Oklahoma is going to receive for off-system bridges, both on the county system and the municipal system. The commitment of those resources at that level, is not something that should be taken lightly. This program will assist in decreasing the number of structurally deficient bridges thereby improving the safety on county roads and city streets. So, I appreciate your consideration and your acknowledgment of that program going forward.

And then, also, very similarly, the Municipal Road Drilling Activity Revolving Fund that was created by House Bill 3037. It is a \$5 million commitment to the revolving fund, and this fund will be administered by the Department and will provide assistance to municipalities with populations less than 15,000 who have experienced roadway damage due to increased oilfield activities. This is something that I want to acknowledge and I appreciate Shelly and the work they are going to do in the Local Government Division going forward to manage that.

Thanks for awarding a couple of up-and-coming projects that are pretty important. First is the US-281 project to replace the Bridgeport Bridge over the South Canadian River west of Oklahoma City. This is an iconic pony truss bridge that has been load posted for as long as I can remember. This is a very unique project that will replace that iconic bridge with a brand-new bridge that doesn't have to be load posted. The bridge is on the National Register of Historic Places, and we will retain the iconic historic pony trusses to be used for decorative/historic purposes, and will give it the look and feel of Route 66 that it's always had. So, I appreciate your consideration of that award, and also recognize that it was the recipient of a federal grant to help us improve that location.

Second was the I-44 and US-169 interchange in Tulsa, another phase of work within that interchange area. Commissioner Peterson, certainly you recognize the traffic volumes and levels that Highway 169 carries north towards Owosso and south. This is a very important project in the context of the 169 corridor we have got more in the program and more to come; and I know District 8 is very uniquely focused on trying to make improvements in that corridor.

The Oklahoma Turnpike Authority and I appreciate very much your consideration of the OTA's proposed routes, for the other Outer Loop East-West Connector, Outer Loop Tri-City Connector and South Extension including connections with the State Highway System pursuant to Transportation Commission's authority under 69 O.S. § 1701. Certainly, Commissioner Grimsley, we are absolutely respectful of your vote and your opinion on the subject matter. I would note, though, that I have a very high level of confidence in the Engineers that I work with, both at the Turnpike Authority and the Department of Transportation, and their capability in understanding what traffic projections and traffic volumes are going to do. It is something we do not take lightly. It's something that we will go through a very deliberate process moving forward, and it will not be something that happens quick. This is something that will be lengthy; we have got a lot of engineering work, a lot of environmental, cultural resource work, and a tremendous amount of effort ahead of us. So again, I appreciate your consideration of the Turnpike Authority Item this morning.

I want to close by letting you know that we are well underway with our 8 Year Construction Work Plan rebalancing process. We have had our 1st Meeting with the District Engineers; it was very productive and the District Engineers are very well prepared. And from the fiscal side, I would tell you that we put more effort into understanding what the Infrastructure Investment and Jobs Act is going to bring to the Department from the federal funding side; and also understanding what our state funding capabilities are going to be. Chelly Hilmes, as the CFO of the Department, has been intimately involved; and all of our Division Managers on the state side have been engaged and involved in the state budgeting process. This is something I'm proud of and the good work all around. But the result of that will be a very refined 8 Year Construction Work Plan that we will eventually present to you. Our target is to present this 8 Year CWP to you in September. Obviously we will have several meetings between now and then in preparation for that to happen.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

102. Adjournment Motion

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

Meeting adjourned at 11:57 p.m.

Approval of the Minutes of the Transportation Commission Meeting July 11, 2022.

Gene McKown - Chairman

Bob Peterson – Vice Chairman