

MINUTES OF THE TRANSPORTATION COMMISSION MEETING MARCH 6, 2023

MINUTES OF THE COMMISSION MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, WAS HELD MARCH 6, 2023 IN THE COMMISSION MEETING ROOM OF 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 2023 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. Peterson called the meeting to order at 11:01 a.m.

ROLL CALL:

Present:	Bob Peterson	Vice Chairman
	Bob Coburn	Member
	James Grimsley	Secretary
	TW Shannon	Member
	Don Freymiller	Member
	David Dyson	Member
	Bobby Alexander	Member
	Steve LaForge	Member
	Michael Junk	Member

Absent: None

Presiding: Bob Peterson

The following items were presented and approved as written at the Transportation Commission meeting March 6, 2023. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner Peterson thanked everyone for coming and introduced Special Guests: Bobby Stem, Executive Director of the Association of Oklahoma General Contractors and Mike Patterson, former Secretary of Transportation. We really do appreciate everybody coming and participating in our Commission Meeting.

Commissioner Peterson recognized Secretary Gatz for an announcement.

Secretary Gatz welcomed Commissioner Junk to his first Commission Meeting. We are extremely excited to have you on this Commission.

Also on the Keep America Beautiful Award we will defer until maybe the May Commission Meeting.

ITEMS PRESENTED BY THE SECRETARY TO THE COMMISSION

33. Approval of the Minutes of the Transportation Commission Meeting of February 6, 2023

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

34. Safety Improvement Projects - Ms. January

a) Installation of School Zone – Commission District VI

Beaver County – District VI - One location along SH-3 (US-412), in the unincorporated Community of Balko, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements.

b) Change in Traffic Control in the City of Mustang, Commission District IV

Canadian County – District IV – We have received a request from the City of Mustang for the installation of an emergency vehicle warning traffic signal at the Mustang Fire Department #2 driveway along SH-152 in the City of Mustang.

The work will be completed by the City of Mustang Maintenance forces

c) Change in Traffic Control in the City of Hollis, Commission District V

Harmon County – District V – We have received a request from the City of Hollis for the conversion of a traffic signal to an all-way stop at the intersection of US-62 & SH-30 in the City of Hollis.

The work will be completed by District V Maintenance forces

d) Change in Traffic Control in the City of Bixby, Commission District VIII

Tulsa County – District VIII – We have received a request from the City of Bixby for the installation of a traffic signal at the intersection of US-64 (Memorial Dr) & 126th St in the City of Bixby.

The work will be completed by contractor forces

35. Land Sales – Mr. Phillips

a) Wagoner County – District I – located on the west side of SH-16 and approximately 1.25 miles south of the City of Wagoner, OK - \$10,000.00

b) Pontotoc County – District III – located on the north side of SH-19, approximately 4.24 miles westerly of the Junction of US-377 in Ada, OK - \$10,551.00

c) Kingfisher County – District IV – located on the north side of SH-51 and the Cimmaron River, approximately 14.38 miles westerly of the Junction of US-81 in Hennessey, OK - \$15,111.11

d) Custer County – District V – located along the south side of I-40, lying between E. Eads Avenue & S. Washington Road in Weatherford, OK - \$11,450.00

36. State Highway System Revisions – Mr. Planteen

a) Stephens County – District VII

1. Remove the follow route designation of SH-7 from US-81
2. Add SH-7 designation to the Duncan Bypass
3. Add SH-7 Spur designation to the part of SH-7 between the Junction of US-81 and SH7 North of Duncan and the Duncan Bypass

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

37. Engineering Contracts

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

CI-2410A	Aguirre & Fields, L.P.
CI-2410B	EST, Inc.
CI-2410C	Garver, LLC
CI-2410D	MacArthur Associated Consultants, LLC
CI-2410E	MKEC Engineering, Inc.
CI-2410F	Poe & Associates, Inc.

Total Aggregate Not to Exceed Amount for these six (6) contracts is \$1,500,000.00

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

CI-2411A	Burgess & Niple, Inc.
CI-2411B	Freese and Nichols, Inc.
CI-2411C	Kimley Horn & Associates, Inc.
CI-2411D	Lee Engineering
CI-2411E	Olsson, Inc.
CI-2411F	Traffic Engineering Consultants, Inc.

Total Aggregate Not to Exceed Amount for these six (6) contracts is \$1,500,000.00

c) Statewide – All Districts – On-System Bridge Inspection services

CI-2414A	Burgess & Niple, Inc.
CI-2414B	CEC Corporation
CI-2414C	CONSOR Engineers, LLC
CI-2414D	Garver, LLC

Total Aggregate Not to Exceed Amount for these four (4) contracts is \$1,200,000.00

d) Statewide – All Districts – On-Demand Engineering Services for ADA Improvements

CI-2417A	CONSOR Engineers, LLC
CI-2417B	Cowan Group Engineering, LLC
CI-2417C	Kimley-Horn & Associates, Inc.
CI-2417D	Parkhill, Smith & Cooper, LLC
CI-2417E	R.L. Shears Company, P.C.
CI-2417F	Smith Roberts Baldischwiler, LLC

Total Aggregate Not to Exceed Amount for these six (6) contracts is \$1,500,000.00

e) Statewide – All Districts – On-Demand ITS and Fiber Optic Inspections

CI-2429A	CEC Corporation
CI-2429B	EST, Inc.
CI-2429C	Freese & Nichols, Inc.
CI-2429D	Olsson, Inc.

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

f) Cherokee County – District I - to prepare construction plans for US-62: junction of US-62 and SH-51. Proposed project improvements: add sidewalks, intersection modification and safety improvements

CI-2399A	Hudson Prince Engineering & Inspection, PLLC	\$890,896.00
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g) Cleveland County – District III – to provide preliminary engineering for SH-9: from I-35, extending east approximately 5 miles. Proposed project improvements: add capacity to roadway, intersection modification, access and safety improvements

CI-2421	Olsson, Inc.	\$2,000,000.00
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h) Oklahoma County – District IV – to provide preliminary engineering for SH-74: from 122nd Street, north to Waterloo Road. Proposed project improvements: reconstruct/rehabilitate existing facility, safety and geometric improvements and intersection modification

CI-2403	TEIM Design, PLLC	\$2,188,760.00
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i) Tulsa County – District VIII – to provide preliminary engineering for US-75: from 121st Street, extending north approximately 1.80 miles to Polecat Creek and US-75: from north of Polecat Creek to approximately 0.42 miles north of 81st Street. Proposed project improvements: add capacity to roadway, improve access, replace bridge on offset alignment and reconstruct/rehabilitate existing facility

CI-2391	Garver, LLC	\$2,012,612.00
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ACTION: Shannon moved and Freymiller seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Shannon, Freymiller, Dyson, Alexander, LaForge, Peterson and Junk
NAYES: None
ABSENT: None

38. Engineering Contract Supplements

a) Statewide – All Districts - On-Demand Cultural Resources Inventories, NRHP Evaluations & Mitigation Proposals

CI-2334A	Supplement 1	AmaTerra Environmental, Inc.
CI-2334B	Supplement 2	Blanton & Associates, Inc.
CI-2334C	Supplement 1	Stantec Consulting Services, Inc. <i>(previously Cox McLain Environmental Consulting, Inc.)</i>
CI-2334D	Supplement 2	Integrated Environmental Solutions, LLC
CI-2334E	Supplement 3	Mead and Hunt, Inc.
CI-2334F	Supplement 1	Wood Environment & Infrastructure Solutions, Inc.

The total aggregate increase for these Contract supplements is \$600,000.00.

b) Statewide – All Districts - On-Demand Environmental Services for Local Government Projects

CI-2335A	Supplement 3	Hudson Prince Engineering & Inspection, PLLC <i>(Previously Able Consulting, LLC)</i>
CI-2335B	Supplement 1	C.H. Guernsey & Company
CI-2335C	Supplement 1	CC Environmental, LLC
CI-2335D	Supplement 1	Stantec Consulting Services, Inc. <i>(Previously Cox McLain Environmental Consulting, Inc.)</i>
CI-2335E	Supplement 1	CP&Y, Inc.
CI-2335F	Supplement 1	Garver, LLC
CI-2335G	Supplement 1	Kleinfelder, Inc.
CI-2335H	Supplement 1	Olsson, Inc

Total Aggregate increase for these Contract supplements is \$800,000.00

- c) Kingfisher & Logan Counties – District IV – this supplement is for additional engineering to develop final construction plans for SH-51: from the Logan County line, extending west 4.9 miles and SH-51: from the Kingfisher County line, east 5.0 miles to the SH-74 junction. Proposed project improvements: add shoulders to a 2-lane road and reconstruct/rehabilitate existing facility

EC-1842A	Supplement 1	Benham Design, LLC	\$60,943.00
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ACTION: Dyson moved and Coburn seconded that the Item be approved as presented.
 MOTION: Carried by the following vote:
 AYES: Coburn, Grimsley, Shannon, Freymiller, Dyson, Alexander, LaForge, Peterson and Junk
 NAYES: None
 ABSENT: None

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Blaine County - SH-51 - SBR-206C(069)SB / 33855(04), \$3,544.63, 0.37%
- b) Blaine County - City Street - TAP-206D(071)TP / 34120(04), \$34,058.42, 4.99%
- c) Custer County - City Street - TAP-220D(070)TP / TAP-220F(083)TP / 32999(04), #3, 19,710.90, 1.29%
- d) Custer County - City Street - TAP-220D(070)TP / TAP-220F(083)TP / 32999(04), #4, \$6,361.20, 0.42%
- e) Jefferson County - SH-89 - STP-234C(053)AD / 32946(04), \$11,520.11, 4.41%
- f) Lincoln County - City Street - TAP-241D(082)TP / 34104(04), \$0.00, 0.00%
- g) Murray County - County Road - STP-250D(028)CI / 30498(04), \$2,078.00, 0.28%
- h) Murray County - SH-7 - NHPP-250N(031)PM / 31889(04), \$14,520.50, 0.36%
- i) Muskogee County - US-62B - NHPP-251N(139)PM / 35735(04), \$17,970.70, 2.62%

- j) Seminole County - County Road - CIRB-267C(007)RB / 29212(04), \$1,000.00, 0.08%
- k) Washita County - County Road - STP-275C(069)CI / 32925(04), \$19,986.47, 4.59%
- l) Woodward County - US-183 - SBR-017N(259)SB / 32108(04), \$7,866.90, 0.46%

Total amount of presented Change Orders: \$138,617.83

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

- a) Blaine County - SH-3 - NHPP-017N(261)PM / 27913(11), \$394,891.77, 3.41%
- b) Bryan County - SH-78 - STP-207C(105)PM / 24088(04), \$58,120.50, 0.59%
- c) Caddo County - US-62 - SSP-008B(316)PM / STP-208B(091)PM / 12571(08), \$311,416.49, 1.92%
- d) Caddo County - County Road - STP-208B(097)CI / 33680(04), \$11,879.28, 1.42%
- e) Carter County - US-70 - STP-010B(306)PM / 10154(04), \$52,267.98, 0.28%
- f) Carter County - SH-53 - STP-210C(085)PM / 29598(04), \$256,339.01, 1.05%
- g) Cleveland County - City Street - TAP-214E(102)AG / 33271(04), \$12,460.00, 1.22%
- h) Comanche County - I-44 - SBR-4400(080)SB / 33890(04), \$7,970.90, 0.18%
- i) Custer County - City Street - NHPPI-4000-(152)PM / 31060(04), \$77,709.89, 0.41%
- j) Dewey County - US-270 - NHPP-017N(258)PM / 17671(41), \$250,000.00, 1.18%
- k) Ellis County - US-60 - SSR-223C(024)(025)SR / 33910(04), \$77,682.97, 2.17%
- l) Garvin County - US-77 - STP-225C(085)PM / 29544(04), #2, \$193,313.54, 3.81%
- m) Garvin County - US-77 - STP-225C(085)PM / 29544(04), #3, \$1,100.00, 0.02%
- n) Grady County - SH-37 - STP-126C(063) / 20301(04), \$11,544.24, 0.10%
- o) Grady County - County Road - STP-226C(083)CI / 31113(04), \$60,018.38, -2.90% Underrun
- p) Greer County - County Road - CIRB-228C(023)RB / 30033(04), \$55,462.24, -1.44% Underrun
- q) Haskell County - SH-82 - SSR-231C(047)SR / 34373(04), \$6,438.35, 0.55%
- r) Kay County - I-35 - NHPPI-3500-(101)PM / 29845(04), \$562,315.33, 5.32%
- s) Leflore County - SH-31 - SBR-240C(073)SB / 29737(04), \$98,736.30, 10.47%
- t) Leflore County - SH-112 - SSR-240B(083)SR / 33382(04), \$99,637.50, 7.78%
- u) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), #8, \$82,238.00, 1.17%
- v) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), #10, \$7,501.02, 0.11%
- w) Murray County - County Road - CIRB-250D(032)RB / 27855(04), \$4,561.05, 0.06%
- x) Noble County - US-77 - SSR-252C(091)(090)SR / 33775(04), \$187,606.85, 6.84%
- y) Oklahoma County - City Street - STP-155A(196)AG / 17827(04), \$11,183.90, 0.18%
- z) Oklahoma County - I-40 - NHPPI-0040-5(394)129SS / NHPPI-4000-(095)PM / 23310(04), \$344,234.63, 0.46%
- aa) Okmulgee County - I-40 - HSI PG-4000(148)TR / 35408(04), \$24,496.13, -1.05% Underrun
- bb) Pawnee County - SH-99 - STP-259B(064)PM / 29690(04), \$90,293.62, 7.52%
- cc) Payne County - SH-33 - NHPP-260N(055)(054)PM / 28983(04), \$632,117.12, 3.33%
- dd) Pittsburg County - US-69 - NHPP-261N(084)PM / 14999(09), \$1,131.67, 0.00%
- ee) Pontotoc County - SH-19 - STP-162B(187)SS / 21841(07), \$576,463.41, 3.41%
- ff) Pontotoc County - County Road - CIRB-262C(059)RB / 33057(04), #4, \$44,753.14, 1.46%
- gg) Pontotoc County - County Road - CIRB-262C(059)RB / 33057(04), #5, \$4,200.00, 0.14%
- hh) Pushmataha County - County Road - CIRB-264D(068)(069)RB / 28631(04), \$4,563.04, 0.08%
- ii) Rogers County - SH-20 - STP-266B(081)PM / 27031(04), \$243,669.69, 0.55%
- jj) Tulsa County - SH-51 - NHPP-015N(034)PM / 26303(08), \$218,627.50, 1.43%
- kk) Tulsa County - BIXBY EAST FRY TRAIL - TAP-272F(341)IG / 33040(04), \$111,936.00, 8.62%
- ll) Tulsa County - I-44 - NHPPI-4400(054)(077)PM / 33788(04), \$1,800,000.00, 2.06%
- mm) Tulsa County - City Street - NHPP-272N(283)IG / 33959(04), \$48,853.82, 1.64%
- nn) Washita County - SH-44 - STP-275C(072)PM / 29517(04), \$47,831.58, 1.91%
- oo) Woodward County - US-270 - NHPP-017N(206)(256)PM / 17457(54), \$3,600.00, 0.02%

Total amount of presented Change Orders: \$6,809,213.34

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

NOTE: *Commissioner Grimsley thanked him again for adding the cumulative totals. I think it will be interesting in another year to see if any of that starts to glean some sort of trends or anything that might be useful.*

ITEMS PRESENTED BY THE COMPTROLLER DIVISION

41. Proposed Bid Openings – Mr. Hackney, Project Funding Manager

- a) Final April, 2023 Proposed Bid Opening
- b) Tentative May, 2023 Proposed Bid Opening
- c) Tentative June, 2023 Proposed Bid Opening

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

ITEMS PRESENTED BY THE DIRECTOR OF OPERATIONS – Mr. Davis

42. Termination of Construction Contract 220231 to Rosscan, LLC

Resurface 1.55 miles of State Highway 31 in Pittsburg County - Project SSR-261C(113)SR; 36018(04) - \$442,315.00

NOTE: *Commissioner Grimsley said this kind of reaffirms my concerns about supply chain issues and some of the construction contractors. Obviously, we expended no money here; but does that destabilize our base of contractors at all? Has this contractor performed a lot?*

Mr. Davis answered, this contractor has performed a lot; he has some extenuating circumstances and he has not been bidding work for quite a while now; and he had no intention of building this project for us.

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

43. Declaration of Emergency Bridge Repair Project

Tulsa County – District VIII – US 412EB & I-244EB Bridge to NB Tisdale Expressway - \$600,000.00

NOTE: *Commissioner Peterson asked if we knew who the responsible party was.*

Mr. Davis answered yes and that our General Counsel will be working on getting reimbursement from their insurance company.

Information Only; No Commission action required.

ITEM PRESENTED BY THE GENERAL COUNSEL – Ms. Penn

44. Election of Officers

Pursuant to the Department of Transportation’s administrative rules, OAC 730:-1-3-1, the Commission shall conduct an election of officers for the Commission at the first regular meeting after the 15th of March each odd-numbered year. At the April 2023 meeting, Commissioners will self-nominate, or may nominate another Commissioner, for any of the three positions: Chairman, Vice-Chair or Secretary.

Information Only; No Commission action required.

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

45. Awards

- a) February 9, 2023 – Regular Bid Opening
- b) February 16, 2023 – Regular Bid Opening

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Gatz

46. Director’s Report

Secretary Gatz thanked the Commission for their consideration of the emergency bridge project item. It seems like over the last 6 months we have had an extraordinary rash of over-height loads hitting our bridges on both our interstates, highways and turnpikes. The legal load height is 14 feet, and all of our bridges are in excess of 14 feet. And again, it’s just something that we ask for the partnership for anybody that’s hauling any kind of a load that potentially exceeds that height to get out that tape measure, because it can be the difference between us having to do an emergency contract and repair a bridge like this. And also, that old “*secure your load*” that we talk about a lot and we will talk about again this spring; make sure when you’re hauling a piece of equipment that has the ability to maybe release a hydraulic and rise up during transport, make sure everything is boomed down and secure. We need the trucking companies to help us keep our bridges safe and the travelling public safe.

Our hearts, thoughts, and prayers go out to everybody who was affected by the severe weather we experienced on Sunday night, February 26th; it certainly was widespread across the state. We had an EF2 tornado hit Cheyenne, OK in Roger Mills County. It impacted one of our maintenance facilities, and I’ve just become aware that it has been declared a total loss. So, we’re going to have to go back and institute a repair of that facility. We also lost some equipment and had widespread damage as far as windshields and windows knocked out. Fortunately, Brent has a contingency plan in place and operations in District 5 will continue; and we will get about the business of reconstructing that facility there at Cheyenne.

He wanted the Commission to be aware of Project HALO; this is a partnership of 3 states (Oklahoma, Louisiana & Arkansas) to develop a Hydrogen Hub as an alternative fuel source. We are working on a plan right now to introduce hydrogen corridors as an alternative fuel corridor designation through FHWA. The United States Department of Energy (DOE) has encouraged the HALO Hydrogen Hub to submit a Full Application for the Regional Clean Hydrogen Hubs Program, allocated through the Infrastructure Investment and Jobs Act (IIJA). If selected, we could receive a grant in excess of \$1 billion in federal funding for this endeavor. We have actually made it through the first cut and I’m optimistic that we’ll make a good showing in that competition for the grant. Oklahoma’s strong suit is an all of the above approach to energy, that includes hydrogen, wind, solar, oil and gas. It’s going to take all of those different sources and resources to keep the country moving ahead for the future.

He thanked the Commission for awarding some major projects listed below:

- *14 resurfacing projects statewide covering more than 60 miles, estimated to cost a little over \$40 million;*
- *I-40 asphalt resurfacing from Morgan Rd. to MacArthur Blvd. in Oklahoma City, estimated to cost a little over \$6 million, expected to begin early summer and be completed late summer; 4 planned weekend lane closures plus night work will cut down on completion time;*
- *US-69 asphalt resurfacing near Stringtown in Eastern Oklahoma estimated around \$4 million, should start in late summer and expected to be finished late fall;*
- *US-69 asphalt resurfacing near Oktaha in Eastern Oklahoma estimated around \$3 million, will start early summer and finish by fall*

The amount of traffic in a couple of the above projects will be difficult to navigate. So, to the travelling public, please be mindful of the orange barrels that will begin to show up at a much higher frequency as we get into the spring months; and please help us out with putting away distractions and being attentive in those work zones.

We ask for the traveling public's patience while we do that work, and I always want to remind everybody to buckle up! The Department's Safety Campaign, "Why it's March Madness to Not Wear a Seatbelt":

- *Wearing a seatbelt reduces the risk of fatal injury by 45% and it's the simplest way every motorist can help lessen highway fatalities this year;*
- *Safe driving is always a winner no matter what bracket you're following.*

Commissioner Grimsley had asked a few months ago for us to talk a little bit about Intelligent Transportation Systems (ITS), weather stations and some of the things that are in that arena. We've got a very good mobile app called "DRIVE Oklahoma" that brings you easy access to Oklahoma ITS and OTA Pikepass websites. Which includes traffic and road condition information for Oklahoma roadways as well as the dynamic message signs across the state. He recognized Alan Stevenson with our ITS group and invited him to the podium to talk a little bit about that initiative and all the capabilities that the Department has.

Mr. Stevenson gave a very lengthy and very interesting presentation about what's happening in the Intelligent Transportation System (ITS). He talked about the Transportation Systems Management and Operations (TSMO), and also covered traffic divisions with respect to all of our transportation technologies that are being developed and being used at ODOT. Highlights from his presentation are below:

We have an Advanced Traveler Information Service (ATIS) on our public website. We get about 1.3 million hits during winter months. We average about 100,000 hits every other month. It shows speed data for the entire state as well as arterioles and ODOT construction zones. We have about 533 camera, 103 dynamic message signs and 67 road weather sensors. Also, we have 162 Houston Radar sites that is used to monitor the speeds, we will be adding 30 more sites each year starting in 2023. That's an undertaking by our Traffic Division and we work very well with them. The speed data chart color meanings are as follows:

- **Green** means traffic is free flowing above 50 mph;
- **Yellow** means traffic is traveling about 25-50 mph;
- **Red** means that it is stop and go conditions under 25 mph.

We developed a mobile construction app for the field construction engineers to map their work zones. It allows them to take picture and videos and record the work zone itself. There are 138 current construction work zones that are shown on the website and there is 83 more that are being mapped. We are currently running at about 85% compliance rate, but it's working very well. You can access this information by downloading the Drive Oklahoma App or by going to our website www.oktraffic.org; you click on the icons within the map and it will tell you what's going on in that specific area.

Commissioner Peterson said this is pretty cool, but we sure don't want people being distracted by their cell phones.

Mr. Stevenson said you are absolutely right and we don't encourage that. If you have a navigator in the vehicle let them help you navigate. But also, our data is available on the Waze app, then Waze puts it out to Google, so it's being seen by Google, Waze and then other Federal Motor Carrier websites. We are actually 1 of 7 who are actually putting it to the Federal Motor Carrier website, it is called WZDX where they actually give that information back to the commercial vehicles. We actually won an award on this in 2021 at the ITS Heartland Conference as being one of the leading states doing it. If you don't have a navigator, the apps I mentioned have voice notification capabilities, we have Dynamic Message Signs that alert you to accident up ahead and travel times to a destination.

We have road weather information systems, we have 17 on I-35, they are about 15-20 miles border to border. We got a project right now putting them on I-40 border to border. Those allow us to have 5 different temperature sensors. We put them next to bridges, we have 1 on the bridge deck, 1 on the approach slab, 1 in the pavement, 1 in subsurface and then ambient. This allows us to really monitor the freezing conditions and know a little bit better when the freeze is going to happen on the bridge. That information is relayed back to our superintendents so that they can do pre-treatments and make better decisions on treating.

Commissioner Grimsley said with a lot of the advanced transportation, especially the low-altitude aviation stuff we are looking at, we believe there is a lot of value in crowdsourcing, where we can live with a 10% problem or 5% or whatever and not have it as traceable, but just having more sensors out there we need to have crowdsourcing as part of it.

Mr. Stevenson said that's really where we want to do the sharing with the National Weather Service, Mesonet and with FirstNet. We already have been trained with the FirstNet App there at OU so we utilize that information and Mesonet has reached out to us and asking for all of our data as well. Some may not know what the term crowdsourcing means. Crowdsourcing is where it's not just our data, it's someone else's data and you take all this different data and you pull it so that you have a better distribution of accurate information. Then you formulate your decisions based on that overall; so yes, we are working towards that.

Our road condition system actually shows all the different road conditions in the state during the weather events. We show moderate, severe, or closed conditions; this data is entered in by ODOT personnel in the field at the site, and then also by ODOT's, Turnpikes' and DPS personnel. In the past, it was very hard to get good information because the person that was trying to make decisions here in Oklahoma City for the whole state. Having the information right there at the source has really improved our mapping system, as well as we get snow plow images from our snowplow system. We have a total of 330 snow plow cameras and 43 of them are on the turnpike plows. They take pictures every 10 minutes and they help us have a better view overall of what's going on in their county or their division.

Another thing ODOT and Turnpike does is we enter into public-private partnerships to leverage the right-of-way for fiberoptic assets in preparation for smart highways. So, we've spaced the ground boxes about a ½ a mile for future connections. We have 3,600 linear miles of fiber in the state, one of the highest than any other states. Of those 3,600 miles we allocate so many strands to turnpike, so many to ITS, and so many to regions of higher education, and OMES. But typically, we always get about 12 strands for ITS for future for connected vehicle and things like that. So autonomous trucks, we are working on autonomous trucks. A Vehicle Working Group was formed in 2018, members consist of both the public and private sectors. Senate Bill 189 allowed for truck platooning, Senate Bill 1541 allowed for autonomous vehicles to be used, Senate Bill 1688 created the Advanced Mobility Advisory Council. The Advisory Council is made up of 9 members, and what they do is they make recommendations in policy to create in regard to issues adopting for mobility, advanced mobility technologies. And then, Senate Bill 365 was the Uniformity Act, and that was really so that a local jurisdiction couldn't turn around and stop autonomous vehicles in their jurisdiction, but it's available throughout the state. It put everybody on the same playing field; so, a lot of work has gone into creating the legislation and getting all of us ready for autonomous vehicles.

Commissioner Peterson asked who is on the Advanced Mobility Advisory Council.

Secretary Gatz said he would send the Commissioners a list of our current members. By statute the Secretary of Transportation is lead on the group and Commissioner Grimsley is a part of this Council. When we are talking about Advanced Mobility, it's not just surface transportation, it's also inclusive of unmanned aerial systems etc.

Mr. Stevenson stated with autonomous vehicles, the autonomous vehicles are going to be able to speak vehicle to vehicle as well as vehicle to Roadside Units, which is what we call RSU's. The Roadside Units will communicate back to the vehicle to let them know what's up ahead. So, this is-an interactive communication between all the different points.

The autonomous platooning trucks, it is currently happening in Oklahoma. Currently, there is a passenger that sits in the driver's seat to monitor the operations, he doesn't physically do anything. DPS actually oversees the autonomous platooning program and they are here in our building and we visit with them often.

Smart vehicles are geared with artificial intelligence to help them monitor and control the autonomous vehicle in the future. There are companies already like Mojo that monitor the vehicle systems' they have multiple manufacturers in their system. And that information is fed back to DOTs as well as trucking companies to show what kind of road conditions and what's going on; i.e., the windshield wipers are off or on, there is congestion, things like that, to help relay information to the public as well as to the DOTs and to the commercial trucks. We are in the process of installing smart signals to monitor traffic flow, automatically adjust it, and connect the vehicles. Connected vehicles work together to make a safer transportation system. Traffic division is implementing smart signals that are capable of identifying traffic signal timing and modifications that need to be improved or changed for efficiency. That modification is sent to the engineer, and then, if approved, it automatically updates the signal controller and improves the signal timing at the intersection. There are 4 intersections in Hochatown currently being worked on; and then there's 10 across the state at others locations coming soon. These signals will be capable of continuously monitoring and then modifying the signal timing automatically to improve working conditions; and these are all going to be monitored by our Traffic Division.

Commissioner Peterson asked so 10 years from now, as all the incredible systems are rolled out, will we see fewer collisions and smoother flowing traffic.

Mr. Stevenson answered yes, I think with the smart vehicles and the road sensor units being installed and everything communicating together, we are going to see less severity on injuries and queuing accidents and work zones. People will be more alert because it will be talking to them and telling them that they are coming into a work zone. The systems will all work together, right now they all operate in silos; but now, with this, it bridges that communication between all the different systems and it will make a safer system.

Commissioner Grimsley said we are looking at in the next decade to 2 decades some pretty big disruptions in transportation safety. We are kind of in this precarious period when we are trying to move there. One of the big challenges we are going to have, this Commission or just any level of government, is that it's going to tend to follow corridors early on that are already instrumented; so obviously, interstates, some of our major highways. And that's not necessarily where all of our safety issues are; so, it's going to be a little bit lagging in the rural areas. Hochatown's exception with the depth of traffic signals; but the challenge is going to be, how do we start to adopt that more broadly. And it's very connected to low-altitude operations, advanced air mobility, things like that. That's why the State has this Mobility Council that's both domains. Because we've always treated them in silos; we have never sat down and asked, what's the common infrastructure we would need, what's a common policy. So that's what's going on right now.

Secretary Gatz added that Oklahoma has done a great job of really being forward-thinking when it comes to policy. Some of our policy is the best in the country as far as everything from how we are handling electric vehicles and how we are embracing some of these developing technologies. Autonomous vehicles, like you said, the biggest challenge we are going to have as we go forward is not how fast we get autonomous, but it's how do we mix vehicles like that along with vehicles that are smart, but not autonomous. And then, the majority of the fleet out there still doesn't have any of these technologies; and we are going to have to manage all of that together and sort out everything from traffic management to accidents. That's going to be difficult for us to do, but Oklahoma is well-positioned; the Advanced Mobility Advisory Council was created just for that.

We really appreciate the work that Alan and his team does; just the effort that they put in to try to make the highway safer by embracing technology, it's been incredible to watch. We have got some of the best folks in the country; snowplow cameras, that's something I've always dreamed about. It is always being refined, because it didn't work out exactly like we wanted it too sometimes. You always have to remind the traveling public that what you see out the windshield, you have to assume is better behind it, because it's making a pass and it's forward-looking. But I think it is an exceptional tool when it comes to trying to provide information in more real-time method to the public. I think as we develop these, and Commissioner, to your point, the level of distraction in the driver's seat, we have to be mindful of that. But at the same time, I think we are, as we develop these, like voice notification, and the DRIVE Oklahoma App has the ability already to do route-planning. So, you can set your waypoints, set your route and then get updates if anything goes wrong on that route. And as Alan pointed out, we are in the process to transitioning to more of a voice system; and I think that's helpful; but our integration with Waze, how we work with them and Google Maps and others will become increasingly important to us.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

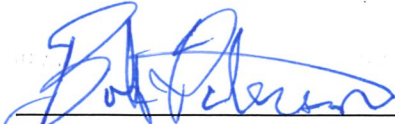
47. Adjournment Motion

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

Meeting adjourned at 12:02 p.m.

Approval of the Minutes of the Transportation Commission Meeting March 6, 2023.




Bob Peterson – Vice Chairman


Bobby Alexander – Member