

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

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

BE IT REMEMBERED that on Monday the 2nd day of October, 2017, at the hour of 11:00 a.m., the Transportation Commission met in the Commission Meeting Room of the ODOT Building in Oklahoma City, Oklahoma.

NOTICE of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2017 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view at or before 11:00 a.m. on Thursday, September 28, 2017, prior to the meeting, on the Atrium Informational Monitor in the ODOT building, and on the glass doors on the north side of the ODOT Building in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

ITEMS PRESENTED BY COMMISSION CHAIRMAN

CALL TO ORDER: Mr. David Burrage called the meeting to order at 11:01 a.m.

ROLL CALL:

Present:	John Fidler	Member
	David Burrage	Chairman
	Todd Huckabay	Secretary
	Bobby Alexander	Member
	Brad Burgess	Vice-Chairman
	Pete Regan	Member

Absent: Dan Overland
Greg Love

Presiding: David Burrage

The following items were presented and approved as written at the Transportation Commission meeting of October 2, 2017. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

127. Approval of the Minutes of the Transportation Commission Meeting of September 5, 2017

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

128. Land Sales – Mr. Phillips

- a) Garfield County – District IV – Land Sale – located at the Southwest corner of the intersection of US-412/60 and Imo Road, west of the City of Enid - \$1,080.00
- b) Jackson County – District V – Land Sale – located at the SW corner of the intersection of South Jackson Street and South Spurgeon Street in Altus - \$5,050.50

129. Memorial Highway and Bridge Designations – Ms. Smith

ACTION: Burgess moved and Alexander seconded that the Consent Docket be approved as presented.

MOTION: Carried by the following vote:

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

NAYES: None

ABSENT: Overland and Love

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

130. Engineering Contracts

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

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

The total aggregate not to exceed amount for these 5 contracts are \$500,000.00

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

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

The total aggregate not to exceed amount for these 5 contracts are \$1,000,000.00

- c) Statewide – All Districts – Off-System Bridge Inspections

EC-1925A	AIA Engineers, LTD
EC-1925B	Burgess & Niple, Inc.
EC-1925C	CEC Corporation

EC-1925D	Garver, LLC
EC-1925E	Guy Engineering Services, Inc.
EC-1925F	H.W. Lochner, Inc.
EC-1925G	Infrastructure Engineers, Inc.
EC-1925H	Kimley-Horn & Associates, Inc.
EC-1925I	MKEC Engineering, Inc.
EC-1925J	Walter P. Moore & Associates

The total aggregate not to exceed amount for these 10 contracts are \$4,000,000.00

- d)** Adair County – District I – to provide preliminary engineering and prepare construction plans for US-59 from 0.25 miles south of SH-51 Junction and extend north 5.25 miles

EC-1913	MKEC Engineering, Inc.	\$1,168,494.55
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- e)** Cherokee County – District I – to provide preliminary engineering and prepare construction plans for SH-51 from Hulbert, east approximately 8 miles to Tahlequah

EC-1914	Tetra Tech, Inc.	\$760,300.00
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- f)** Sequoyah County – District I – to provide preliminary engineering and prepare construction plans for SH-10A from 2 miles east of SH-10 Junction east to SH-100 Junction

EC-1915	Triad Design Group, Inc.	\$680,400.00
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- g)** Wagoner County – District I – to provide preliminary engineering and prepare construction plans for US-69 bridges over Union Pacific Railroad (northbound) 0.7 miles and 1.5 miles north of SH-51 Junction

EC-1916	Professional Engineering Consultants, P.A.	\$585,650.00
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- h)** Custer County – District V – to provide preliminary engineering and prepare construction plans for Airport Road over I-40 located 4.3 miles east of SH-54 in Weatherford

EC-1917	H.W. Lochner, Inc.	\$841,525.90
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- i)** Creek County – District VIII – to provide preliminary engineering and prepare construction plans for SH-99 over the Cimarron River, 4.4 miles east and south of the Payne County Line

EC-1919A	CP&Y, Inc.	\$518,300.00
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- j)** Delaware County – District VIII – to provide preliminary engineering and prepare construction plans for US-59 from Sailboat Bridge to Junction of SH-125, 1.02 miles in Ottawa County

EC-1920	MacArthur Associated Consultants, LLC	\$588,680.00
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- k)** Mayes County – District VIII – to provide preliminary engineering and prepare construction plans for SH-28 from approximately 3 miles east of Rogers County Line east approximately 5 miles

EC-1918	Aguirre & Fields, LP	\$846,169.00
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- l)** Tulsa County – District VIII – to provide preliminary engineering and prepare construction plans for SH-11 over Bird Creek, located 2 miles south of Washington County

EC-1919B	Meshek & Associates, LLC	\$344,768.00
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ACTION: Regan moved and Alexander seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Fidler, Burrage, Huckabay, Alexander, Burgess and Regan
NAYES: None
ABSENT: Overland and Love

131. Engineering Contract Supplements

a) Statewide – All Districts – for additional Off-System Bridge Inspections

EC-1426C Supplement 6 EST, Inc. \$20,193.24

b) Kay County – District IV – for additional engineering to develop final construction plans for I-35 NB and SB over the Blackwell Northern Railroad 8.6 miles north of SH-11.

EC-1500C Supplement 2 Poe & Associates, Inc. \$27,000.00

c) Payne County – District IV – for additional engineering to develop final construction plans for SH-33 from SH-18 east 1.45 miles to Harmony Drive

EC-1664 Supplement 2 MacArthur Associated Consultants \$20,500.00

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

ITEMS PRESENTED ON BEHALF OF THE PROGRAMS DIVISION MANAGER – Ms. Hilmes

132. Lettings

- a) Tentative January 2018 Bid Opening
- b) Tentative February 2018 Bid Opening

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Beaver County - US-270 - ACSTP-204C(020)SS / 27007(04), \$31,230.00
- b) Bryan County - SH-78 - E-MC-207C-(076) / 33175(04), \$3,887.41
- c) Carter County - US-177 - SSP-210B(021)SS / 28035(04), \$24,822.82
- d) Choctaw County - Co. Rd. - CIRB-212C(028)RB / 31229(04), \$31,964.21
- e) Grant County - Co. Rd. - CIRB-127C(138)RB / 24946(05), \$22,489.46
- f) Harper County - US-64 - STP-230B(023)SS / 29444(04), \$3,795.00 Underrun

- g) Hughes County - SH-9 - ACSTP-232C(036)SS / 27059(04), \$22,353.45
- h) Major County - SH-8 - SBR-147C(166)SB / 28161(04), \$8,519.40
- i) Oklahoma County - I-35 - SSP-3500(043)SS / 29843(08)#1, \$4,000.00
- j) Oklahoma County - I-35 - SSP-3500(043)SS / 29843(08)#2, \$12,096.06
- k) Oklahoma County - Ct. St. - TAP-255B(333)AG / 31440(04), \$49,412.43
- l) Oklahoma County - Ct. St. - STP-255D(419)AG / 31526(04), \$25,845.86
- m) Okmulgee County - US-75 - SSP-256N(032)SS / 27109(05), \$14,273.82
- n) Ottawa County - Co. Rd. - STP-258D(028)CI / 28597(04), \$10,857.00
- o) Pittsburg County - US-270 - HSIP-261N(064)(065)TR / 32563(05), \$10,534.15
- p) Seminole County - SH-9A - SSR-167C(184)SR / SSR-267C(056)SR / 28205(04), \$6,249.50
- q) Stephens County - US-81 - ACNHPP-011N(100)SS / 20316(04), \$1,210.00
- r) Texas County - SH-95 - ACSTP-270C(022)SS / 29448(04), \$11,025.00
- s) Tulsa County - I-44 - SSP-272F(124)SS / 30318(05), \$59,224.14
- t) Wagoner County - US-69 - SBR-273N(012)SB / 29515(04), \$1,093.17
- u) Washita County - SH-115 - STPY-275C(002) / 26998(04), \$3,000.00
- v) Woodward County - SH-34 - ACSTP-277B(032)SS / 27924(04), \$27,620.13
- w) Woodward County - SH-34 - ACSTP-277B(034)(035)SS / 28825(04), \$10,891.20

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

- a) Cleveland County - I-35 - NHPIY-0035-2(326) / 09031(11), \$220,495.16
- b) Creek County - SH-16 - HSIPG-219F(027)TR / 30851(04), \$71,631.38
- c) Garvin County - SH-76 - ACSTP-125B(137)SS / 23264(04), \$15,554.31
- d) Greer County - SH-6 - ACSTP-128B(008)SS / 15023(07), \$8,140.00
- e) Jackson County - US-62 - ACNHPP-233N(029)SS / 29528(04)#4, \$132,585.08
- f) Jackson County - US-62 - ACNHPP-233N(029)SS / 29528(04)#5, \$27,864.78
- g) Kiowa County - SH-19 - ACSTP-138C(161)SS / ACSTP-238C(031)SS / 27021(04), \$14,588.00
- h) Lincoln County - SH-105 - ACSTP-241C(044)SS / 27060(04), \$2,168.05
- i) Logan County - Co. Rd. - ACERSTP-242C(056)ER / 32379(04), \$89,756.73
- j) Mayes County - SH-28 - STPY-149C(076) / 21909(04), \$82,027.00
- k) McClain County - SH-76 - ACSTP-144C(001)SS / 01964(06), \$80,675.00
- l) Oklahoma County - Ct. St. - STP-255A(087)AG / 29309(04), \$22,811.67
- m) Oklahoma County - Ct. St. - STP-255B(337)AG / 31476(04), \$589,088.11
- n) Tulsa County - I-244 - NHPI-0244-2(502)SS / 27145(04), \$155,788.49
- o) Washington County - US-75 - NHPP-274N(016)SS / 27077(04), \$6,223.00 Underrun
- p) Woods County - US-64 - SSP-176B(195)SS / 27010(04), \$21,507.29

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

MOTION: Carried by the following vote:

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

NAYES: None

ABSENT: Overland and Love

ITEM PRESENTED ON BEHALF OF THE OFFICE ENGINEER – Mr. Ngoka

135. Awards

September 21, 2017 – Regular Letting

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

ITEMS PRESENTED BY THE COMPTROLLER – Ms. Hilmes

136. Settlement for Damages to State Property

Ronnie Harris – Carter County - \$532.35

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

137. Fiscal Year 2018 Budget Revisions

a) Request to increase the federal share of Capital Outlays for the carryover of federal earmarked revenue:

Planning Contracts	\$24,000,000
Engineering Contracts	18,000,000
Federal Aid Projects	81,000,000
Federal Aid City Projects	46,000,000
County Program	7,800,000
Rail Crossing Projects	<u>200,000</u>
Total	\$177,000,000

- b)** Increase Asset Preservation \$16,474,324 for carryover.
- c)** Increase Building Replacement Program \$1,128,398 for carryover.
- d)** Increase B-Projects \$3,591,124 for carryover.
- e)** Increase Routine Highway Maintenance \$14,800,000 for carryover.
- f)** Increase State Share Right of Way by \$3,291,259. Reinstatement of the FY2017 revenue shortfall will fund this increase.
- g)** Increase Depreciable Equipment \$841,762 for carryover.

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

ITEMS PRESENTED BY THE PROJECT MANAGEMENT DIVISION – Mr. Johnson

138. Asset Preservation Plan

The Department has completed the proposed Asset Preservation Plan with consideration for the critical needs of Oklahoma’s transportation infrastructure and the financial constraint mandated by the projected Federal and State funding availability. The Work Plan is balanced by District within the budgetary limitations of State Fiscal Years 2018 through 2021. The encompassed projects have been defined, validated, and included in accordance with the transportation needs and priorities of the State.

Information Only: No Commission action required.

139. 8-Year Construction Work Plan

The Department has completed the proposed 8-Year Construction Work Plan with consideration for the critical needs of Oklahoma’s transportation infrastructure and the financial constraint mandated by the projected Federal and State funding availability. The Work Plan is balanced by the District within the budgetary limitations of Federal fiscal years 2018 through 2025. The encompassed projects have been defined, validated, and included in accordance with the transportation needs and priorities of the State.

NOTE: *Mr. Johnson said that the full 8-Year Plan, with maps and plans will be available this afternoon on our website.*

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

140. Director’s Report

Director Patterson thanked the Commission for working with us on developing this year's 8-Year Plan; the sixteenth 8-Year Plan that we have put out. And I say that, and I emphasize that, because there are some who believe there is one 8-Year Plan and we are about to finish it; well, “No”! There is always an 8-Year Plan because this Agency, we are looking out 30 years. Any time we do a project, we're looking at 30 years of what the impact will be on the infrastructure with our project. We also have to look out 30 years to try to forecast and predict what's going to happen in 30 years. So we're trying to build for 30 years out, and I know that sometimes it doesn't seem like that. An example would be I-35 from downtown Oklahoma City to Norman, you might think, well, it's outdated; I mean, it's at capacity! Well, we started that project, the construction of it in 1979; so it's been more than 30 years ago; and yes, it's exceeded its capacity. It exceeded the expectations we had for it in 1979 when we started construction.

So that brings me to why we're changing our strategy a little bit with this 8-Year Plan. We have to complete some of these corridors. We have been, I'm not going to say just messing around, but we have been hit or miss on some of our corridor projects. I-35 should have been finished long before it was completed; but we have so many needs in the State that we had to address anything and everything. But we're going to focus on corridors. US-270 in Northwest Oklahoma, (known as the George Nigh Northwest Passage), we're going

to focus on that one; we have been working on that for a long time, it's time to complete it. The Inner Dispersal Loop in downtown Tulsa, we've got to get that completed; we have been picking at it; it's time to finish. We have a huge corridor in eastern Oklahoma called US-69; it is a major truck route. The Federal Government has put emphasis on truck and freight corridors, so we have got to attack that corridor. And we've done so with the first project being in Calera, which is south of Durant. As you recall, we got a Fast Lane Grant, which is going to jumpstart that project. And so we dropped that into the 8-Year Plan and we are focused on that. We have other needs on US-69; with trucking bottlenecks all up and down 69, it has interstate-like traffic on it, so we have to address that. We have what we call and refer to as the, realignment of US-81 around Chickasha, which is another freight bottleneck in Grady County. We need to get in and get that done; the citizens of Chickasha are tired of having trucks clogging their downtown.

That is not even to mention the one that concerns me, not the most, but greatly is the fact that the State of Texas is bringing 8 lanes of I-35 across the Red River, and they're many years ahead of us. They're going to drop 8 lanes on our 4 lanes and we don't have an answer. The answer is not in the current 8-Year Plan, but we're going to have to come up with an answer. Then you couple that, the fact that we need to complete some of this, with the fact that 6 of the last 8 years we have been partly the solution to the State's Budget problem. \$838 million dollars of our budget has been used to balance the State's Budget.

I purposely brought up to the podium with me the 2010 to 2017 8-Year Plan. It's the last known copy of this plan, and I swore I'd return it to Mr. Johnson unscathed. But if you think about this plan, 6 of the 8 years of this plan were affected by balancing the State's Budget. Last year, in fiscal year 2017, the 16th Legislative Session, \$323 million dollars were taken out of the Highway Program to balance the State Budget. We told the Legislature at that time, we will keep all the projects in the 8-Year Plan, but this is the last time we can do it. If you take more money away from us, we won't be able to keep all the projects in the plan. So this last year, the budget we are in now, \$153 million dollars came out. If you do that, then projects are going to slide out of the plan. So we have about 40 projects that are sliding out of the 8-Year Plan. One of them the Chairman mentioned, one that was in this plan is now sliding out of the 8-Year Plan that we adopted today, and that's the new routing of US-70 around Madill; and that's a project that we have all been working on at some level, for many years; but we just can't keep it in there.

In developing the current 8-Year Plan, not only did we have to move projects out of the plan, which is just an act of sliding, and every year that we have gone through these budget situations, we've been sliding projects. This year 42% of the projects in the plan slid at least a year, some more than that, some out; and that's the 40% that went out. But as we do that, it's a very difficult task to go through, because we've worked on these projects; we have put money and employees behind these projects, and even developing maybe the plans. We may be into purchasing right of way; we have had public meetings; and we have told the public that this is what we're going to be working on. And that's what we've always prided ourselves on, is the fact that we are transparent. We tell everyone what we are going to be working on and what year we are going to be doing it. We are in a situation now where we are telling people, and we are not quite sure that we are actually telling them the truth. We find ourselves in a situation where we say, "Yes, it's in the current 8-Year Plan, but will it be in the next 8-Year Plan". That's not a situation we ever wanted to find ourselves.

A couple of months ago I mentioned to you, and it was borne out by a long range plan, but we've done a little ciphering and figured out with 6,800 bridges on our highway system, we need to rehabilitate and most likely replace 90 bridges each and every year. As we've been working on our structurally deficient bridge problem, we've been taking care of 200-250 bridges a year so we could get caught up. You remember when we were next to last in bridge condition back in 2004 and 2005. A total of 17% of our bridges were structurally deficient, so with the goal of being in the "Top 5" in the Country by 2020, and we are going to meet that goal. As Rick mentioned, all of the known structurally deficient bridges are in the current 8-Year Plan; we are still focused on that and cannot get off that. The #1 measure and #1 goal of this Agency, is to get our bridges "Top 5" in the Country; but in doing that, we have to be able to sustain that position by replacing 90 bridges a year. That's far less; that's half of what we've been doing; but last year in the 8-Year plan we added 44 bridges. This current 8-Year Plan we added 15; not 90, like we should have, but 44 and 15; because we have so many needs in this State! Our rural highway pavement is deteriorating on us faster than we can

keep up with. We have some safety concerns that everybody wants us to take care of. And so we're trying to manage all this and manage the fact that we lost \$838 million dollars' worth of budget. The 90 bridges a year not being added to the 8-Year Plan, we won't notice it in the few years in the near term, but by 2028 and 2029, we will begin to lose ground on what we've been working on for the last decade to get us up to the "Top 5"; the hard part is to sustain that position. I now know that; and that is going to be a challenge for this Agency going forward. We have already lost ground and we have to find a way to make that up.

That being said, there's a lot of great things that are going on. As I mentioned, we're beginning to focus on the corridors, US-69, US-270, US-54 in the Panhandle, I-35, I-40, US-81. But we have to, the thing that all of those have in common are that they are heavy freight corridors. This Country is moving a lot of freight and we have to be a participant in that. We have to provide that mobility and that safety, not only to the freight that is moving, but more importantly to the Citizens of Oklahoma as they commute, as they travel on those same routes. As you look to the future, we're going to have autonomous vehicles, self-driving cars; we're going to have connected vehicles that are talking to each other; we are going to have trucks that are linked together. And I'm telling you, we're not ready for that; and that's going to be here before we know it! Other states are in a much better position than we are because they're not fighting a bridge problem and pavement issues. We're all working our capacity, but some are further along than what the future holds; and we're not ready for that.

But with all of that, I need us; I need all of us, to think about how well we have done. When you think about this plan and the effect of \$838 million dollars if you go back to the first plan, 2003, think about we have put in more than 600 miles of cable barrier. We had years in which we had 39, crossover fatalities on multi-lane facilities; so we began to put in cable barrier. We had a 3-Year period where we had more than 100 fatalities. In recent history, we are single digits in crossover fatalities all because of that cable barrier, the great things that we've done. Our structurally deficient bridge numbers, 1,168 down to 251; we have decreased our structurally deficient bridges by 82%; that's huge; we are doing good things! Our interstate system, you have to think back to the early 2000's; not all that long ago, but eons ago, because it's a distant memory to us.

I can remember I-35 and I-40, pavement was so bad, and it wasn't all just because of surface; some of it was because of the base. Back then, we would have people come into the State and say, I know when I cross the state line because roads got worse. Now they know when they got to the state line because the roads get better. We're doing great things; we are completing corridors; we are finishing major interchanges in our metropolitan areas where people can get around, have more mobility and more safety.

So I don't want this to be necessarily a negative day, because one thing has held true throughout this whole process; every project in the 8-Year Plan, from 2003 to today, was selected by this Agency and this Commission, without the political influence of, here is your money and here is your list of projects. The professionals at ODOT have always known what to do, and when to do it and how to do it; and they have been allowed to continue to do it. We are unique in that operation in this Country; too many states have too much political influence. But we have been allowed, and that's a trust that's been given to this Agency. We honor that trust today; that we were given additional money and we select the projects.

My hope is that in this Special Session, the Legislature can find additional revenue to take care of their shortfall that they're working with; and that they don't have to come to this Agency to get additional money to balance the budget. But if they do, we will adjust; we will never whine, we will simply adjust. I'm hoping that they can find a solution to the budget problems of the future, so that ODOT can carry on with the money that is provided to us in the Statutes and we can put it on the roads and bridges in this State.

Information Only: No Commission action required.

Commissioner Alexander said in the Northwest part of the State we have so many narrow roads without shoulders. I was hoping that you guys and the Legislature could find a way to work on those types of roads; not only in Northwest Oklahoma, but all across the State we have roads with no shoulders on them. I know we just need more money; but we were really excited about getting a lot of this type of work done, because we would just really like to make some of these roads a lot safer. I really appreciate you working on the corridors too.

Secretary Patterson said that was one of the things that we've been focusing on, and we talked about this before, we have been winding down our structurally deficient bridge problem and making our bridges more manageable where we are controlling them and they are not controlling us. You know, we were going to focus more on shoulders for narrow 2-lane highways; but as we looked at the 8-Year Plan that was approved last year at this time, and the needs of shoulders on our 2-lane highways, with the funding the way it was, it was going to take us 50 years to get our shoulders in place. Well, that's too long; and that's what I was referring to earlier, but I appreciate you bringing up the point. We need to be accelerating our improvements, not decelerating what we're working on.

Commissioner Alexander said it just seems like what I see in the Northwest part of the State, we have numerous oversize loads and they just get longer and wider and it's harder to get around them, and it becomes very compact on those roads for a lot of cars.

Commissioner Burrage said many years ago, I guess when I was in Jr. High I got interested in Transportation. My Stepfather was a Janitor at Division 2 and I would go down there with him and see all that equipment roll in and out; and for a young guy, it was really interesting. I think my first W-2 was from Muskogee Bridge. And when I became associated with this Agency in an official way around 1990, you know it was obvious that projects were built based off of who was hollering the loudest. After a few years we adopted a mantra of, "The truth will set you free, do what you say you're going to do, plan these projects and let the Department figure the priority". And did you know this is going to be the first time since we started the 8-Year Plan that we're not going to do what we said we would do. We have now pulled out projects; and that project in Madill, I remember telling those people, we know you need work done but you don't all agree. And so we finally got the Community to agree what to do and we finally got projects planned; and we have been telling everybody, "You can count on our word". That's how we got the confidence of the Legislature in this Department; and the 8-Year Plan has been huge throughout the State. I believe the credibility level of it is very high, but it won't be anymore. I mean, we are going to have to work extra hard now. I know you're trying to present a positive message; we have gotten a lot of things done; but you know I-35 was about to turn into a gravel road in a place or two before we started getting the funding that we needed. I mean, that's just the facts! And you know if we want people to drive around our State through Arkansas; now, think about what I'm saying, "Drive around Oklahoma and go through Arkansas"! That used to wouldn't be something anybody would have thought about, but they will now! I mean, we've got great improvements right now, but we're not going to keep up. We already know we are not going to keep up with the bridges; we can talk about working on our 2-lane roads; but as I've said in Commission Meetings before, there is a lot of economic development money that is waiting to be spent; but it's not going to happen because we don't have roads to those areas. But there are other states responding around us, and they are going to take our business; it's going to happen! And you know, our funding mechanism is horrible; it's horrible; it's horrible, it's horrible! We have got to do something about that! We have to change the way we're funded! And maybe some of that will happen; but sooner or later, as a State, we have got to quit waiting to see what everybody else does and then respond. You know, we've been a leader in a lot of ways; and this 8-Year Plan is a way to be a leader; but we don't need to abandon it. I know there are other problems in other Agencies, but if you want to drag yourself up by the boot straps, you've got to have a Transportation Infrastructure. It's just that simple! Appreciate you guys and your efforts.

Secretary Patterson said, "Thank you".

Commissioner Regan said one of my favorite quotes is, "Do what you can with what you have, where you are". But that's what we did with this 8-Year Plan, we managed scarce resources; and I just want to thank everybody, all the Division Engineers. I know Randle White with the 11 counties in Division 8 had numerous projects we had to kick. I mean, it was brutal, we had a slide down; but I don't want to get into those because I don't want to get parochial. I just want to let you know that I appreciate everybody in this room, all our subcontractors, everybody that has worked so hard together because the effort that goes into this 8-Year Plan is incredible. It's not something we just slap together; it's not necessarily a template; everything is absolutely measured! And in our basic "Mission Statement for this Department is to have a safe and efficient Transportation System". I'm not sure how safe it's going to be; I don't want to be negative; it's going to be as safe as it can be, but it will be efficient and it is efficient. When you go to this document and turn to 1 year, 3 years from now and point to a county, and highlight something that's going to happen. And this plan has been tested in good times and bad. In good times, when we have the money, some people in the Legislature, with all due respect and rightfully so by the way, are saying things like, well, if you had it, how will you really spend it and do you really need it? Well, now that it's tested and we are pulling things out of it, the proof is in the pudding. And I think in this calamity, because it is, it's a tough time; and I'm not poking at anybody. I just want to say, I think it is an opportunity for everybody in this room to talk to the Legislature and talk to Community Leaders and say, you know, enough is enough! I know you're balancing a lot of things, health care, public safety, education, they're all there; but we've got a plan for this stuff. I think it's a chance for us to tell our story now that we have been tested; we've still got a plan and we're working it. So I really, really appreciate all the work that's being put into it.

Secretary Patterson said, Commissioner, with your comments, it brings to mind something former Director and Secretary, Neal McCaleb said, and it's been kind of our mantra as well, that you cut the suit to fit the cloth. If you don't have the money, we are not going to continue to tell people we're going to do projects when we don't really have the money to do it. You can only make the suits so big with the cloth that we have; and so that's why we find ourselves in the position this year where we have to continue to slide those projects, and some of them slid out.

Commissioner Regan said we received this morning, a Freight Plan. In the next several years, freight is going to go up. It addresses rail and ports, and that's very, very important, obviously; but part of it is the trucking; and it's going to increase in some of these corridors by up to 40%. So it's not stopping; and it's not just about economic development; it is the safety and quality of life. So we just got to keep on keeping on.

Commissioner Burrage commented, well if we'll build the roads and we'll maintain them, we'll be a lot better off in raising revenue to do other things. That's just the way it is.

Commissioner Alexander said I've got a positive thing to say here. Yesterday, in Woodward, Oklahoma we became a quiet zone for the railroad. I want to thank the following people, Craig Moody, with the rail division, BNSF, the Federal Railroad Commission and Secretary Ridley helped with this also. Thank you guys so much, it is such a great deal! However, I sat down there and watched the first train that came through, it still blew his horn yesterday; but they said it takes a couple of weeks for them to get it. But it's going to be a great deal; our hospital is about 300 feet from the railroad track, and we have about 80 trains a day. So it's going to be very, very nice.

Commissioner Burrage said, "Good things can happen when they are properly funded".

Commissioner Alexander said they walked me and the City of Woodward through all this. We would have never got it done without these guys' help. So thank you very much!

Commissioner Burrage said, you know, we need to always remember we were in the gutter, and we have gotten out of the gutter. But if we keep going the direction that we are going in now, we are going to get back in the gutter! And it's not going take a long time to get there, because the bridges will last a while, but those roads will fall apart; especially the ones we have never addressed! But anyway, you guys do a great job with what you've got.

ITEM PRESENTED BY COMMISSION CHAIRMAN

141. Adjournment Motion

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

Meeting adjourned at 11:45 a.m.

Approval of the Minutes of the Transportation Commission Meeting October 2, 2017.

David Burrage - Chairman

Brad Burgess – Vice Chairman