

# MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

## HELD IN THE ODOT BUILDING COMMISSION MEETING ROOM OKLAHOMA CITY, OKLAHOMA

BE IT REMEMBERED that on Monday the 1st day of July, 2019, at the hour of 11:00 a.m., the Transportation Commission met in the Commission Meeting Room of the ODOT Building in Oklahoma City, Oklahoma.

NOTICE of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2019 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, June 27, 2019 prior to the meeting, on the Atrium Informational Monitor in the ODOT building, and on the glass doors on the north side of the ODOT Building in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

### ITEMS PRESENTED BY COMMISSION CHAIRMAN

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

**ROLL CALL:**

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

The following items were presented and approved as written at the Transportation Commission meeting of July 1, 2019. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner McKown thanked everyone for coming and introduced Special Guests: Former Transportation Secretary, Gary Ridley, John Cox from TRUST, Grayson Ardies, Deputy Director at Oklahoma Aeronautics Commission and Sandra Shelton also from Aeronautics Commission. We really do appreciate everybody coming and participating in our Commission Meeting.

Chairman McKown then recognized Secretary/Director Gatz for some announcements and presentations.

### ANNOUNCEMENTS AND PRESENTATIONS

Secretary Gatz said at the end of last week, we marked our Deputy Director/Chief Financial Officer Russell Hulin's retirement; and we want to acknowledge his service to the State of Oklahoma and to the Department of Transportation with a special recognition brick. This brick came from the original Route 66 Highway in Arcadia; and we hand these out to folks that have had dedicated and meritorious service to the Department. We will tell you that receiving a brick from the Department of Transportation is the equivalent of having your number retired. And again, Russell has spent 35 years in State Government, 6 of those with the Department and I want to read what's inscribed here on the brick.

*"The Department of Transportation recognizes Russell Hulin, Deputy Director, Chief Financial Officer, for his 35 years of service to the State, 6 of those years at ODOT. His knowledge and business acumen have been invaluable, along with his genuine interest in progress. He contributed greatly to the Department's image by advancing many initiatives, including the rehabilitation of our website, among others, not to mention he represented Sooner's proudly on Senior Staff -- Boomer Sooner!"*

The Department is proud to present him with this Commemorative Brick from Historic Route 66 in Arcadia in honor of his retirement. I knew Russell a little bit when he formerly worked as the Deputy at the Tax Commission; but I got really well acquainted with him whenever he came to work for the Department 6 years ago. And I want to tell you that he is a man of impeccable character! He made an immediate impact on the Department of Transportation and brought that knowledge of government operation at a time when we desperately needed it. So for that, we thank Russell; and I want to invite Russell to the podium.

Mr. Hulin thanked the Commissioners and said, I would just like to take this opportunity to just acknowledge and thank the many dedicated ODOT Employees. The men and women here at ODOT accomplish so much every day, and they improve the quality of life in Oklahoma; and they deserve so much credit. And I look forward to the continuing progress that this Commission and the Department will bring. I also want to acknowledge the Senior Staff; thank you for your guidance and direction; and the professionalism with which you carry yourselves. You represent the Department in the highest honor; and you've done so much for me and mentored me these few years, and I really appreciate you! Also I want to thank Director Gatz and Director Patterson for giving me this opportunity to be a part of the ODOT family; it is very special, and an honor, and I just hope that I've made some positive differences in this great Department. But I want to thank everyone, and thank you, Commissioners, for serving the public the way you do as well. Thank you!

Chairman McKown recognized Deputy Director, Dawn Sullivan for an Announcement.

Ms. Sullivan said that she is proud to announce that Jared Schwennesen has been chosen as the new Rail Programs Division Manager for the Department. He was previously the Assistant to the Director of Capital Programs and has been with the Department since 2009. He received his BS and Master of Science in Civil Engineering from the University of Oklahoma. He and his wife Brittany have a son and resides in Oklahoma City. Help me welcome Jared.

Ms. Sullivan said I have another announcement. I am proud to announce that Rick Johnson has been named to the Senior Staff position of Director of Capital Programs. He was previously the Project Management Division Manager and has been with the Department since 1997. He earned his Bachelor of Science in Business Administration and his Master Degree in Business Management from Southern Nazarene University. He and his wife Cindy have three sons, and they live in Yukon. Help me welcome Rick.

#### **ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION**

##### **92. Approval of the Minutes of the Transportation Commission Meeting of June 6, 2019**

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

#### **CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN**

##### **93. Programming of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen**

###### **Ottawa County – Commission District VIII**

Near Miami, Construction funding for a Signal project which includes the upgrade of the existing signal installation to pedestal-mounted flashing light signals with gate arms and the installation of non-mountable 8" curb improvements to the crossing at Ottawa County Road E0110/SW 12th Street, with the BNSF Railway Company. Total cost is \$95,906.00

**94. Safety Improvement Projects – Mr. Pendley**

- a) Multiple Counties - District V – installation of pavement markings and centerline rumble strips at various locations - \$1,182,000.00
- b) Garfield County – District IV – to purchase solar power equipment for the installation of a new school zone along US-60 in the Town of Lahoma - \$8,000.00

**95. Speed Zone Revisions – Mr. Pendley**

- a) Delaware County – District VIII – various locations along SH-127 in the Town of Jay and Unincorporated Community of Zena
- b) Grady County – District VII – various locations along SH-4 in the City of Tuttle
- c) Love County – District VII – various locations along SH-32 in the Unincorporated Community of Burneyville

**96. Land Sale – Mr. Phillips**

Lincoln County – District III – Land Sale – located approximately 0.65 miles west of the SH-102 / US-62 Junction - \$8,050.00

**97. State Highway System Revision – Mr. Swift**

**Canadian/Oklahoma Counties – District IV**

This item is necessitated by the City's request for removal of SH-3 through the City of Oklahoma City and Warr Acres in Canadian and Oklahoma Counties.

Remove from the State Highway System, a total of approximately 6.99 miles of SH-3, between SH-74 and the John Kilpatrick Turnpike. This portion of SH-3, including right-of-way, will be transferred to the appropriate local jurisdiction for further maintenance or abandonment.

In accordance with state law, a Public Removal Hearing was held June 5, 2019 at ODOT Headquarters in Oklahoma City, OK.

To maintain route continuity, SH-3 will become a follow route beginning at the junction of SH-3 and I-40 and proceeding west on I-40 to SH-4, then north on SH-4 to the junction at SH-3. The section of SH-3 between the John Kilpatrick Turnpike and SH-4 will be redesignated as SH-3A.

This revision will become effective upon approval by the State Transportation Commission, completion of new construction and completion of certification by Division IV Engineer that the proposed removed roadways meet mandated criteria.

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

**END OF CONSENT DOCKET**

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## **ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler**

### **98. Engineering Contract**

Statewide – All Districts – to provide Overload Permit Studies

CI-2098	Grossman & Keith Engineering Co.	\$400,000.00
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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, McKown, Alexander, LaForge, and Peterson  
NAYES: None  
ABSENT: Dyson

### **99. Engineering Contract Supplements**

- a) Oklahoma County – District IV - this supplement is for additional engineering to develop final construction plans for I-35 NB and SB bridges over 63<sup>rd</sup> Street 5.0 miles north of I-40 and I-35 NB and SB over Deep Fork Creek and Service Road 4.6 miles north of the I-40 junction

CI-15000	Supplement 4	Olsson Associates	\$69,214.00
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- b) Delaware County – District VIII - this supplement is for additional engineering to develop final construction plans for US-59: Spavinaw Creek, 12.7 miles north of US-412A

CI-1412A	Supplement 2	Garver, LLC	\$82,200.00
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ACTION: LaForge moved and Alexander seconded that the Item be approved as presented.  
MOTION: Carried by the following vote:  
AYES: Coburn, Grimsley, Shannon, Freymiller, McKown, Alexander, LaForge, and Peterson  
NAYES: None  
ABSENT: Dyson

## **ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard**

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

- a) Alfalfa County - US-64 - ACSTP-102C(156)SS / 24124(07), \$22,184.80, 0.39%
- b) Canadian County - Ct. St. - TAP-255A(334)AG / 31441(04), \$15,664.75, 2.01%
- c) Creek County - SH-66 - HSIP-119C(160)PM / 24132(04), \$45,520.00, 1.36%
- d) Creek County - SH-169 - HSIPG-219F(057)TR / 33302(04), \$20,719.46, 1.67%
- e) Garvin County - SH-17A - NHPPI-225N(001)SS / 29110(04), \$42,876.02, 1.98%
- f) Johnston County - Co. Rd. - STP-235C(020)CI / 28574(04), \$36,976.03, 0.85%
- g) Kay County - SH-11 - MC-236B(057) / 33666(05), \$65,530.99, 7.63%
- h) Kingfisher County - US-81 - NHPP-237N(041)SS / 29842(04), \$11,700.38, 0.34%
- i) Kiowa County - SH-19 - STP-238C(045)(046)SS / 27904(04), \$3,564.00, 0.17%
- j) Leflore County - US-59 - ACNHPP-240N(064)3P / HSIPG-240N(068)AD / 32955(04), \$14,569.51, 1.09%
- k) McCurtain County - US-70B - RRCS-245B(050)CS / 33075(56) #6, \$1,953.20, -0.98% Underrun
- l) McCurtain County - US-70B - RRCS-245B(050)CS / 33075(56) #7, \$10,219.00, 5.15%
- m) McIntosh County - Co. Rd. - ACSTP-246D(035)CI / 29387(04), \$45,897.95, 11.62%
- n) Oklahoma County - I-235 - HSIPG-255F(449)TR / 33255(04), \$2,650.04, 0.47%
- o) Seminole County - SH-99A - STP-267C(063)SS / 29539(04), \$43,830.66, 7.46%
- p) Tulsa County - US-64 - STP-272C(202) / 27937(04), \$7,141.17, 0.18%

- q) Tulsa County - Ct. St. - NHPP-272N(236)SS / 29606(04), \$750.00, -0.10% Underrun
- r) Washington County - Co. Rd. - CIRB-174D(062)RB / 25490(04), \$15,950.00, 0.35%
- s) Washington County - US-75 - NHPP-274N(022)PM / 32692(04), \$0.60, -0.00% Underrun
- t) Washita County - Ct. St. - TAP-275E(047)TP / 33014(04), \$12,746.25, 4.59%
- u) Woodward County - SH-34 - STP-277B(045)PM / 29449(08), \$30,828.00, 4.38%
- v) Woodward County - SH-50 - SBR-277C(036)SB / 29475(04), \$27,683.00, 2.93%

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

- a) Beckham County - Co. Rd. - SBR-4000(034)SB / 31775(04), \$49,990.52, 2.70%
- b) Bryan County - US-70 - SBR-207N(026)(045)SB / 29562(04), \$1,657.74, 0.06%
- c) Cleveland County - Ct. St. - STP-214C(080)AG / 29289(04), \$1,610.95, 0.06%
- d) Creek County - Co. Rd. - CIRB-219C(058)RB / 29408(04), \$114,120.07, 6.23%
- e) Custer County - Ct. St. - ACSTP-220B(040)SS / 27911(06), \$92,722.01, -1.86% Underrun
- f) Custer County - Ct. St. - ACSTP-220B(040)SS / 27911(06), \$110,000.00, 2.21%
- g) Dewey County - US-183 - ACNHPP-122N(052)PM / 06377(14) #3, \$202,682.88, 4.97%
- h) Dewey County - US-183 - ACNHPP-122N(052)PM / 06377(14) #4, \$118,095.80, 2.90%
- i) Dewey County - US-183 - ACNHPP-122N(052)PM / 06377(14) #5, \$24,790.56, 0.61%
- j) Dewey County - US-270 - NHPP-222N(027) / 17671(34), \$270,307.67, 3.40%
- k) Garvin County - US-77 - STP-225C(072)PM / 27999(04), \$210,776.46, 2.52%
- l) Greer County - US-283 - SSR-228B(013)(014)SR / 29641(04), \$14,223.47, 0.70%
- m) Kingfisher County - US-81 - NHPP-237N(041)SS / 29842(04), \$96,294.47, 2.77%
- n) Latimer County - SH-1 - STP-239C(029) / 27138(04), \$150,705.00, 2.41%
- o) Marshall County - US-377 - STP-248C(036)PM / 28828(04), \$200,982.27, 0.46%
- p) Marshall County - Co. Rd. - CIRB-248C(034)RB / 29986(04), \$156,475.18, 6.10%
- q) Mayes County - US-412 - SBR-249N(001)SB / 29073(04), \$59,248.86, 2.22%
- r) McCurtain County - US-259 - SBR-245N(036)SB / 29735(04), \$64,586.58, 3.01%
- s) Nowata County - SH-28 - STP-253C(041)SS / 28857(04), \$8,894.76, 0.50%
- t) Oklahoma County - Ct. St. - OKC-XTWN(078)SS / ACNHPP-XTWN(079)SS / 17428(88), \$123,953.31, 0.47%
- u) Oklahoma County - I-35 - NHPPI-3500-(066)FP / 27897(04) #6, \$1,285,239.02, 4.40%
- v) Oklahoma County - I-35 - NHPPI-3500-(066)FP / 27897(04) #8, \$6,042.85, -0.02% Underrun
- w) Oklahoma County - Ct. St. - STP-255C(430)(431)AG / 31102(04), \$172,837.08, 4.37%
- x) Oklahoma County - Ct. St. - STP-255C(430)(431)AG / 31102(04), \$2,030.00, 0.05%
- y) Payne County - SH-18 - SSR-260B(036)SR / 30629(04), \$57,445.93, 4.97%
- z) Pottawatomie County - US-270 - SSP-263B(062)PM / 29569(04), \$98,174.00, 5.28%
- aa) Pottawatomie County - Ct. St. - TAP-263D(065)TP / 32990(04), \$94,650.27, 63.17%
- bb) Stephens County - Co. Rd. - CIRB-269C(002)RB / 27847(04), \$66,318.38, 1.39%
- cc) Tulsa County - I-44 - IMY-0044-2(396)225 / 06374(44), \$141,590.96, 0.44%
- dd) Washita County - SH-152 - STP-275C(042)3P / 30406(04), \$101,500.12, 6.95%

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

**ITEMS PRESENTED BY THE COMPTROLLER DIVISION – Ms. Hilmes**

**102. Lettings**

- a) Final September, 2019 Bid Opening
- b) Tentative October, 2019 Bid Opening
- c) Tentative November, 2019 Bid Opening

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

### **ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce**

#### **103. Awards**

June 20, 2019 – Regular Letting

**NOTE:** *Commissioner Peterson asked him to explain why those 3 bids were rejected.*

Mr. Delce said all 3 of these bids came in really high, particularly on asphalt; much higher than we saw across the entire letting. So for those reasons we decided to reject those projects.

*Commissioner Peterson said Bid 875 came in like half the engineer's estimate, why?*

Mr. Delce said on that particular one, the low bidder made an error in their bid, they bid one of the items way below what they could afford to do it. Going to the next bidder would not have been a good idea since it was only the 30% above the engineer's estimate. So we have to go back out and rebid that and get a better price.

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

### **ITEMS PRESENTED BY THE DIRECTOR – Mr. Gatz**

#### **104. Declaration of Emergencies**

- a) District IV – Canadian County – Road erosion repair at SH-4 North of SH-66 - \$156,235.00
- b) District I – Sequoyah County - Bridge repairs for 2 Bridges on US-64 O'Flow located 2.2 miles east junction of I-40 and 3.1 miles east junction I-40 - \$400,000.00

**Information Only:** No Commission action required.

**NOTE:** Secretary Gatz read the Declaration of Emergencies into the record.

#### **105. Director's Report**

Secretary Gatz said a couple of things that I think warrant specific attention have occurred this month. First is that we received the final tally of the structurally deficient bridge numbers across the nation from the Federal Highway Administration. I want to give you a little bit of an update, and I call your attention first to an area that results in some confusion. There is a National Bridge Inventory System (NBI) that is inclusive of all bridge structures, regardless of jurisdictional authority. So that means that inventory includes city street Bridges, county road bridges, and highway bridges that would be the interstate system, the US numbered route system, and the state highway numbered route system. So that inventory includes all of those structures. The Department only has jurisdictional authority over the interstate bridges, the US numbered route bridges, and the state highway bridges. So that's what we include in our consideration of Structurally Deficient Bridges.

Occasionally, you will see a report that comes out from the Federal Highway Administration that may not align with where we think we're ranked with structurally deficient bridges nationally for on-highway bridges. And again, typically those reports are inclusive of consideration of all of the bridges that are included in that inventory system.

So just to clarify that, when you hear us talk about structurally deficient bridge numbers, we're only talking about the highway bridges that we have responsibility for. We've been working with a focus on structurally deficient bridges now for as long as I can remember. It really took effect, and we really began to make some progress back in about 2006. And that's attributed to the Legislature providing some additional resources for the Department to be able to really make improvements that we desperately needed.

At the end of December 2018 we reported that we had 131 structurally deficient bridges of the 6,800 that we are responsible for. That puts us just below 2%; we are still on track to achieve our 1% goal here over the course of the next year or two, but we didn't achieve as high of ranking nationally, as I thought we might this year. So again, to give you a little bit of perspective, based on the 2018 numbers, we were ranked 17th in the country. Again, for on-highway bridges we've moved up to number 13 this year; so we've got additional progress to make to crack that "Top 10"; but we are laser focused on that, and we'll continue our work to get there. And again, I can't emphasize enough that the men and women of the Department of Transportation and our contracting communities and our consulting engineering partners have really, really worked hard to get us where we are today. To come from almost 1,200 structurally deficient bridges back in 2004 to where we are now with 131 is no small accomplishment. Many of those bridges were replaced or repaired in times of extreme budgetary challenges; and with the support of the Commission we have been able to continue our focus.

A lot of these bridges are touched in our 8 Year Construction Work Plan; and that has been a critical tool in helping us to manage the projects necessary to deliver these improvements. It gives us that long-term vision that helps keep us on track and on focus. So again, I would have liked nothing better than to have broken the "Top 10" in the country this year, but I can assure you that we'll continue our focus, and look forward to making that happen potentially when we report the 2019 numbers.

So I'll be happy to answer any questions about the bridge item if there are any.

*Commissioner Grimsley said, I think this is very remarkable sustained focus over many years; I'm very impressed with the progress that ODOT and our Legislature and others have made on this; this is significant! Commissioner Alexander said I have been on the Commission for about 8½ years, I think we were ranked in the low 40's back then; and now we are ranked 13<sup>th</sup>! This is remarkable.*

Secretary Gatz said I could go back and get you the exact number, but I remember distinctly, Commissioner, about the time that you came onto the Commission that we had almost 700 structurally deficient bridges that we had identified. So over your tenure alone, we've made that much progress.

*Commissioner Alexander said I would just like to thank the staff and everybody involved with accomplishing this; you have done a remarkable job. I know in the past we've talked about at some point we'll have more money for asphalt when we get these bridges fixed, and I'm looking forward to that too. But the bridges are a really important item; and it just seems like the trucking loads are getting heavier all the time. Just so proud that we've been able to focus on these bridges so much over the years; and everyone has done a wonderful job!*

Secretary Gatz said I can't emphasize enough to your point, Commissioner. We have to continue to stay focused on our bridge infrastructure; we just do, because we've got almost 1,000 bridges out there on the highway system right now that are almost 80 years old. So if you think about that in the context of an 80-year-old bridge and the type of traffic that it was designed to serve, versus what we are serving today, we cannot rest. We have to not only achieve our 1% goal, but we've got to continue to make the investments that are necessary to make sure we sustain it for the future. So again, I appreciate the Commission's support very much; and I look forward to continuing to lower those numbers.

Secretary Gatz said I want to talk about 1 more item of significance; House Bill 1365, which was passed by the Legislature this last legislative session. House Bill 1365 brings the creation of the new Office of Mobility and Public Transit here at the Department of Transportation. That office will replace our former Transit Programs Division, and make some significant changes to how the state approaches public transportation with the newly added Program Section 5310. That will be consolidated to the Department of Transportation from the Department of Human Services. The 5310 Program is focused on providing transit services to the elderly and disabled. So the Department and that office of mobility will take on some new charge. The public in Oklahoma has probably never been more focused on transit. To provide you with a brief overview of the State's role in transit, we have dedicated revenues both at the state and the federal level that are available for transit services to in both the urban areas and the rural areas of Oklahoma. And the Department is the State's Designee to administer those funds for our rural transit operators. The Urban Transit Operators, Oklahoma City, Tulsa, and Lawton are direct recipients of those federal transit funds; but we administer and work closely with our rural transit providers to make sure that the transit funds are being administered. And those entities are usually created by cities or counties, or they could be nonprofits; and they really provide a local level of service to the small communities across the state. And again, we are consolidating the 5310 Program into that Office of Mobility; and we have been working very closely with Secretary, Steve Buck and the new DHS Director, Justin Brown; and we are going to continue working closely with them to make sure that the transition of the 5310 monies to the Department goes as smooth as it possibly can. So we'll continue those efforts. We have reached out to the recipients of those 5310 dollars to make sure that they know about this transition and make sure that they know that we're going to continue to do everything we can to make it as easy as possible on the folks that are receiving those monies.

To make this effort a success, the Department will continue our work with our Transit Associations and the Oklahoma Transit Association and the other professionals to enhance our communication efforts and the collaboration, and bring all stakeholders to the table on our shared goal of providing a safe, economical, and effective transportation system here in Oklahoma. We are part of bringing this new office into being; and part of our efforts to make sure that we fulfill the requirements of House Bill 1365; and that's really to elevate the status of transit in Oklahoma. We are assigning a Transportation Planner with transit experience to assist the new office in the creation of the State's first Transit Policy Plan, as well as engaging the expertise of a private sector consultant to help us fully implement the changes.

Finally, I've asked that an independent performance audit be conducted by the State Auditor & Inspector's Office. We want to really take a hard look at our Transit Program, make sure we understand what opportunities there are to improve the operations of that division under House Bill 1365. We are going to continue to stay focused on it. We want the process of developing and creating this new office, making sure that it is properly resourced and properly structured to provide the level of service that's expected of us by our transit provider partners, to go as well as it possibly can. We are going to engage all those stakeholders in helping us create something that will be beneficial for the future.

So again, I wanted to give the Commission a little bit of a report and an understanding on that aspect, because that's a big deal for Oklahoma; and the Department is taking it very, very seriously. We are going to stand this program up under the new law, and make it everything that it needs to be. So I'll be happy to answer any question that you may have about this.

*Commissioner Peterson asked what Politicians were behind House Bill 1365.*

Secretary Gatz said primarily it was Representative Carol Bush from the Tulsa area; Representative Avery Frix has had a unique interest in it, he's the Chairman of our Transportation Committee on the House side, and Senator Rob Standridge from Norman also was a carrier of the bill. I want to emphasize that House Bill 1365 received broad support from the Legislature as it made its way through; and the Governor signed it into law, and the Department is going to get about the business of implementing this. This is an activity that we want to make sure we get right. It's not a flip of the switch type of a transition; we are going to have to work through it. We've got about a year to put a good solid transit plan in place that we are going to work very closely with the transit providers around the state to create a plan that will carry Oklahoma forward.



*Chairman McKown commented about an article that since 30 states now have made marijuana legal; and that the trucking industry is going to driverless trucks soon; because they can't get truckers to pass the drug test to get a CDL. I think that's going to be a big change in Oklahoma; and I just think it's an interesting thing that we are looking at out on the highway.*

Secretary Gatz said I would tell you that probably the most extreme challenge as Transportation Professionals that we are going to face over the next 10-20 years, depending on what study that you pay attention to, will be the introduction of autonomous vehicles into our fleet. So we are undoubtedly going to see both vehicles that are heavily driver-assisted, so that if they've got auto-braking, auto speed control, lane departure, and things like that, but they still have a driver in them, but we are also going to experience, at some point, fully autonomous vehicles. And the challenges that we are going to have is #1: they still need quality infrastructure to be able to travel; and #2: we are going to see those vehicles intermingled with vehicles that don't have driver assist technology that are or may have some level. But we're going to have to manage all of those different facets on our transportation system at the same time for the foreseeable future; and that's going to be a challenge. The good news is that as those technologies are implemented, our best hope is that we see accident numbers begin to come down over time, and we see less and less conflicts out there on the highways. A driverless truck, you know, there was a piece of legislation passed this last legislative session that will facilitate truck platooning. That's not driverless, but it allows trucks to travel much closer together than they previously could, and be linked through Bluetooth configuration or a wireless configuration. That yields fuel efficiencies and even a safer operating environment for those drivers. But that is as close to driverless as we have gotten right now. The lack of CDL drivers is going to be an extreme challenge going forward; and I think we certainly stand to see an increase in efforts to bring about driverless-type technologies.

*Commissioner Peterson said, I'm sure Commissioner Freymiller would have a lot to say about this too; we won't see driverless trucks of an 18-wheel combination vehicle for a long time. Now taxis, route trucks that maybe don't leave the metropolitan area, or something like that. And I didn't think the public would stand for a driverless 18-wheel trucks going 65 miles an hour at 80,000 pounds. But Florida, last week, passed Legislation that allowed fully autonomous vehicles, trucks. I was stunned! So I mean, I'm not 25 anymore, but the technology to me has a long way to go. I mean, our truck drivers put fuel in the truck, secure freight to it, cover it, deal with detours and all of these things. So it will be interesting to watch the technology; but I don't think it's going to affect 18-wheelers soon. We are struggling for truck drivers; we have been for 20 years; and raising their pay is about the only one thing we can do.*

*Commissioner Grimsley stated as someone who's been excited about autonomous vehicles for a big part of my career, I'm really excited about this change, because I think that we're on the cusp of some pretty revolutionary trends, especially in urban mobility. Where a single trip it would be more and more common that you change modes of transportation on a single trip; especially the bigger areas it will be more and more common. I come mainly from the aviation industry, where we are seeing electric propulsion and urban air mobility concepts emerge. So I think the timing is really, really good; and I think it's going to be very beneficial to our State because of the timing, but to have that focused vision moving forward. And as you hit it, infrastructure is so critical to all of these technologies to fully exploit the benefits, we've got to have a holistic infrastructure plan and vision to really embrace it. So the timing is great, and I think the Legislature should be commended on that, and then ODOT for implementing this quickly. So this is exciting to me!*

Secretary Gatz said thank you, and as the autonomous effort continues to develop, the Department will definitely be attentive to what's happening and we will make whatever adjustments that are going to need to be made. But again, autonomous vehicles, the electrification of vehicles, are going to bring their own set of challenges that we are going to have to manage to.

*Commissioner Alexander said in our subcommittee meeting earlier today, you talked about even with the vehicles that we have out on the road today that can sense when you are about to cross the line; that we really need to improve our striping and that it is going to be a big cost to us.*

Secretary Gatz said there are some lane departure technologies that do focus on the traffic stripe. As the Global Positioning Technologies become more and more accurate, I think that there will be less reliance on the traffic stripe. But Commissioner, I will tell you that I want bright traffic stripes out there on our highways, not for lane departure or for vehicles that have got that, but for everybody else. Because you know it's so important that we keep our pavement markings up to date and as good as we can keep them, because that's, again, very, very important to the traveling public overall.

**Information Only:** No Commission action required.

**ITEM PRESENTED BY COMMISSION CHAIRMAN**

**106. Adjournment Motion**

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

**Meeting adjourned at 11:44 a.m.**

Approval of the Minutes of the Transportation Commission Meeting July 1, 2019.

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Gene McKown - Chairman

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Bob Peterson - Vice Chairman