

MINUTES FOR THE TRANSPORTATION COMMISSION MEETING

APRIL 4, 2022

MINUTES OF THE COMMISSION MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, WAS HELD APRIL 4, 2022 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 2022 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view on the website of the Oklahoma Department of Transportation, www.ok.gov/odot, and on the glass doors on the north side of the ODOT Building twenty-four (24) hours prior to this meeting, excluding Saturdays, Sundays and legal holidays, in accordance with Oklahoma Open Meeting Act, 25 O.S. Section 311.

ITEMS PRESENTED BY COMMISSION CHAIRMAN

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

ROLL CALL:

Present:	Gene McKown	Chairman
	Bob Peterson	Vice Chairman
	Bob Coburn	Member
	James Grimsley	Member (virtual)
	Don Freymiller	Member
	David Dyson	Member
	Bobby Alexander	Member
Absent:	Steve LaForge	
Presiding:	Gene McKown	

The following items were presented and approved as written at the Transportation Commission meeting April 4, 2022. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

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

ITEM PRESENTED BY SECRETARY TO THE COMMISSION

42. Approval of the Minutes of the Transportation Commission Meeting of March 7, 2022

ACTION: Peterson moved and Dyson seconded that the Minutes be approved as presented.
MOTION: Carried by the following vote:
AYES: Coburn, Grimsley, Dyson Alexander and Peterson
ABSTAIN: McKown and Freymiller
ABSENT: LaForge

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

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

a) Okmulgee County – Commission District I

In Okmulgee, Construction funding for a signal project which includes the installation of pedestal mounted flashing lights with gates at the intersection of 20th St. with BNSF's mainline. Total cost is \$231,448.00

44. Speed Zone Revisions – Mr. Pendley

a) District I – Along US 59 in Rural Adair County for 10.28 miles between Stilwell and Westville.

b) District II – Various locations in McCurtain, LeFlore, Bryan and Marshall Counties.

1. Along SH 3 in McCurtain County for 27.48 miles including the Town of Haworth & the Unincorporated Community of Tom.
2. Along SH 9A in Le Flore County for 8.50 miles including the Town of Arkoma.
3. Along SH 112 in Le Flore County for 4.04 miles including the Town of Arkoma.
4. Along US 70 in Bryan County for 13.54 miles including the Town of Bokchito.
5. Along SH 1 in Rural Marshall County for 0.28 miles near the Johnson County line.

c) District III – Various locations in Johnston County.

1. Along SH 1 in Johnston County for 16.91 miles including the Town of Ravia.
2. Along SH 22 in Johnston County for 0.50 miles including the Town of Ravia.

d) District VI – Along US 64 in Texas and Beaver Counties for 18.30 miles including the unincorporated Community of Turpin.

e) District VII – Various locations in Comanche County.

1. Along SH 17 in Comanche County for 5.56 miles including the Town of Sterling.
2. Along SH 65 in Comanche County for 12.54 miles including the Town of Sterling.
3. Along SH 281A in Comanche County for 0.60 miles including the Town of Geronimo.

f) District VIII – Along SH 85 in Craig County for 3.02 miles including the Town of Ketchum.

Engineering studies have been conducted at these locations in accordance with current Department of Transportation Rules, Regulations, and Policies.

45. Safety Improvement Projects - Mr. Pendley

a) Delineation and Wrong Way Counter Measures along IH 40 in Commissioner Districts IV, V, & VII

Delineation and wrong way counter measures along IH 40 from the Texas State Line extending easterly to approximately MM 135 (Frisco Road Interchange) in Canadian County.

The project will consist of installing new pavement edge delineators, cable barrier delineators, guardrail and parapet delineators, Class A raised pavement markers, stop bars, wrong way signs, and the removal of Class C raised pavement markers on highway exit ramps.

The project is estimated to cost \$4,000,000 and will be funded with 100% Federal Safety funds utilized by the Traffic Engineering Division on an annual basis for priority safety projects. The plans will be prepared utilizing existing On-Demand Traffic Engineering contracts and scheduled to be let to contract in FFY 2022.

b) Delineation and Wrong Way Counter Measures along IH 35 in Commissioner District IV

Delineation and wrong way counter measures along IH 35 beginning at the Oklahoma & Logan County Line extending northerly to the Kansas State Line.

The project will consist of installing new pavement edge delineators, cable barrier delineators, guardrail and parapet delineators, Class A raised pavement markers, stop bars, wrong way signs, and the removal of Class C raised pavement markers on highway exit ramps.

The project is estimated to cost \$1,900,000 and will be funded with 100% Federal Safety funds utilized by the Traffic Engineering Division on an annual basis for priority safety projects. The plans will be prepared utilizing existing On-Demand Traffic Engineering contracts and scheduled to be let to contract in FFY 2022.

c) Installation of Pavement Markings in Commissioner Districts II, III, IV, VII & VIII

Installation of Pavement Markings at the following locations:

1. US 75 Pavement Markings: District II – Atoka County, beginning near City Lake Road in Atoka, extending northerly approximately 2.4 miles to near the Coal County Line;
2. SH 48 Pavement Markings: District II – Bryan County, beginning near the Blue River bridge, extending northerly approximately 5.5 miles to near the Atoka County Line;
3. US 70 Pavement Markings: District II – Bryan County, beginning near Old US 70 (Magnolia Street), extending easterly approximately 18 miles to near the US 70 & SH 70E junction;
4. US 271 Pavement Markings: District II – Choctaw & Pushmataha Counties, beginning at the US 70 & US 271 north junction, extending northerly approximately 13.5 miles to near US 271 & SH 3 Junction in Antlers;
5. US 70 Pavement Markings: District II – Choctaw County, beginning near Muddy Boggy Creek, extending easterly approximately 7 miles to the US 70 & US 271 north junction;
6. SH 2 Pavement Markings: District II – Latimer County, beginning at the Pushmataha County Line; extending northerly approximately 22.5 miles to the US 270 & SH 2 south junction in Wilburton;
7. SH 3 Pavement Markings: District II – McCurtain County, beginning at the US 259 & SH 3 junction near Idabel, extending easterly approximately 5 miles to near CR 4720 (Water Plant Road);
8. US 377 Pavement Markings: District II – Marshall County, beginning at the Texas State Line, extending northerly approximately 14 miles to the US 377 & SH 99C Junction;
9. SH 9 Pavement Markings: District II – Pittsburg County, beginning at the McIntosh County Line, extending easterly approximately 7 miles to the Haskell County Line;
10. SH 9A Pavement Markings: District II – Pittsburg County, beginning near the US 69 & SH 9A junction, extending northerly approximately 4 miles to the SH 9 & SH 9A junction;

11. US 270 Pavement Markings: District II – Pittsburg County, beginning at the Hughes County Line, extending easterly approximately 15 miles to near the US 270 & SH 375 (Indian Nation Turnpike) junction;
12. IH 35 Pavement Markings: District III – beginning at approximately Garvin & Murray Line (MM 56), extending northerly approximately 4 miles to near Ruppe Road (MM 60);
13. IH 35 Pavement Markings: District IV – Oklahoma County, beginning at the Cleveland County Line, extending northerly approximately 6.5 miles to near the IH 35 & IH 40 & IH 235 junction;
14. IH 35 Pavement Markings: District IV – Oklahoma County, beginning at the IH 35 & IH 40 & IH 235 junction, extending easterly approximately 2.5 miles to near NE 4th Street;
15. SH 4 Centerline Rumble Strip with Pavement Markings: District IV – Canadian County, beginning at the SH 4 north & SH 152 junction in Mustang, extending northerly approximately 5.5 miles to near NE 5th Street, with approximate 3 miles of Centerline Rumble Strip from near SW 59th Street extending northerly to near SW 15th Street;
16. IH 35 Pavement Markings: District VII – beginning at the Texas State Line (MM 0), extending northerly approximately 56 miles to the Murray & Garvin County Line (MM 56);
17. IH 44 Pavement Markings: District VII – beginning at the Texas State line (MM 0), extending northerly approximately 5.5 miles to near US 70 (MM 5.5);
18. IH 44 Pavement Markings: District VII – beginning near US 277 & SH 36 junction (MM 30), extending northerly approximately 16 miles to near the US 62 junction (MM 46);
19. SH 4 Pavement Markings: District VII – beginning near the SH 4 & IH 44 junction (H.E. Bailey Turnpike), extending northerly approximately 4.5 miles to the SH 4 & SH 37 junction;
20. SH 7 Pavement Markings: District VII – Stephens County, beginning near CR 2974 Road west of Velma, extending easterly approximately 21.5 miles to the Murray & Garvin County Line;
21. SH 51 Pavement Markings: District VIII – Tulsa County, beginning near East 15th Street South, extending easterly approximately 4 miles to near the IH 44 & SH 51 junction.

The Project is estimated to cost \$3,500,000.00

d) Replacement of Overhead & Ground Mounted Signs in Commissioner District IV

Overhead & Ground Mounted Sign Replacement along IH 40 & IH 235 in District IV. The locations are:

1. Along IH 235 in District IV – beginning at the IH 40 & IH 235 junction, extending northerly approximately 5 miles to just south of the IH 44 & IH 235 junction.
2. Along IH 40 in District IV – beginning at Morgan Road, extending easterly approximately 6 miles to the Portland Avenue Interchange.

The project will consist of the replacement of overhead and ground mounted signs and is estimated to cost \$2,500,000.00

e) Change in Traffic Control in the City of Barnsdall, Osage County - Commissioner District VIII

We have received a request from the District VIII Engineer for the installation of an all way stop condition and stop ahead warning signs at the intersections of SH 11 (5th Street) & Main Street and SH 11 (Main Street) & 8th Street in the City of Barnsdall.

The work will be completed by District Maintenance forces

f) Change in Traffic Control in the City of Shawnee, Pottawatomie County - Commissioner District III

We have received a request from the District III Engineer for the removal of traffic signals and the installation of an all way stop condition and stop ahead warning signs at the intersection of US 270 Business (Beard Avenue) & Highland Street in the City of Shawnee. This change will coincide with other traffic signal removals along Highland Street by the City of Shawnee at Broadway Avenue and Union Avenue.

The work will be jointly completed by District & City Maintenance forces

46. Land Sales – Mr. Phillips

- a) Adair County – District 1 – located along the northerly side of US-59, at the intersection of Walnut Street in the Town of Watts, OK - \$469.00
- b) Okmulgee County – District 1 – located along the west side of SH-56 Loop, approximately 1.7 miles north of US-62 in the City of Okmulgee, OK - \$36,500.00
- c) Kay County - District I – located along the south side of US-60, between 5th Street and 6th Street in the Town of Tonkawa, OK - \$4,300.00
- d) Custer County – District V - located on the east side of I-40B, at the intersection of Clark Avenue in the City of Weatherford, OK - \$2,100.00

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

47. Engineering Contracts

- a) Statewide – All Districts – On-Demand Pavement Design

CI-2359A	EST, Inc.
CI-2359B	Kleinfelder, Inc.
CI-2359C	MacArthur Associated Consultants, LLC
CI-2359D	Terracon Consultants, Inc.

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

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

CI-2360A	CEC Corporation
CI-2360B	CONSOR Engineers, LLC
CI-2360C	CP&Y, Inc.
CI-2360D	Freese and Nichols, Inc.
CI-2360E	HNTB Corporation
CI-2360F	Olsson, Inc.
CI-2360G	Purkeypile Engineering, LLC
CI-2360H	Tetra Tech, Inc.

The aggregate not to exceed amount for these eight (8) contracts is \$2,000,000.00

c) Statewide – All Districts – Site Adaptation, Engineering and Architectural Services

CI-2361	CEC Corporation	\$2,000,000.00
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d) Wagoner County – District I – to prepare construction plans for SH-72: from 0.3 miles north of SH-51B junction in Coweta, north 0.4 miles

CI-2356B	Half Associates, Inc.	\$569,395.00
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e) Garvin County – District III – to prepare construction plans for SH-19: from SH-74, extending east 5.0 miles and SH-19: from 5.0 miles east of SH-74, extending east 4.3 miles

CI-2374A	Cowan Group Engineering, Inc.	\$300,800.00
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f) Hughes County – District III – to prepare construction plans for SH-27: from junction SH-9, north 7.75 miles to North Canadian River

CI-2374B	MKEC Engineering, Inc.	\$287,200.00
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g) Okfuskee County – District III – to prepare construction plans for I-40: from Clearview Road, east to US-75S (westbound only and interchange ramps) and I-40: from Clearview Road, east to US-75S (eastbound only and interchange ramps)

CI-2355D	Half Associates, Inc.	\$666,390.00
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h) Caddo County – District VII – to prepare construction plans for SH-58: from 0.65 miles south of junction SH-58/SH-19W, extending north 5.65 miles

CI-2374C	H.W. Lochner, Inc.	\$691,600.00
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i) Caddo County – District VII – to prepare construction plans for SH-58: from 6.0 miles north of SH-152, extending north 5.0 miles

CI-2374D	Meshek & Associates, LLC	\$600,000.00
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j) Carter County – District VII – to prepare construction plans for SH-53: from junction SH-53/SH-76S, extending north 3.05 miles

CI-2374E	EST, Inc.	\$320,000.00
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k) Mayes County – District VIII – to prepare construction plans for US-69: from SH-20, extending north 8.0 miles

CI-2356D Smith Roberts Baldischwiler, LLC \$1,494,905.00

l) Ottawa County – District VIII - to prepare construction plans for US-60: from I-44, Will Rogers toll gate to SH-125

CI-2356E MacArthur Associated Consultants, LLC \$881,100.00

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

48. Engineering Contract Supplements

a) Statewide – All Districts – On-Demand Engineering Services for Strategic Asset & Performance Management

CI-2250A Supplement 2 Garver, LLC
CI-2250B Supplement 2 HNTB Corporation
CI-2250C Supplement 3 High Street Consulting Group, LLC

The total aggregate increase for these Contract supplements is \$750,000.00

b) Canadian County – District IV- this supplement is for additional engineering to develop final construction plans for intersection modification at US-81/SH-66 in El Reno

EC-1824 Supplement 3 Freese and Nichols, Inc. \$46,300.00

c) Jackson County – District V – this supplement is for additional engineering to develop final construction plans for US-283: beginning approximately 0.5 miles north of the Red River Bridge and extending north 4.25 miles and US-283: beginning 0.1 miles south of SH-5E and extending north 6.1 miles.

EC-1317 Supplement 2 Benham Design, LLC \$107,950.00

d) Tulsa County – District VIII – this supplement is for additional engineering to develop final construction plans for the I-44/US-75 interchange reconstruction from I-244 thru the Arkansas River (Work Package #3)

CI-2123B Supplement 3 Poe & Associates, Inc. \$115,228.00

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Beckham County - I-40 - NHPP-4000-(098)PM / 31001(04), \$9,488.28, 0.13%
- b) Cleveland County - US-77 - STP-114C(111)SS / 20997(04), \$5,566.00, 0.05%
- c) Cleveland County - US-77 - NHPP-214N(096)TR / 34141(04), \$6,142.25, 0.73%
- d) Cleveland County - City Street - STP-214N(113)AG / 34983(04), \$3,528.00, 1.22%
- e) Harper County - US-283 - STP-230B(037)AD / 32907(04), \$7,095.00, 2.39%
- f) Kiowa County - US-183 - NHPP-009N(101)AD / 32949(04), \$19,970.52, 4.28%
- g) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), #3, \$15,468.79, 0.22%
- h) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), #4, \$1,200.00, 0.02%
- i) Lincoln County - SH-102 - SSR-241C(075)SR / 33334(04), \$11,279.48, 1.30%
- j) Lincoln County - US-62 - TAP-241F(074)TP / 34111(04), #1, \$9,450.00, 1.76%
- k) Lincoln County - US-62 - TAP-241F(074)TP / 34111(04), #2, \$15,723.11, 2.93%
- l) Logan County - City Street - STP-242B(073)AD / 32953(04), \$1,450.00, 0.17%
- m) McClain County - County Road - STP-244C(076)CI / 33483(04), \$43,576.31, 0.87%
- n) McCurtain County - US-70 - NHPP-022N(102)SS / NHPP-022N(225)PM / 18859(04), \$59,755.80, 0.26%
- o) McIntosh County - I-40 - NHPP-4000-(093)PM / NHPP-013N(178)PM / 31202(04), \$73,902.40, 1.16%
- p) Nowata County - County Road - STP-253D(044)CI / 28558(04), \$39,229.11, 3.92%
- q) Oklahoma County - City Street - STPG-255F(481)AG / 33347(04), \$732.00, -0.08%
Underrun
- r) Osage County - SH-11 - SBR-257B(079)SB / 31074(04), \$7,576.40, 0.94%
- s) Ottawa County - SH-125 - STP-258B(079)PM / 29689(04), \$33,644.60, 0.53%
- t) Ottawa County - US-60 - STP-258B(083)AD / 32897(04), \$16,404.56, 2.69%
- u) Pawnee County - SH-99 - SSP-259B(056)SS / 27983(04), #2, \$904,135.64, -5.70%
Underrun
- v) Pawnee County - SH-99 - SSP-259B(056)SS / 27983(04), #3, \$6,480.00, 0.04%
- w) Pittsburg County - US-270 - NHPP-261N(096)3P / 32783(04), \$42,623.88, 3.04%
- x) Pontotoc County - I-40 - SSP-262C(064)PM / 23285(12), \$27,759.50, 10.96%
- y) Pontotoc County - SH-48 - MC-262C(063)MD / 33755(04), \$8,070.00, 1.74%
- z) Pontotoc County - SH-3W - MC-262B(060)MD / 34766(04), \$20,919.66, 4.43%
- aa) Stephens County - SH-7 - SSP-269E(083)PM / 30078(05), \$2,703.34, 4.36%
- bb) Stephens County - SH-7 - NHPP-269N(077)3P / 33454(04), \$2,070.00, 0.14%
- cc) Texas County - US-54 - NHPP-008N(065)FP / 14971(35), \$10,670.00, 0.33%
- dd) Tulsa County - City Street - STP-172B(533)IG / 28656(04), \$3,858.48, 0.25%
- ee) Tulsa County - US-169 - SSP-272F(306)SS / 31944(08), \$8,642.00, 0.55%
- ff) Tulsa County - US-64 - NHPP-272N(325)IG / 33316(04), \$2,255.36, -0.19% Underrun
- gg) Tulsa County - I-244 - STP-272F(271)PM / 33820(04), \$42,410.61, 0.65%
- hh) Wagoner County - SH-51 - SSP-273N(057)PM / 34189(04), \$14.68, -0.01% Underrun
- ii) Washington County - US-75 - NHPP-014N(115)PM / 34228(04), \$4,587.00, 0.08%
- jj) Woods County - County Road - CIRB-176C(151)RB / 25493(04), \$25,495.73, 0.70%
- kk) Woodward County - US-183 - NHPP-017N(063) / 17457(20), \$0.57, -0.00%
Underrun

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

- a) Bryan County - US-69 - NHPP-207N(085)FP / 31855(04), \$102,783.45, -0.07% Underrun
- b) Caddo County - County Road - STP-208B(089)CI / 30214(04), \$146,922.98, 11.59%
- c) Cleveland County - US-77 - STP-114C(111)SS / 20997(04), \$54,618.40, 0.47%
- d) Coal County - SH-43 - STP-215C(017)SS / 29541(04), \$104,779.63, 4.87%
- e) Garvin County - I-35 - SBR-225N(059)SB / 29615(04), #5, \$22,357.12, 0.72%
- f) Garvin County - I-35 - SBR-225N(059)SB / 29615(04), #6, \$858.36, 0.03%
- g) Garvin County - US-77 - STP-225C(086)PM / 29667(04), \$18,029.07, 0.52%

- h) Grady County - County Road - STP-226C(083)CI / 31113(04), \$81,327.31, 3.93%
- i) McClain County - SH-59 - STP-244C(072)PM / 29459(04), \$135,156.14, 3.91%
- j) McClain County - I-35 - NHPPI-3500(094)PM / 31045(04), \$2,376.00, 0.02%
- k) Muskogee County - I-40 - SSP-251C(116)PM / SBR-4000(107)SB / 33440(04), \$1.45, - 0.00% Underrun
- l) Oklahoma County - I-35 - NHPPI-0240-1(358)004SS / 09032(17), \$242,527.22, 2.28%
- m) Oklahoma County - I-240 - ACNHPPI-2400-(004)SS / 09032(20), \$175,294.11, 1.47%
- n) Oklahoma County - I-235 - NHPPI-2350-(009)PM / 09033(27), \$1,800,327.27, 1.78%
- o) Oklahoma County - I-40 - NHPPI-0040-5(394)129SS / NHPPI-4000-(095)PM / 23310(04), \$42,055.58, 0.06%
- p) Oklahoma County - City Street - STP-255B(455)AG / 31521(04), \$88,894.10, 4.09%
- q) Pottawatomie County - SH-3E - STP-263C(066)PM / 28922(04), \$15,138.54, 0.59%
- r) Pushmataha County - US-271 - SBR-264B(065)(066)SB / 30433(04), \$28,113.88, 1.64%
- s) Rogers County - SH-20 - STP-266B(081)PM / 27031(04), \$218,307.80, 0.49%
- t) Seminole County - SH-3E - SBR-9595(004)SB / 29595(04), \$87,291.01, 3.98%
- u) Tulsa County - City Street - STP-172B(533)IG / 28656(04), \$86,953.35, 5.53%
- v) Tulsa County - I-444 - NHPPI-4440(009)PM / SBR-014N(112)SB / 28899(04), \$21,974.26, 0.08%
- w) Tulsa County - City Street - NHPP-272N(283)IG / 33959(04), \$79,778.72, 2.67%
- x) Woodward County - County Road - CIRB-177C(113)RB / 27407(04), #7, \$18,270.60, -0.29% Underrun
- y) Woodward County - County Road - CIRB-177C(113)RB / 27407(04), #8, \$68,342.65, 1.08%

NOTE: *Commissioner Peterson asked if there are clauses in the contracts that would protect the contractor in the case of rising fuel prices; or are they stuck to their original bid.*

Mr. Leonard explained that their bid price won't change; but we do have an asphalt binder adjustment index and a diesel fuel index. The binder is tied to the asphalt pay items, and the diesel is tied to the earthwork.

Commissioner Peterson stated I've seen the binder items before; we are just seeing inflationary times right now and I know some of the projects were bid a long time ago and were based on the cost they had at the time. So, the contractor is absorbing whatever they can't get back in these 2 items.

Mr. Leonard answered that was correct.

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

ITEMS PRESENTED BY THE COMPTROLLER DIVISION

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

- a) Final June, 2022 Proposed Bid Opening
- b) Tentative July, 2022 Proposed Bid Opening
- c) Tentative August, 2022 Proposed Bid Opening

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

52. Awards

March 17, 2022 – Regular Bid Opening

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Gatz

53. Director's Report

Secretary Gatz thanked the Commission for approving some significant projects. Every transportation project is significant; but there are a couple I want to talk about:

1. US-62 bridges over the Arkansas River in Muskogee; this is a \$75 million project to reconstruct the twin bridges that span the McClellan-Kerr Arkansas River Navigation System. This navigation area moves freight in and out of Oklahoma ports. The replacement structures will include pier protection around bridge support members in the river that will facilitate barge traffic as well as alleviate flooding at this location. If you remember US-62 had to be closed during the 2019 floods because of water over the road; and we hope to prevent this in the future.
2. US-259 in McCurtain County. This is a \$3,131,815.45 intersection modification project that is needed to help with the growing congestion in Hochatown. Anthony and Commissioner Grimsley are working with an Advisory Committee in that area, and are doing a great job of taking feedback and letting us help shape what those future improvements should look like.

He updated the Commissioners on the Omnibus Federal Appropriations Bill passed in mid-March, which makes the remainder of Federal Fiscal Year 2022 transportation funding available for projects. He noted that this action by Congress enables ODOT to continue letting contracts for 8 Year Construction Work Plan projects through the summer as planned and authorizes new funding categories, such as grant opportunities, included in the bipartisan infrastructure bill.

The Department is still working on the Modernization Effort and we are continuing to make progress. Right now, we are in the process of developing what will be an Interim Organization Structure. Joni Seymour and her modernization team has started meeting with the Field District personnel to answer any questions and looking at some of the field operations. We are sure that good things will come from these visits as we continue working on the Modernization Effort.

He said April kicks off our national focus on Work Zone Safety awareness. He said our motto will be, "Safety: It's Not Just About You". We have got to continue to spread the message that any crash resulting in a serious injury or fatality affects more than just the drivers; it can affect your family, friends, and community forever! This campaign includes something you have heard me talk about many times, a simple choice to **wear a seatbelt and buckle up!** He then unveiled the spring Work Zone Safety Awareness Campaign created by ODOT, OTA and other traffic safety partners to help remind motorists of their responsibility to be safe in highway work zones. He noted that in the past 5 years, 91 people, including 1 ODOT worker, were killed and 1,455 people were injured in more than 8,000 collisions in Oklahoma work zones. He said Drivers can expect about 275 work zones on Oklahoma Highways and Turnpikes through the spring and summer, ranging from daily maintenance operations to long-term major highway reconstruction. So, we need everyone to give their undivided attention to the road and follow posted speed limits to keep our workers and the traveling public safe. He then read the Governor's Proclamation declaring April 4-15 as "Oklahoma Work Zone Awareness" and then debuted a new Work Zone Safety Public Service Announcement.

NOTE: *Commissioner Peterson asked if we compare our work zone incidents to other states to see where we rank.*

Secretary Gatz said there are a lot of different things we can measure, accidents in particular we are a little bit on the high side. Also, when you look at severe injuries and fatalities, we are going to be a little bit on the high side; but some of those statistics just track with our general accident histories across the state.

Commissioner Peterson asked due to seatbelt usage, etc.

Secretary Gatz answered yes, seatbelt usage, etc.

Chairman McKown commented that lack of seatbelt usage in Oklahoma sure raises the death numbers up.

Secretary Gatz said it absolutely does! If you look at our seatbelt usage, and you certainly have heard me talk about this before, we are about 84% in seatbelt usage. This puts us as a lower tier state; we are probably 43rd or maybe 45th in the country in seatbelt usage. By comparison, Texas is going to be about 94%; and that simple 10% gap is the difference between us being on the verge of being a "Top 10" State in seatbelt usage. I can guarantee you just like cable barrier and median barrier has shown results that those are lifesaving safety improvements; and if we increase our seatbelt usage in the State of Oklahoma, we will see lifesaving results and our fatality rates will go down, and that's something we really have to be diligent with and stay focused on.

Commissioner Alexander asked how other states have that much greater percentage of seatbelt usage; is it through citations or through public awareness.

Secretary Gatz answered it's a combination of things; some is through public awareness. The idea that enforcement and having a primary seatbelt law with a fine that goes along with it, I don't think that's where we need to try to make a difference; that is so difficult to enforce. Where I think we need to try to make a difference, is to make sure that the public is aware that if you don't have that seatbelt buckled, the law of inertia will catch up to you. Because if you're in an accident without that seatbelt on, bad things can happen to you as you are thrown around the interior of a car, and sometimes maybe you're ejected. We need to raise public awareness; nobody ever leaves home in the morning expecting to have an accident, but we have lots of them every day. And again, that simple act of buckling the seatbelt could prevent you from a severe injury or worse, maybe even keep you alive in the instance of an accident. So public awareness that snapping the seatbelt is important in your everyday travels and can ensure your safety.

Commissioner Alexander asked if we could use some of our funding for advertising, or if possible go to the High Schools and encourage/train kids to start wearing their seatbelts at a very young age.

Secretary Gatz said I think that's exactly what we need to be doing is carrying that into the Driver Safety Programs. We have got some great things happening right now with some of our partners, AOGC and Tom Robins is working on a program called, "Work Zones Safe" that is doing exactly that. It's a training program for our youngest drivers to really make sure that they understand the responsibility that comes with not only driving, but navigating a construction work zone. And ingrained into that messaging is the importance of wearing a seatbelt. So, absolutely, we can expand and enhance on those efforts and continue our request to raise public awareness around this.

Commissioner Grimsley commented that he was really encouraged by the conversations and the attention that we are putting on the rural roadways and roadways with no shoulders. I actually found the statistic that I was talking about earlier that 19% of the US population lives in a rural area, but 43% of the highway fatalities happen in rural areas. So, you're much more likely to be involved in fatality accident if you're in a rural area on a rural highway.; and that was actually from USDA in late 2021, so that's very recent data. What I would like to request if it's acceptable to the Commission is that in your Director's Report for the May meeting, I'd like to have an open discussion and really a self-assessment by ODOT on 2 issues:

1. That as these additional funds become available for rural roadways; does our allocation process, how we allocate funds between districts, how we prioritize projects, is there anything in our process now that we can see is an obstacle to helping us get there, or preventing us from getting that done in terms of funding some of these rural projects?
2. A follow-up on the discussion we had last month and actually a follow-up to Commissioner Peterson's question earlier, does ODOT feel that our acquisition of procurement practices now is accurate given where we are at with supply chain issues and, sort of this new normal where we are at? Do you feel that everything is still okay, or do we need to look at changing any of our practices, so that we do achieve that balance between the public sector and our Contracting Partners, who are very vital to all the things we need to do within transportation for Oklahoma? Do we still think that that's an accurate balance and a fair balance between the two? So that just basically what I'd like to have, is an open discussion but, sort of, a self-assessment on both of those questions if we could in your Director's Report next month.

Secretary Gatz said he would be happy to include those as part of the conversation in the Director's Report. Something that I and the Department over time has worked hard on, is to make sure we do have a rural highway focus; and I think if you look at the way that we have rural 2 lanes and safety shoulders as a performance metric, that shows that focus. We are very well prepared to compete for something like the Rural Transportation Project Program, and I think we have a good opportunity to receive some discretionary funding through that program. But most importantly, part of those discretionary programs is having projects in a state-of-readiness where we can put the dollars to work quickly, and that's something the State of Oklahoma has been very good at, whether you're talking about our projects that we have got through the Transportation Innovative Finance and Infrastructure Act (TIFIA). We've used TIFIA as an opportunity to accelerate some projects and get those rural 2-lane investments out onto the highways faster. We have got over 5,300 miles of those types of highways in the State of Oklahoma right now and less than 1,100 miles that are in the current 8 Year Construction Work Plan; but we have got a lot of work left to do. I can assure you we are willing to explore whatever opportunities there are to bring as many dollars as we can back to the state to continue those investments. Because as you point out, that's where our highest severity rate and our highest fatality rates exist. So again, appreciate your insight, and we'll certainly have that on the Director's Report for you next Commission Meeting.

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

54. Adjournment Motion

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

Meeting adjourned at 11:37 a.m.

Approval of the Minutes of the Transportation Commission Meeting April 4, 2022.

Gene McKown - Chairman

Bob Peterson, Vice Chairman