

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 12th day of February, 2018, 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 2018 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, February 8, 2018, 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 11:02 a.m.

ROLL CALL:

Present:	John Fidler	Member
	David Burrage	Chairman
	Dan Overland	Member
	Greg Love	Member
	Todd Huckabay	Secretary
	Bobby Alexander	Member
	Brad Burgess	Vice Chairman
	Pete Regan	Member
Absent:	None	
Presiding:	David Burrage	

The following items were presented and approved as written at the Transportation Commission meeting of February 12, 2018. For those items amended, deferred, or rejected, those notations were also made. Action taken by the Commission is noted here on these sheets.

Commissioner Burrage recognized Secretary Patterson for an announcement.

ANNOUNCEMENTS AND PRESENTATIONS

Secretary Patterson said, I know there's a couple of items on the agenda that we're going to take up in just a moment, but something we didn't put on there needs to be taken care of first. So I'm going to ask Mr. Tegeler to come up and make an introduction.

Mr. Tegeler said, today, I would like to introduce our new Chief of Legal and Business Services Division Manager. Come on up here, this is Ms. Lisa Endres she was recently named as the Division Manager in January of 2018.

Prior to joining ODOT, she served as the Assistant District Attorney for the Oklahoma County Civil Division. She began her legal career in the public sector in 2006 as the Assistant Attorney General for the State of Oklahoma in the Litigation Division. She was born in Oklahoma City, she completed her Bachelor of Science in Speech Communications in 1992 from Oklahoma State University; and in 1995, she received her Juris Doctor Degree from the Oklahoma City University School of Law, graduating Magna Cum Laude. Lisa and her husband, John, live Okarche and have one son. So please help me welcome Ms. Lisa Endres. Lisa you can say a few things if you would like.

Ms. Endres said, "I just wanted to say it's an honor to be selected and I look forward to serving you for many years to come".

Secretary Patterson said, every year, Oklahoma DOT is a proud sponsor of Keep Oklahoma Beautiful. This year, we were nominated again for a "Keep America Beautiful award", and I'd like to introduce Jeanette Nance, Executive Director of Keep Oklahoma Beautiful to come up and make that presentation.

Ms. Nance said, I love getting to come here, our biggest program is the "Great American Clean Up" We are able to do this because we partner with the Department of Transportation. We get to work with you all, your District and County Offices to get the supplies to the communities who participate with us. The supplies they need included trash bags, and safety vests, gloves and water for their volunteers. We could not do that without the Department of Transportation's cooperation and partnership.

I want to give you some numbers from the 2017 Great American Clean Up just to help you understand how important this program is to Keep Oklahoma Beautiful, the Oklahoma Citizens, the Department of Transportation and other State Agencies that partner with us. We had nearly 50,000 volunteers statewide, 3,000 miles of streets were cleaned, and 1400 acres of public lands were litter abated. The number I really want to tell you about, and I'm most proud about, is that we had 100% participation from all 77 Oklahoma Counties and saved the taxpayers more than \$8 million in litter removal costs. So thank you very much, and when this happens we know we need to tell Keep America Beautiful about it. So we nominated the Department of Transportation and Oklahoma Turnpike Authority for their partnerships in getting those supplies out, the word out and the volunteers out. So this marks the third consecutive year that ODOT has earned the State Agency Partnership Award.

Secretary Patterson said our next presentation is one that it's really fascinating to be a part of. We have been a part of Poe Engineering's scholarship selection to the University of Oklahoma and Oklahoma State University for 35 years and we have never really talked about it. I was at the scholarship awards at the University of Oklahoma, and I mentioned to Jim Benson the head of Poe Engineering that we ought to say something to somebody. I mean this is collaboration between the Department and Poe (even though Poe is funding the scholarships, they include us in it). And I just thought it was something that after 35 years we have never mentioned this to anybody else, besides ourselves. So I want Jim Benson to come and say a few words and announce the scholarship winners.

Mr. Benson stated, as Secretary Patterson for the last 35 years we have partnered with the ODOT Director and the ODOT Senior Staff in awarding these scholarships, two each at OU and OSU, who are bipartisan in nature. Over the years, there have been 12, either present or former ODOT employees that have been awarded these scholarships. The most prominent one, unfortunately, she's not here today; but back in the day, Dawn Sullivan was a two-time winner. We go through a process; we receive applications from both universities, we review them and select the winners. And I might tell you that the competition is very fierce; there a just a lot of really, really bright kids at both universities and it bodes well for our profession in the future. I'd like to introduce to you our four winners this year. I will generalize by saying they all have extremely high grade point averages. They are not spending all their time in class; they are all involved in multiple extracurricular activities; not only on the engineering side, but non-engineering and just in the general university community. And they all work either during the summers and or during school to supplement their education.

So we think the following are 4 very deserving scholarship winners:

1. Colton Hamel, OU Senior from Choctaw, Oklahoma his interest is in structural engineering.
2. Braden Kellogg, OSU Sophomore from Talala, Oklahoma his interest is in general civil engineering with an emphasis on structural engineering. You might recognize that name; he is Ed Kellogg's grandson, a former Division 8 Engineer.
3. Emily Avery, OU Junior from Plano, Texas her interest is in geotech engineering. She worked at the ODOT Oklahoma City Residency last summer.
4. Madeline Beichler, OSU Junior from Owasso, Oklahoma, her interest is in structural engineering.

ITEM PRESENTED BY THE SECRETARY TO THE COMMISSION

15. Approval of the Minutes of the Special Transportation Commission Meeting of January 3, 2018

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

CONSENT DOCKET PRESENTED BY COMMISSION CHAIRMAN

16. Programming of Federal Railroad Crossing Safety Funds—Section 130 Title 23 Funds – Mr. Moody

- a) Kingfisher County – District IV - Near Okarche, Construction funding for a Signal project which includes the installation of pedestal-mounted flashing light signals with gate arms and a 32' concrete crossing surface at Kingfisher County Road E0860 with the Union Pacific Railroad mainline. Total cost is \$443,524.
- b) Oklahoma County - District IV - In Oklahoma City, Construction funding for a Signal project which includes the relocation and installation of cantilever-mounted flashing light signals at NE 36th Street with the Oklahoma Railroad Museum mainline. Total cost is \$29,047.

17. Speed Zone Revisions – Mr. Pendley

- a) Bryan County – District II – various locations along SH-78 in the City of Durant and along SH-48 beginning at the junction with SH-78, extending north 0.48 mile to a point 0.18 mile north of Hilltop Lane and beginning at a point 0.18 mile north of Hilltop Lane, extending north 5.51 miles to the Atoka County Line.
- b) Latimer County - District II – along SH-2 beginning at SH-1/SH-63, extending north 6.44 miles to SW 112th Road

NOTE: *Commissioner Love asked to explain how the speed zone revisions work? How do we decide whether we're going to do it, and I know everybody probably would have little bit of interest in understanding how this works? I'm talking about, kind of in general, not necessarily talking about specifically the revisions on this agenda.*

Mr. Pendley said, typically in general, what we do; we had a request for this particular one. And what we do is we will go out there and do speed studies; where we collect at least 100-200 different vehicles. We will run the analysis on that, look at collisions in the area, driveway densities, the traffic, look at the situations out there, and make an assessment of what the speed should be. Typically, we base that on the 85th percentile, but we do take in to account, like I said, the collisions and other factors.

Commissioner Burrage asked if they generally originate with the Cities.

Mr. Pendley said typically they do, but occasionally, we will look at some areas of interest. A lot of times, in this particular case, we had a highway that was originally a two-lane, no-shoulder facility. Construction improvement came in and made it a five-lane facility, so we go back in there take a look at those and make sure we have the appropriate speeds set.

18. Land Sales – Mr. Phillips

Choctaw County – District II – Land Sale – located approximately 7.61 miles South of Ft. Towson, OK on SH-109 - \$7,000.00

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

END OF CONSENT DOCKET

ITEMS PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler

19. Engineering Contracts

Statewide – All Districts – to provide Off-System Bridge Inspections

EC-2002A	CED 2
EC-2002B	CED 4
EC-2002C	CED 7
EC-2002D	CED 8
EC-2002E	CED 3

The total aggregate for these contracts are \$2,597,000.00

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

20. Engineering Contract Supplements

a) Statewide – All Districts – On-Demand Airborne LiDAR Mapping

EC-1764A	Supplement 1	Bearing Tree Land Surveying
EC-1764B	Supplement 1	Quantum Spatial, Inc.

The total aggregate increase for these contract supplements are \$1,000,000.00

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

EC-1923A	Supplement 1	Blackbird Environmental, LLC
EC-1923B	Supplement 1	Garver, LLC
EC-1923C	Supplement 1	HDR Engineering, Inc.
EC-1923D	Supplement 1	Mead and Hunt, Inc.
EC-1923E	Supplement 1	Olsson Associates

The total aggregate increase for these contract supplements are \$500,000.00

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

EC-1925A	Supplement 1	AIA
EC-1925B	Supplement 1	Burgess & Niple, Inc.
EC-1925C	Supplement 1	CEC Corporation
EC-1925D	Supplement 1	Garver, LLC
EC-1925E	Supplement 1	Guy Engineering Services, Inc.
EC-1925F	Supplement 1	H.W. Lochner, Inc.
EC-1925G	Supplement 1	Infrastructure Engineers, Inc.
EC-1925H	Supplement 1	Kimley-Horn
EC-1925I	Supplement 1	MKEC Engineering, Inc.
EC-1925J	Supplement 1	Walter P. Moore

The total aggregate increase for these contracts supplements are \$449,000.00

d) Oklahoma County – District IV – to perform additional engineering to develop final construction plans for reconstruction of the I-35/I-240 interchange in Oklahoma City

EC-1060	Supplement 5	Poe & Associates, Inc.	\$33,255.00
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- ACTION: Burgess moved and Huckabay seconded that the Items be approved as presented.
- MOTION: Carried by the following vote:
- AYES: Fidler, Burrage, Overland, Love, Huckabay, Alexander, Burgess and Regan
- NAYES: None
- ABSENT: None

ITEMS PRESENTED BY THE COMPTROLLER DIVISION MANAGER – Ms. Hilmes

21. Lettings

- a)** Final April 2018 Bid Opening
- b)** Tentative May 2018 Bid Opening
- c)** Tentative June 2018 Bid Opening

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

ITEMS PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard

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

- a) Atoka County - SH-7 - SSR-203C(062)SR / 32009(04), \$19,102.20
- b) Beckham County - SH-152 - SSP-105C(147)SS / 24352(04), \$52,308.48
- c) Beckham County - I-40 - SSP-4000(041)SS / SBR-4000(038)SB / 27023(04), \$20,650.00
- d) Bryan County - Co. Rd. - CIRB-207C(055)RB / 31305(04), \$2,590.15
- e) Choctaw County - Co. Rd. - CIRB-212D(038)RB / 31220(04), \$3,840.04
- f) Cleveland County - Ct. St. - STPG-214A(074)AG / 31508(04), \$24,231.60 Underrun
- g) Coal County - Co. Rd. - STP-115C(076)CI / 24944(04), \$11,773.96
- h) Creek County - SH-51 - STPY-219B(049)3P / 30538(04), \$16,994.37
- i) Creek County - SH-117 - SBR-219B(055)SB / 30601(04), \$8,956.32
- j) Delaware County - US-59 - STP-121E(155)EH / 28842(04), \$2,879.83
- k) Grady County - US-62 - SSP-226B(016) / 31034(04), \$34,833.28
- l) Johnston County - Co. Rd. - CIRB-235D(031)RB / 31237(04), \$2,310.82
- m) Kay County - Co. Rd. - ACERSTP-236C(030)ER / 32051(04), \$1,379.76
- n) Latimer County - Co. Rd. - STP-239D(032)CI / 29946(04), \$3,941.00
- o) Lincoln County - SH-102 - STP-241C(049)SS / 29540(04), \$65,094.65
- p) McClain County - Co. Rd. - CIRB-144C(129)RB / 25448(04) #1, \$29,553.88
- q) McClain County - Co. Rd. - CIRB-144C(129)RB / 25448(04) #2, \$19,346.80
- r) McCurtain County - Co. Rd. - ACSTP-245D(049)CI / 29961(04), \$3,568.46
- s) Noble County - I-35 - SBR-3500(047)SB / 30645(04), \$9.22 Underrun
- t) Okfuskee County - SH-48 - STP-254C(035) / 28919(04), \$31,966.30
- u) Oklahoma County - I-35 - HSIPG-3500(013)IT / 21034(05), \$12,114.13
- v) Okmulgee County - US-62 - ACSTP-256C(025)SS / 27098(04), \$28,956.53
- w) Pittsburg County - US-69 - NHPPY-261N(068)3P / 31973(04), \$53,967.37
- x) Pushmataha County - SH-2 - SBR-264C(049)SB / 30432(04), \$75,000.00
- y) Seminole County - SH-9A - STPY-267C(058)3P / 31314(04), \$2,517.73
- z) Tillman County - SH-5 - SSR-271B(054)SR / 30403(04), \$48,050.25
- aa) Tulsa County - US-75 - SSP-272N(021)SS / 23170(04), \$49,293.13
- bb) Tulsa County - SH-51 - ERSTP-272C(128)ER / 31735(04), \$3,977.28
- cc) Tulsa County - I-44 - HSIPG-272F(197)TR / 32674(04), \$14,000.00

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

- a) Alfalfa County - US-64 - ACSTP-202C(003)SS / 27006(04), \$18,929.18
- b) Beckham County - I-40 - ACNHPPPI-4000(028)(022)SS / 24354(04) #2, \$40,000.00
- c) Beckham County - I-40 - ACNHPPPI-4000(028)(022)SS / 24354(04) #6, \$138,095.75
- d) Blaine County - Co. Rd. - CIRB-206D(002)RB / 28692(04), \$262,851.44
- e) Bryan County - US-69 - STP-207F(062)SS / STP-245G(042)3B / 24333(08), \$21,945.74
- f) Bryan County - Co. Rd. - CIRB-107C(134)RB / 24800(04), \$96,781.54
- g) Bryan County - SH-22 - SSP-207C(054)SS / 28829(04), \$18,720.00
- h) Bryan County - US-70 - SBR-207N(026)(045)SB / 29562(04), \$118,000.00
- i) Caddo County - Co. Rd. - CIRB-108C(182)RB / 24802(04), \$69,923.49

- j) Cleveland County - I-35 - NHPPIY-0035-2(176)(304) / 09031(05)#3, \$25,134.42
- k) Cleveland County - I-35 - NHPPIY-0035-2(176)(304) / 09031(05)#4, \$293,953.18 Underrun
- l) Cleveland County - SH-39 - ACSTP-114B(185)SS / 24112(04), \$181,482.29
- m) Cleveland County - Ct. St. - STP-214B(042)(063)AG / 29293(04), \$9,351.25
- n) Custer County - I-40 - NHPPI-0040-3(072)SS / 24427(05), \$2,000.00
- o) Custer County - Ct. St. - ACSTP-220B(040)SS / 27911(06), \$16,843.37
- p) Johnston County - SH-99 - ACSTP-135B(086)SS / 23268(04), \$22,408.84
- q) Oklahoma County - Ct. St. - STP-155A(439)AG / 19312(05), \$206,675.95
- r) Oklahoma County - Ct. St. - STP-155B(614)AG / 24364(04), \$274,687.89
- s) Oklahoma County - I-44 - SSP-4400(012)SS / 31817(04), \$7,655.50
- t) Okmulgee County - Ct. St. - STP-256C(029)UR / 30126(04), \$19,702.50
- u) Pittsburg County - US-270 - HSIP-261N(064)(065)TR / 32563(05), \$138,332.05
- v) Tulsa County - SH-11 - SBR-272N(186)SB / 30594(04), \$20,000.00
- w) Wagoner County - Co. Rd. - CIRB-173C(146)RB / 25489(04), \$389.61 Underrun

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

ITEM PRESENTED BY THE OFFICE ENGINEER – Mr. Delce

24. Awards

January 18, 2018 – Regular Letting

NOTE: Mr. Delce said that the Bid Opening Report that he just read, from now on will be available to the public; and can be picked up at the front guard desk.

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

ITEMS PRESENTED BY THE COMPTROLLER – Ms. Hilmes

25. Settlement for Damages to State Property

Michael Westbrook – Caddo County - \$950.00

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

ITEM PRESENTED BY THE DIRECTOR – Mr. Patterson

26. Director's Report

Secretary Patterson said I just want to share with you some recent information. Last week, we had our joint budget hearing with the Senate and the House, Appropriations Subcommittees for Transportation. I think the hearing the hearing went well, and i was glad to have it as a joint meeting with both House and Senate members. In that meeting we gave our report, as we usually do, about the success that we've had over the last year, and for the last decade. Noting how much work we've done, again, on structurally deficient bridges. And for your information, the last count I had was, we are down to 194, from our 1,168 back in 2004. So we've made great strides; and that puts us at about 3.6% - 3.7% of our bridges that are structurally deficient, we're moving toward that less than 1%. We feel that pressure, and know that we do. We have a lot of bridges that are under construction right now; but we are going to make our less than 1%. We are going to be "Top 5" in the Country; going from 49th to the Top 5!

But in that discussion with the House and Senate, we also discussed tax revenues. I explained what our fuel tax looks like today, at \$0.17 for gasoline, \$0.14 for diesel, we are 49th in the country and that Alaska is the only one lower than us. And this afternoon, apparently, the House is going to take up in their special session of revenue measure that will increase both of those amounts by \$0.06, which will put gasoline at \$0.23 and diesel fuel at \$0.20.

Now, if you recall, a year ago, Governor Fallin came out with a very similar proposal to increase fuel tax and give it all to the Department of Transportation. She's done that again; and that's the genesis of a lot of this conversation. Certainly the group of business leaders that have come together, the Step-Up Program, includes that \$0.06 fuel tax increase. But I want everybody to remember that neither the Governor, nor the Legislature, while we expect to get all of that \$0.06, we don't expect to generate any more revenue. We will not have any additional funding over and above what we have today. But do know that at some point, we hope with that revenue measure and the other revenue measures, that maybe we can stop the diversion of Transportation Funding to fund other core functions of Government. The last 6-8 years it's been 840 million of Transportation Revenues have been used to fund other parts of State Government. As a result of the \$840 million funds diverted from ODOT we have seen projects delayed and even removed from the 8 Year Construction Work Plan. So whatever we can do in the way of revenue generation that will stop the diversion of transportation revenues to other parts of Government would prove to be very beneficial for the State.

I was in Washington, DC last week at a meeting with White House Staff, Senate and House staff, talking about the Trump proposal for infrastructure. Please remember infrastructure is more than highways, more than railroads; it is more than highways, railroads, ports and airports. It includes the electric grid, water, sewer, it is the whole thing. So when President Trump is talking about a trillion and a half dollars, know that there will be a portion of it for transportation. And I do know for a fact, in a visit with the USDOT last week, they're pushing a lot toward rural transportation improvements. So that should be beneficial for us here in Oklahoma; we are one of those bridge states, where we have a lot of people moving through our state, and they are using a lot of the rural highways. And we have talked about the condition of our pavement on our rural 2-lanes or 4-lanes outside of the interstate system, and it's not good. It hasn't been good for some time, and it's not good now; but we are going to need to stay focused on that and hopefully, this package will help that. So we'll see what that looks like, and I will brief the Commission later on this afternoon or possibly tomorrow, of what I learn out of the phone call.

Some of the conversation that we've heard recently from the federal government is, well, the States need to step up. Well, if you look at transportation funding in this country, the States have stepped up. The notion that the States haven't done anything in the last 10 years is false! It's just, what did we do last week, and what did we do last month? Not much, but if you look at Oklahoma, we've provided an additional \$575 million in less than 10 years. So it's a situation that I don't want any Commissioners to begin to hear that rhetoric and not remember what Oklahoma did. Other States have been increasing fuel tax to provide additional transportation funding.

In 2004, before we had the \$575 million, if you will remember our 8 Year Plan was 100% federally funded! A 100%, today we're more like 50-50. We have to keep that in focus as you hear the conversation going on in Washington DC that the States need to step up. Sure, we need to step up; and I think states will continue to step up; but the notions that we haven't is false!

One of the other things that we talked about with the joint committee was on recruiting and retaining employees; because that's becoming an issue for all State Agencies. But I like to say, particularly, ODOT because I'm living it; we are having trouble recruiting and retaining. Part of that problem is certainly salaries. I know you have heard state employees haven't had an increase in salaries in a decade. But we have had the freedom here at the Department to give salary adjustments based on the market; and we have done that. But the last time we did that was in 2012; it has been 5 years since we did that! That's something that we are going to have to take a look at; it's not only recruiting, but it's retaining. We are developing a high turnover rate again. Some classes we don't have a high turnover rate, because we can't get them here for them to leave. So our denominator is zero; we can't get them in here! So we are going to be looking at that and I'll be briefing the Commission as we go along through that.

When you couple that with the challenge of our frozen benefit allowance that was frozen during the 2012 Legislative Session. So beginning in January 2013, we have had the same benefit allowance; but I don't have to tell you as business owners that the cost of insurance has gone up! Cost of insurance has gone up and we only have the opportunity to use one insurance company, that's Health Choice; and so there's no competition there. So we're going to use what we can get, and the cost of that, since 2012, has gone up \$4,500. The employees are bearing the cost of that additional insurance. So while we've frozen their salaries, we froze their benefit allowance; the folks who were here in 2012 are not making as much they were; their net income is going down. So that's a continuing challenge for us, and again, that's something we're going to have to work on. There was some discussion at the Capitol about across the board pay raises; okay, now start doing something about the benefit allowance. I'm not inclined to wait; I'm more inclined to take the bull by the horns so to speak, and try something; we have got to do something!

The last thing I want to tell you is that the moving of a couple of bridges here in Oklahoma City was a success. I want to publically thank ODOT workers, staff of Allen Contracting and American Bridge for their efforts to install the new railroad truss bridge over I-235 near N. 50th Street in Oklahoma City in late January. It was just cool stuff and I mean at some point you just got to stand back and marvel at it. So we had about 18,000 people watching it live-streamed on our website. Those were 18,000 people from the United States and 33 foreign countries. I dare say, while we didn't run them through a turnstile or sell them a ticket, I'm going to guess we had somewhere between 500-600 people sitting in our bleachers looking down on the game, from the 50th Street bridge in those 2 days. What was really interesting to me was the number of retired ODOT employees that came out to watch it. The guys, who wanted to do something like that, could have done something like that when they were still here, they just lacked a little bit of money. Well, we're in the good spot to have some money to make some substantial changes. I've congratulated everybody 1,000 times. I wish to congratulate everybody that was involved. Our media relation folks were out there, and PR was there along with our video guys recording everything. Media guys were handling the media. And thanks to the media for being there and continuing to educate our public on what was going on; letting them know that we were going to close the interstate, to find another route and come out and join us if you can. We had live Facebook; anybody watch live Facebook? I do now, but I didn't before. I want to thank those folks for making all this happen. I did ask Bart and his team to put together a short video for us and we'll call this a wrap.

(Showed a Video of the Railroad Truss Bridges being moved)

Secretary Patterson said after seeing this video I think you would agree as our Bridge Engineer, Steve Jacobi would say, this went swimmingly and we finished early!

Commissioner Burrage said, great, great job; met my wife's specifications, too, so everything was perfect. I just wanted to make sure that we all understand that the Trump requirements requiring participation aren't going to change. We are participating, but it doesn't mean that we're going to get more help. It means

there's going to be more availability if we're able to match funds, able to participate in their new plan. And we're really at a standstill, minus, because we had an 8 Year Budget that we trimmed off and took projects out, which we had never done before, and now, it's smaller. And I know that our state economy is improving, and has improved at least to the level of last year's budget. But that doesn't get teachers a pay raise, it doesn't build prisons, it doesn't restore ODOT's budget, or do any other new things like give us flexibility. We all know there are places we could cut and trim and make government more efficient. We've seen the problems that have been uncovered. But we, simply, at the Department of Transportation, need to be funded differently, and it needs to be direct, consistent. Because we know if we have consistent funding, we can do projects cheaper. A 20-year-old feasibility study doesn't do us much good. So if we conduct a feasibility study that has no funding solution, it's shame on us. Those things aren't happening here anymore. We've made this place more efficient, because we are now able to plan properly. And I know nobody in this room wants that to change. Planning, anticipation makes this Department better, and there's going to be a lot going on across the street today. But we all need to keep in mind here, that the great things that have been accomplished; and they truly have been great. That bridge is great, the bridge in Tishomingo we moved over that was great. Responding to the knocked down bridge, that was great. Replacing our bridges, what we've done in Oklahoma City, what we've done in Norman, what we've done in Tulsa; but we are still not even close to having a program that addresses all our needs. And I know every State Agency wants to cry about, we don't have enough money, but our State is carried on the back of the infrastructure that you guys have built. And we don't ever need to forget that! Thank you.

Secretary Patterson said, "Thank you".

Information Only: No Commission action required.

ITEM PRESENTED BY COMMISSION CHAIRMAN

27. Adjournment Motion

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

Meeting adjourned at 11:48 a.m.

Approval of the Minutes of the Transportation Commission Meeting February 12, 2018.

David Burrage - Chairman

Brad Burgess – Vice Chairman