



Lawton Metropolitan Planning Organization

FFY 2011-2014

Transportation Improvement Program

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The Federal Fiscal Years (FFY) 2011-2014
Transportation Improvement Program (TIP)
is updated biennially and amended as necessary.
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Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was enacted in August 2005 and builds upon the previous transportation acts. The Act specifies the transportation system, on which certain funds can be spent, expands the activities that the funds are eligible for and promotes the role of the Metropolitan Planning Organization (MPO) in the planning and programming of projects. SAFETEA-LU requires each designated MPO to develop a Transportation Improvement Program (TIP), and the State to develop a Statewide Transportation Improvement Program (STIP) as a condition to securing federal funds for the transportation projects.

The TIP is a cooperatively developed four-year program outlining transit, highway, and traffic safety improvements within the LMATS area. Capital projects funded by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are required to be listed in the TIP. There are five specific requirements the TIP must meet before these agencies approve the funding.

- The LMPO's TIP is a four-year program that plans for the development of roads, highways, transit, pedestrian, and bicycle projects for the urbanized area. The TIP will have a priority list of projects and strategies for four years and descriptions (type of work, termini, and length, etc.) of each project in the TIP.
- The TIP must contain a financial plan showing funding sources for the projects contained in the TIP.
- Projects included in the program must be consistent with the LRTP. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that federally funded transportation projects in an urbanized area be included in a TIP, which the MPO has to approve.
- There must be reasonable opportunity for public comment prior to the approval of this TIP; and
- The TIP must cover the entire LMATS area, including tribal land, if applicable.

One of the key requirements of SAFETEA-LU is that the TIP be a financially constrained document with the amounts of funds being programmed equal to the total funds available. This is included to ensure that the transportation projects committed for funding in the various years of the TIP have funds available to allow them to start construction. In addition, the TIP places emphasis on the need for the various local and state entities to work together to ensure that a particular project has all the necessary preliminary work completed by the program year.

The TIP provides the opportunity to select projects to carry out the transportation planning goals expressed in the adopted Long Range Transportation Plan (LRTP). The LRTP details a list of all the projects proposed for completion in the LMATS area by 2030. In cooperation and coordination with the Oklahoma Department of Transportation (ODOT) and the Lawton Area Transit System (LATS) the Lawton Metropolitan Planning Organization (LMPO) biennially updates the TIP. Development of the TIP requires that the LMPO rank the projects identified in the TIP.

The LMPO and Transportation Policy Committee must approve all transportation projects, programs, and operations receiving funds in the LMATS area. The exceptions are federal airport funds for the Lawton-Fort Sill Regional Airport, which are not subject to the LMPO's TIP process, but are listed in the TIP for information and coordination purposes.

New Projects

The LMPO does not receive a dedicated revenue source for transportation projects. New roadway projects are added to the TIP when ODOT notifies the LMPO that federal funds are committed. New transit projects for the public transit system are added at the time of grant submission. Applications for FTA Section 5310 funding must be received by the LMPO no later than the 2nd Friday in December to be included in the annual update of the TIP.

Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 required the formation of a MPO for an urbanized area with a population greater than 50,000. MPO's were created to ensure that the existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process.

The Governor designated the City Planning Commission (CPC) in 2003 as the Lawton Metropolitan Planning Organization (LMPO). The LMPO membership represents the eight wards within the City. The City of Lawton's Planning Division administers and carries out the planning and program management functions.

There are five core functions of the MPO:

- Establish and manage a fair and impartial setting for effective decision-making in the metropolitan area.
- Evaluate transportation alternatives, scaled to the size and complexity of the area, to the nature of its transportation issues, and to the realistically available options.
- Develop and update a long-range transportation plan (LRTP) for the metropolitan transportation study area covering a planning horizon of at least twenty years that fosters mobility and access for people and goods, efficient system performance and preservation, and quality of life.
- Develop a program based on the LRTP designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
- Involve the public and all the significantly affected subgroup in the four essential functions listed above.

MPOs have the responsibility for preparing and approving the area TIP. Included in the TIP are specific elements which the federal requirements under SAFETEA-LU.

Definition of Study Area

The LMATS area is in southwestern Oklahoma within Comanche County. Most of the land area in the LMATS is under the jurisdiction of the City of Lawton. See Map 1. Biennially, the LMPO in coordination with the ODOT, Lawton Area Transit System and other interested parties prepare the TIP. ODOT provides the list of highway projects and statewide projects to be included in the TIP, while the Lawton Area Transit System General Manager and the City Transit Trust provide a listing of transit projects. When the draft TIP is completed, it is sent to ODOT for review and comment. The final draft is distributed to various agencies thirty days prior to the LMPO public hearing. The document is also available for review on the LMPO's

website – www.lawtonMPO.org. In addition, a newspaper notice is placed in The Lawton Constitution fifteen days prior to the LMPO public hearing.

Transportation Planning Process

A major responsibility of the LMPO is the development of a Long Range Transportation Plan for the LMATS area. This plan deals with highway networks, transit service, airports, and pedestrian and bicycling demands. These plans are based on projected population increases and employment trends. They are designed to satisfy the needs of citizens of the LMATS area. Two main products are developed through the planning process. The first is a Transportation Plan and the second is the TIP. Both the LRTP and the TIP must be approved by the LMPO and the Transportation Policy Committee. The LRTP is updated at least every five years, while the TIP is updated biennially.

The LMPO assists the local governments and transit agency providers of the region in implementing projects of the TIP by programming federal funding for the projects. The ODOT administers Surface Transportation Program (STP) funds for the LMATS area. STP funds may be used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction. The Transit Trust administers Federal Transit Administration (FTA) funds for the LMATS area.

Transportation Equity

Transportation equity includes environmental justice and Title VI requirements. Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination. Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving federal assistance. It also provides for active and meaningful involvement of the public in the development of transportation plans and programs.

Long Range Transportation Plan Compliance

During FY 2009-2010, progress was made toward implementing the LRTP, through the following projects:

- Final design complete - NW 38th Street between Gore Boulevard and Cache Road,
- Improvements to the US 62 and Fort Sill Boulevard interchange,
- Improvements to the US 62 and Sheridan Road interchange,
- Reconstruction of NW 67th Street between Cache Road and Rogers Lane, 5-lane facility, and
- Completion of Bike Route Analysis
- .Two projects, Whittier Elementary School and Howell Elementary School, received funding through Safe Routes to School funding
- Rehabilitation and maintenance of I-44 beginning at SH 7, north for 2.6 miles
- Transportation Enhancement Projects:
 - Reconstruction and streetscape improvements on NW 2nd Street between Gore Boulevard and Columbia Avenue
 - Awarding contract for the Intermodal Transportation Museum

Lawton Area Transit System

Lawton Area Transit System (LATS) is the fixed route transit and complementary paratransit services available to the Lawton-Ft. Sill community. LATS buses provide service to Ft. Sill, including the Post Main Exchange, Commissary, and Reynolds Army Community Hospital. All routes run through the Downtown Transfer Center, located on the north side of the 400 Block of

“B” Avenue (south of Wayne Gilley City Hall). LATS serves all of the major shopping areas and movie theaters in town. Every Lawton Public School middle school and high school is on a LATS route. LATS operates Monday – Friday, 6 am – 7 pm, and Saturday, 9 am – 9 pm. A network of five fixed routes with 10 buses operating on a pulse/clockwise/counter-clockwise manner serves the community. LATS makes flag stops for passengers standing at any street corner along the Fixed Routes. Bus passes, transfers, or correct fare are collected in the fare box. Reduced fares are available for: Medicare cardholders, disabled, elderly, and students ages 17 and under. On air alert days adult full fares are reduced to \$0.50.

Many of the capital projects are funded with eighty percent FTA Section 5307 and/or 5309 funds and matched with twenty percent City of Lawton funds. LATS has also applied for and received Section 5316 (Jobs Access and Reverse Commute) and Section 5317 (New Freedom) funds for buses and paratransit vehicles. Accessible vehicles are funded by FTA at eighty-three percent and the local match is seventeen percent. The Section 5307 urbanized area program funds are apportioned by a statutory formula based on population, and population density. Tables 6 through 8 provide information on the funding by federal fiscal year for the LATS.

FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance through ODOT/DHS that serve the specialized transportation needs of the elderly and persons with disabilities. The Aging Services Division of the Department of Human Services (DHS) administers Oklahoma’s Section 5310 program. The amount of Section 5310 funding spent within the LMATS area varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds available to the state. Entities that provide demand responsive public transportation in the study area are: Great Plains Improvement Foundation, Comanche Tribe, Comanche County Nutrition Project, Goodwill Industries and Greiner School for the Handicapped. In 2002, the Aging Services Division of DHS was notified in writing that applications for Section 5310 funding must be submitted by the first day of February to be included in the local TIP.

The LMPO staff will review the application to ensure the applicant has developed the application in coordination among federally assisted public and private transportation operators within the area. A newspaper notice will be placed in *The Lawton Constitution* fourteen days prior to the LMPO meeting in which the application will be considered. The LMPO will hold a public hearing to consider the application and solicit comments. Approval of the application by the LMPO will be considered a part of this TIP, as required for federal funding eligibility, pursuant to the line item in the tables.

Indian Reservation Road (IRR) Program

The Indian Reservation Roads (IRR) program was established on May 26, 1928 by Public Law 520. The Act authorized appropriations for construction and maintenance of Indian reservation roads not eligible for Federal-aid highway funding. The IRR program is authorized under the Federal Lands Highway Program, 23 USC 204. The purpose of the IRR program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands and communities for Native Americans, visitors, recreational, resource users and others while contributing to economic development, self-determination, and Native American employment.

The tribal governments develop and submit a priority list of projects to the BIA Area Office accompanied by the tribal government’s letter of approval (resolution). The BIA Area Office

develops the project lists and develops the BIA TIP and submits to FHWA for approval. After FHWA approval, the BIA forwards the approved TIPs to the appropriate agencies. The BIA

Area Office notifies the tribal governments for which projects are programmed. Title 23 United States Code (USC) requires Indian tribal governments, in cooperation with the Bureau of Indian Affairs (BIA) and as may be appropriate with State, local governments or MPOs, to develop a TIP.

The Transportation Technical Committee has been informed that the Comanche Nation is in the preliminary design of a road running parallel and on the east side of I-44 from Lee Boulevard to Gore Boulevard; however, no formal documentation has been submitted.

Funding Sources

The TIP is developed in compliance with joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations. Projects that use federal funds that are shown within the TIP follow these regulations:

- Congestion Mitigation Air Quality Funds (CMAQ) - These funds are for projects to educate the community about the harmful health effects of transportation related ozone and for projects that help reduce ozone-contributing elements.
- Bridge Maintenance Program - This program provides funding for small scale bridge improvements such as painting, minor repair, seal coat/waterproofing, etc.
- Enhancement Activity - All projects must be related to the intermodal Transportation System. The required relationship must be one of function, proximity or impact and meet at least one of the enhancement categories.
- Federal Transit Administration Section 5303 - This funding is for MPO to perform transit related planning.
- Federal Transit Administration Section 5307 - This fund can be used for capital funds for eligible preventive maintenance costs. The funding is distributed annually by apportionment based on population, population density and bus revenue miles of service. The City Transit Trust applies directly to FTA for these funds.
- Federal Transit Administration Section 5309 - This program provides discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. The City Transit Trust applies to ODOT to receive these funds.
- Federal Transit Administration Section 5310 -This program provides funding to private nonprofit agencies for capital improvements for the provision of transportation services to elderly and disabled persons.
- Federal Transit Administration Section 5316 - This program provides capital, planning, and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment and for reverse commute projects. The City Transit Trust applies to ODOT to receive these funds.
- Federal Transit Administration Section 5317 – This program provides capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.
- Interstate Maintenance Program - These funds can be used only by ODOT for resurfacing, restoration, and rehabilitation of the Interstate Highway System.

- National Highway System (NHS) - This funding category can only be used by ODOT and includes all interstate and other major U.S. routes and state highways. In the LMATS area the roadways that are on the NHS are: US 62 and I-44.
- Railroad Crossings - These funds may be spent on railroad crossings statewide for modernization and safety improvements.
- Recreational Trails - These funds can only be used by ODOT.
- Right-of-Way Clearance - These funds can only be used by ODOT for the demolition, removal and disposal of obstructions on public right-of-way that require removal prior to utility relocation or project startups.
- Safety Projects - This funding category can only be used by ODOT for small scale traffic/safety improvement to include: traffic signals, intersection modification, lighting, interconnecting systems, guardrail, delineation, etc.
- Surface Transportation Program (STP) - STP funds may be spent on roads that are functionally classified as a collector or higher for urban streets and as a major collector or higher for rural areas.

Local Funded Projects

The residents of the City of Lawton have approved local funding for the following road projects:

1. NW 38th Street (Gore Boulevard – Cache Road). NW 38th Street Corridor between Gore Boulevard and Cache Road is currently a 4-lane undivided asphalt road. Increased traffic and a sight distance problem have necessitated the reconstruction of this corridor to a 5-lane roadway. The proposed project includes construction of approximately one mile of 5-lane roadway including grading, drainage, paving, right-of-way acquisition and utility reconstruction. The local cost of this project will be funded at 100% by the City of Lawton's 2005 CIP.

Estimated Project Cost:

Construction	\$5,000,000.00
Utility Relocation	\$ 800,000.00
ROW	\$ 600,000.00
Engineering Fee	\$ <u>0.00</u>

TOTAL: \$6,400,000.00

2. SE 45th Street (Lee Boulevard – Gore Boulevard) SE 45th Street between Lee Boulevard and Gore Boulevard in east Lawton is currently a narrow 2-lane asphalt pavement section with numerous access roads and driveways leading into the residences. Increased traffic has necessitated its widening to a 5-lane section. The proposed project includes construction of approximately one mile of 5-lane roadway including grading, drainage, paving, right-of-way acquisition and utility relocation. The 2005 CIP will provide 100% funding for utility relocation, right-of-way acquisition and engineering fees and 20% of the estimated funding for construction. The remaining funding for the project is to be programmed later.

Estimated Project Cost:

Construction	\$5,500,000.00
Utility Relocation	\$1,000,000.00
ROW	\$1,000,000.00
Engineering Fee	\$ <u>300,000.00</u>

TOTAL: \$7,800,000.00

- 3 Rogers Lane (I-44 – Flower Mound Road) Rogers Lane between I-44 and Flower Mound Road in East Lawton is currently a narrow 2-lane asphalt pavement section with limited access roads and driveways leading into the residences. Increased traffic has necessitated its widening to a 5-lane section and provides a loop around East Lawton. The proposed project includes construction of approximately two miles of 5-lane roadway including grading, drainage, paving, right-of-way acquisition and utility relocation. The 2008 CIP will provide 100% funding for engineering fees. The remaining funding for the project is to be programmed later.

Estimated Project Cost:

Construction	\$12,000,000.00
Utility Relocation	\$ 1,000,000.00
ROW	\$ 1,600,000.00
Engineering Fee	\$ 800,000.00
TOTAL:	\$15,400,000.00

Air Quality

The Environmental Protection Agency (EPA) has designated Comanche County as an air quality attainment area based on the most current three-years of data (2006-2008). The designation of attainment was achieved through our local efforts to educate the public about air pollution. LMPO staff will continue to develop and implement an air quality public awareness and education campaign. LMPO staff will work closely with the Lawton Metropolitan Area Air Quality Committee (LMAAQC) to develop and implement the public awareness campaign. Funding for the air quality public awareness and education campaign is the Congestion Mitigation and Air Quality (CMAQ) grant and local contribution.

There are three air quality-monitoring stations within the City of Lawton. Installation of the stations was the responsibility of the Oklahoma Department of Environmental Quality (ODEQ). The ozone monitoring station is located south of Lawton along the I-44 corridor on City property near the landfill. The particulate matter station is located at the Comanche County Fairgrounds. The station on the City property continuously samples the air in Lawton for ozone. The station at the Fairgrounds continuously samples the air for Particulate Matter 10. The third monitoring station was placed on property owned by Lawton Public Schools in 2007 and measures Particulate Matter 2.5 and ozone.

Public Participation Process

Changes in federal transportation law require MPOs to expand opportunities for the public to participate in all phases of the transportation planning process. Citizen input is an important step in the development of plans and programs that meet the area's transportation needs while minimizing any negative environmental or social impact.

Consistent with the intent of SAFETEA-LU, it is the policy of the LMPO to support proactive public involvement at all stages of project planning and development. The performance standards are: early and continuous involvement; public availability of technical information; and open public meetings where matters related to Federal-Aid Highway and transit programs are being considered. In order to afford the public an opportunity to review major plans in detail and to solicit public opinion, a newspaper notice is placed in the local newspaper fifteen calendar days prior to a LMPO meeting soliciting comments on the TIP or amendments. The LMPO provides access to all information pertinent to transportation projects and programs. The public may review

the documents in the Planning Division, 103 SW 4th Street, from 8:00 a.m. - 12:00 p.m. and 1:00 p.m. - 5:00 p.m., Monday-Friday (except for holidays) and on the LMPO's website at www.lawtonMPO.org.

Amendments

The TIP represents a best estimate of the projects that are planned for advancement during the next four years. However, there must be some flexibility to change the TIP during the two-year

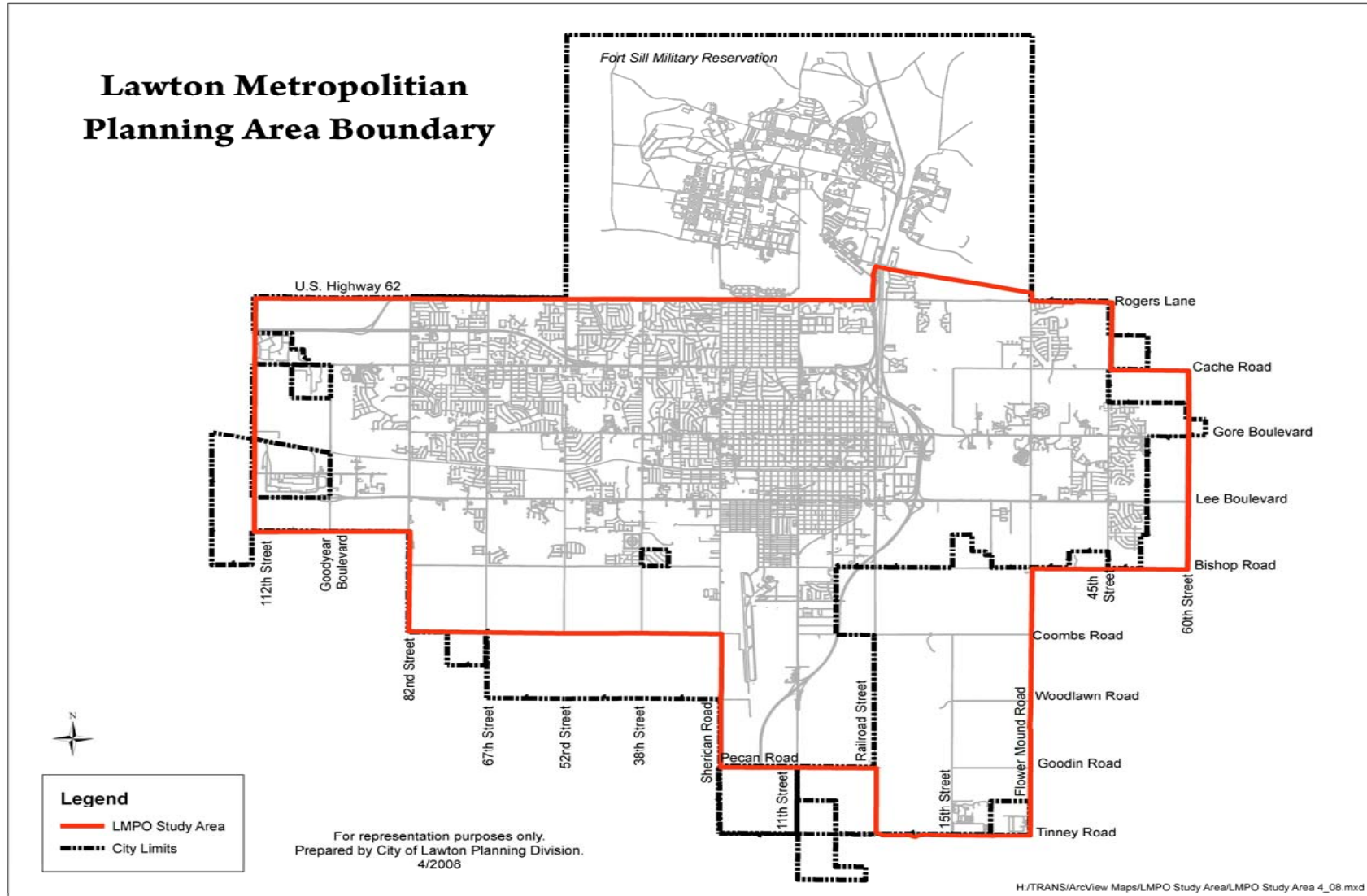
interval between the publications of successive TIPs. Conditions will change, such as changes in priorities and funding availability, which will dictate modifications such as adding a new project, expanding the scope and/or funding level, changing the source of federal funding, or changing the phasing of a project.

A public hearing is required for TIP amendments and will be held in accordance with the LMPO's adopted public participation process. An amendment to the TIP will require action by both the LMPO and TPC.

Grouping of Projects

A summary of expenditures by funding categories can be found in Table 1. Subsequent year programs are listed in Tables 2 through 8. Tables 2 through 5 identify expenditures and projects for surface transportation projects. Tables 6 through 8 identify transit funding categories. Some projects in the program are considered to be inappropriate in scale for individual identification in the TIP. These include signalization, traffic engineering, safety, noise abatement, modernization projects that do not change the use or scale of existing facilities, and certain small-scale highway and transit projects. These types of projects are grouped together under a line item category, with the type of project, funding source, and programming agency.

Map 1: Lawton Metropolitan Area Transportation Study Boundary



LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1: TIP Four Year Summary of Funding

CATEGORY	FEDERAL	STATE	LOCAL	OTHER LOCAL	FARES	TOTAL
STP	\$ 5,500,000	\$ -	\$ 1,375,000		\$ -	\$ 6,875,000
IM	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
PL	\$ 480,000	\$ -	\$ 120,000		\$ -	\$ 600,000
CMAQ	\$ 300,000	\$ -	\$ 75,000		\$ -	\$ 375,000
FTA Section 5303	\$ 100,000	\$ -	\$ 25,000	\$ -	\$ -	\$ 125,000
FTA Section 5307	\$ 4,866,729	\$ 300,000	\$ 1,928,703	\$ 372,000	\$ 900,000	\$ 8,367,432
FTA Section 5309	\$ 1,793,280 1,484,360	\$ -	\$ 367,299 304,026	\$ -	\$ -	\$ 2,160,579 1,788,386
FTA Section 5310	\$ -	\$ -	\$ -	\$ -		\$ -
FTA Section 5316 (JARC)	\$ 864,000 857,477	\$ -	\$ 216,000 175,628	\$ -		\$ 1,080,000 1,033,105
FTA Section 5317 (New Freedom)	\$ 169,062		53,391			222,453
<i>Subtotal</i>	\$ 14,757,628	\$ 300,000	\$ 4,056,748	\$ 372,000	\$ 900,000	\$ 20,386,376
IRR Total	\$ -	\$ -	\$ -		\$ -	\$ -
TOTAL FUNDS	\$ 14,757,628	\$ 300,000	\$ 4,056,748	\$ 372,000	\$ 900,000	\$ 20,386,376

Source: City of Lawton Planning Division and ODOT

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

Table 2: Federal Fiscal Year 2011 TIP Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(26)	Metropolitan Planning	\$120,000	\$0	\$0	\$30,000	\$150,000
15612(18)	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
18903(14)	Congestion Mitigation and Air Quality Public Awareness and Outreach Tree Planting Program Bicycle and Pedestrian Plan – Construction Plans for Routes Bicycle and Pedestrian Plan – Construction of Routes	64,663 4,800 48,000 32,537	\$0	\$0	\$37,500	\$187,500
27050(05)	US 62 at I-44 Interchange – right-of-way acquisition	\$600,000	\$0	\$0	\$0	\$600,000
17049(17)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(17)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(17)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(17)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

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ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
18262(14)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(12)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(11)	3R/3P Resurfacing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(11)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(11)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(11)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(11)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(11)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(11)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15609(18)	FTA Section 5311/5340 – Nonurbanized area FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15611(18)	FTA Section 5310 FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18356(18)	FTA Section 5304 Statewide Planning FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

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ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
18357(18)	FTA Section 5311(B)/Rural Transit Assistance FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20882(11)	FTA Section 5316 Grant: Job Access & Reverse Commute FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21342(08)	FTA Section 5309 Capital Grant Program FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23328(08)	FTA Section 5316 New Freedom Program FFY 2010 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$895,000	\$0	\$0	\$73,750	\$968,750

Source: ODOT

Table 3: Federal Fiscal Year 2012 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(27)	Metropolitan Planning	\$120,000	\$0	\$0	\$30,000	\$150,000
15612(19)	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
18903(15)	CMAQ Projects					
	Public Awareness and Outreach	\$73,746			\$18,436	\$92,182
	Tree Planting Program	4,800			1,200	6,000
	Bicycle and Pedestrian Plan – Construction of Routes	71,454			17,863	89,317

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
27050(06)	US62 at I-44 Interchange – utility relocation	\$1,500,000	\$0	\$0	\$0	\$1,500,000
17049(18)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(18)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(18)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(18)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(15)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(13)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(12)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(12)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(12)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(12)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
23613(12)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(12)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(12)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15609(19)	FTA Section 5311/5340 – Nonurbanized area FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15611(19)	FTA Section 5310 FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18356(19)	FTA Section 5304 Statewide Planning FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18357(19)	FTA Section 5311(B)/Rural Transit Assistance FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20882(12)	FTA Section 5316 Grant: Job Access & Reverse Commute FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21342(09)	FTA Section 5309 Capital Grant Program FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23328(09)	FTA Section 5316 New Freedom Program FFY 2011 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$1,795,000	\$0	\$0	\$73,749	\$1,868,749

Source: ODOT

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

Table 4: Federal Fiscal Year 2013 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(28)	Metropolitan Planning	\$120,000	\$0	\$0	\$30,000	\$150,000
15612(20)	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
27050(04)	US 62 at I-44 Interchange	\$1,900,000	\$0	\$0	\$0	\$1,900,000
17049(19)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(19)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(19)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(19)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(16)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(14)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(13)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
20781(13)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(13)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(13)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(13)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(13)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(13)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15609(20)	FTA Section 5311/5340 – Nonurbanized area FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15611(20)	FTA Section 5310 FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18356(20)	FTA Section 5304 Statewide Planning FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18357(20)	FTA Section 5311(B)/Rural Transit Assistance FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20882(13)	FTA Section 5316 Grant: Job Access & Reverse Commute FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
21342(10)	FTA Section 5309 Capital Grant Program FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23328(10)	FTA Section 5316 New Freedom Program FFY 2012 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$2,045,000	\$0	\$0	\$36,250	\$2,081,250

Source: ODOT

Table 5: Federal Fiscal Year 2014 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(29)	Metropolitan Planning	\$120,000	\$0	\$0	\$30,000	\$150,000
15612(21)	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
18922(04)	I-44 at Fort Sill Key Gate Interchange	\$1,000,000				\$1,000,000
27165(04)	I-44 Bridge: Rehabilitation and Safety upgrades at various bridges in the Tri-Level Interchange	\$1,500,000				\$1,500,000
17049(20)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
17050(20)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(20)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(20)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(17)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(15)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(14)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(14)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(14)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(14)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(14)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(14)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
25625(14)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15609(21)	FTA Section 5311/5340 – Nonurbanized area FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
15611(21)	FTA Section 5310 FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18356(21)	FTA Section 5304 Statewide Planning FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18357(21)	FTA Section 5311(B)/Rural Transit Assistance FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20882(14)	FTA Section 5316 Grant: Job Access & Reverse Commute FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21342(11)	FTA Section 5309 Capital Grant Program FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23328(11)	FTA Section 5316 New Freedom Program FFY 2013 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$2,645,000	\$0	\$0	\$36,250	\$2,681,250

Source: ODOT

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

Table 6: Federal Fiscal Year 2011 Local Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5309 FUNDING	FTA 5316 FUNDING	FTA 5317 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Program Support/Administration	\$64,000	\$0			\$16,000	\$0	\$0	\$0	\$80,000
Operating Assistance	\$615,121	\$0			\$391,121	\$300,000	\$124,000	\$100,000	\$1,530,242
Capital Lease Monthly Administration/Maintenance	\$42,816	\$0			\$10,704	\$0	\$0	\$0	\$53,520
Acquire Shop Equipment	\$12,800	\$0			\$3,200	\$0	\$0	\$0	\$16,000
Acquire Misc. Support Equipment	\$24,000	\$0			\$6,000	\$0	\$0	\$0	\$30,000
Audit Services – Contract	\$14,400	\$0			\$3,600	\$0	\$0	\$0	\$18,000
Preventative Maintenance	\$681,106	\$0			\$170,276	\$0	\$0	\$0	\$851,382
Non Fixed ADA Paratransit Service	\$124,000	\$0			\$31,000	\$0	\$0	\$0	\$155,000
Passenger Amenities-Acquire/Install Bus Shelters and Route Signage	\$20,000	\$0			\$5,000	\$0	\$0	\$0	\$25,000
Safety/Security - Acquire Surveillance Equipment	\$24,000				\$6,000				\$30,000
<i>Subtotal Section 5307</i>	<i>\$1,622,243</i>	<i>\$0</i>			<i>\$642,901</i>	<i>\$300,000</i>	<i>\$124,000</i>	<i>\$100,000</i>	<i>\$2,789,144</i>
30-foot Buses (3 4)	\$0	\$597,600 <u>288,840</u>	\$288,000 <u>281,477</u>	<u>169,062</u>	\$194,400 <u>170,203</u>	\$0	\$0	\$0	\$1,080,000 <u>909,582</u>

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5309 FUNDING	FTA 5316 FUNDING	FTA 5317 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
TOTAL	\$1,622,243	\$597,760 <u>288,840</u>	\$288,000 <u>281,477</u>	<u>\$169,062</u>	\$837,301 <u>813,104</u>	\$300,000	\$124,000	\$100,000	\$3,869,304 <u>3,698,726</u>

Source: LATS General Manager/ODOT

Table 7: Federal Fiscal Year 2012 Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5309 FUNDING	FTA 5310 FUNDING	LOCAL FUNDING	FARES	OTHER FUNDING	STATE	TOTAL FUNDING
Program Support/Administration	\$64,000	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000
Operating Assistance	\$615,121	\$0	\$0	\$391,121	\$300,000	\$124,000	\$100,000	\$1,530,242
Capital Lease (capitalization of admin./maintenance bldg.)	\$42,816	\$0	\$0	\$10,704	\$0	\$0	\$0	\$53,520
Acquire Shop Equipment	\$12,800	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
Acquire Misc Support Equipment	\$24,000	\$0	\$0	\$6,000	\$0	\$0	\$0	\$30,000
Audit Services – Contract	\$14,400	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
Preventative Maintenance	\$681,106	\$0	\$0	\$170,276	\$0	\$0	\$0	\$851,382
Non Fixed ADA Paratransit Service	\$124,000	\$0	\$0	\$31,000	\$0	\$0	\$0	\$155,000
Passenger Amenities- Acquire Bus Shelters and Route Signage	\$20,000	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000
Safety/Security: Acquire Surveillance Equipment	\$24,000	\$0	\$0	\$6,000	\$0	\$0	\$0	\$30,000

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5309 FUNDING	FTA 5310 FUNDING	LOCAL FUNDING	FARES	OTHER FUNDING	STATE	TOTAL FUNDING
<i>Subtotal Section 5307</i>	\$1,622,243	\$0	\$0	\$642,901	\$300,000	\$124,000	\$100,000	\$2,789,144
30-foot Buses (3)	\$0	\$597,760	\$288,000	\$194,400	\$0	\$0	\$0	\$1,080,160
TOTAL	\$1,622,243	\$597,760	\$288,000	\$ 837,301	\$300,000	\$124,000	\$100,000	\$3,869,304

Source: LATS General Manager

Table 8: Federal Fiscal Year 2013 Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5309 FUNDING	FTA 5310 FUNDING	LOCAL FUNDING	FARES	OTHER FUNDING	STATE	TOTAL FUNDING
Program Support/Administration	\$64,000	\$0	\$0	\$16,000	\$0	\$0	\$0	\$80,000
Operating Assistance	\$615,121	\$0	\$0	\$391,121	\$300,000	\$124,000	\$100,000	\$1,530,242
Capital Lease (capitalization of admin./maintenance bldg.)	\$42,816	\$0	\$0	\$10,704	\$0	\$0	\$0	\$53,520
Acquire Shop Equipment	\$12,800	\$0	\$0	\$3,200	\$0	\$0	\$0	\$16,000
Acquire Misc Support Equipment	\$24,000	\$0	\$0	\$6,000	\$0	\$0	\$0	\$30,000
Audit Services – Contract	\$14,400	\$0	\$0	\$3,600	\$0	\$0	\$0	\$18,000
Preventative Maintenance	\$681,106	\$0	\$0	\$170,276	\$0	\$0	\$0	\$851,382
Non Fixed ADA Paratransit Service	\$124,000	\$0	\$0	\$31,000	\$0	\$0	\$0	\$155,000
Passenger Amenities- Acquire Bus Shelters and	\$20,000	\$0	\$0	\$5,000	\$0	\$0	\$0	\$25,000

LMPO FFY 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5309 FUNDING	FTA 5310 FUNDING	LOCAL FUNDING	FARES	OTHER FUNDING	STATE	TOTAL FUNDING
Route Signage								
Safety/Security: Acquire Surveillance Equipment	\$24,000	\$0	\$0	\$6,000	\$0	\$0	\$0	\$30,000
<i>Subtotal Section 5307</i>	<i>\$1,622,243</i>	<i>\$0</i>	<i>\$0</i>	<i>\$642,901</i>	<i>\$300,000</i>	<i>\$124,000</i>	<i>\$100,000</i>	<i>\$2,789,144</i>
30-foot Buses (3)	\$0	\$597,760	\$288,000	\$194,400	\$0	\$0	\$0	\$1,080,160
TOTAL	\$1,622,243	\$597,760	\$288,000	\$ 837,301	\$300,000	\$124,000	\$100,000	\$3,869,304

Source: LATS General Manager

INSERT JOINT CERTIFICATION STATEMENT (PAGES 25-27)

Committee Membership

Transportation Policy Committee

- City of Lawton, Mayor
- Ward with the most mileage of Federal Aid Urban and Federal Aid Primary roads, Councilperson
- Lawton - Fort Sill Regional Airport Authority, Chairman
- Lawton Chamber of Commerce & Industry, Executive Director
- City of Lawton, City Manager
- Comanche County Commission, Chairman
- City Planning Commission, Chairman
- Oklahoma Transportation Commission, District Transportation Commissioner
- U.S. Army Field Artillery Center and Fort Sill, Commanding General
- Oklahoma Department of Transportation, Planning & Research Division
- Oklahoma Department of Transportation, Division 7 Engineer
- State Senator, as determined by State Senators representing LMA (non-voting)
- Member, Oklahoma House of Representatives, as determined by those members representing the LMATS area (non-voting)
- Federal Highway Administration (non-voting), Oklahoma Division Administrator
- Federal Transit Administration Region VI (non-voting)
- Friends of the Trail (non-voting)

Transportation Technical Committee

- City of Lawton, Director of Planning
- City of Lawton, Director Public Works & Engineering
- City of Lawton, Traffic Engineer
- Lawton Chamber of Commerce & Industry, Executive Director
- Oklahoma Department of Transportation, Planning & Research Division
- Oklahoma Department of Transportation, Roadway Design Engineer
- Oklahoma Department of Transportation, Transit Planning Manager
- Association of South Central Oklahoma Governments, Executive Director
- U.S. Army Field Artillery Center and Fort Sill, Director of Public Works
- Lawton Area Transit System, General Manager
- Lawton-Fort Sill Regional Airport Authority, Airport Manager
- Comanche Tribe (non-voting)
- Apache Tribe (non-voting)
- Kiowa Tribe (non-voting)
- Federal Highway Administration (non-voting)
- Federal Transit Administration (non-voting)

Lawton Metropolitan Planning Organization

Pat Henry, Chairman

Charlotte Perkins

Jim Nisbett

John Jones

John A. Pereira

Keegan Ledford

Harold Robinson

Neil Springborn

David Denham