



Lawton Metropolitan Planning Organization

FFY 2022-2025

Transportation Improvement Program

Amendment 1

Public hearing January 4, 2022

The Federal Fiscal Years (FFY) 2023-2025
Transportation Improvement Program (TIP)
is updated biannually and amended as necessary.
If you have questions or comments concerning the TIP,
contact the City of Lawton Planning Division at:

212 SW 9th Street
Lawton, Oklahoma 73501
Phone: (580) 581-3375

This report was prepared by the Lawton Metropolitan Planning Organization (LMPO) and was financed in part through the United States Department of Transportation funds (Federal Highway Administration Planning and Federal Transit Administration Section 5303) and in part through local matching funds provided by the City of Lawton. The contents of this document are the responsibility of the LMPO. The United States Government and its agencies assume no liability for the content of this document or for the use of the contents.

RESOLUTION NO. 2022-2

A RESOLUTION ADOPTING AMENDMENT NO. 1 TO THE FEDERAL FISCAL YEARS 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM OF THE LAWTON METROPOLITAN AREA TRANSPORTATION STUDY AREA TO ADD IN FFY 2025 THE CONSTRUCTION OF A NEW INTERCHANGE ON US HIGHWAY 62 AT GOODYEAR BOULEVARD.

WHEREAS, Section 134 of Title 23, United States Code (USC) requires a Transportation Improvement Program (TIP) for Metropolitan Planning Organizations; and

WHEREAS, the Transportation Policy Board was designated by the Governor of the State of Oklahoma as the Metropolitan Planning Organization for the Lawton Metropolitan Area; and

WHEREAS, the TIP is a four year prioritized program of transportation projects receiving federal funding; and

WHEREAS, the Oklahoma Department of Transportation has placed this project in the Statewide Transportation Improvement Program for FFY 2025; and

WHEREAS, a public hearing notice was published in *The Lawton Constitution* on December 19, 2021, advising the public of this proposed amendment.

NOW, THEREFORE, BE IT RESOLVED BY THE LAWTON METROPOLITAN PLANNING ORGANIZATION THAT:

Section 1. The Federal Fiscal Years 2022-2025 Transportation Improvement Program be amended to add the following project in FFY 2025 using State and local funds:

<u>Project</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
US Highway 62 New Interchange with Goodyear Boulevard	\$13,815,000	\$4,605,000	\$18,420,000

ADOPTED this 4th day of January, 2022.


STANLEY BOOKER, CHAIRMAN


JANET SMITH
MPO DIRECTOR

Approved as to form and legality this 28th day of December, 2021.


City Attorney

Table of Contents

Introduction 1

New Projects 1

Metropolitan Planning Organization 1

Definition of Study Area 2

Transportation Planning Process 2

Transportation Equity 3

Long Range Transportation Plan Compliance 3

Lawton Area Transit System 3

Indian Reservation Road (IRR) Program 4

Performance Measures 5

Funding Sources 6

Local Funded Projects 8

Air Quality 8

Public Participation Process 9

Amendments 9

Grouping of Projects 10

Map 1: Lawton Metropolitan Area Transportation Study Boundary 11

Table 1: TIP Four Year Summary of Funding 12

Table 2: Federal Fiscal Year 2022 TIP Projects 13

Table 3: Federal Fiscal Year 2023 Projects 15

Table 4: Federal Fiscal Year 2024 Projects 17

Table 5: Federal Fiscal Year 2025 Projects 19

Table 6: Federal Fiscal Year 2022 Transit Projects 21

Table 7: Federal Fiscal Year 2023 Transit Projects 23

Table 8: Federal Fiscal Year 2024 Transit Projects 24

Table 9: Federal Fiscal Year 2025 Transit Projects 25

Committee Membership 27

Introduction

The Transportation Improvement Program (TIP) is a cooperatively developed four-year program outlining roadway, bicycle, pedestrian, and transit improvements within the Lawton Metropolitan Area Transportation Study (LMATS) area.

The TIP is developed in accordance with Federal law that requires all metropolitan planning organizations (MPOs) prepare a TIP for their designated study area. Fixing America's Surface Transportation (FAST) Act is the most recent transportation bill and builds upon the previous transportation acts establishing federal transportation policy and funding authorizations.

Capital and non-capital projects funded by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are required to be listed in the TIP to be eligible for obligation of federal funds. The TIP will include descriptions (type of work, termini, length, etc.) of each project, the estimated total cost of the project, the amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for the project. Each project must be consistent with the 2045 Metropolitan Transportation Plan.

One of the key requirements 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 2045 Metropolitan Transportation Plan (MTP). The 2045 MTP details a list of all the projects proposed for completion in the LMATS area by 2045. 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 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 may be 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 first of February to be included in 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 Transportation Policy Board as the Lawton Metropolitan Planning Organization (LMPO) in 2013. The LMPO membership, as shown on Page 25, represents elected local officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials. The City of Lawton's Planning Division administers and carries out the planning and program management functions.

There are six core functions of the MPO:

- Establish and manage a fair and impartial setting for effective decision-making in the metropolitan area.
- Identify and evaluate transportation alternatives
- Develop and maintain a Metropolitan Transportation Plan covering a planning horizon of at least twenty years that fosters mobility and access for people and goods, safety of the transportation system, efficient system performance, preservation of the system, connectivity for all modes of transportation, and quality of life.
- Develop a Transportation Improvement Program (TIP) which is a short-range, four-year program of priority transportation improvements based on the MTP designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
- Identify performance measure targets and monitor whether implemented projects are achieving targets.
- Involve the public and all the significantly affected subgroups in the functions listed above.

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 (LATS) 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* at least fifteen days prior to the LMPO public hearing.

Transportation Planning Process

A major responsibility of the LMPO is the development of a Metropolitan Transportation Plan (MTP) for the LMATS area. The 2045 Metropolitan Transportation Plan was adopted December 10, 2019. This plan deals with highway networks, transit service, airport, 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 MTP, and the second is the

TIP. Both the MTP and the TIP must be approved by the LMPO. The MTP is updated 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 City 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

Progress was made toward implementing the MTP through the following projects:

- I-44/US 62 Interchange: reconstruction is completed.
- SE 45th Street (Lee Boulevard to Arlington Avenue): reconstruction is completed.
- The City of Lawton was awarded a TAP grant for a pedestrian bridge over I-44 at Gore Boulevard. This project is in the design phase.

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 SW B Avenue. LATS serves most 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 – 6 pm. A network of five fixed routes with 9 buses operating on a pulse/clockwise/counter-clockwise manner serves the community plus a shuttle to Fort Sill. LATS makes flag stops for passengers along the fixed routes. Bus passes, transfers, or correct fares are collected in the fare box. Reduced fares are available for: Medicare cardholders, disabled, elderly. Lawton Public School (LPS) students as well as faculty can ride LATS free of charge due to an agreement with LPS. On air alert days adult full fares are reduced to \$0.75. Some of these services have been affected by the 2020 Covid 19 Pandemic. In March of 2020 fixed route services were reduced to 1 bus on each route Monday through Friday because of social distancing. In November of 2020, Saturday service was removed because of the lack of employees at LATS. However, In June & July of 2021 Saturday service resumed and some additional service was provided for Monday through Friday service respectfully.

Many of the capital projects are funded with 80% FTA Section 5307 and/or 5339 funds and matched with 20% City of Lawton funds. Accessible vehicles are funded by FTA at 83% and the local match is 17%. The Section 5307 urbanized area program funds are apportioned by a statutory formula based on population and population density. Tables 6 through 9 provide

information on the funding by federal fiscal year for the LATS. Currently the City of Lawton has \$1,178,068 in 5339 funds that have been allocated to the Downtown Transfer Center or the purchase of vehicles.

The 2015 Capital Improvement Program for the City of Lawton included \$3.5 million for the purchase of buses and bus facility improvements. To date, six buses have been purchased. A portion of this funding is to be used for construction of the transfer center. The 2019 Capital Improvement Program for the City of Lawton included \$2.5 million for transit.

In FY 2017 a study on the bus routes was completed. The study indicated the current routes served the transit system well. Depending on the location of the transfer center, the bus routes may need to be re-evaluated.

In FY 2021 A Transit Master Plan is in development. The purpose of the Master Plan will identify the new a Transfer Center & Operational, updated fixed route system, additional services, and present the funding opportunities over the next 5 years.

In FY 2021 A zero emission study for transit vehicles will be in development. The purpose of this study is to analyze the current City of Lawton infrastructure and identify the needs in order to start a zero-emission transit program.

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, and Goodwill Industries. 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* fifteen 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 list of projects will be forwarded to ODOT for inclusion in the TIPs. 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.

Performance Measures

The FAST Act and MAP-21 require that state DOTs, MPOs, and transit planning agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance based approach is intended to ensure the most efficient use of transportation funds, facilities improved investment decision-making, and increase accountability and transparency. The LMPO must demonstrate that the TIP makes progress toward achieving the performance targets and that the TIP includes to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

ODOT is required to set performance targets, and the LMPO has the option to adopt ODOT’s performance targets or establish its own targets. The LMPO established its own performance target for Safety and opted to adopt ODOT’s performance targets for Pavement, Bridges, and System categories.

Safety Performance Measures and Targets

Safety Performance Measures	ODOT	LMPO
Number of Fatalities	691	18
Number of Serious Injuries	14,083	364
Fatality Rate per 100 million VMT	1.41	1.41
Serious Injury Rate per 100 million VMT	28.8	28.8
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	698	19

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT/LMPO Pavement and Bridge Condition Targets		
Performance Measures	2020 Target	2022 Target
Interstate NHS Pavements in Good Condition	Stay above 50%	Stay above 50%
Interstate NHS Pavements in Poor Condition	Stay below 3%	Stay below 3%
Non-Interstate NHS Pavements in Good Condition	Stay above 45%	Stay above 45%
Non-Interstate NHS Pavements in Poor Condition	Stay below 5%	Stay below 7%
NHS Bridges in Good Condition	Stay above 55%	Stay above 60%
NHS Bridges in Poor Condition	Stay below 5%	Stay below 7%

System Performance Targets		
Performance Measures	2020 Target	2022 Target
Travel Time Reliability on Interstate NHS	Stay above 90%	Stay above 90%
Travel Time Reliability on Non-Interstate NHS	Not Required	Stay above 80%
Truck Travel Time Reliability Index on Interstate NHS	Stay below 1.33	Stay below 1.33

Transit providers that receive Federal Transit Administration (FTA) funding are also required to incorporate performance measurement into their planning and programming process. On April 9, 2019, the LMPO voted to support the performance targets as set in the Transit Asset Management Plan for the Lawton Area Transit System. These performance targets are as follows:

1. Decrease the number of at fault accidents by 10% each year.
2. On-time performance by mode must be at 95% and must not fall below 92%.
3. No vehicles shall be out of service for more than 30 days in a row.
4. No more than 5 missed runs (due to breakdowns) in a 30 day period.
5. Continue process of replacing vehicles that are past their useful life.

Because this is the first year the TIP contains performance measures, the LMPO is unable to assess the effect the chosen projects have on the measures. This TIP does support the achievement of these performance targets, and it is anticipated that the performance targets will be met.

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:

- Bridge Maintenance Program - This program provides funding for small scale bridge improvements such as painting, minor repair, seal coat/waterproofing, etc.
- 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.
- 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 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 5339 - 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.
- 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: I-44, US 62, SH 7, US 281B, and all principal arterials as shown on the Functional Classification Map.
- 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.
- Transportation Alternative Program (TAP) – TAP funds programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Local Funded Projects

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

1. 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 as a viable loop around East Lawton. Upon a recommendation from ODOT the project was divided into two phases: Phase I includes Rogers Lane from I-44 to Village Drive and Phase II includes Village Drive to Flower Mound Road. Phase I includes construction of approximately one mile of 5-lane roadway, and Phase II includes construction of 4-lane roadway. The 2008 CIP provided funding for engineering fees, right-of-way acquisition, and relocation of utilities, and the 2015 CIP provided funding for construction. ODOT and the City of Lawton have entered into an agreement whereby ODOT will pay 75% of the construction costs up to a maximum amount of \$5,800,000 with a total construction cost of \$8,000,000 for the first phase. The remaining funding for Phase II is to be programmed later.
2. West Gore Boulevard (67th Street to 82nd Street) West Gore Boulevard between 67th Street and 82nd Street is a 2-lane asphalt street. Gore Boulevard is an arterial running east/west through Lawton. Both 67th Street and 82nd Street have been improved to four and five lane streets. East of 67th Street, Gore Boulevard is a four-lane divided street. With the development of a major shopping center on NW 82nd Street, more vehicles are using Gore Boulevard. The proposed project would construct one mile of 5 lanes with bicycle lanes and sidewalk. Funding for right-of-way acquisition, utility relocation, drainage, and construction for this project was included in the City of Lawton 2015 CIP (\$5,000,000). ODOT and the City of Lawton have entered into an agreement whereby ODOT will pay up to \$5,971,191 for construction and the City will pay \$2,115,696.
3. Goodyear Boulevard (Connection to US 62) Goodyear Boulevard is the arterial running north/south through the West Lawton Industrial Park. The road currently ends at Cache Road. With commercial development to the east and residential areas to the west, vehicles entering the West Lawton Industrial Park from US Highway 62 need more direct access to the industrial park. The proposed project would extend Goodyear Boulevard one half mile north and create a new grade separated interchange with US 62. Local funding for this project is included in the City of Lawton's 2019 CIP Industrial Development Fund. State funding has been programmed for FY2025. The State has agreed to fund 75% of the project up to \$16,000,000. The project is estimated to cost a total of \$18,420,000.

Air Quality

The Environmental Protection Agency (EPA) designated Comanche County as an air quality attainment area based on the data collected in 2008. The designation of attainment was achieved through our local efforts to educate the public about air pollution. The EPA established a new standard for ozone of 0.070 ppm in 2015. LMPO staff will continue to develop and implement an air quality public awareness and education campaign by working closely with the LMPO Air Quality Stakeholders Advisory Committee. Funding for the air quality public awareness and

education campaign is provided by the Congestion Mitigation and Air Quality (CMAQ) grant and local contribution.

There are two 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 particulate matter station is located at the Comanche County Fairgrounds. The station at the Comanche County Fairgrounds continuously samples the air for Particulate Matter 10. The monitoring station placed on property previously owned by Lawton Public Schools in 2007 (2211 NW 25th Street) measures Particulate Matter 2.5 and ozone.

Congestion Mitigation and Air Quality funds are also used for projects to improve air quality. The funds were used to pay for construction of the first four bike routes as approved in the Lawton Metropolitan Bicycle and Pedestrian Plan. In FFY 2018 through 2021 CMAQ funds were used to purchase and install video detection cameras for traffic signals at intersections approved by the LMPO. The LMPO will fund an Alternative Fuel Study for Transit in Lawton in FFY 2022.

Public Participation Process

Federal transportation law requires MPOs to provide 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 FAST Act, 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 at least 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, 212 SW 9th Street, from 8:00 a.m. - 5:00 p.m., Monday-Friday (except for holidays) and on the LMPO's website at www.lawtonMPO.org. Public notice was provided in *The Lawton Constitution* on September 12, 2021, of the LMPO public hearing on the adoption of the FFY 2022-2025 TIP, and the public hearing was held on October 5, 2021.

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 must be approved by the LMPO Transportation Policy Board.

Grouping of Projects

A summary of expenditures by funding categories can be found in Table 1. Tables 2 through 9 list projects and expenditures for individual fiscal years. Tables 2 through 5 identify expenditures and projects for surface transportation projects. Tables 6 through 9 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.

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1: TIP Four Year Summary of Funding

Transportation Improvement Program Projects					
	2022	2023	2024	2025	Total
Federal Funds	\$ 7,056,691	\$6,095,000	\$295,000	\$295,000	\$13,741,691
State Funds	\$2,386,940	\$0	\$0	\$13,815,000	\$16,201,940
Local Funds	\$2,812,071	\$2,273,750	\$73,750	\$4,678,750	\$9,838,321
Total	\$9,868,762	\$8,368,750	\$368,750	\$18,788,750	\$37,395,012
Transit					
	2022	2023	2024	2025	Total
FTA 5307 Funding	\$1,813,068	\$1,874,918	\$1,939,082	\$2,039,710	\$7,666,778
FTA 5339 Funding	\$216,000	\$200,000	\$1,109,000	\$7,866,000	\$9,391,000
Local Funding	\$948,682	\$1,164,115	\$1,415,782	\$2,867,629	\$6,396,208
Fares	\$225,000	\$231,750	\$238,703	\$245,864	\$941,317
Local Income	\$157,500	\$95,000	\$97,850	\$100,786	\$451,136
State Funding	\$280,926	\$150,000	\$154,500	\$159,135	\$744,561
Total	\$3,777,176	\$3,715,783	\$4,954,916	\$13,279,123	\$25,726,998

Source: City of Lawton
 Planning Division LATS,
 and ODOT

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Table 2: Federal Fiscal Year 2022 TIP Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(36)	Metropolitan Planning	\$ 210,500	\$ 0	\$ 0	\$ 52,625	\$ 263,125
15612(49)	FTA Section 5303 Planning	\$ 25,000	\$ 0	\$ 0	\$ 6,250	\$ 31,250
18903(25)	Congestion Mitigation and Air Quality	\$ 150,000	\$ 0	\$ 0	\$ 37,500	\$ 187,500
32988(06)	East Gore Boulevard Pedestrian Bridge over I-44 (TAP)	\$ 700,000	\$ 0	\$ 0	\$ 600,000	\$ 1,300,000
31890(04)	SH 7: Westbound Bridge over East Cache Creek	\$ 0	\$2,386,940	\$ 0	\$ 0	\$ 0
19144(04)	West Gore Boulevard (67 th Street to 82 nd Street) – reconstruct to 5 lanes with bike lane	\$ 5,971,191	\$ 0	\$ 0	\$ 2,115,696	\$ 8,086,887
17049(28)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(28)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(28)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(28)	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

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
18262(27)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(23)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(22)	3R/3P Resurfacing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(22)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(22)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(22)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(22)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(22)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(22)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928	FTA Section 5311/5340 – Nonurbanized area FFY 2019 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
NA	FTA Section 5310 FFY 2019 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
29129	FTA Section 5339 Capital Grant Program FFY 2020 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$ 7,056,691	\$ 2,386,940	\$ 0	\$ 2,812,071	\$ 9,868,762

Source: ODOT

Table 3: Federal Fiscal Year 2023 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(37)	Metropolitan Planning	\$ 120,000	\$ 0	\$ 0	\$ 30,000	\$ 150,000
15612(49)	FTA Section 5303 Planning	\$ 25,000	\$ 0	\$ 0	\$ 6,250	\$ 31,250
18903(26)	Congestion Mitigation and Air Quality	\$ 150,000	\$ 0	\$ 0	\$ 37,500	\$ 187,500
30274(04)	NE Rogers Lane (I-44 to Village Drive) – reconstruct to 5 lanes	\$ 5,800,000	\$ 0	\$ 0	\$ 2,200,000	\$ 8,000,000
17049(29)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(29)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
17051(29)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(29)	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(25)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(23)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(23)	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(23)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(23)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(23)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(23)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(23)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(23)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
25928	FTA Section 5311/5340 – Nonurbanized area FFY 2020 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
NA	FTA Section 5310 FFY 2020 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129	FTA Section 5339 Capital Grant Program FFY 2020 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$ 6,095,000	\$ 0	\$ 0	\$ 2,273,750	\$ 8,368,750

Source: ODOT

Table 4: Federal Fiscal Year 2024 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(38)	Metropolitan Planning	\$ 120,000	\$ 0	\$ 0	\$ 30,000	\$ 150,000
15612(51)	FTA Section 5303 Planning	\$ 25,000	\$ 0	\$ 0	\$ 6,250	\$ 31,250
18903(27)	Congestion Mitigation and Air Quality	\$ 150,000	\$ 0	\$ 0	\$ 37,500	\$ 187,500
17049(30)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
17050(30)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(30)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(30)	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(27)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(25)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(24)	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(24)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(24)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(24)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(24)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(24)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
25625(24)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928	FTA Section 5311/5340 – Nonurbanized area FFY 2021 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
NA	FTA Section 5310 FFY 2021 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129	FTA Section 5339 Capital Grant Program FFY 2021 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$ 295,000	\$ 0	\$ 0	\$ 73,750	\$ 368,750

Source: ODOT

Table 5: Federal Fiscal Year 2025 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11769(39)	Metropolitan Planning	\$ 120,000	\$ 0	\$ 0	\$ 30,000	\$ 150,000
15612(52)	FTA Section 5303 Planning	\$ 25,000	\$ 0	\$ 0	\$ 6,250	\$ 31,250
18903(28)	Congestion Mitigation and Air Quality	\$ 150,000	\$ 0	\$ 0	\$ 37,500	\$ 187,500

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
3573004	US-62 New Interchange with Goodyear Blvd	\$ 0	\$13,815,000	\$ 0	\$ 4,605,000	\$ 18,420,000
17049(31)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(31)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(31)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(31)	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(31)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(26)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(25)	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(25)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(25)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(25)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
23613(25)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(25)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(25)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928	FTA Section 5311/5340 – Nonurbanized area FFY 2022 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
NA	FTA Section 5310 FFY 2022 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129	FTA Section 5339 Capital Grant Program FFY 2022 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
TOTAL		\$ 295,000	\$13,815,000	\$ 0	\$ 4,678,750	\$ 18,788,750

Source: ODOT

Table 6: Federal Fiscal Year 2022 Local Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	Other Federal Funding	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Operating Assistance	\$ 1,127,788			\$ 689,362	\$225,000	\$ 157,500	\$280,926	\$ 2,480,576

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	Other Federal Funding	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Capital Lease Monthly Administration/ Maintenance	\$ 57,600			\$ 14,400	\$ 0	\$ 0	\$ 0	\$ 72,000
Acquire Shop Equipment and Shop Vehicle	\$ 6,400			\$ 1,600	\$ 0	\$ 0	\$ 0	\$ 8,000
Acquire Misc. Support Equipment	\$ 6,400			\$ 1,600	\$ 0	\$ 0	\$ 0	\$ 8,000
Audit Services – Contract	\$ 10,800	\$ 0	\$ 0	\$ 2,700	\$ 0	\$ 0	\$ 0	\$ 13,500
Preventative Maintenance	\$ 459,280	\$ 0	\$ 0	\$ 114,820	\$ 0	\$ 0	\$ 0	\$ 574,100
Non Fixed ADA Paratransit Service	\$ 120,000	\$ 0	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 150,000
Passenger Amenities	\$ 21,600	\$ 0	\$ 0	\$ 5,400	\$ 0	\$ 0	\$ 0	\$ 27,000
Safety/Security	\$ 3,200	\$ 0	\$ 0	\$ 800	\$ 0	\$ 0	\$ 0	\$ 4,000
Alternative Energy Study	\$ 0	\$ 0	\$ 56,000	\$ 14,000	\$ 0	\$ 0	\$ 0	\$ 70,000
Transit Master Plan	\$ 0	\$ 0	\$ 80,000	\$ 20,000	\$ 0	\$ 0	\$ 0	\$ 100,000
Support Vehicles – Maintenance		\$ 56,000		\$ 14,000				\$ 70,000
Transit Facilities – A&E and Design	\$ 0	\$ 160,000	\$ 0	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 200,000
TOTAL	\$ 1,813,068	\$ 216,000	\$136,000	\$948,682	\$225,000	\$ 157,500	\$280,926	\$ 3,777,176

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Source: LATS General Manager

Table 7: Federal Fiscal Year 2023 Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Operating Assistance	\$ 1,161,622	\$ 0	\$ 944,591	\$231,750	\$ 95,000	\$150,000	\$ 2,582,963
Capital Lease Monthly Administration/ Maintenance	\$ 57,600		\$ 14,400	\$ 0	\$ 0	\$ 0	\$ 72,000
Acquire Shop Equipment	\$ 6,592		\$ 1,648	\$ 0	\$ 0	\$ 0	\$ 8,240
Acquire Misc. Support Equipment	\$ 6,592		\$ 1,648	\$ 0	\$ 0	\$ 0	\$ 8,240
Audit Services – Contract	\$ 11,124		\$ 2,781	\$ 0	\$ 0	\$ 0	\$ 13,905
Preventative Maintenance	\$ 482,244		\$ 120,561	\$ 0	\$ 0	\$ 0	\$ 602,805
Non Fixed ADA Paratransit Service	\$ 123,600		\$ 30,900	\$ 0	\$ 0	\$ 0	\$ 154,500
Passenger Amenities	\$ 22,248		\$ 5,562	\$ 0	\$ 0	\$ 0	\$ 27,810
Safety/Security	\$ 3,296		\$ 824				\$ 4,120
Transit Facilities – A&E and Design		\$ 200,000	\$ 41,200				\$ 241,000
TOTAL	\$ 1,874,918	\$ 200,000	\$1,164,115	\$231,750	\$ 95,000	\$150,000	\$ 3,715,783

Source: LATS General Manager

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

Table 8: Federal Fiscal Year 2024 Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Operating Assistance	\$ 1,196,470		\$ 972,929	\$238,703	\$ 97,850	\$154,500	\$ 2,660,452
Capital Lease Monthly Administration/ Maintenance	\$ 57,600		\$ 14,400				\$ 72,000
Acquire Shop Equipment	\$ 6,790		\$ 1,697				\$ 8,487
Acquire Misc. Support Equipment	\$ 6,790		\$ 1,697				\$ 8,487
Audit Services – Contract	\$ 11,458		\$ 2,864				\$ 14,322
Preventative Maintenance	\$ 506,356		\$ 126,589				\$ 632,945
Non Fixed ADA Paratransit Service	\$ 127,308		\$ 31,827				\$ 159,135
Passenger Amenities	\$ 22,915		\$ 5,729				\$ 28,644
Safety/Security	\$ 3,395		\$ 849				\$ 4,244
Paratransit Vehicles		\$ 249,000	\$ 51,000				\$ 300,000
Support Vehicles - Operations		\$ 60,000	\$ 15,000				\$ 75,000
Transit Facilities – A&E and Design		\$ 200,000	\$ 150,000				\$ 750,000

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Transit Facilities - Construction		\$ 600,000	\$ 150,000				\$ 750,000
TOTAL	\$ 1,939,082	\$1,109,000	\$1,415,782	\$238,703	\$97,850	\$154,500	\$ 4,954,916

Source: LATS General Manager

Table 9: Federal Fiscal Year 2025 Transit Projects

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Operating Assistance	\$ 1,256,294		\$1,021,575	\$245,864	\$100,786	\$157,135	\$ 2,783,653
Capital Lease Monthly Administration/ Maintenance	\$ 57,600		\$ 14,400				\$ 72,000
Acquire Shop Equipment	\$ 6,993		\$ 1,748				\$ 8,742
Acquire Misc. Support Equipment	\$ 6,993		\$ 1,748				\$ 8,742
Audit Services – Contract	\$ 11,801		\$ 2,950				\$ 14,752
Preventative Maintenance	\$ 541,801		\$ 135,450				\$ 677,251
Non Fixed ADA Paratransit Service	\$ 131,127		\$ 32,782				\$ 163,909
Passenger Amenities	\$ 23,603		\$ 5,901				\$ 29,504

LMPO FFY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT DESCRIPTION	FTA 5307 FUNDING	FTA 5339 FUNDING	LOCAL FUNDING	FARES	LOCAL INCOME	STATE	TOTAL FUNDING
Safety/Security	\$ 3,497		\$ 874				\$ 4,371
Fixed Route Vehicles		\$ 6,640,000	\$1,360,000				\$ 8,000,000
Paratransit Vehicles		\$ 166,000	\$ 34,000				\$ 200,000
Support Vehicles – Operations		\$ 60,000	\$ 15,000				\$ 75,000
Transit Facilities – Demolition		\$ 200,000	\$ 41,200				\$ 241,200
Transit Facilities – Construction		\$ 800,000	\$ 200,000				\$ 1,000,000
TOTAL	\$ 2,039,710	\$ 7,866,000	\$2,867,629	\$245,864	\$100,786	\$159,135	\$ 13,279,123

Source: LATS General Manager

Committee Membership

LMPO Transportation Policy Board

- City of Lawton, Mayor
- City of Lawton Council (2 members)
- City of Lawton Transit Trust
- Lawton - Fort Sill Regional Airport Authority, Chairman
- Comanche County Commissioner, Central District
- City Planning Commission, Chairman
- Oklahoma Transportation Commission, District Transportation Commissioner
- Oklahoma Department of Transportation, Division 7 Engineer

Non-voting Members

- U.S. Army Field Artillery Center and Fort Sill, Commanding General
- Oklahoma Department of Transportation, Strategic Asset & Performance Management Div.
- State Senator, as determined by State Senators representing LMA Member, Oklahoma House of Representatives, as determined by those members representing the LMATS area
- Federal Highway Administration, Oklahoma Division Administrator
- Federal Transit Administration Region VI

Transportation Technical Committee

- City of Lawton, Director of Planning
- City of Lawton, Director Public Works
- City of Lawton, City Engineer
- Lawton Chamber of Commerce & Industry, Executive Director
- Oklahoma Department of Transportation, Division 7 Engineer
- Oklahoma Department of Transportation, Strategic Asset & Performance Management Div.
- 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

Non-voting Members

- Comanche Tribe
- Apache Tribe
- Kiowa Tribe
- Federal Highway Administration, Oklahoma Division Administrator
- Federal Transit Administration, Region VI