



**TRANSPORTATION TECHNICAL COMMITTEE  
REGULAR MEETING  
WITH LOCATION AND TIME CHANGE  
NOVEMBER 14, 2023 @ 9:30AM  
3401 SW 11TH STREET  
LAWTON FORT-SILL REGIONAL AIRPORT  
LAWTON AVIATION CONFERENCE ROOM**

**AGENDA**

- 1. Call meeting to order and establish Quorum.**
- 2. Verify posting of meeting.**
- 3. Introductions.**
- 4. Discuss and consider approval of schedule of meetings for 2023.**

**BUSINESS**

- 5. Consider recommending to the Transportation Policy Board approval of a resolution adopting Amendment 1 to the Federal Fiscal Years 2024, 2025, 2026, and 2027 Transportation Improvement Program for the Lawton Metropolitan Area Transportation Study area.**
- 6. Consider recommending to the Transportation Policy Board approval of the Self Certification statement for the Lawton Metropolitan Transportation Planning Process by the Lawton MPO, and authorize the Director to execute.**
- 7. Consider recommending to the Transportation Policy Board approval of a Resolution adopting Amendment No. 2 to the Fiscal Year 2024 Unified Planning Work Program for the Lawton Metropolitan Planning Organization.**
- 8. Consider recommending to the Transportation Policy Board approval of the amendment to the current Transit Master Plan contract with Hendrickson Transportation Group to add a study on Micro-Transit and authorizing the MPO Director execute.**

- 9. Consider recommending to the Transportation Policy Board approval of a contract with Kimley-Horn for the 2050 Metropolitan Transportation Plan and Travel Demand Model.**
- 10. Consider making a recommendation to Staff regarding possible boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary.**
- 11. Consider recommending to the Transportation Policy Board acceptance of the draft final report for the Traffic Flow Study, receive a presentation from EST, and provide feedback as necessary.**
- 12. Reports or Comments.**
- 13. Adjournment.**

“The City of Lawton encourages participation from all of its citizens. If individuals with disabilities who require accessible alternative formats of the agenda and related meeting materials and/or auxiliary aids/services to participate in the meeting, notification to the City Clerk at (580) 581-3305 at least 48 hours prior to the scheduled meeting is encouraged to make the necessary accommodations. The City may waive the 48-hour rule if interpreters for the deaf (signing) or translation services for LEP individuals are not the necessary accommodation.”

ANNUAL MEETING NOTICE – 2024  
NOTICE OF MEETING

TRANSPORTATION TECHNICAL COMMITTEE

TYPE OF MEETING

Regular Meeting\* (XX )                      Rescheduled Regular Meeting\*\*\* ( )  
Special Meeting \*\* ( )                      Continued or Reconvened Meeting ( )  
Emergency Meeting ( )

| DATE              | TIME     | PLACE OF MEETING                      |
|-------------------|----------|---------------------------------------|
| January 9, 2024   | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| February 6, 2024  | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| March 5, 2024     | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| April 2, 2024     | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| May 7, 2024       | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| June 4, 2024      | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| July 2, 2024      | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| August 6, 2024    | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| September 3, 2024 | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| October 1, 2024   | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| November 5, 2024  | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |
| December 3, 2024  | 10:00 am | 3 <sup>rd</sup> Floor Conference Room |

To be completed by person filing notice:

Name: Madison Aust  
Title: Admin Assistant III Community Services/ Planning  
Address: 212 SW 9<sup>th</sup> Street  
Phone: 580-581-3375

Signed: \_\_\_\_\_  
Deputy Clerk

\* The notice and the agenda of the meeting are to be posted at the principal office of the public body (City Hall) or, if there is no principal office, at the location of the meeting at least 24 hours in advance of the meeting, excluding Saturdays, Sundays and holidays legally declared by the State of Oklahoma. (§ 311, #9, Title 25, Okla. Statutes)

\*\* The notice of the special meeting shall be given in writing, in person or by telephone at least 48 hours before the meeting. The notice and the agenda of the special meeting are to be posted at the principal office of the public body (City Hall) or, if there is no principal office, at the location of the meeting at least 48 hours in advance of the meeting, excluding Saturdays, Sundays and holidays legally declared by the State of Oklahoma. (§ 311, #11, Title 25, Okla. Statutes)

\*\*\* Notice of any change in the date, time or place of a regularly scheduled meeting shall be given not less than 10 days prior to the implementation of such change. (§ 311, #8, Title 25, Okla. Statutes)



**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider recommending to the Transportation Policy Board approval of a resolution adopting Amendment 1 to the Federal Fiscal Years 2024, 2025, 2026, and 2027 Transportation Improvement Program for the Lawton Metropolitan Area Transportation Study area.

**INITIATOR:** Oklahoma Department of Transportation (ODOT)

**STAFF INFORMATION SOURCE:** Charlotte Brown (LMPO Director)  
Jonathan Stone (Transportation Planner)

**BACKGROUND:** The Transportation Improvement Program (TIP) is a prioritized, fiscally-constrained, and multi-year list of federally-funded, multimodal transportation projects and operations in the Lawton Metropolitan Area Transportation Study (LMATS) area. Under federal law, the TIP must cover at least a four-year program of projects.

The purpose of the TIP is to identify all transportation projects receiving federal transportation or transit funding within the LMATS area. It is also to ensure coordination of transportation improvements by local, state, and federal agencies. In addition, projects in the TIP must be prioritized at the local level and have clearly identified funding sources.

This Amendment updates the following project to the TIP:

| Project                                  | Year | Change                           |
|--|------|----------------------------------|
| US-62 Safety Improvements                | FY24 | Added Project and Funding Amount |
| East Gore Blvd Pedestrian Bridge         | FY24 | Updated Year and Funding Amount  |
| Stat Highway 7 Bridge (East Cache Creek) | FY25 | Updated Year and Funding Amount  |
| US-62 New Interchange (Goodyear Blvd)    | FY25 | Updated Funding Amount           |
| I-44 Bridge Rehabilitation (Wolf Creek)  | FY26 | Updated Year and Funding Amount  |

The public review and comment period began on October 29, 2023. Notice of public hearing was published in *The Lawton Constitution* on October 29, 2023. The Policy Board will hold a public hearing and consider approval at its meeting held November 14, 2023.

**EXHIBITS:** Resolution No. 2023-\_\_\_\_  
Proposed Amendment 1 to the FFY 2024 - 2027 TIP

**KEY ISSUES:** N/A

**FUNDING SOURCE:** ODOT and City of Lawton

**RECOMMENDED ACTION:** Recommend to the Transportation Policy Board approval of Resolution No. 2023-\_\_\_\_ adopting Amendment 1 to the Federal Fiscal Years 2024, 2025, 2026, and 2027 Transportation Improvement Program for the Lawton Metropolitan Area Transportation Study area.



**RESOLUTION NO. 2023-**

A RESOLUTION ADOPTING AMENDMENT 1 TO THE FEDERAL FISCAL YEARS 2024, 2025, 2026, AND 2027 TRANSPORTATION IMPROVEMENT PROGRAM OF THE LAWTON METROPOLITAN AREA TRANSPORTATION STUDY AREA.

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 (ODOT) has provided additional information regarding projects listed in the TIP; and

WHEREAS, the LMPO in accordance with their adopted Public Participation Process provided the draft TIP amendment 1 on the LMPO's website on October 27, 2023, and published a notice in *The Lawton Constitution* on October 29, 2023, of the public hearing on November 14, 2023.

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

Section 1. Amendment 1 to the Federal Fiscal Years 2024-2027 Transportation Improvement Program be adopted with the following major changes:

| Project                                  | Year | Change                           |
|--|------|----------------------------------|
| US-62 Safety Improvements                | FY24 | Added Project and Funding Amount |
| East Gore Blvd Pedestrian Bridge         | FY24 | Updated Year and Funding Amount  |
| Stat Highway 7 Bridge (East Cache Creek) | FY25 | Updated Year and Funding Amount  |
| US-62 New Interchange (Goodyear Blvd)    | FY25 | Updated Funding Amount           |
| I-44 Bridge Rehabilitation (Wolf Creek)  | FY26 | Updated Year and Funding Amount  |

APPROVED this 14th day of November, 2023.

\_\_\_\_\_  
STANLEY BOOKER, CHAIRMAN

ATTEST:

\_\_\_\_\_  
CHARLOTTE BROWN, DIRECTOR

Approved as to form and legality this \_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
CITY ATTORNEY







# Lawton Metropolitan Planning Organization

## FFY 2024-2027

# Transportation Improvement Program Amendment 1

Public hearing November 14, 2023

The Federal Fiscal Years (FFY) 2024-2027  
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 9<sup>th</sup> Street  
Lawton, Oklahoma 73501  
Phone: (580) 581-3375

DRAFT

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.

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**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 2024 TIP Projects..... 13

Table 3: Federal Fiscal Year 2025 Projects ..... 15

Table 4: Federal Fiscal Year 2026 Projects ..... 17

Table 5: Federal Fiscal Year 2027 Projects ..... 20

Table 6: Federal Fiscal Year 2024 Transit Projects ..... 22

Table 7: Federal Fiscal Year 2025 Transit Projects ..... 23

Table 8: Federal Fiscal Year 2026 Transit Projects ..... 24

Table 9: Federal Fiscal Year 2027 Transit Projects.....25

Committee Membership .....26

## **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. The Infrastructure Investment and Jobs Act (IIJA) 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](http://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 Block Grant (STBG) funds for the LMATS area. STBG 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:

- SE 45<sup>th</sup> 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.
- Intersection of US-62 and Goodyear Blvd. This project is planned for FFY2025 and is currently 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.

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 2023 A Transit Master Plan is in development. 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 2023 A zero emission study for transit vehicles was developed. This study analyzed the current City of Lawton infrastructure and provided a plan for the transit system to transition to zero emissions.

In FY 2024 The City of Lawton Transit Trust selected a site for the design and construction of a transit center to replace the exiting transfer center and the existing operations and maintenance facility.

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.

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 IIJA 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 opted to adopt ODOT’s Safety Performance Measures and ODOT’s performance targets for Pavement, Bridges, and System categories.

2023 Safety Performance Measures and Targets

| Safety Performance Measures   | ODOT (State Targets) |
|---|----------------------|
| Number of Fatalities  | 684                  |
| Number of Serious Injuries  | 2,070                |
| Fatality Rate   | 1.59                 |
| Serious Injury Rate   | 4.79                 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 293                  |



ODOT State Pavement and Bridge Condition and System Performance Targets

**Summary of Performance Measures and Targets**

| <b>Performance Measure</b>   | <b>Baseline</b> | <b>2-Year Target</b> | <b>4-Year Target</b> |
|--|-----------------|----------------------|----------------------|
| Percentage of Pavements of the Interstate System in Good Condition               | 68.7%           | 59.0%                | 56.0%                |
| Percentage of Pavements of the Interstate System in Poor Condition               | 1.1%            | 3.0%                 | 4.0%                 |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition              | 43.4%           | 41.0%                | 40.0%                |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition              | 2.7%            | 5.0%                 | 6.0%                 |
| Percentage of NHS Bridges Classified as in Good Condition                        | 48.2%           | 43.0%                | 40.0%                |
| Percentage of NHS Bridges Classified as in Poor Condition                        | 0.8%            | 3.0%                 | 5.0%                 |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable         | 94.8%           | 90.0%                | 90.0%                |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable | 97.5%           | 90.0%                | 90.0%                |
| Truck Travel Time Reliability (TTTR) Index                                       | 1.24            | 1.33                 | 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. No vehicles shall be out of service for more than 30 days in a row.
3. No more than 5 missed runs (due to breakdowns) in a 30 day period.
4. Continue process of replacing vehicles that are past their useful life.

**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 Block Grant (STBG) - STBG 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.

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 funded an Alternative Fuel Study for Transit in Lawton in FFY 2022. The LMPO is currently funding a Traffic Flow Improvement Study the study and the funding of identified improvements will continue for the next several years.

### **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 IIJA, 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](http://www.lawtonMPO.org). Public notice was provided in *The Lawton Constitution* on August 20, 2023, of the LMPO public hearing on the adoption of the FFY 2024-2027 TIP, and the public hearing was held on September 5, 2023.

### **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.

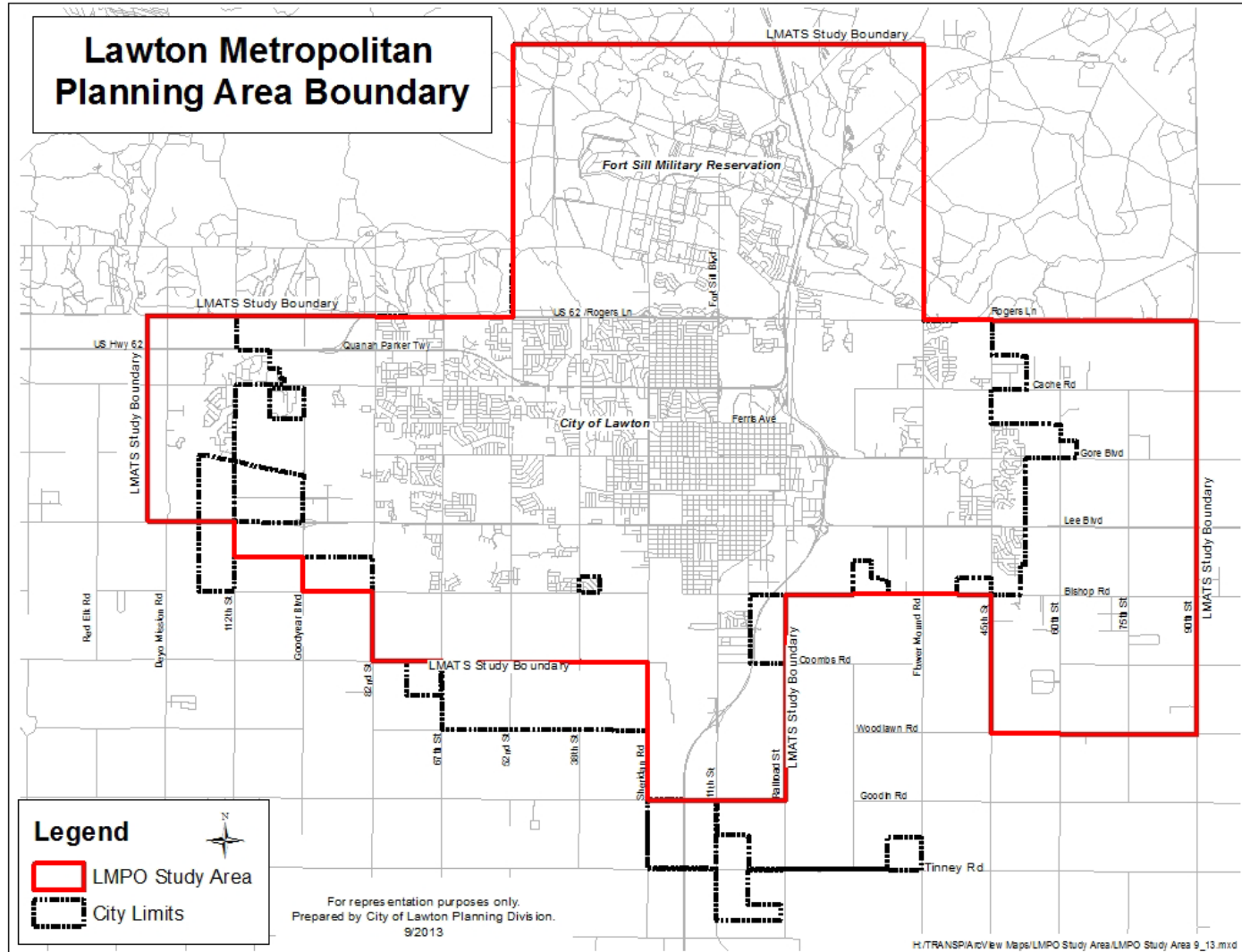
A public hearing is required for TIP amendments and will be held in accordance with the LMPO's adopted public participation process. An amendment to the TIP must be approved by the LMPO Transportation Policy Board.

### **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.

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Map 1: Lawton Metropolitan Area Transportation Study Boundary



LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

**Table 1: TIP Four Year Summary of Funding**

| <b>Transportation Improvement Program Projects</b> |                      |                      |                     |                     |                      |
|--|----------------------|----------------------|---------------------|---------------------|----------------------|
|  | 2024                 | 2025                 | 2026                | 2027                | Total                |
| Federal Funds                                      | \$ 9,831,960         | \$ 13,795,000        | \$ 295,000          | \$ 6,095,000        | \$ 30,016,960        |
| State Funds  | \$ 1,498,944         | \$ 6,000,000         | \$ 6,070,500        | \$ 0                | \$ 13,569,444        |
| Local Funds  | \$ 7,485,250         | \$ 5,407,083         | \$ 73,750           | \$ 2,273,750        | \$ 15,239,833        |
| Advanced Construction                              | \$ 1,010,334         | \$ 0                 | \$ 0                | \$ 0                | \$ 1,010,334         |
| <b>Total</b>                                       | <b>\$ 19,826,488</b> | <b>\$ 25,202,083</b> | <b>\$ 6,439,250</b> | <b>\$ 8,368,750</b> | <b>\$ 58,826,237</b> |
| <b>Transit</b>                                     |                      |                      |                     |                     |                      |
|  | 2024                 | 2025                 | 2026                | 2027                | Total                |
| FTA 5307 Funding                                   | \$2,265,615          | \$2,243,283          | \$2,290,622         | \$2,342,681         | \$9,142,201          |
| FTA 5339 Funding                                   | \$1,829,192          | \$7,684,568          | \$190,105           | \$195,808           | \$9,899,673          |
| Other Federal Funding                              | \$200,000            | \$0                  | \$0                 | \$0                 | \$200,000            |
| Local Funding                                      | \$75,000             | \$77,250             | \$79,568            | \$81,955            | \$313,773            |
| Fares  | \$175,000            | \$180,250            | \$185,658           | \$191,227           | \$732,135            |
| Local Income                                       | \$1,570,000          | \$1,336,000          | \$1,273,080         | \$1,311,272         | \$5,490,352          |
| State Funding                                      | \$265,437            | \$273,400            | \$281,602           | \$290,050           | \$1,110,489          |
| <b>Total</b>                                       | <b>\$6,380,244</b>   | <b>\$11,794,751</b>  | <b>\$4,300,634</b>  | <b>\$4,412,993</b>  | <b>\$26,888,622</b>  |

Source: City of Lawton Planning Division LATS, and ODOT

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

**Table 2: Federal Fiscal Year 2024 TIP Projects**

| ODOT JOB PIECE NO. | PROJECT  | FEDERAL FUNDS    | STATE FUNDS      | OTHER FUNDS      | LOCAL FUNDS      | Advanced Construction (AC) | 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        |
| 18903(27)          | Congestion Mitigation and Air Quality  | \$150,000        | \$0              | \$0              | \$37,500         |                            | \$187,500        |
| 34249(04)          | US-62 Safety Improvement (82 <sup>nd</sup> Street to I-44)   | \$2,560,960      | \$640,240        | \$               | \$               |                            | \$3,201,200      |
| 32988(06)          | East Gore Boulevard Pedestrian Bridge over I-44 (TAP)  | \$0              | \$858,704        | \$0              | \$0              | \$1,010,334                | \$1,869,038      |
| 19144(04)          | West Gore Boulevard (67 <sup>th</sup> Street to 82 <sup>nd</sup> Street) – reconstruct to 5 lanes with bike lane | \$6,826,000      | \$0              | \$0              | \$7,374,000      |                            | \$14,200,000     |
| 36331              | Statewide Electric Vehicle Charging Station Buildout   | Included in STIP | Included in STIP | Included in STIP | Included in STIP |                            | Included in STIP |
| 17049(30)          | Statewide Rail Crossing  | Included in STIP | Included in STIP | Included in STIP | Included in STIP |                            | Included in STIP |
| 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 |



LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT   | FEDERAL FUNDS    | STATE FUNDS      | OTHER FUNDS      | LOCAL FUNDS      | Advanced Construction (AC) | TOTAL            |
|--------------------|---|------------------|------------------|------------------|------------------|----------------------------|------------------|
| 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 |
| 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 2024 apportionment                          | Included in STIP | Included in STIP | Included in STIP | Included in STIP |                            | Included in STIP |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT   | FEDERAL FUNDS      | STATE FUNDS        | OTHER FUNDS      | LOCAL FUNDS        | Advanced Construction (AC) | TOTAL               |
|--------------------|---|--------------------|--------------------|------------------|--------------------|----------------------------|---------------------|
| NA                 | FTA Section 5310 FFY 2024 apportionment                       | Included in STIP   | Included in STIP   | Included in STIP | Included in STIP   |                            | Included in STIP    |
| 29129              | FTA Section 5339 Capital Grant Program FFY 2023 apportionment | Included in STIP   | Included in STIP   | Included in STIP | Included in STIP   |                            | Included in STIP    |
| <b>TOTAL</b>       |   | <b>\$9,831,000</b> | <b>\$1,498,944</b> | <b>\$0</b>       | <b>\$7,485,250</b> |                            | <b>\$19,826,488</b> |

Source: ODOT

**Table 3: 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    |
| 3189(04)           | SH-7 Bridge and Approaches (over East Cache Creek) | \$700,000     | \$2,800,000 | \$          | \$          | \$3,500,000  |
| 35730(04)          | US-62 New Interchange with Goodyear Blvd           | \$12,800,000  | \$3,200,000 | \$0         | \$5,333,333 | \$21,333,333 |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT   | FEDERAL FUNDS    | STATE FUNDS      | OTHER FUNDS      | LOCAL FUNDS      | TOTAL            |
|--------------------|---|------------------|------------------|------------------|------------------|------------------|
| 36331              | Statewide Electric Vehicle Charging Station Buildout                                      | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 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(28)          | 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 2024-2027 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 2025 apportionment | Included in STIP    | Included in STIP   | Included in STIP | Included in STIP   | Included in STIP    |
| NA                 | FTA Section 5310 FFY 2025 apportionment                          | Included in STIP    | Included in STIP   | Included in STIP | Included in STIP   | Included in STIP    |
| 29129              | FTA Section 5339 Capital Grant Program FFY 2024 apportionment    | Included in STIP    | Included in STIP   | Included in STIP | Included in STIP   | Included in STIP    |
| <b>TOTAL</b>       |  | <b>\$13,795,000</b> | <b>\$6,000,000</b> | <b>\$0</b>       | <b>\$5,407,083</b> | <b>\$25,202,083</b> |

Source: ODOT

**Table 4: Federal Fiscal Year 2026 Projects**

| ODOT JOB PIECE NO. | PROJECT               | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL     |
|--------------------|-----------------------|---------------|-------------|-------------|-------------|-----------|
| 11769(40)          | Metropolitan Planning | \$120,000     | \$0         | \$0         | \$30,000    | \$150,000 |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT   | FEDERAL FUNDS    | STATE FUNDS      | OTHER FUNDS      | LOCAL FUNDS      | TOTAL            |
|--------------------|---|------------------|------------------|------------------|------------------|------------------|
| 15612(53)          | FTA Section 5303 Planning   | \$25,000         | \$0              | \$0              | \$6,250          | \$31,250         |
| 18903(29)          | Congestion Mitigation and Air Quality   | \$150,000        | \$0              | \$0              | \$37,500         | \$187,500        |
| 33891(04)          | I-44 Bridge Rehabilitation (Over Wolf Creek)  | \$0              | \$6,070,500      | \$0              | \$0              | \$6,070,500      |
| 36331              | Statewide Electric Vehicle Charging Station Buildout                                      | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17049(32)          | Statewide Rail Crossing   | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17050(32)          | Small Scale Bridge Improvement  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17051(32)          | Small Scale Traffic Safety  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17663(32)          | 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(29)          | Recreational Trails   | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 19720(27)          | Right-of-way Clearance  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT  | FEDERAL FUNDS    | STATE FUNDS      | OTHER FUNDS      | LOCAL FUNDS      | TOTAL            |
|--------------------|--|------------------|------------------|------------------|------------------|------------------|
| 20780(26)          | 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(26)          | 3B Bridge  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 21016(26)          | Preliminary Engineering  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23612(26)          | County Bridge Program  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23613(26)          | County Road Program  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23614(26)          | Small City Road & Bridge Program                                   | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25625(26)          | 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 2026 apportionment   | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| NA                 | FTA Section 5310 FFY 2026 apportionment                            | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 29129              | FTA Section 5339 Capital Grant Program FFY 2026 apportionment      | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| <b>Total</b>       |  | \$ 295,000       | \$ 6,070,500     | \$ -             | \$ 73,750        | \$ 6,439,250     |

Source: ODOT

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

**Table 5: Federal Fiscal Year 2027 Projects**

| ODOT JOB PIECE NO. | PROJECT   | FEDERAL FUNDS    | STATE FUNDS      | OTHER FUNDS      | LOCAL FUNDS      | TOTAL            |
|--------------------|---|------------------|------------------|------------------|------------------|------------------|
| 11769(41)          | Metropolitan Planning   | \$120,000        | \$0              | \$0              | \$30,000         | \$150,000        |
| 15612(54)          | FTA Section 5303 Planning   | \$25,000         | \$0              | \$0              | \$6,250          | \$31,250         |
| 18903(30)          | 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      |
| 36331              | Statewide Electric Vehicle Charging Station Buildout                                      | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17049(33)          | Statewide Rail Crossing   | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17050(33)          | Small Scale Bridge Improvement  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17051(33)          | Small Scale Traffic Safety  | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17663(33)          | 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 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| <b>ODOT<br/>JOB<br/>PIECE<br/>NO.</b> | <b>PROJECT</b>   | <b>FEDERAL<br/>FUNDS</b> | <b>STATE<br/>FUNDS</b> | <b>OTHER<br/>FUNDS</b> | <b>LOCAL<br/>FUNDS</b> | <b>TOTAL</b>     |
|---------------------------------------|--|--------------------------|------------------------|------------------------|------------------------|------------------|
| 18262(30)                             | Recreational Trails  | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 19720(29)                             | Right-of-way Clearance   | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 20780(27)                             | 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(27)                             | 3B Bridge  | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 21016(27)                             | Preliminary Engineering  | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 23612(27)                             | County Bridge Program  | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 23613(27)                             | County Road Program  | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 23614(27)                             | Small City Road & Bridge Program                                   | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| 25625(27)                             | 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 2027 apportionment   | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |
| NA                                    | FTA Section 5310 FFY 2027 apportionment                            | Included in STIP         | Included in STIP       | Included in STIP       | Included in STIP       | Included in STIP |



LMPO FFY 2024-2027 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 2027 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| <b>Total</b>       |   | \$ 6,095,000     | \$ -             | \$ -             | \$ 2,273,750     | \$ 8,368,750     |

Source: ODOT

**Table 6: Federal Fiscal Year 2024 Local Transit Projects**

| PROJECT DESCRIPTION               | FTA 5307 FUNDING | FTA 5339 FUNDING | Other Federal Funding | LOCAL FUNDING | FARES      | LOCAL INCOME | STATE      | TOTAL FUNDING |
|-----------------------------------|------------------|------------------|-----------------------|---------------|------------|--------------|------------|---------------|
| Operating Assistance              | \$ 1,019,175     | \$ 179,192       |                       | \$ 75,000     | \$ 175,000 | \$1,200,000  | \$ 265,437 | \$ 2,913,804  |
| Capital Lease                     | \$ 72,000        |                  |                       |               |            |              |            | \$ 72,000     |
| Acquire Shop Equipment            | \$ 8,000         |                  |                       |               |            |              |            | \$ 8,000      |
| Acquire Misc. Support Equipment   | \$ 8,000         |                  |                       |               |            |              |            | \$ 8,000      |
| Audit Services – Contract         | \$ 12,000        |                  |                       |               |            |              |            | \$ 12,000     |
| Preventative Maintenance          | \$ 686,440       |                  |                       |               |            |              |            | \$ 686,440    |
| Non Fixed ADA Paratransit Service | \$ 150,000       |                  |                       |               |            |              |            | \$ 150,000    |
| Passenger Amenities               | \$ 300,000       |                  |                       |               |            |              |            | \$ 300,000    |
| Safety/Security                   | \$ 10,000        |                  |                       |               |            |              |            | \$ 10,000     |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION                 | FTA 5307 FUNDING | FTA 5339 FUNDING | Other Federal Funding | LOCAL FUNDING | FARES      | LOCAL INCOME | STATE      | TOTAL FUNDING |
|-------------------------------------|------------------|------------------|-----------------------|---------------|------------|--------------|------------|---------------|
| Transit Master Plan                 |                  |                  | \$ 200,000            |               |            | \$ 40,000    |            | \$ 240,000    |
| Support Vehicles – Maintenance      |                  | \$ 150,000       |                       |               |            | \$ 30,000    |            | \$ 180,000    |
| Transit Facilities – A&E and Design |                  | \$1,500,000      |                       |               |            | \$ 300,000   |            | \$ 1,800,000  |
| <b>TOTAL</b>                        | \$ 2,265,615     | \$1,829,192      | \$ 200,000            | \$ 75,000     | \$ 175,000 | \$1,570,000  | \$ 265,437 | \$ 6,380,244  |

Source: LATS General Manager

**Table 7: Federal Fiscal Year 2025 Transit Projects**

| PROJECT DESCRIPTION                               | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES      | LOCAL INCOME | STATE      | TOTAL FUNDING |
|---|------------------|------------------|---------------|------------|--------------|------------|---------------|
| Operating Assistance                              | \$ 1,049,750     | \$ 184,568       | \$ 77,250     | \$ 180,250 | \$1,236,000  | \$ 273,400 | \$ 3,001,218  |
| Capital Lease Monthly Administration/ Maintenance | \$ 72,000        |                  |               |            |              |            | \$ 72,000     |
| Acquire Shop Equipment                            | \$ 15,000        |                  |               |            |              |            | \$ 15,000     |
| Acquire Misc. Support Equipment                   | \$ 15,000        |                  |               |            |              |            | \$ 15,000     |
| Audit Services – Contract                         | \$ 15,000        |                  |               |            |              |            | \$ 15,000     |
| Preventative Maintenance                          | \$ 707,033       |                  |               |            |              |            | \$ 707,033    |
| Non Fixed ADA Paratransit Service                 | \$ 154,500       |                  |               |            |              |            | \$ 154,500    |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION                 | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES      | LOCAL INCOME | STATE      | TOTAL FUNDING |
|-------------------------------------|------------------|------------------|---------------|------------|--------------|------------|---------------|
| Passenger Amenities                 | \$ 200,000       |                  |               |            |              |            | \$ 200,000    |
| Safety/Security                     | \$ 15,000        |                  |               |            |              |            | \$ 15,000     |
| Alternative Energy Vehicles         |                  | \$7,000,000      |               |            |              |            | \$ 7,000,000  |
| Transit Facilities – A&E and Design |                  | \$ 500,000       |               |            | \$ 100,000   |            | \$ 600,000    |
| <b>TOTAL</b>                        | \$ 2,243,283     | \$7,684,568      | \$ 77,250     | \$ 180,250 | \$1,336,000  | \$ 273,400 | \$ 11,794,751 |

Source: LATS General Manager

**Table 8: Federal Fiscal Year 2026 Transit Projects**

| PROJECT DESCRIPTION                              | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES      | LOCAL INCOME | STATE     | TOTAL FUNDING |
|--|------------------|------------------|---------------|------------|--------------|-----------|---------------|
| Operating Assistance                             | \$ 1,081,243     | \$ 190,105       | \$ 79,568     | \$ 185,658 | \$1,273,080  | \$281,602 | \$ 3,091,255  |
| Capital Lease Monthly Administration/Maintenance | \$ 72,000        |                  |               |            |              |           | \$ 72,000     |
| Acquire Shop Equipment                           | \$ 10,000        |                  |               |            |              |           | \$ 10,000     |
| Acquire Misc. Support Equipment                  | \$ 10,000        |                  |               |            |              |           | \$ 10,000     |
| Audit Services – Contract                        | \$ 15,000        |                  |               |            |              |           | \$ 15,000     |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION               | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES      | LOCAL INCOME | STATE      | TOTAL FUNDING |
|-----------------------------------|------------------|------------------|---------------|------------|--------------|------------|---------------|
| Preventative Maintenance          | \$ 728,244       |                  |               |            |              |            | \$ 728,244    |
| Non Fixed ADA Paratransit Service | \$ 159,135       |                  |               |            |              |            | \$ 159,135    |
| Passenger Amenities               | \$ 200,000       |                  |               |            |              |            | \$ 200,000    |
| Safety/Security                   | \$ 15,000        |                  |               |            |              |            | \$ 15,000     |
| <b>TOTAL</b>                      | \$ 2,290,622     | \$ 190,105       | \$ 79,568     | \$ 185,658 | \$ 1,273,080 | \$ 281,602 | \$ 4,300,634  |

Source: LATS General Manager

**Table 9: Federal Fiscal Year 2027 Transit Projects**

| PROJECT DESCRIPTION                              | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES     | LOCAL INCOME | STATE      | TOTAL FUNDING |
|--|------------------|------------------|---------------|-----------|--------------|------------|---------------|
| Operating Assistance                             | \$ 1,113,680     | \$ 195,808       | \$ 81,955     | \$191,227 | \$ 1,311,272 | \$ 290,050 | \$ 3,183,992  |
| Capital Lease Monthly Administration/Maintenance | \$ 72,000        |                  |               |           |              |            | \$ 72,000     |
| Acquire Shop Equipment                           | \$ 8,000         |                  |               |           |              |            | \$ 8,000      |
| Acquire Misc. Support Equipment                  | \$ 8,000         |                  |               |           |              |            | \$ 8,000      |
| Audit Services – Contract                        | \$ 12,000        |                  |               |           |              |            | \$ 12,000     |
| Preventative Maintenance                         | \$ 750,092       |                  |               |           |              |            | \$ 750,092    |

LMPO FFY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION               | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES     | LOCAL INCOME | STATE      | TOTAL FUNDING |
|-----------------------------------|------------------|------------------|---------------|-----------|--------------|------------|---------------|
| Non Fixed ADA Paratransit Service | \$ 163,909       |                  |               |           |              |            | \$ 163,909    |
| Passenger Amenities               | \$ 200,000       |                  |               |           |              |            | \$ 200,000    |
| Safety/Security                   | \$ 15,000        |                  |               |           |              |            | \$ 15,000     |
| <b>TOTAL</b>                      | \$ 2,342,681     | \$ 195,808       | \$ 81,955     | \$191,227 | \$1,311,272  | \$ 290,050 | \$ 4,412,993  |

Source: LATS General Manager

DRAFT

## **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, Planning and Policy.
- 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

**ITEM NO.** \_\_\_\_\_  
**MEETING DATE** November 14, 2023

**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider recommending to the Transportation Policy Board approval of the Self Certification statement for the Lawton Metropolitan Transportation Planning Process by the Lawton MPO, and authorize the Director to execute.

**INITIATOR:** ODOT

**STAFF INFORMATION SOURCE:** Charlotte Brown (LMPO Director)  
Jonathan Stone (Assistant LMPO Director)

**BACKGROUND:** This document is associated with the Transportation Improvement Program. The LMPO, by approving this document, certifies that it is complying with the required federal regulations regarding transportation planning. This document must be signed by the appropriate officials and submitted to ODOT as part of the TIP approval process.

The Transportation Policy Board will consider approval at its November 14, 2023, meeting.

**EXHIBITS:** Self Certification Statement

**KEY ISSUES:** N/A

**FUNDING SOURCE:** N/A

**RECOMMENDED ACTION:** Recommend to the Transportation Policy Board approval of the Self Certification statement for the Lawton Metropolitan Transportation Planning Process by the Lawton MPO, and authorize the Director to execute.





**SELF-CERTIFICATION STATEMENT FOR THE  
LAWTON METROPOLITAN TRANSPORTATION PLANNING PROCESS  
BY THE LAWTON METROPOLITAN PLANNING ORGANIZATION**

The Oklahoma Department of Transportation (ODOT) and the Lawton Metropolitan Planning Organization (LMPO)

1. 23 U.S.C. 134 and 49 U.S.C 5303;
2. Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity;
4. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contract;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination of the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Lawton Metropolitan Planning Organization

Oklahoma Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date



**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider recommending to the Transportation Policy Board approval of a Resolution adopting Amendment No. 2 to the Fiscal Year 2024 Unified Planning Work Program for the Lawton Metropolitan Planning Organization.

**INITIATOR:** Charlotte Brown, LMPO Director

**STAFF INFORMATION SOURCE:** Charlotte Brown, LMPO Director  
Jonathan Stone, Assistant LMPO Director

**BACKGROUND:** The Unified Planning Work Program (UPWP) outlines the objectives to be achieved and the products resulting from each work task as well as anticipated funding. The FY 2024 UPWP was approved on June 27, 2023 and amended on August 1, 2023.

Amendment 2 to the FY24 UPWP outlines additional funding for the 5303 Transit Planning Grant under Element 3 for the completion of a study on Micro-Transit for the Lawton Area Transit System (LATS).

The Transportation Policy Board will consider Amendment 2 to the FY 2024 UPWP at its meeting on November 14, 2023.

**EXHIBITS:** Resolution No. 23-\_\_\_\_\_  
FY 2024 UPWP Amendment No. 2 Draft

**KEY ISSUES:**

**FUNDING SOURCE:** 80% ODOT/20% COL.

**RECOMMENDED ACTION:** Recommend to the Transportation Policy Board approval of Resolution No. 23-\_\_\_\_ adopting Amendment No. 2 to the Fiscal Year 2024 Unified Planning Work Program for the Lawton Metropolitan Planning Organization



RESOLUTION NO. 2023-\_\_

A RESOLUTION ADOPTING AMENDMENT NO. 2 TO THE FISCAL YEAR 2024 UNIFIED PLANNING WORK PROGRAM.

WHEREAS, the Fiscal Year 2024 Unified Planning Work Program was approved on June 27, 2023, and amended on August 1, 2023; and

WHEREAS, the Fiscal Year 2024 Unified Planning Work Program is a detailed program of work to be carried out by the Lawton Metropolitan Planning Organization and identifies the funding for each work category; and

WHEREAS, the Oklahoma Department of Transportation has notified the LMPO of the available funds for the 5303 Grant; and

WHEREAS, the LMPO Staff has allocated additional 5303 funds for a Micro-Transit Study in the LMPO boundary; and

WHEREAS, the Fiscal Year 2024 Unified Planning Work Program needs to be amended to include the additional 5303 Grant funds.

NOW, THEREFORE, BE IT RESOLVED by the LMPO Transportation Policy Board that:

1. Amendment No. 2 to the Fiscal Year 2024 Unified Planning Work Program be adopted adding the 5303 Grant funds.

PASSED and APPROVED by the Transportation Policy Board this 14<sup>th</sup> day of August, 2023.

\_\_\_\_\_  
STANLEY BOOKER, CHAIRMAN

\_\_\_\_\_  
CHARLOTTE BROWN  
MPO DIRECTOR

Approved as to form and legality this \_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
City Attorney



# LMPO



**FY 2024**

DRAFT Amendment 2

**Unified  
Planning  
Work  
Program**

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.



## Table of Contents

|   |           |
|---|-----------|
| Introduction .....  | 1         |
| MPO .....   | 1         |
| Committees .....  | 1         |
| LMATS Boundary .....  | 2         |
| Planning Factors .....  | 2         |
| Transportation Planning Products .....  | 3         |
| Unified Planning Work Program (UPWP).....   | 3         |
| Metropolitan Transportation Plan (MTP).....   | 3         |
| Transportation Improvement Program (TIP) .....  | 3         |
| Public Participation Process (PPP).....   | 4         |
| LMPO Planning Priorities .....  | 4         |
| Status of Transportation Planning Activities Update .....                                       | 4         |
| Funding.....  | 5         |
| <i>Table 1: FHWA PL &amp; FTA Section 5303 &amp; CMAQ Budget Summary .....</i>                  | <i>6</i>  |
| <i>Table 2: Fiscal Year 2023 Total Budget, Including Federal, State and Local Sources .....</i> | <i>7</i>  |
| Element 1.0 - Program Support & Administration .....  | 8         |
| <i>Table 3: Program Support &amp; Administration Funding .....</i>                              | <i>9</i>  |
| Element 2 - Data Collection & Information .....   | 10        |
| <i>Table 4: Data Collection &amp; Information Funding .....</i>                                 | <i>11</i> |
| Element 3 - Short Range Transit Planning .....  | 12        |
| <i>Table 5: Short Range Transit Planning Funding .....</i>                                      | <i>13</i> |
| Element 4 - Long Range Transportation Planning.....   | 14        |
| <i>Table 6: Long Range Transportation Planning Funding .....</i>                                | <i>15</i> |
| Element 5 - Transportation Improvement Program.....   | 16        |
| <i>Table 7: TIP Funding .....</i>   | <i>16</i> |
| Element 6 - Congestion Mitigation Air Quality .....   | 17        |
| <i>Table 8: CMAQ Funding .....</i>  | <i>17</i> |
| Element 7 – Public Participation.....   | 18        |
| <i>Table 9: Public Participation Funding .....</i>  | <i>18</i> |
| Element 8 – Complete Streets Planning Activates .....   | 19        |
| <i>Table 10: Complete Streets Planning Activities Funding .....</i>                             | <i>19</i> |
| APPENDIX A: LMPO Boundary Map .....   | 20        |
| APPENDIX B: LMPO and Committee Membership .....   | 21        |
| List of Acronyms .....  | 22        |

# FY 2024 UPWP

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## I INTRODUCTION

The Unified Planning Work Program (UPWP) for the Lawton Metropolitan Area Transportation Study (LMATS) area identifies transportation planning activities to be undertaken during Fiscal Year (FY) 2024. The objective of the UPWP is to ensure the Lawton Metropolitan Planning Organization's (LMPO) transportation planning process meets 23 CFR Part 450 and 49 CFR Part 613. The UPWP is developed by the LMPO in collaboration with ODOT and LATS.

The Federal Highway Administration and Federal Transit Administration Offices of Planning have jointly issued Planning Emphasis Areas (PEAs) for MPOs to identify work tasks associated with planning emphasis areas:

- The LMPO has established performance measures for fatality rate, serious injury rate, and non-motorized fatality and serious injury rate; pavement condition, bridge condition, and system performance; and transit performance measures.
- The LMPO has recently conducted a study on zero emission transit vehicles that includes a transition plan for the Lawton Area Transit System.
- The LMPO has added Element 8 to the UPWP to cover complete streets planning activities, the project for FY24 will be to identify gaps in the existing and planned active transportation networks.
- Models of Regional Planning Cooperation – Promote cooperation and coordination across MPO boundaries where appropriate to ensure a regional approach to transportation planning.
- The LMPO has coordinated with the Lawton Economic Development Corporation to study the feasibility of a freight route connecting the West Lawton Industrial Park to US 62 and I-44. This connection is now planned to be constructed in FY25.
- Ladders of Opportunity – Promote access to essential services as part of the transportation planning process and identify transportation connectivity gaps which, when addressed, will improve access to essential services.

## II MPO

Federal law requires the governor of each state to designate any urbanized areas within the state with a population of 50,000 or more as a Metropolitan Planning Organization (MPO). The Infrastructure Investment and Jobs Act (IIJA) required the membership of MPOs to consist entirely of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials.

### Transportation Technical Advisory Committee

The Transportation Technical Advisory Committee coordinates transportation issues at the technical level and provides technical advice to the Policy Board.

The functions of the Technical Advisory Committee include the following:

1. Present transportation agenda items to various agencies;
2. Receive presentations from various agencies;
3. Review the Transportation Improvement Program (TIP);

## FY 2024 UPWP

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4. Review transportation plans and studies;
5. Make recommendations to the Transportation Policy Board;
6. Review transportation issues at the request of the Policy Board; and
7. Review the UPWP.

### Transportation Policy Board

The Transportation Policy Board (TPB) has been designated as the MPO for the Lawton metropolitan area and is the final approval authority for transportation planning. The Board reviews and approves the overall work program and makes policy determinations concerning the transportation plan and the transportation improvement program. The functions of the Policy Board include the following:

1. Develop and maintain a comprehensive transportation planning program in conformance with 23 CFR Part 450 and 49 CFR Part 613;
2. Develop and approve all policy procedures for transportation planning in the LMA;
3. Review and approve the Transportation Plan and the TIP;
4. Ensure that established Public Participation Process is carried out appropriately for all major transportation activities;
5. Establish and revise the metropolitan area boundary as required by law;
6. Prepare certifications; and
7. Review and approve the UPWP.

The current memberships of the Technical Advisory Committee and Policy Board are found in Appendix B.

### Lawton Metropolitan Area Transportation Study Boundary

The Lawton Metropolitan Area Transportation Study (LMATS) area is the geographic area in which the metropolitan transportation planning process required by 23 CFR Part 450 and 49 CFR Part 613 must be carried out. The LMATS area is basically bounded to the north by Rogers Lane/US 62, to the east by 90<sup>th</sup> Street, to the south by Coombs Road and to the west by Deyo Mission Road. Appendix A provides a map illustrating the LMATS area.

## **III PLANNING FACTORS**

The LMPO performs its activities under the guidance of federal planning factors. These planning factors are reflected in the tasks and work products listed under individual work elements of the UPWP.

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law on July 6, 2012. MAP-21 created a streamlined, performance-based, and multi-modal program to address challenges such as improving safety, maintaining infrastructure, reducing traffic congestion, improving efficiency of the transportation system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 enhanced the transportation planning process incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

On December 4, 2015, Fixing American's Surface Transportation Act (FAST Act) was signed into law. FAST Act continued the provisions of MAP-21 and added two planning factors. FAST Act is the first law enacted in over ten years that provides long-term funding for surface transportation. FAST Act made changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

The Infrastructure Investment and Jobs Act was signed into law on November 15, 2021. The IIJA mandates that MPOs must use 2.5% of their Planning grant funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. The IIJA contains a new provision granting cities authority to apply an approved design guide of their choice to federally-funded projects on locally-owned streets.

### **IV TRANSPORTATION PLANNING PRODUCTS**

The metropolitan transportation planning process results in the development of metropolitan planning products, including the UPWP, the MTP, the TIP, and the PPP. Details of these products are provided below.

Unified Planning Work Program (UPWP). The UPWP is one element of the transportation planning process that the LMPO is responsible for developing during each fiscal year. The purpose of the UPWP is to provide guidance for the comprehensive, continuing and coordinated approach to transportation planning. Each year, the UPWP is developed through a collaborative process involving LMPO staff, Lawton Area Transit System (LATS), Oklahoma Department of Transportation (ODOT), and the Oklahoma division of the Federal Highway Administration (FHWA). Before its submittal to the ODOT, the UPWP is reviewed by the TTC and adopted by the LMPO.

The UPWP is based on the transportation planning priorities of the area and also federal planning factors and federal emphasis areas. The UPWP lists all work to be addressed in a given fiscal year and identifies revenue sources. The FHWA, FTA, and the ODOT Planning Division must approve the budget and statement of work in the UPWP in writing by June 30<sup>th</sup>, before costs may be incurred for the new fiscal year.

Metropolitan Transportation Plan (MTP). The MTP is the centerpiece of the metropolitan transportation planning process. The LMPO has developed a number of long range transportation plans since its inception. The current MTP identifies transportation improvements through the year 2045 and articulates transportation goals, objectives and strategies. This Plan is financially constrained and reflects only funding that is currently available or can reasonably be expected to be available during the plan's time frame.

Transportation Improvement Program (TIP). The TIP is a prioritized list of transportation projects proposed for implementation during the next four years. ODOT and the MPO update the TIP in a collaborative effort. The TIP is important because no federally funded transportation project can be implemented unless it appears in the TIP and in the 2045 Metropolitan Transportation Plan. The TIP includes projects on the Interstate, Freeways, Arterials and Collectors. Also included are safety, transportation enhancement, and transit projects. Transit projects for FTA Section 5310 funding are submitted by the Oklahoma Department of Transportation Office of Mobility and Public Transit.

Projects included in the TIP must be consistent with the MTP, and the TIP is required to be financially constrained in each year of the program. This means that the funding identified for transportation projects in a given year must be equal to the amount reasonably expected to be available under existing federal, state and local programs. Prior to adoption of the TIP (or amendment) the LMPO provides an opportunity for public review and comment and holds a public hearing. A project utilizing federal transportation funds may not proceed unless it is included in the TIP. Amendments and revisions of the TIP may occur at any time during the fiscal year.

## FY 2024 UPWP

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Public Participation Process (PPP). The Infrastructure Investment and Jobs Act (IIJA) requires citizen participation to occur throughout all stages of federally funded projects. Public participation provides citizens, affected public agencies, private providers of transportation and other interested parties reasonable opportunity to comment, participate in goal-setting, problem solving, and expand the focus of transportation decision making. In addition, the IIJA requires transportation agencies to develop and implement a proactive approach to ensure that transportation services are extended to those traditionally underserved.

Private developers and other governmental entities such as Tribal and US Department of Defense play a major role in land use development and the transportation infrastructure. The LMPO recognizes this role and encourages private sector and governmental participation in MPO projects and programs as required by the IIJA. The LMPO encourages participation of projects under consideration by providing agenda notice to tribal governments. Secondly, the LMPO ensures that programmed projects, invitation to bid and requests for proposals are advertised in the local newspaper and on the website at [www.lawtonmpo.org](http://www.lawtonmpo.org). Planning documents and LMPO meeting agendas and information are available at [www.lawtonmpo.org](http://www.lawtonmpo.org).

### **V LMPO FY 2024 PLANNING PRIORITIES**

As required in 23 CFR 450.308 (c), the MPO "...shall develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area (MPA)." The FY 2024 planning priorities are reflected in the various elements of this document. The major products or activities in this fiscal year will include:

1. Hire and monitor consultant for the travel demand model for the 2050 MTP;
2. Monitor consultant for a Transit Master Plan;
3. Analyze pedestrian facilities to include pedestrian crossings;
4. Study of parking in the downtown area;
5. Support ODOT performance measure targets;
6. Continue the public awareness campaign for air quality;
7. Monitor consultant for a Traffic Flow Improvement Study to include construction of improvements;
8. Continue the bicycle safety education campaign.
9. Hire and monitor consultant for a Land Use Plan

These activities will aid in addressing the transportation planning needs of the study area. The UPWP elements will address how these priorities will be accomplished.

#### Status of Transportation Planning Activities Update

In the past fiscal year, all federal and state transportation planning requirements applicable to the LMPO were met by the LMPO. In addition, a number of other projects that were essential to the transportation planning process were completed. These projects include:

- ✓ *Developed the Fiscal Year 2024 Unified Planning Work Program;*
- ✓ *Finished working with a consultant for a study on zero emission transit vehicles;*
- ✓ *Developed and executed the air quality education program in cooperation with local media and the LMPO Air Quality Stakeholders Advisory Committee;*
- ✓ *Continued the education program for bicycle safety;*
- ✓ *Coordinated with the LATS General Manager, the consultant, and the City Transit Trust on the design concept and construction plans for a multi-modal transportation center and hub;*
- ✓ *Continued working with a consultant for the Transit Master Plan*

## FY 2024 UPWP

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### Funding

Funding of the transportation planning process for the LMATS is from three sources: FHWA PL fund, FTA Section 5303 fund, and the local match. Federal funds will reimburse up to 80% of eligible work effort (identified in the UPWP) and the remaining 20% of the funding is provided by the City of Lawton. Through FHWA, ODOT receives federal State Planning and Research (SPR) funds in the amount of \$15,000 for the LMATS area. Based on an agreed distribution formula involving ODOT, ACOG, and INCOG, the LMPO Fiscal Year 2024 PL funds are \$149,520 plus carryover from previous years in the amount of \$196,623 and an additional \$3,857 set aside for Safe and Accessible Transportation options that do not require a local match. For FY 2024 the LMPO is applying for \$350,000 in PL funds. Funding for Section 5303 transit planning for FFY23 is \$75,000, and we have budgeted \$50,000 for FFY24 out of the total \$188,754 allocated from the FFY20-23 apportionment. The LMPO also applied for \$150,000 in Congestion Mitigation and Air Quality (CMAQ) funds. Total federal funds applied for is \$550,000. Tables 1 and 2 illustrate the source of funding. There are Memoranda of Understanding (MOU) between the LMPO and the City of Lawton detailing the amount of local match and responsibilities.

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FY 2024 UPWP

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**Table 1: FHWA PL & FTA Section 5303 & CMAQ Budget Summary**

|                      | PL Funds          | 5303 Funds       | CMAQ Funds        | City Match        | SPR              | TOTAL             |
|----------------------|-------------------|------------------|-------------------|-------------------|------------------|-------------------|
| Personnel            | \$ 117,308        | \$ 15,412        | \$ 15,200         | \$ 36,015         | \$ 15,000        | \$ 198,935        |
| Equipment & Supplies | \$ 5,200          | \$ 0             | \$ 6,000          | \$ 2,800          | \$ 0             | \$ 14,000         |
| Printing, Media      | \$ 31,600         | \$ 0             | \$ 24,800         | \$ 14,100         | \$ 0             | \$ 70,500         |
| Contractual          | \$ 186,880        | \$ 60,000        | \$ 104,000        | \$ 87,720         | \$ 0             | \$ 438,600        |
| Travel & Training    | \$ 8,400          | \$ 1,600         | \$ 0              | \$ 2,500          | \$ 0             | \$ 12,500         |
| <b>TOTAL</b>         | <b>\$ 349,388</b> | <b>\$ 77,012</b> | <b>\$ 150,000</b> | <b>\$ 143,135</b> | <b>\$ 15,000</b> | <b>\$ 734,535</b> |

Source: LMPO

## FY 2024 UPWP

**Table 2: Fiscal Year 2024 Total Budget, Including Federal, State and Local Sources**

| PL  | 5303     | Project                               | PL Funds          | 5303 Funds       | CMAQ              | City Match        | SPR*             | TOTAL             |
|-----|----------|---------------------------------------|-------------------|------------------|-------------------|-------------------|------------------|-------------------|
| 1.0 | 44.21.00 | Program Support & Administration      | \$ 65,665         | \$ 1,600         | \$ 0              | \$ 16,816         | \$ 15,000        | \$ 99,081         |
| 2.0 | 44.22.00 | Data Collection & Information         | \$ 14,650         | \$ 0             | \$ 0              | \$ 3,662          |                  | \$ 18,312         |
| 3.0 | 44.24.00 | Short Range Transit Planning – System | \$ 0              | \$ 75,412        | \$ 0              | \$ 18,853         |                  | \$ 94,265         |
| 4.0 |          | Long Range Transportation Planning    | \$ 241,851        | \$ 0             | \$ 0              | \$ 60,462         |                  | \$ 302,313        |
| 5.0 | 44.25.00 | Transportation Improvement Program    | \$ 4,493          | \$ 0             | \$ 0              | \$ 1,123          |                  | \$ 5,617          |
| 6.0 |          | Air Quality Program/ Projects         | \$ 0              | \$ 0             | \$ 150,000        | \$ 37,500         |                  | \$ 187,500        |
| 7.0 | 44.27.00 | Public Participation                  | \$ 18,872         | \$ 0             | \$ 0              | \$ 4,718          |                  | \$ 23,590         |
| 8.0 |          | Complete Streets **                   | \$ 3,857          | \$ 0             | \$ 0              | \$ 0              |                  | \$ 3,857          |
|     |          | <b>TOTAL</b>                          | <b>\$ 349,388</b> | <b>\$ 77,012</b> | <b>\$ 150,000</b> | <b>\$ 143,135</b> | <b>\$ 15,000</b> | <b>\$ 734,535</b> |

Source: LMPO

\*SPR - State Planning & Research Funds Included

\*\* Element 8 "Complete Streets" is composed of the 2.5% of the PL funds that are set aside for Complete Streets Planning Activities and is funded at 100%



## **ELEMENT 1.0 - PROGRAM SUPPORT & ADMINISTRATION**

**OBJECTIVE:** Management and monitoring of the transportation planning process. Compliance with administrative, financial, and legal requirements for maintaining a continuous, cooperative and comprehensive transportation planning process.

**TASK DESCRIPTION:** The purpose of this element is to ensure that the accounting and management functions necessary to maintain the efficient and effective planning activities outlined in the FY 2024 UPWP are carried out. Further, this element provides the administrative support needed to manage and coordinate day-to-day LMPO transportation planning activities at the program level such as supervision of LMPO staff persons and contracted services.

The following products or activities will be the responsibility of the LMPO staff in cooperation with ODOT.

### Tasks:

- 1) **General Administration:** This task provides the basic framework for other tasks in the UPWP. Work items under this task include staffing, correspondence, record keeping, coordinating, providing technical support to the LMPO Policy Board and the Transportation Technical Committee, and serving as point of contact to FHWA, FTA, other agencies, and the local community. Activities include:
  - a) Prepare and submit monthly claims statement to ODOT,
  - b) Maintain financial records including an annual financial audit; the audit will be performed in accordance with 49 CFR 18.26, 49 CFR Part 90, OMB Circular A133,
  - c) Monitor Federal and State legislation related to transportation issues, analyze their impact on the LMATS area, respond to requirements, and provide pertinent information to the LMPO.
  - d) Prepare the annual agreements, memoranda of understanding, certification statements, Annual Listing of Federally Obligated Projects, etc., and coordinate with ODOT and LATS on the development of the UPWP.
  - e) Research and prepare grant applications.
- 2) **Training and Travel:** This task ensures adequate training of MPO staff using technical assistance available through the ODOT, National Highway Institute (NHI), FHWA, FTA, and other agencies.
- 3) **Supplies and Equipment:** Office supplies, equipment, and meeting room fees and supplies, website hosting.

## FY 2024 UPWP

Products and Schedule:

| Product   | Start                   | Complete                | Staff Contact*    | Estimated Hours |
|---|-------------------------|-------------------------|-------------------|-----------------|
| FY 2024 UPWP, Memoranda of Understanding, Annual Funding Agreements, Certifications | 3 <sup>rd</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP         | 120             |
| Audit   | 1 <sup>st</sup> Quarter | 2 <sup>nd</sup> Quarter | STP A             | 100             |
| Annual Listing of Obligated Projects  | 2 <sup>nd</sup> Quarter | 2 <sup>nd</sup> Quarter | TP                | 30              |
| Grant Applications  | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | STP TP            | 270             |
| Administration tasks  | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP A<br>A3 | 835             |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 3: Program Support & Administration Funding**

| FUNDING SOURCE               | FUNDING AMOUNT   |
|------------------------------|------------------|
| PL Funds                     | \$ 65,665        |
| FTA Section 5303 Grant Funds | \$ 1,600         |
| City Match                   | \$ 16,816        |
| SPR* (ODOT)                  | \$ 15,000        |
| <b>TOTAL</b>                 | <b>\$ 99,081</b> |

Source: LMPO

## **ELEMENT 2 - DATA COLLECTION & INFORMATION**

**OBJECTIVE:** Monitor changes in demographic characteristics and land use to ensure transportation projections are compatible with current patterns, local land use policies and provide required data for the transportation model.

**GENERAL DESCRIPTION:** This element provides for the collection and maintenance of data on metropolitan development patterns and demographic characteristics to support the long range planning process and the development of the transportation model; develop and maintain maps and database to support transportation planning activities. A database and map of transit shelters within the LMA will be completed. More data from the 2020 Census will become available over time which will require updating of databases.

The following products or activities will be the responsibility of the LMPO staff:

### Tasks:

- 1) Data Collection & Maintenance.
  - a) Collect and maintain databases that support the transportation planning process.
    - (i) Building permit data by TAZ.
    - (ii) Traffic count data and accident data.
    - (iii) Socio-economic information.
    - (iv) Collect operational and performance data of the transit system.
    - (v) Collect data on non-motorized travel including bicycle and pedestrian facilities.
- 2) Create and maintain database of transit shelters.
- 3) 2020 Census
  - a) Update databases as information from the 2020 Census is released.
- 4) Mapping & Graphics.
  - a) Prepare visual aids to be incorporated into transportation plans, studies or reports to support the transportation planning process,
  - b) Maintain electronic maps showing: traffic counts, accident data, speed limits, number of lanes, signalized intersections, traffic control signs, transit routes, bus shelter locations, sidewalk locations, bicycle and pedestrian routes, and traffic generator locations.

## FY 2024 UPWP

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Products and Schedule:

| Product                                 | Start                   | Complete                | Staff Contact* | Estimated Hours |
|---|-------------------------|-------------------------|----------------|-----------------|
| Data Collection/<br>Maintenance/Mapping | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP<br>TP   | 425             |
| Transit Shelter map                     | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP             | 35              |
| 2020 Census                             | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP             | 30              |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 4: Data Collection & Information Funding**

| FUNDING SOURCE               | FUNDING AMOUNT   |
|------------------------------|------------------|
| PL Funds                     | \$ 14,650        |
| FTA Section 5303 Grant Funds | \$ 0             |
| City Match                   | \$ 3,662         |
| <b>TOTAL</b>                 | <b>\$ 18,312</b> |

Source: LMPO

**ELEMENT 3 - SHORT RANGE TRANSIT PLANNING**

**OBJECTIVE:** The objectives of this task are to assist the Lawton Area Transit System to monitor public transportation needs and to identify and improve locations with operational deficiencies .

**GENERAL DESCRIPTION:** This element involves coordination between the transit management consultant, transit trust and other agencies to provide transit service to the community.

In 2021 the Lawton MPO hired a consultant to create a Transit Master Plan. This contract is ongoing and will be completed once a location for the transit transfer center has been selected by the City.

A consultant has been hired to develop a design concept and construction plans for a multi-modal transit center. The Transit Trust is reviewing options on location of the transit center. Staff will be researching funding for the construction of the transfer center and hub.

Staff will work with LATS General Manager to ensure the requirements of the Public Participation Plan are met as progress is made on the transfer center and hub and any route changes.

The following products or activities will be the responsibility of the LMPO staff:

Tasks:

- 1) Public Transit System.
  - a) Coordinate with LATS General Manager to ensure the MPO Public Participation Process meets applicable FTA requirements for public involvement and participation.
  - b) Oversee the management of transit system.
  - c) Manage bus shelter/bus bench contract.
  - d) Manage contract for the design concept and construction plans for the transit center and operations/maintenance site.
  - e) Continue to monitor consultant for a Transit Master Plan
  - f) Amend Transit Master Plan contract to include planning micro-transit zones

Products and Schedule:

| Product                                  | Start                   | Complete                | Staff Contact* | Estimated Hours |
|--|-------------------------|-------------------------|----------------|-----------------|
| Oversight of transit system              | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP      | 180             |
| Bus Shelters/Benches                     | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP         | 60              |
| Design concept for transfer center/hub** | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP      | 75              |
| Coordination on public involvement       | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | STP TP         | 53              |
| Transit Master Plan**                    | 1 <sup>st</sup> Quarter | 2 <sup>nd</sup> Quarter | PD STP         | 10              |
| Micro-transit zones plan                 | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP         | 60              |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

## FY 2024 UPWP

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**Table 5: Short Range Transit Planning Funding**

| <b>FUNDING SOURCE</b>        | <b>FUNDING AMOUNT</b> |
|------------------------------|-----------------------|
| PL Funds                     | \$ 0                  |
| FTA Section 5303 Grant Funds | \$ 75,412             |
| City Match                   | \$ 18,853             |
| <b>TOTAL</b>                 | <b>\$ 60,500</b>      |

Source: LMPO

DRAFT

## **ELEMENT 4 - LONG RANGE TRANSPORTATION PLANNING**

**OBJECTIVE:** To develop policies and plans regarding transportation and transportation-related areas such as air quality, reducing congestion and preserving street network capacity.

**GENERAL DESCRIPTION:** The 2045 MTP was adopted in December 2019. Staff will monitor the implementation of the MTP. Staff will monitor a consultant for the 2050 MTP's travel demand model.

Staff has developed a bicycle safety education program targeted to adults and secondary school students. A bicycle safety education campaign directed toward all road users is ongoing. The media coverage of the new bicycle routes has been a success and will continue during this fiscal year.

The following products or activities will be the responsibility of the LMPO staff:

### Tasks:

- 1) MTP Administration.
  - a) Monitor implementation of the 2045 MTP and identify projects which have been implemented.
  - b) Analyze pedestrian facilities to include studying locations where pedestrian improvements are needed.
  - c) Evaluate projects based on Environmental Justice and Title VI criteria for disproportionate impacts and distribution of benefits on low-income and minority projects.
  - d) Prepare RFQ and hire consultant to develop the travel demand model for the 2050 MTP; begin gathering data for the plan update.
- 2) Report performance measure targets.
- 3) Perform study of parking in the downtown area.
- 4) Development.
  - a) Review development proposals to assure consistency with established development and transportation plans and policies.
- 5) Bicycle and Pedestrian Planning.
  - a) Continue bicycle safety education program for adults and secondary school students.
- 6) Participate in transportation-related committees and provide updates to the TTC and TPB.
- 7) Issue RFQ and hire and monitor consultant for 2050 Land Use Plan

## FY 2024 UPWP

Products and Schedule:

| Product   | Start                   | Complete                | Staff Contact* | Estimated Hours |
|---|-------------------------|-------------------------|----------------|-----------------|
| 2045 MTP administration   | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP      | 80              |
| Monitor consultant for travel demand model for 2050 MTP work on MTP | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP **   | 320             |
| Downtown Parking Study  | 2 <sup>nd</sup> Quarter | 3 <sup>rd</sup> Quarter | TP             | 200             |
| Monitor and report performance measure targets                      | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP      | 80              |
| Monitor consultant for Land Use Plan                                | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP **   | 190             |
| Analysis of pedestrian facilities                                   | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP             | 80              |
| EJ reviews on developments  | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD             | 15              |
| Bicycle Safety Education Program                                    | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | STP TP         | 90              |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 6: Long Range Transportation Planning Funding**

| FUNDING SOURCE               | FUNDING AMOUNT    |
|------------------------------|-------------------|
| PL Funds                     | \$ 241,851        |
| FTA Section 5303 Grant Funds | \$ 0              |
| City Match                   | \$ 60,462         |
| <b>TOTAL</b>                 | <b>\$ 302,313</b> |

Source: LMPO



**ELEMENT 5 - TRANSPORTATION IMPROVEMENT PROGRAM**

OBJECTIVE: To develop, prioritize and schedule a program of transportation projects.

GENERAL DESCRIPTION: Identify transportation improvement projects recommended for advancement during the program period, prioritize the projects, and include realistic estimates of costs and revenues for the program period. This will enable the MPO to prepare annual recommendations and a planned program of transportation improvements drawn from the Metropolitan Transportation Plan (MTP). The FFY 2022-2025 TIP was adopted in October 2021, and amended in January 2022. The FFY 2024-2027 TIP will be prepared and adopted. Amendments will be processed throughout the fiscal year, as needed.

The following products or activities will be the responsibility of the LMPO staff.

Tasks:

- 1) Transportation Improvement Program.
  - a) Review and process TIP amendments as necessary
- 2) Developing the 2024-2027 TIP

Products and Schedule:

| Product           | Start                   | Complete                | Staff Contact* | Estimated Hours |
|-------------------|-------------------------|-------------------------|----------------|-----------------|
| TIP Amendments    | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP         | 65              |
| FFY 2024-2027 TIP | 1 <sup>st</sup> Quarter | 1 <sup>st</sup> Quarter | PD STP         | 65              |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 7: TIP Funding**

| FUNDING SOURCE               | FUNDING AMOUNT  |
|------------------------------|-----------------|
| PL Funds                     | \$ 4,493        |
| FTA Section 5303 Grant Funds | \$ 0            |
| City Match                   | \$ 1,123        |
| <b>TOTAL</b>                 | <b>\$ 5,617</b> |

Source: LMPO

**ELEMENT 6 - CONGESTION MITIGATION AND AIR QUALITY**

OBJECTIVE: To support the LMATS area air quality program and public awareness campaign.

GENERAL DESCRIPTION: Continue the air quality awareness program to include participation in public events, ads on television, radio, and newspaper, and a bus wrap. This year the LMPO will hire a consultant for a traffic flow study and conclude the study on alternative fuels for transit.

The Zero Emission transit vehicle study was finished in FY23.

The following products or activities will be the responsibility of the LMPO staff.

Tasks:

- 1) Public Awareness.
  - a) Increase public awareness utilizing various techniques and encouraging public participation.
  - b) Participate in local and national events (e.g. Open Streets, bike rides and bike rodeos, run/walk/bike events, Try Transit Week, Ride Your Bike to Work Day)
- 2) Ozone.
  - a) Review daily ozone readings and related meteorological data and maintain electronic summary of readings
  - b) Notify LATS and City departments when air quality action days are issued by ODEQ in accordance with the City of Lawton policy.
  - c) Coordinate with ODEQ and KSWO-TV to identify contacts for maintaining continuous flow of information.
  - d) Monitor EPA’s proposed regulations for primary and secondary ozone and its impact to the study area.
- 3) Air Quality Offset Fee. CMAQ funds will be used to reimburse LATS on Air Action Days.
- 4) Traffic Flow Improvement Study to include construction of identified needs.
  - a) Hire and monitor consultant.

Products and Schedule:

| Product                              | Start                   | Complete                | Staff Contact* | Estimated Hours |
|--------------------------------------|-------------------------|-------------------------|----------------|-----------------|
| Electronic Summary of ozone readings | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP             | 25              |
| Public Awareness                     | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | STP TP         | 272             |
| Try Transit Week Promotion           | 3 <sup>rd</sup> Quarter | 4 <sup>th</sup> Quarter | STP TP         | 65              |
| Air Alert Days                       | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP             | 15              |
| Traffic Flow Improvement Study       | 2 <sup>nd</sup> Quarter | 4 <sup>th</sup> Quarter | PD/TP          | 130             |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 8: CMAQ Funding**

| FUNDING SOURCE | FUNDING AMOUNT   |
|----------------|------------------|
| CMAQ Funds     | \$150,000        |
| City Match     | \$ 37,500        |
| <b>TOTAL</b>   | <b>\$187,500</b> |

Source: LMPO

**ELEMENT 7 - PUBLIC PARTICIPATION**

OBJECTIVE: To provide opportunities to engage the public in the transportation planning process.

GENERAL DESCRIPTION: Identify and enhance techniques to enable proactive public participation by the community in the LMATS planning process.

The following products or activities will be the responsibility of the LMPO staff.

Tasks:

- 1) Meetings: schedule meetings, make presentations, attend meetings, and prepare supporting documents and distribute (i.e., agenda item commentary, agenda, etc.)
- 2) Update mailing lists every six months and provide updated information as requested.
- 3) Website: Update and maintain LMPO’s website to include new information as it becomes available.
  - a. Complete a redesign of the website
- 4) Public Participation Process: Update the Public Participation Process.

Products and Schedule:

| Product   | Start                   | Complete                | Staff Contact* | Estimated Hours |
|---|-------------------------|-------------------------|----------------|-----------------|
| Updated PPP   | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP A3      | 105             |
| Updated PPP mailing list  | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP A3          | 30              |
| Updated LMPO website and website redesign                                     | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP      | 75              |
| Public meetings on transportation-related issues – preparation and attendance | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | PD STP TP A A3 | 370             |

\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 9: Public Participation Funding**

| FUNDING SOURCE               | FUNDING AMOUNT   |
|------------------------------|------------------|
| PL Funds                     | \$ 18,872        |
| FTA Section 5303 Grant Funds | \$ 0             |
| City Match                   | \$ 4,718         |
| <b>TOTAL</b>                 | <b>\$ 23,590</b> |

Source: LMPO

**ELEMENT 8 - COMPLETE STREETS PLANNING ACTIVITIES**

OBJECTIVE: To increase safe and accessible options for multiple travel modes for people of all ages and abilities.

GENERAL DESCRIPTION: Identify ways to increase safe and accessible options for all travelers, and ensure new transportation construction is safe and accessible for all.

The following products or activities will be the responsibility of the LMPO staff.

Tasks:

- 1) Identify gaps in active transportation networks to include infrastructure near transit stops.

Products and Schedule:

| Product   | Start                   | Complete                | Staff Contact* | Estimated Hours |
|---|-------------------------|-------------------------|----------------|-----------------|
| Identify gaps in active transportation networks | 1 <sup>st</sup> Quarter | 4 <sup>th</sup> Quarter | TP             | 111             |

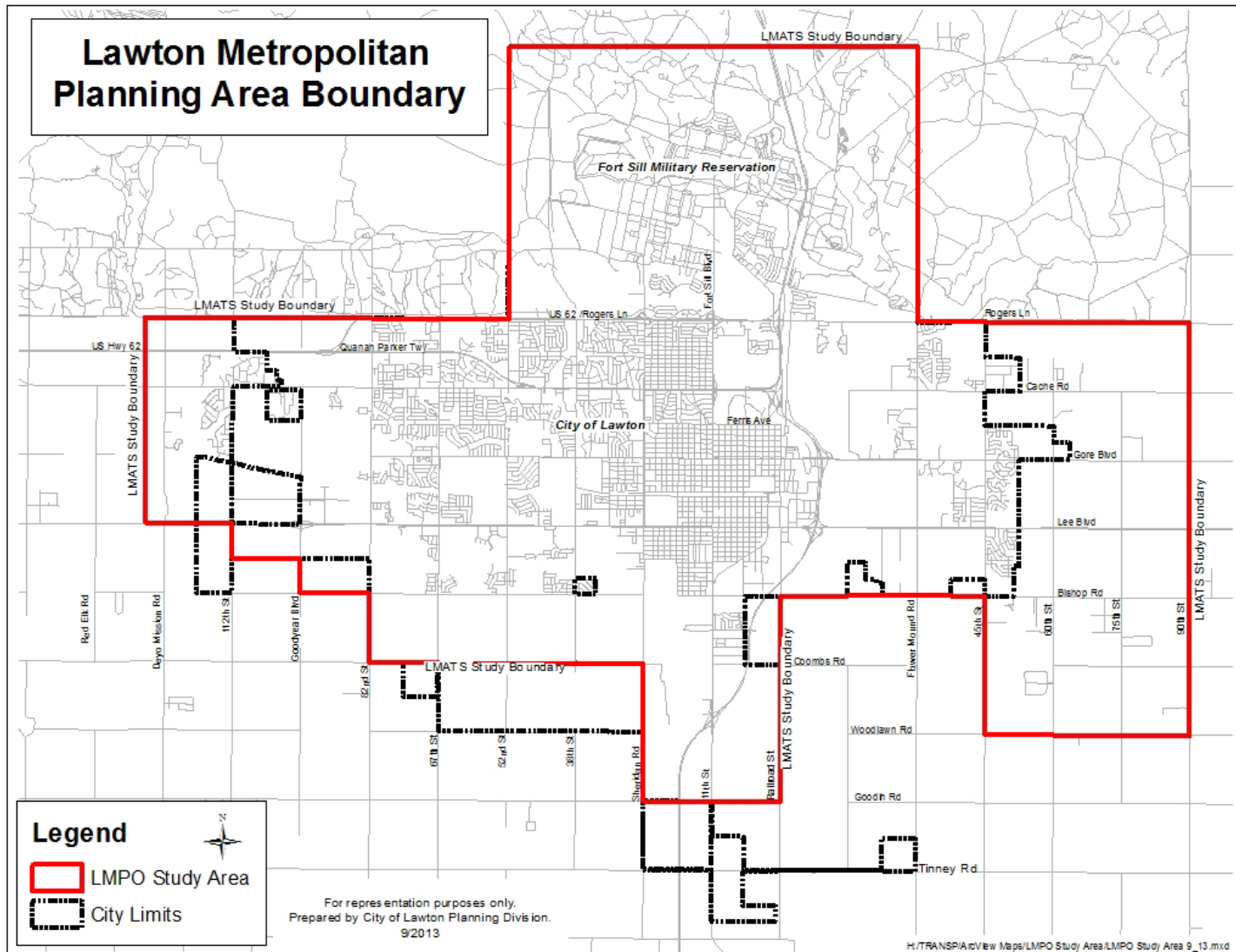
\*PD – Planning Director; STP – Senior Transportation Planner; TP – Transportation Planner; A – Accountant, A3 – Admin Assistant 3, \*\*Consultant

**Table 10: Complete Streets Planning Activities Funding**

| FUNDING SOURCE               | FUNDING AMOUNT  |
|------------------------------|-----------------|
| PL Funds                     | \$ 3,857        |
| FTA Section 5303 Grant Funds | \$ 0            |
| City Match                   | \$ 0            |
| <b>TOTAL</b>                 | <b>\$ 3,857</b> |

Source: LMPO

APPENDIX A: LMPO Boundary Map



## **APPENDIX B: LMPO Membership**

### **TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEMBERSHIP**

#### **Voting:**

City of Lawton, Director of Planning  
City of Lawton, City Engineer  
City of Lawton, Director of Public Works/Engineering  
Oklahoma Department of Transportation, Strategic Asset and Performance Management Division  
Oklahoma Department of Transportation, Division VII Engineer  
Oklahoma Department of Transportation, Transit Programs Division Manager  
Fort Sill, Director of Public Works  
Association of South Central Oklahoma Governments, Executive Director  
Lawton Area Transit System, General Manager  
Lawton - Fort Sill Regional Airport, Airport Manager  
Lawton Chamber of Commerce & Industry, Executive Director

#### **Non-Voting:**

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

### **TRANSPORTATION POLICY BOARD MEMBERSHIP**

#### **Voting:**

City of Lawton, Mayor  
City of Lawton, Council (2 members)  
City of Lawton Transit Trust member  
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 VII Engineer

#### **Non-Voting:**

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

## List of Acronyms

|          |   |
|----------|---|
| 3C       | Continuing, Comprehensive, and Cooperative planning process   |
| ADA      | Americans with Disabilities Act                               |
| CFR      | Code of Federal Regulations                                   |
| CMAQ     | Congestion Mitigation and Air Quality                         |
| CPC      | City Planning Commission                                      |
| FAST Act | Fixing America's Surface Transportation Act                   |
| FFY      | Federal Fiscal Year   |
| FHWA     | Federal Highway Administration                                |
| FTA      | Federal Transit Administration                                |
| FY       | Fiscal Year   |
| IIJA     | Infrastructure Investment and Jobs Act                        |
| LATS     | Lawton Area Transit System                                    |
| LMA      | Lawton Metropolitan Area                                      |
| LMATS    | Lawton Metropolitan Area Transportation Study                 |
| LMPO     | Lawton Metropolitan Planning Organization                     |
| MAP-21   | Moving Ahead for Progress in the 21 <sup>st</sup> Century Act |
| MOU      | Memorandum of Understanding                                   |
| MPO      | Metropolitan Planning Organization                            |
| MTP      | Metropolitan Transportation Plan                              |
| NHS      | National Highway System                                       |
| PL       | Transportation Planning                                       |
| PPP      | Public Participation Process                                  |
| ODEQ     | Oklahoma Department of Environmental Quality                  |
| ODOT     | Oklahoma Department of Transportation                         |
| SPR      | State Planning and Research                                   |
| TAZ      | Transportation Analysis Zone                                  |
| TIP      | Transportation Improvement Program                            |
| TPB      | Transportation Policy Board                                   |
| TTC      | Transportation Technical Committee                            |
| UPWP     | Unified Planning Work Program                                 |





**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider recommending to the Transportation Policy Board approval of the amendment to the current Transit Master Plan contract with Hendrickson Transportation Group to add a study on Micro-Transit and authorizing the MPO Director execute.

**INITIATOR:** Charlotte Brown, Director

**STAFF INFORMATION SOURCE:** Charlotte Brown, Director  
Jonathan Stone, Assistant Director

**BACKGROUND:** Fixed route public transportation service in Lawton is provided by the Lawton Area Transit System (LATS). This service started in 2004, and currently operates 9 fixed route buses, complimentary paratransit, and a Fort Sill Shuttle that services Fort Sill.

On February 2, 2021, the Transportation Policy Board authorized the issuing of a Request for Qualifications for a Transit Master Plan that will provide short and long-term recommendations to address public transit needs, such as route structure, infrastructure, and overall improvements in service, in the Lawton Metropolitan Area.

On April 6, 2021, the Transportation Policy Board approved a contractor, Hendrickson Transportation Group (HTG).

To better serve the public LATS would like to provide micro-transit options that would be able to transport riders from neighborhoods (especially where roads are too narrow for City busses) to fixed routes. These Micro-Transit services would help fill this need.

**EXHIBITS:** Current contract  
Proposed amendment

**KEY ISSUES:** N/A

**FUNDING SOURCE:** Section 5303 80%; LMPO 20%

**RECOMMENDED ACTION:** Recommend to the Transportation Policy Board approval of the amendment to the current Transit Master Plan contract with Hendrickson Transportation Group to add a study on Micro-Transit and authorize the LMPO Director to execute.



STATE OF OKLAHOMA

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**PROFESSIONAL SERVICES AGREEMENT**

COUNTY OF COMANCHE

This HTG Services Agreement for Professional Services for the Development of a Transit Master Plan ("Agreement") is made by and between the Lawton Metropolitan Planning Organization ("LMPO") and Hendrickson Transportation Group LLC ("HTG"), (each a "Party" and collectively the "Parties"), acting by and through their authorized representatives.

**Recitals:**

**WHEREAS**, the LMPO desires to engage the services of HTG as an independent contractor and not as an employee in accordance with the terms and conditions set forth in this Agreement; and

**WHEREAS**, HTG desires to render advisory and evaluation of transit services for the LMPO by providing professional services relating in assisting the LMPO with the development of a transit master plan, as set forth in Exhibit "A" and Exhibit "B" attached hereto and made a part hereof, and in accordance with the terms and conditions set forth in this Agreement;

**NOW THEREFORE**, in exchange for the mutual covenants set forth herein and other valuable consideration, the sufficiency and receipt of which is hereby acknowledged, the Parties agree as follows:

**Article I  
Term**

1.1 This Term of this Agreement shall commence on the last date of execution hereof (the "Effective Date") and shall continue until project as set forth herein is completed and accepted by the LMPO.

1.2 Either party may terminate this Agreement, with or without cause, by giving thirty (30) days prior written notice to the other Party. In the event of such termination, HTG shall be entitled to compensation for any services completed to the reasonable satisfaction of the LMPO in accordance with this Agreement prior to such termination.

**Article II  
Contract Documents**

2.1 This Agreement consists of the following items:

- A. This Agreement; and
- B. RFQ issued February 2, 2021, "Professional Services for Development of Transit Master Plan (attached as Exhibit "A").

2.2 In the event there exists a conflict in interpretation, the documents shall control in the order listed above. These documents shall be referred to collectively as "Contract Documents".

### **Article III Scope of Work**

3.1 HTG shall perform the services specifically set forth in Exhibit "A" or additional required services on an "as needed" basis.

3.2 HTG shall not have the authority to commit or bind the LMPO to any contractual or financial obligations without prior approval from the LMPO.

3.3 During the term of this Agreement, HTG shall not directly or indirectly disclose to an outside person or entity and shall not use for HTG's benefit or the benefit of others any material or information that LMPO deems "confidential".

3.4 HTG shall perform all duties outline in the scope of services in Exhibit "A", and Exhibit "B" in accordance with applicable industry standards.

3.5 HTG's Responsibilities:

- A. All services rendered by HTG shall be subject to reasonable supervision and control of the LMPO in regard to project plan development. Project Manager shall be directly supervised by a senior management executive of HTG.
- B. HTG shall be solely responsible for all matters relating to payment of its agents and employees, including compliance with social security, withholding, workers compensation, unemployment and all other regulations governing such matters.

**Article IV  
Schedule of Work**

HTG agrees to commence the services upon a Notice to Proceed from the LMPO and to complete the required services in accordance with a work schedule mutually established by the LMPO and HTG. Any work performed or expenses incurred by HTG prior to HTG's receipt of a Notice to Proceed from the LMPO shall be entirely at HTG's own risk.

**Article V  
Compensation and Method of Payment**

5.1 The LMPO shall compensate HTG for services performed under this Agreement in an amount not to exceed Ninety-Eight Thousand Dollars (\$98,000.00). HTG will submit regular invoices for the work it performs for the specific tasks set forth herein. The invoices for a task identified herein will be payable when the deliverable for the invoiced task is accepted. Again, in no event will the total amount of compensation HTG receives under this Agreement exceed \$98,000.00.

5.2 HTG shall invoice the LMPO for services performed within fifteen (15) days following the month's end or after task completion.

5.3 The LMPO shall pay HTG within thirty (30) days of the receipt of a proper invoice provided there are no errors or discrepancies and that all work noted on the invoice has been completed. Any errors, discrepancies or the invoicing of work not completed may result in a delay in payment.

5.4 HTG shall be responsible for all expenses related to services provided pursuant to this Agreement including, but not limited to all State and Federal applicable withholdings, telephone, internet and travel.

5.5 HTG shall submit invoices for services rendered under this Agreement to:

Lawton LMPO  
City Hall  
Attn: Planning Department  
212 SW 9<sup>th</sup> Street  
Lawton, OK 73501

**Article VI  
Suspension of Work**

The LMPO shall have the right to immediately suspend work by HTG if it determines in its sole discretion that HTG has, or will fail to perform, in accordance with this Agreement. In such event, any payments due HTG shall be suspended until HTG has taken satisfactory corrective action.

**Article VII**  
**Devotion of Time; Personnel; and Equipment**

7.1 HTG shall devote such time as reasonably necessary for the satisfactory performance of the work under this Agreement. Should the LMPO require additional services not included under this Agreement, HTG shall make reasonable efforts to provide such additional services at mutually agreed charges or rates, and within the time schedule prescribed by the LMPO, and without decreasing the effectiveness of the performance of services required under this Agreement.

7.2 To the extent reasonably necessary for HTG to perform the services under this Agreement, HTG shall be authorized to engage the services of any agents, assistants, persons, or corporations that HTG may deem proper to aid or assist in the performance of the services under this Agreement. The cost of such personnel and assistance shall be borne exclusively by HTG.

7.3 HTG shall furnish the facilities, equipment, telephones, facsimile machines, email facilities, and personnel necessary to perform the services required under this Agreement unless otherwise provided herein.

**Article VIII**  
**Relationship of Parties**

It is understood and agreed by and between the Parties that in satisfying the conditions of this Agreement, HTG is acting independently, and that the LMPO assumes no responsibility or liabilities to any third party in connection with these actions. All services to be performed by HTG pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent or employee of the LMPO.

**Article IX**  
**Availability of Funds**

If monies are not appropriated or otherwise made available to support continuation of performance in a subsequent fiscal period, this Agreement shall be canceled, and HTG may only be reimbursed for the reasonable value of any non-recurring costs incurred but not amortized in the price of services delivered under this Agreement or which are otherwise not recoverable. The cost of cancellation may be paid from any appropriations for such purposes.

**Article X**  
**Insurance**

HTG shall provide and maintain for the duration of this Agreement, and for the benefit of the LMPO (naming the LMPO and its officers, agents and employees as additional insureds),

insurance coverage as set forth in Exhibit "B" attached hereto and incorporated herein. HTG shall provide signed Certificates of Insurance verifying that HTG has obtained the required insurance coverage for the LMPO prior to the Effective Date of this Agreement.

## **Article XI Miscellaneous**

11.1 Entire Agreement. This Agreement constitutes the sole and only agreement between the Parties and supersedes any prior understandings, written or oral agreements between the Parties with respect to this subject matter.

11.2 Authorization. Each Party represents that it has full capacity and authority to grant all rights and assume all obligations granted and assumed under this Agreement.

11.3 Assignment. HTG may not assign this Agreement in whole or in part without the prior written consent of the LMPO. In the event of an assignment by HTG to which the LMPO has consented, the assignee shall agree in writing with the LMPO to personally assume, perform, and be bound by all the covenants, and obligations contained in this Agreement.

11.4 Successors and Assigns. Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the Parties to it and their respective heirs, executors, administrators, legal representatives, successors and assigns.

11.5 Governing Law. The laws of the State of Oklahoma shall govern this Agreement; and venue for any action concerning this Agreement shall be in the State District Court of Comanche County, Oklahoma. The Parties agree to submit to the personal and subject matter jurisdiction of said court.

11.6 Amendments. This Agreement may be amended by the mutual written agreement of the Parties.

11.7 Severability. In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions, and the Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it.

11.8 Independent Contractor. It is understood and agreed by and between the Parties that HTG, in satisfying the conditions of this Agreement, is acting independently, and that the LMPO assumes no responsibility or liabilities to any third party in connection with these actions. All services to be performed by HTG pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent or employee of the LMPO. HTG shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this Agreement.

11.9 Survival of Covenants. Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.

11.10 Recitals. The recitals to this Agreement are incorporated herein.

11.11 Notice. Any notice required or permitted to be delivered hereunder may be sent by first class mail, overnight courier or by confirmed telefax or facsimile to the address specified below, or to such other Party or address as either Party may designate in writing, and shall be deemed received three (3) days after delivery set forth herein:

If intended for the LMPO:

Richard Rogalski  
City of Lawton  
Lawton LMPO,  
City of Lawton City Hall  
212 SW 9<sup>th</sup> Street  
Lawton, OK 73501  
Phone: 580-591-2545

If intended for HTG:

John L. Hendrickson  
President  
Hendrickson Transportation Group LLC  
P. O. Box 2032  
Waco, Texas 76703  
Phone: 254-405-4200

11.12 Counterparts. This Agreement may be executed by the Parties hereto in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all, but together signed by all of the Parties hereto.

11.13 Exhibits. The exhibits attached hereto are incorporated herein and made a part hereof for all purposes.

11.14 Indemnification. **THE LMPO SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE SERVICES OF THE HTG PURSUANT TO THIS AGREEMENT. HTG HEREBY WAIVES ALL CLAIMS AGAINST THE LMPO, ITS OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY REFERRED TO IN THIS SECTION AS "LMPO") FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER**



THAN THE NEGLIGENCE OR WILLFUL MISCONDUCT OF THE LMPO. HTG AGREES TO INDEMNIFY AND SAVE HARMLESS THE LMPO FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY THE HTG'S NEGLIGENT PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY ACT OR OMISSION ON THE PART OF HTG, ITS OFFICERS, DIRECTORS, SERVANTS, AGENTS, EMPLOYEES, REPRESENTATIVES, CONTRACTORS, SUBCONTRACTORS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE FROM OR ARE ATTRIBUTED TO SOLE NEGLIGENCE OF THE LMPO). IF ANY ACTION OR PROCEEDING SHALL BE BROUGHT BY OR AGAINST THE LMPO IN CONNECTION WITH ANY SUCH LIABILITY OR CLAIM, CONTRACTOR, ON NOTICE FROM THE LMPO, SHALL DEFEND SUCH ACTION OR PROCEEDINGS AT HTG'S EXPENSE, BY OR THROUGH ATTORNEYS REASONABLY SATISFACTORY TO THE LMPO. HTG'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED BY HTG UNDER THIS AGREEMENT. THIS PROVISION SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.

HTG SHALL INDEMNIFY THE LMPO FOR ANY FINES AND LEGAL FEES INCURRED BECAUSE EMPLOYEES, AGENTS, OR WORKERS SUPPLIED BY CONTRACTOR ARE NOT AUTHORIZED TO WORK IN THE UNITED STATES.

11.15 Audits and Records. HTG agrees that during the term hereof the LMPO and its representatives may, during normal business hours and as often as deemed necessary, inspect, audit, examine and reproduce any and all of HTG's records relating to the services provided pursuant to this Agreement for a period of one year following the date of completion of services as determined by the LMPO or date of termination if sooner.

11.16 Conflicts of Interests. HTG represents that no official or employee of the LMPO has any direct or indirect pecuniary interest in this Agreement.

11.17 Compliance with Federal, State & Local Laws: HTG shall comply in performance of services under the terms of this Agreement with all applicable laws, ordinances and regulations, judicial decrees or administrative orders, ordinances, and codes of federal, state and local governments, including all applicable federal clauses.

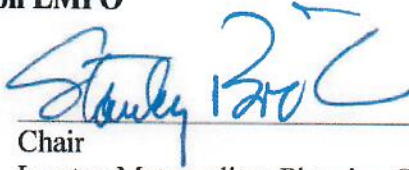
11.18 Force Majeure. No Party will be liable for any default or delay in the performance of its obligations under this Agreement if and to the extent such default or delay is caused, directly or indirectly, by fire, flood, earthquake, elements of nature or acts of God, riots, civil disorders, acts of terrorism or any similar cause beyond the reasonable control of such Party, provided that the non-performing Party is without fault in causing such default or delay. The non-performing

Party agrees to use commercially reasonable efforts to recommence performance as soon as possible.

*(signature page to follow)*

EXECUTED this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

**Lawton LMPO**


By:   
Chair  
Lawton Metropolitan Planning Organization

Approved as to form:

By:   
City Attorney

EXECUTED this 16<sup>TH</sup> day of April, 2021.

**Hendrickson Transportation Group LLC**

By:   
Name: Jordan L. Hendrickson  
Title: PRESIDENT

## **EXHIBIT “B” Scope of Work**

This scope of work documents the steps necessary to support the Lawton Area Transit System in the development of a Transit Master Plan for the next 5 years. It includes a robust public involvement/outreach element that prioritizes outreach at the beginning of the process to establish a clear vision for the plan based upon information that summarizes the planning context. The scope takes a strategic look at financial scenarios to understand the long-term financial environment and to ensure the plan is robust and sustainable. The scope also includes an evaluation of planning concepts in order to establish a preferred concept of the Downtown Transfer Center, Operations & Maintenance Facility and the development of service standards that will support the implementation of the Transit Master Plan. All of these elements will provide a clear vision and executable plan for Lawton Area Transit System’s future.

### **Overarching assumptions**

- Duration of contract is approximately from April 2021 through December 2021.
- All public outreach and involvement strategies shall be cognizant of the current City Transit Trust’s Title VI Program.

The following project tasks are required to complete the work:

### **Task 1: Project Management and Outreach Strategy**

This task encompasses the high-level management of the process, including meetings with MPO, LATS staff and operators, members from the City Council, and other City Stakeholders. Additionally, this task supports the development of the outreach strategy for the planning process.

- 1) Attend and facilitate a project kick-off meeting with Lawton MPO.
- 2) Submit monthly progress reports with invoices and coordinate scope of work execution on a weekly basis with LMPO staff.
- 3) Meet with LATS and City staff to develop a successful community engagement strategy, including identifying key stakeholder and neighborhood groups, partner agencies, engagement with the Transportation Technical Committee and internal staff. The strategy will identify the decision-making opportunities throughout the planning process, existing venues that can be leveraged, the role of social media and online platforms as well as detailing the responsibilities of the HTG and MPO staff.

*Deliverables:*

- Public involvement plan that outlines roles/responsibilities for LMPO and HTG
- A “toolkit” for Client distribution in direct neighborhood outreach, assumed to include a PowerPoint template and project fact sheet for general communications. Fact sheet development will also provide recommendations for translated content.

**Due Date: May 1<sup>st</sup>, 2021**

**Task 2: Planning Context and Transit Trends Analysis**

This task reviews existing and planned conditions (land use, transportation demand and capacity, demographics and planned capital investments) in order to understand how LATS fits within the City of Lawton’s network and the issues that should be considered in the planning process. The information from this task will be summarized in infographics that will be used for outreach purposes.

- 1) LATS Data Review - HTG will review all necessary existing conditions data provided by LATS, including but not limited to ridership, route structure, operational metrics, capital facilities (operations & maintenance), passenger amenities, administration services, and technology.
- 2) Local Data Review - HTG will review relevant plans and programs, including but not limited to: City of Lawton Comprehensive Plan and supplements, land use and transportation forecasts, subarea plans, and proposed transit plans (Micro transit, on-demand, and intercity services).
- 3) Transit Trends and Conceptual Infographics - Using the information generated from the planning context and financial analysis, HTG will develop infographics that detail how transit and transportation is trending and how LATS may provide mobility in the future. The infographics will convey high-level depictions of transit services and will highlight the inherent trade-offs between aspects such as frequency, coverage, speed, service span, private-public provision, and multimodal integration.

*Deliverables:*

- HTG will consolidate and develop necessary materials (website, boards, handouts, etc.) that will support the vision-setting outreach activities. Information presented will include a summary of the Transit Master Plan planning process, an overview of current agency and city plans, and other documentation of the planning context.

- Summary of trends in transit demand and service (fixed-route and paratransit) Identify anticipated/directed population and employment growth areas within the service area, to include potential areas of growth not currently in LATS service boundaries in order to account for future city expansion plans.

**Due Date: June 30<sup>th</sup>, 2021**

### **Task 3: Financial Scenario Analysis**

This task provides the key financial scenario modeling in order to establish an understanding of the resources and issues that should be considered when developing the future service plan and supporting capital elements.

- 1) Data Needs: Historical financial data for LATS including revenue, service hours, wage and benefit rates, fleet purchases, any other current capital purchases.
- 2) Grant Opportunities Assessment – This task will research and assess the funding landscape for LATS’s capital needs over the long-term. HTG will research federal grant opportunities and trends for bus fleet replacement and other capital projects such as a Transfer center, Operations Facility, and Maintenance Facility located in the downtown area. HTG will also analyze the number and amount of funds received for past awards; both on the formula and competitive process. HTG will summarize key findings and implications for the City of Lawton’s long-range planning and assess the implications of future award amounts on funding capital projects under a baseline and downside scenario.
- 3) Financial Evaluation of Preferred Concept- This task will use the analysis and findings from Task 1 & 2 to evaluate financial implications of the Long-Range Plan’s preferred service plan. HTG’s evaluation will assess the potential for sales tax revenue, fares, grants, and other revenue sources to pay for the likely annual operating costs and needed capital improvements in the future. The evaluation will consider a number of scenarios assuming different growth in revenues and costs. The evaluation will identify any potential funding gaps and the funding options to supplement existing revenue sources if necessary.

#### *Deliverables:*

- Memorandum summarizing grant opportunities and competitiveness and overall long-term financial needs, which will serve as an appendix in the final plan.
- Presentation materials summarizing findings from each subtask.

**Due Date: August 1<sup>st</sup>, 2021**

#### **Task 4: Vision Outreach**

This task will present the material from Task 2 and Task 3 to gather public, agency and stakeholder input to develop the vision for LATS. It encompasses a comprehensive in-person and online presence to ensure all interested parties are able to participate in the process.

Internal and External Outreach - With material from all tasks, HTG will develop an outreach process to discuss and collect input to develop the long-term vision for LATS. The goal of the visioning exercise is to support discussion among the public, stakeholder groups, internal departments and partner agencies to inform the development of network scenarios that achieve the vision. The specific meetings, outreach and stakeholder groups will be determined in Task 1 during the outreach strategy development. The visioning outreach task will include:

- Plan logistics - provide on-site set up and facilitate two “visioning workshop” public meeting/workshops. One workshop during the day and one in the evening. HTG staff shall attend event to lead set-up and facilitation.
- Develop online survey to facilitate feedback process.
- Promote public outreach effort with online advertisements, including social media.
- Develop up to three additional notifications such as posters for on-board outreach, emails, press releases, and items that can be placed inside the current fleet and transfer center.
- Notifications to business/employers assumed to be compiled and completed by LATS staff.
- Compile summary of engagement. For analysis purposes and budget assumptions, online survey assumed to not require narrative comment analysis (e.g., all choice or scale questions), and narrative comments.

#### *Deliverables:*

- Public comment period/meeting plan with roles and responsibilities
- Online survey content
- Online open house archive PDF
- Advertisements
- Summary memorandum and PPT slides of input received (1 draft, 1 final)

**Due Date: September 1<sup>st</sup>, 2021**

### **Task 5: Service Plan Concepts Evaluation and Outreach**

This task will develop two distinct service plan concepts for evaluation and will seek public and stakeholder input on the concepts in order to guide the process towards a preferred service concept. An in-person and online public outreach effort is assumed for this task to gather feedback on the plan concepts.

*Performance Measure Development* – HTG will work with LATS staff to develop a set of performance measures that are aligned with the vision developed in Task 4 to use in the service plan evaluation process. The service plan concepts will encompass a set of service typologies to spatially represent key transit nodes and connections and the underlying land use and travel demand that necessitates those typologies. A combination of methodologies will be used to evaluate the service plan concepts in order to report high-level summaries of ridership, mode share, geographic coverage, multimodal integration and other performance metrics.

#### *Deliverables:*

- Memorandum detailing the chosen performance measures and the results of the service plan concept evaluation. Memorandum will serve as an appendix in the final plan.
- Necessary materials summarizing the service plan evaluation for outreach activities.

**Due Date: September 15<sup>th</sup>, 2021**

### **Task 6: Service Standards and Draft Plan Development**

This task will incorporate the feedback from Task 5 to develop and evaluate a preferred service plan concept, determine a set of service standards, and to consolidate all supporting information into a draft Transit Plan document. Outreach will primarily be informative in nature, with updates detailing how the feedback from prior tasks led to the current draft planning document.

- 1) Preferred Service Plan Development and Evaluation - HTG will work with LMPO to incorporate the previously evaluated performance measures, and the feedback received on the service plan concepts in order to develop a preferred service concept for inclusion in the plan.
- 2) Service Standards Development – HTG will work with LMPO staff to develop the appropriate service standards and thresholds for measuring and implementing the Transit Master Plan. The standards will provide guidance for when operational or capital investments are needed based upon changes in demand or service operation characteristics and will be developed to allow LATS to monitor them periodically to



calibrate future service plans.

- 3) Preferred Service Plan Support Analysis – With an understanding of the preferred service plan, HTG will work with the LMPO to determine and document the capital and administrative support necessary to implement the plan. This includes fleet and maintenance base needs, passenger amenities, human resource requirements, and technology needs and the estimated high-level costs associated with these investments.
- 4) Draft Plan Development – HTG will incorporate the material generated in Task 2, Task 3 and Task 6 to develop a draft Long Range Planning document that provides a clear vision for transit in the LMPO study area with a summary of the financial and capital support needed to achieve that vision.

Deliverables:

- Memorandum documenting the preferred service plan development and evaluation, the service standards development process and the supporting analysis from all tasks identified.
- Draft Master Plan document, including necessary maps, graphics and

text.

**Due Date: October 12<sup>th</sup>, 2021**

### **Task 7: Final Plan Development**

This task provides resources for the necessary modifications to the draft plan based in order to finalize the Transit Master Plan for adoption for the Lawton MPO.

- 1) Final Transit Master Plan – HTG will support the LMPO in finalizing the draft plan based on public, agency, and stakeholder feedback. The final Transit Master Plan document will leverage graphics and figures to convey the message of the plan, with more detailed information provided in the appendices developed in prior tasks.
- 2) Plan Adoption – HTG will provide support LMPO staff for up to one revision of the planning document during the plan adoption process.

*Deliverables:*

- Final Planning document, including necessary maps, graphics and text with supporting appendices.

**Due Date: November 5<sup>th</sup>, 2021**



**PROFESSIONAL SERVICES AGREEMENT  
Contract Amendment #1**

THIS CONTRACT AMENDMENT, made and entered into on \_\_\_\_\_, by and between the Lawton Metropolitan Planning Organization (“LMPO”) and Hendrickson Transportation Group LLC (“HTG”), (each a “Party” and collectively the “Parties”), acting by and through their authorized representatives.

**WITNESSETH**

**THAT WHEREAS**, the LMPO and HTG have entered into an agreement dated April 16, 2021, for HTG to provide advisory and evaluation of transit services for the LMPO by providing professional services relating in assisting the LMPO with the development of a transit master plan.

**NOW, THEREFORE**, for and in consideration of the mutual promises to each other, as hereinafter set forth, the parties hereto do mutually agree to the additional services to the original stated contract as follows:

**SCOPE OF WORK**

**Introduction**

The Lawton Metropolitan Planning Organization (LMPO) is requesting HTG to conduct a Microtransit Study. The study is intended to determine how on-demand micro-transit solutions could be used to improve first mile, last mile mobility and fixed route transit ridership within the urbanized areas. The study will develop a vision for the implementation of a micro-transit pilot in the Lawton/Fort Sill area by researching best practices and lessons learned from other urbanized areas developing the service.

**Scope of Services**

- 1) Working with the project team (Staff and the transit operators), the consultant will convene a Stakeholder Committee that consists of transit operators, community groups, and other interested parties, including representation from those with disabilities. The Stakeholder Committee will provide input and feedback for deliverables throughout the entire process.
- 2) Analysis of existing socioeconomic and trip data from the travel demand model and evaluation of origins and destinations.
- 3) Conduct workshops to solicit public input on the proposed micro-transit opportunity zones both in Lawton city limits and Ft. Sill.
- 4) Develop a methodology to estimate the ridership, span of service, trip times, and operating costs for each of the identified micro-transit opportunity zones.
- 5) Determine opportunities to fill in service gaps and provide on-demand service.

- 6) Determine proper method to disseminate alternative mode information to riders.
- 7) Develop scope and potential key performance indicators (KPI's) for recommended program.
- 8) Provide cost analysis to determine if alternative funds would be needed or available outside the normal funding mechanisms.
- 9) Analysis and development of new transit software with micro transit capabilities.
- 10) Prepare a report outlining recommendations to the Transportation Technical Committee (TTC) and Policy Board.

### **Compensation and Method of Payment**

In consideration of the additional services and obligations rendered by HTG, LMPO shall pay HTG in the amount of \$30,000.

Original contract - \$98,000

Amendment - \$30,000

Total - \$128,000

HTG shall invoice the LMPO for services performed within fifteen (15) days following the month's end or after task completion.

The LMPO shall pay HTG within thirty (30) days of the receipt of a proper invoice provided there are no errors or discrepancies and that all work noted on the invoice has been completed. Any errors, discrepancies or the invoicing of work not completed may result in a delay in payment.

All promises, requirements, terms, conditions, provisions, representations contained and specified in the original stated contract shall survive and become part of this Amendment unless specifically provided otherwise herein, or unless superseded by applicable Federal law or State statutes.

***(Signature page to follow)***

**IN WITNESS THEREOF**, the parties hereto, each acting under due and proper authority, have executed this Amendment as of the date written above.

**EXECUTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

**Lawton LMPO**

**Lawton Metropolitan Planning Organization**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Approved as to form:

By: \_\_\_\_\_

City Attorney

**EXECUTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

**Hendrickson Transportation Group LLC**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_



**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider recommending to the Transportation Policy Board approval of a contract with Kimley-Horn for the 2050 Metropolitan Transportation Plan and Travel Demand Model.

**INITIATOR:** Charlotte Brown, (LMPO Director)

**STAFF INFORMATION SOURCE:** Charlotte Brown, (LMPO Director)  
Jonathan Stone, (Assistant LMPO Director)

**BACKGROUND:** The FY 2024 Unified Planning Work Program includes the task to issue an RFQ to hire and monitor a consultant to develop the 2050 Metropolitan Transportation Plan’s Travel Demand Model.

At the Meeting of June 6<sup>th</sup> the Transportation Policy Board added the development of the Metropolitan Transportation Plan to the RFQ, authorized the issuing of the revised RFQ, and named the Transportation Technical Committee as the designated body to review the responses and make a recommendation to the Policy Board.

The Technical Committee at their August 1, 2023 meeting selected a subcommittee to review the responses and make a recommendation. Staff received two responses to the RFQ. The subcommittee of the Transportation Technical Committee reviewed the responses of the two responding firms and conducted interviews. The Transportation Policy Board at their October 3, 2023 meeting selected Kimley-Horn and authorized the Director to negotiate a contract.

The Director has negotiated a contract with Kimley-Horn.

**EXHIBITS:** Contract with Kimley-Horn

**KEY ISSUES:** N/A.

**FUNDING SOURCE:** 80% PL Grant/20% City

**RECOMMENDED ACTION:** Recommend to the Transportation Policy Board approval of the contract with Kimley-Horn for the 2050 Metropolitan Transportation Plan and Travel Demand Model.





This document has important legal consequences; consultation with an attorney is encouraged with respect to its completion or modification.

**AGREEMENT  
BETWEEN  
LAWTON  
METROPOLITAN PLANNING  
ORGANIZATION  
AND  
KIMLEY-HORN AND  
ASSOCIATES  
AGREEMENT  
FOR  
PROFESSIONAL SERVICES**



Issued By

The Planning Division

LMPO PROGRAM MANAGEMENT DIVISION  
In conjunction with the  
LMPO’S LEGAL SERVICES DEPARTMENT

LMPO HALL, 212 SW 9<sup>th</sup> Street  
**KIMLEY-HORN PROJECT TABLE OF  
CONTENTS**

|   | Page No. |
|---|----------|
| IDENTIFICATION OF THE PARTIES AND GENERAL DESCRIPTION OF THE PROJECT..... | 3        |
| 1. SECTION 1 - BASIC PROFESSIONAL SERVICES OF KIMLEY-HORN .....           | 3        |
| 1.1. GENERAL .....  | 3        |
| 1.2. SCOPE OF PROFESSIONAL SERVICES.....                                  | 10       |
| 2. SECTION 2 - LMPO’S RESPONSIBILITIES .....                              | 11       |
| 3. SECTION 3 - PERIOD OF SERVICES .....                                   | 12       |
| 4. SECTION 4 - PAYMENTS TO KIMLEY-HORN.....                               | 13       |
| 4.1. METHODS OF PAYMENT FOR SERVICES OF KIMLEY-HORN.....                  | 13       |
| 4.2. TIMES OF PAYMENT .....   | 13       |
| 5. SECTION 5 - MISCELLANEOUS .....  | 14       |
| 5.1. MUTUAL WAIVER OF CONSEQUENTIAL DAMAGES.....                          | 14       |
| 5.2. LIMITATION OF LIABILITY .....  | 14       |
| EXHIBIT "A" SUPPLEMENTAL AGREEMENT.....                                   | 17       |
| EXHIBIT “B2” SCOPE OF SERVICES.....                                       | 19       |
| EXHIBIT “B-3 HOURLY RATE.....   | 25       |

**AGREEMENT  
BETWEEN  
LAWTON METROPOLITAN  
ORGANIZATION AND KIMLEY-  
HORN & ASSOCIATES. FOR  
PROFESSIONAL ENGINEERING DESIGN  
SERVICES**

THIS IS AN AGREEMENT made as of the 14<sup>th</sup> day of November in the year Two Thousand and Twenty-three by and between the Lawton Metropolitan Planning Organization, A Metropolitan Planning Organization in the State of Oklahoma (hereinafter called LMPO), and Kimley-Horn and Associates, (hereinafter called Kimley-Horn). LMPO intends KIMLEY-HORN to provide professional engineering design services on an as need basis to be issued a workorder by project (Project) by amendment to contract or by Basic hourly fee schedule in Exhibit B-3 The basic Master Services Agreement has a Not to Exceed funding amount of \$125,000 billed at the Basic hourly rate schedule in Exhibit B-3 unless change by contract amendment executed by the contracting parties.

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The LMPO and KIMLEY-HORN in consideration of their mutual covenants herein agree in respect of the performance of professional Program Management services by KIMLEY-HORN and the payment for those services by LMPO, as set forth below.

KIMLEY-HORN shall serve as LMPO's professional representative in those phases of the Project to which this Agreement applies, and will give consideration and advice to LMPO during the performance of those services.

**1. SECTION 1 - BASIC PROFESSIONAL SERVICES OF KIMLEY-HORN**

1.1. General

- 1.1.1. KIMLEY-HORN shall perform professional services as hereinafter stated which include normal management, planning, data collection and analysis, strategic goal development, and implementation activities.
- 1.1.2. Laws, Licenses and Permits. KIMLEY-HORN shall comply with all Federal, State and local laws, regulations and ordinances applicable to the contract.
- 1.1.3. Worker's Compensation Law. KIMLEY-HORN shall comply with the Oklahoma Worker's Compensation Law and file a copy of his Worker's Compensation Insurance Policy, or, if a self-insurer, a copy of the Industrial Commission's Order of Authorization with the LMPO.
- 1.1.4. KIMLEY-HORN's Liability. KIMLEY-HORN shall assume responsibility for and save the LMPO harmless from third party claims for

bodily injury to, or death of persons, or damage to tangible property arising from KIMLEY-HORN's negligent acts, errors, or omissions, or those of his agents or employees, arising out of performance of the work.

- 1.1.5. Non-collusion. KIMLEY-HORN represents that it has not employed or retained any company or person, other than a bona fide employee working solely for KIMLEY-HORN to solicit or secure this contract, and that he has not paid or agreed to pay any company, political group, or person, other than a bona fide employee working solely for KIMLEY-HORN, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award of this contract. For breach of violation of this provision, the LMPO shall have the right to annul this contract without liability, or at its discretion to deduct from the contract price or consideration, or otherwise recover the full amount of such price or consideration, or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.
- 1.1.6. Services Furnished, Performed and Submitted. KIMLEY-HORN shall furnish all professional services, labor and equipment as may be required in the performance of the contract, except as otherwise provided herein, and all work performed and submitted under the contract shall be done in a manner consistent with reasonable and sound practices ordinarily exercised by members of KIMLEY-HORN's profession practicing under similar conditions and locale. Such generally accepted practices and standards are not intended to be limited to the optimum practices, methods, techniques, or standards to the exclusion of all others, but rather to a spectrum of reasonable and prudent practices employed by the applicable United States professional services industry. This standard of care is the only warranty KIMLEY-HORN shall provide under this Agreement. KIMLEY-HORN shall sign the plans submitted to the LMPO and affix his Oklahoma seal thereto as proof that it is a Registered Professional in the State of Oklahoma.
- 1.1.7. Coordination of Work. KIMLEY-HORN will coordinate its Project Management work with other project participants, if any, performing the immediately adjoining Project Management work, and shall furnish and share plans and data in such a manner as will facilitate and expedite the completion of contracts in adjacent Project Management work.
- 1.1.8. Maintaining All Records. KIMLEY-HORN shall maintain all books, documents, papers, accounting records, and other evidence pertaining to cost incurred in the performance of this contract and to make such materials available to their respective offices at all reasonable times, during the contract period and for three (3) years from the date of final payment under the contract, for inspection by authorized representatives of the LMPO. Copies thereof shall be furnished if requested and the LMPO shall pay a reasonable cost of reproduction.

- 1.1.9. Responsibility. KIMLEY-HORN will be held responsible for details and quantities of work to be performed in accordance with the standard of care in Section 1.1.6 above. KIMLEY-HORN will perform any re-work necessary to correct mistakes or omissions in its work as a part of existing authorized fees between the parties.
- 1.1.10. Major Revisions. For any major revisions ordered in writing by the LMPO in the PROJECT a supplemental agreement for additional payment shall be entered into between the parties hereto. For any major revision in the character or scope of the work ordered in writing by the LMPO after performance of a substantial amount of work on the project, a Supplemental Agreement will be negotiated on the basis of all costs related to the salaries of employees for the time directly chargeable to the agreement, the salaries of principals for the time they are productively engaged in work necessary to fulfill the term of the agreement, direct non-salary cost incurred in fulfilling the terms of the agreement and KIMLEY-HORN's overhead or indirect costs to the extent they are properly allowable to the agreement plus a lump sum for profit.
- 1.1.11. Right to Terminate.
- 1.1.11.1. LMPO may terminate the Agreement at any time at LMPO's convenience. Upon such termination, KIMLEY-HORN shall be entitled to receive payment for: (i) the value of the services completed to the date of termination not previously covered by monthly payments, including profit with respect to such completed services, (ii) documented and reasonable costs (plus profit on such costs) incurred by KIMLEY-HORN to implement such termination (including demobilization costs, and termination/cancellation costs under subcontracts and purchase orders), and (iii) a fee equal to three percent (3%) of the unpaid balance of the contract price.
- 1.1.11.2. LMPO may terminate this Agreement for KIMLEY-HORN's default if KIMLEY-HORN fails in the performance of any material obligation under this Agreement provided that KIMLEY-HORN has been given (1) written notice of the cause and (2) a reasonable opportunity to commence to cure the default. LMPO may also terminate for default if KIMLEY-HORN is adjudged bankrupt or insolvent, if KIMLEY-HORN goes into receivership, or if KIMLEY-HORN should make a general assignment for the benefit of its creditors.
- 1.1.12. Right to Delete. The LMPO reserves the right to delete any portion of the contract at any time, and if such is done the total professional services fee

shall be reduced in the same ratio as the estimated cost of the work deleted compares to the estimated cost of the work as originally planned, or when appropriate, the professional services fee shall be recomputed for the reduced scope of work in the same manner used for determining the original contract fee, provided that if work has already been accomplished on that portion of the contract to be deleted KIMLEY-HORN shall be paid for the deleted portion on the basis of the estimated percentage of completion of such portion.

- 1.1.13. Non-Discrimination. KIMLEY-HORN will comply with all the requirements pertaining to the Section 3 Clause of the 1968 Housing and Urban Development Act (Affirmative Action Plan) as defined in attached Exhibit "A", which is hereby incorporated into this contract.
- 1.1.14. Assignments and Subleases. KIMLEY-HORN shall not assign, sublease, subcontract, transfer or convey any interest in this Agreement without the express and prior written consent of the LMPO. KIMLEY-HORN's interest hereunder shall not be assignable in bankruptcy or by operation of law. In the event a transfer is approved by LMPO, any document by which an interest is granted shall indicate that the person acquiring the interest takes subject to the terms of this Agreement. LMPO may prescribe any conditions to such an assignment or transfer.
- 1.1.15. Waiver. No waiver of default by LMPO or KIMLEY-HORN of any terms, covenants or conditions herein to be performed, kept or observed by KIMLEY-HORN or LMPO shall be construed to be or act as a waiver of any subsequent default of any terms, covenants or conditions herein contained.
- 1.1.16. Merger. It is mutually understood and agreed by the parties hereto that this Agreement contains all the covenants, agreements, stipulations and provisions agreed upon by said parties, and no agent or employee of either party to this Agreement has any authority to alter or change the terms hereof, except as provided herein, and neither party is or shall be bound by any statement or representation not in conformity herewith.

If in the event that any portion or portions of this Agreement are adjudged unlawful by a court of competent jurisdiction, the judgment of such court shall not affect the validity of the remaining portions hereof, which shall be and remain in full force and effect during the term of this Agreement.

- 1.1.17. Enforceability; Choice of Law; Choice of Forum. Litigation arising out of or connected with this Agreement may be instituted and maintained in the courts of the state of Oklahoma only, and the parties' consent to jurisdiction over their person and over the subject matter of any such litigation.

- 1.1.18. Key Personnel. KIMLEY-HORN shall have designated certain key personnel to be assigned specifically to the performance of this work (such as project manager, lead designer, operations specialist, etc.). At the time of Agreement ratification, the LMPO shall have the right to specify those project key personnel for whom KIMLEY-HORN shall not be allowed to substitute other personnel without prior written permission of the LMPO.
- 1.1.19. Detailed Scope of Services. A detailed scope of services is attached as Exhibit "B" or as amended for future addition of services and Projects, which is hereby incorporated into this contract.
- 1.1.20. Insurance. KIMLEY-HORN shall procure and maintain during the life of this agreement insurance of the types of amounts as follows:

Worker's Compensation in full compliance with statutory requirements of Federal and State of Oklahoma law and Employer's Liability coverage in the amount of \$500,000.

Commercial General Liability and Bodily Injury:

|                            |    |                    |           |
|----------------------------|----|--------------------|-----------|
| Bodily Injury occurrence   | \$ | <u>125,000</u>     | each      |
| Property Damage occurrence | \$ | <u>100,000</u>     | each      |
| Combined Single Limit      |    | <u>\$1,000,000</u> | aggregate |

Comprehensive Automobile:

|                                     |    |                    |           |
|-------------------------------------|----|--------------------|-----------|
| Liability, Bodily Injury occurrence | \$ | <u>125,000</u>     | each      |
| Property Damage occurrence          | \$ | <u>100,000</u>     | each      |
| Combined Single Limit               |    | <u>\$1,000,000</u> | aggregate |

Professional Liability: \$ 1,000,000 per claim  
(Errors and Omissions): \$5,000,000 aggregate

Certificate evidencing such insurance shall not be canceled or altered except after ten (10) calendar days from receipt by the LMPO of written notice thereof. Should the insurance outlined above be canceled for any reason, and KIMLEY-HORN fails to procure additional insurance, the LMPO shall have the right to purchase equivalent insurance coverage and charge the cost of that insurance against any amounts due KIMLEY-HORN under the terms of this Agreement.

Said insurance shall be written by a company or companies licensed to do business in the State of Oklahoma and satisfactory to the LMPO.

1.1.21. Drug-Free Workplace

1.121.1. Definitions. As used in this clause, “controlled Substance” means a controlled substance in schedules I through V of section 202 of the Controlled Substance Act (21 U.S.C. 812) and as further defined in regulation 21 CFR 1308.11-1308.15. “Conviction” means a finding of guilt (including a plea of nolo contendere) or imposition of sentence, or both, by any judicial body charged with the responsibility to determine violations of the Federal or State criminal drug statutes. “Criminal drug statute” means a Federal or non-Federal criminal statute involving manufacture, distribution, dispensing, possession or use of any controlled substance.

“Drug-free workplace” means the site(s) for the performance of work done by the Contractor in connection with a specific contract at which employees of the contractor are prohibited from engaging in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance.

“Employee” means an employee of a Contractor directly engaged in the performance of work under a Government contract.

“Directly engaged” is defined to include all direct cost employees and any other Contractor employee who has other than a minimal impact or involvement in contract performance.

“Individual” means an offeror/contractor that has no more than one (1) employee including the offeror/contractor.

1.121.2. KIMLEY-HORN, shall--within thirty (30) calendar days after award (unless a longer period is agreed to in writing) for contracts of thirty (30) calendar days or more performance duration; or as soon as possible for contracts of less than thirty (30) calendar days of performance duration--

1. Publish a statement notifying its employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the contractor’s workplace and specifying the actions that will be taken against employees for violation of such prohibition;



2. Establish an ongoing drug-free awareness program to inform such employees about –
  - (i) The dangers of drug abuse in the workplace;
  - (ii) The contractor’s policy of maintaining a drug-free workplace;
  - (iii) Any available drug counseling, rehabilitation, and employee assistance programs; and
  - (iv) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.
3. Provide all employees engaged in performance of the contract with a copy of the statement required by subparagraph 1.1.21.2.1. of this clause:
4. Notify such employees in writing of the statement required by subparagraph 1.1.21.2.1. of this clause, that as a condition of continued employment of this contract, the employee will -
  - (i) Abide by the terms of the statement; and
  - (ii) Notify the employer in writing of the employee’s conviction under a criminal drug statute for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Notify the contracting officer in writing within ten (10) days after receiving notice under subdivision 1.1.21.2.4.
  - (ii) of this clause from an employee or otherwise receiving actual notice of such conviction. The notice shall include the position title of the employee;
6. Within thirty (30) calendar days after receiving notice under subdivision 1.1.21.2.4. (ii) of this clause of a conviction, take one (1) of the following actions with respect to any employee who is convicted of a drug abuse violation occurring in the workplace;
  - (i) Take appropriate personnel action against such employee, up to and including termination; or
  - (ii) Require such employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
7. Make a good faith effort to maintain a drug-free workplace through implementation of subparagraphs 1.1.21.2.1. through 1.1.21.2.6. of this clause.

1.1213. KIMLEY-HORN agrees by award of the contract or acceptance of a purchase order, not to engage in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in the performance of this contract.

1.1214 In addition to other remedies available to the LMPO, KIMLEY-HORN's failure to comply with the requirements of paragraphs 1.1.21.2. and 1.1.21.3. of this clause may, pursuant to FAR 23.506, render the contractor subject to suspension of contract payments, termination of the contract for default, and suspension or debarment.

## 1.2. Scope of Professional Services

After written authorization to proceed, KIMLEY-HORN shall:

- 1.2.1. Consult with the LMPO to further clarify the detailed scope of services and review available data.
- 1.2.2. Provide a general economic analysis of LMPO's requirements applicable to any various alternatives where applicable that KIMLEY-HORN identifies which could benefit the LMPO.
- 1.2.3. Project Goals and Objectives (Scope of work is detailed in Exhibit A and Exhibit B) or in a amendment issued specific services that includes surveying, design, bidding services, and construction phase services as by the hour rate or included in an amendment for specified Projects that are issue during life of contract.

## 2. SECTION 2 - LMPO'S RESPONSIBILITIES

LMPO shall:

- 2.1. Provide full information as to its requirements for the project.
- 2.2. Assist KIMLEY-HORN by placing at its disposal all available information pertinent to the project including previous reports and any other data relative to design and construction of the project.
- 2.3. Examine all studies, reports, sketches, estimates, specifications, drawings, proposals, and other documents presented by KIMLEY-HORN and render in writing decisions pertaining within a reasonable time so as not to delay the services of KIMLEY-HORN.
- 2.4. Pay all advertising costs incident to obtaining bids or proposals from Contractor(s).
- 2.5. Return to KIMLEY-HORN submitted project documents for LMPO's review on which KIMLEY-HORN has not substantially addressed previously noted provisions and comments. KIMLEY-HORN's contract time will not be suspended for submission of project documents which do not contain substantial revisions.

- 2.6. Provide a testing firm and pay all costs for testing, Scope of testing shall be agreed upon by both parties of the contract as required for design and construction of the project, unless specified otherwise.
- 2.7. Designate in writing a person to act as LMPO's representative with respect to the work to be performed under this Agreement. Such person shall have complete authority to transmit instructions, receive information and interpret and define LMPO's policies and decisions with respect to materials, equipment, elements and systems pertinent to KIMLEY-HORN's services.
- 2.8. Issue all instructions to the KIMLEY-HORN; act as interpreter of the requirements of the Contract Documents and judge of the performance thereunder by the parties thereto and shall make decisions on all claims of KIMLEY-HORN relating to the execution and progress of the work and all other matters and questions related thereto.
- 2.9. In consultation with KIMLEY-HORN, issue all instructions to Contractor(s); prepare routine change orders as required; require, if deemed appropriate, special inspection or testing of the work; act as interpreter of the requirements of the Contract Documents and judge of the performance thereunder by the parties thereto and shall make decisions on all claims of LMPO and Contractor(s) relating to the execution and progress of the work and all other matters and questions related thereto.
- 2.10. Have the LMPO Engineer or Designated Representative, based on his on-site observations and project inspection reports, determine the amounts owing to Contractor(s).
- 2.11. Conduct an inspection to determine if the project is substantially complete and a final inspection to determine if the project has been completed in accordance with the Contract Documents and if each Contractor has fulfilled all of his obligations thereunder so that LMPO may approve, in writing, final payment to each Contractor.

### **3. SECTION 3 - PERIOD OF SERVICES**

- 3.1. The provisions of 3.2. through 3.11. inclusive, and the various rates of compensation for KIMLEY-HORN's services provided for elsewhere in this Agreement have been agreed to in anticipation of the orderly and continuous progress of the project through completion of the Construction Phase. KIMLEY-HORN's obligation to render services hereunder will extend for a period which may be reasonably required for the design, award of contracts and construction of the Project.
- 3.2. The scope of services in Appendix B shall be completed within 5 calendar years if funds are available, on an as needed basis following authorization to proceed.

Specific time frames and requirements for completion of various items within the basic scope of services shall be completed as specified in the following paragraphs:

- 3.2.1. In the event that the work of the Project is to be performed under more than one contract amendment, LMPO and KIMLEY-HORN shall develop a schedule for performance of KIMLEY-HORN's services order to sequence and coordinate properly such services as applicable to the work under such separate contract amendment. This schedule is to be prepared whether the work under such contracts is to proceed concurrently and is to be attached as an exhibit to and made a part of this Agreement and the provisions of paragraphs 3.4. and 3.5. will be modified accordingly.
- 3.3. If LMPO has requested significant modifications or changes in the Project, the time of performance of KIMLEY-HORN's services shall be adjusted appropriately.
- 3.4. If KIMLEY-HORN is delayed at any time in the progress of any phase of the project by any act or neglect of the LMPO, or by any separate contractor employed by the LMPO, or by any act or neglect of regulatory agencies, or by labor disputes, fire, unusual delay in transportation, adverse weather conditions not reasonably anticipatable, unavoidable casualties, or any causes beyond KIMLEY-HORN's control, then the Contract completion date shall be extended by Supplemental Agreement (Amendment) for a reasonable time equaling the amount of delay.
- 3.5. Notwithstanding anything to the contrary herein, KIMLEY-HORN is entitled to an equitable adjustment in fee and schedule for impacts to the services beyond the reasonable control of KIMLEY-HORN.

#### **4. SECTION 4 - PAYMENTS TO KIMLEY-HORN**

- 4.1. Methods of Payment for Services of KIMLEY-HORN.
  - 4.1.1. Services as a Witness. The LMPO will pay KIMLEY-HORN for the services of the principals and employees as witnesses at KIMLEY-HORN'S standard rates or any portion thereof plus all reimbursable expenses, except that no payment shall be made for services as a witness in any case wherein the LMPO is an adverse party, to KIMLEY-HORN.
  - 4.1.2. For services described herewith, exclusive of fees for services as witnesses, KIMLEY-HORN will be paid the fee(s) as outlined in Exhibit "F".
- 4.2. Times of Payment.
  - 4.2.1. KIMLEY-HORN shall submit monthly statements for services rendered. Compensation will be based on KIMLEY-HORN's estimate of the proportion of the total services completed at the time of billing and agreed upon by the LMPO Engineer. LMPO shall make prompt monthly

payments in response to KIMLEY-HORN's monthly statements.

Additional cost to the LMPO caused by error or omission of items in the construction documents will not be included in Final Construction Cost for determination of KIMLEY-HORN's fee unless KIMLEY-HORN is instructed by the LMPO to prepare the additional Contract documents to address the error or omission.

422. KIMLEY-HORN shall submit to LMPO, prior to commencement of the Bidding or Negotiating Phase, reproducible, an AutoCAD disk of the project drawings and a disk with specifications as they were at the time final plans were approved, or supply to the LMPO all copies of drawings and specifications requested until submittal of "Record" drawings. Prior to receiving final payment, the KIMLEY-HORN shall also submit to LMPO one (1) set of ½ size record drawings and an AutoCad disk representing the "Record" drawings. The "Record" drawings shall represent any changes that occurred during construction. The LMPO shall supply to the KIMLEY-HORN all changes that occurred during construction, in sufficient detail to allow the KIMLEY-HORN to prepare the "Record" drawings, unless the KIMLEY-HORN is responsible for construction management.

## **5. SECTION 5 - Miscellaneous**

### **5.1. Mutual Waiver of Consequential Damages.**

- 5.1.1. Notwithstanding anything in this Agreement to the contrary, neither party (including its subconsultants, agents, assignees, affiliates and vendors) shall be liable to the other for any special, consequential, indirect, punitive, exemplary or incidental damages of any kind regardless of the cause or action (including negligence of any kind or character including gross negligence).

### **5.2. Limitation of Liability.**

521. Notwithstanding any provision to the contrary herein, and to the extent permitted by applicable law, KIMLEY-HORN's (including its subconsultants, agents, assignees, affiliates and vendors) total aggregate liability under this Agreement shall be limited to 100% of the insurance proceeds received up to the five million dollar (\$5,000,000.00) aggregate limit for Professional Liability set forth in Section 1.1.20 above.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

On Behalf of KIMLEY-HORN:

By \_\_\_\_\_

Title \_\_\_\_\_

ATTEST:

\_\_\_\_\_

Title \_\_\_\_\_

(AFFIX SEAL)

COUNTY OF COMANCHE }  
STATE OF OKLAHOMA }

Before me the undersigned, a Notary Public in and for said state, on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, personally appeared \_\_\_\_\_, a member of the partnership/proprietorship \_\_\_\_\_ to me known to be the identical person who executed the within and foregoing instrument on behalf of said partnership/proprietorship and acknowledged to me that \_\_\_\_\_ (he/she) executed the same as \_\_\_\_\_ (his/her) free and voluntary act and deed, and for the free and voluntary act and deed of said partnership/proprietorship, for the uses and purposes therein set forth.

My Commission

\_\_\_\_\_  
Expires \_\_\_\_\_  
Notary Public

LMPO OF LAWTON, OKLAHOMA  
A Municipal Corporation

\_\_\_\_\_  
Stanley Booker, CHAIRMAN

ATTEST:

\_\_\_\_\_  
CHARLOTTE BROWN, LMPO EXECUTIVE DIRECTOR

APPROVED as to form and legality on behalf of the LMPO of Lawton, Oklahoma, this  
\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Tim Wilson, Acting LMPO  
ATTORNEY

I Joe Don Dunham, Encumbering Officer of the LMPO of Lawton, Oklahoma, do hereby  
certify that I have entered the amount for this encumbrance against appropriate  
Account No \_\_\_\_\_ for \$ \_\_\_\_\_, and after charging account title \_\_\_\_\_ with this  
encumbrance, there is an unencumbered balance in said account of \$ \_\_\_\_\_.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
Joe Don Dunham Encumbering Officer

## EXHIBIT "A"

### SUPPLEMENTAL AGREEMENT BETWEEN LMPO AND KIMLEY-HORN FOR PROFESSIONAL SERVICES

#### **Project Understanding**

The Consultant will update the 2019 Lawton Travel Demand Model and develop the 2050 Metropolitan Transportation Plan for the Lawton MPO.

#### Scope of Services

The Consultant will provide the services specifically set forth below.

#### Task 1 – Project Management and Coordination

##### Task 1.1 – Project Work Plan and Data Assembly

The Consultant will prepare a brief Project Work Plan to guide project administration and scheduling. This document will include a brief understanding of the project, communication protocol, milestone schedule, and project quality control plan. The Project Work Plan will also summarize the community engagement strategy.

The Consultant will submit a data needs request that lists the technical data and applicable documents for the travel demand model update and 2050 MTP. The Consultant will review available data on City of Lawton ArcGIS server. The Client will provide the Consultant with available requested GIS data as available.

##### Task 1.2 – Project Kickoff Meeting

The Consultant will facilitate a virtual kickoff meeting with MPO staff to review the Project Work Plan and discuss the 2050 MTP engagement strategy, previous planning efforts, data collection, and project goals and objectives. The Consultant will coordinate with the Client on the date and time for the meeting.

##### Task 1.3 – Project Branding

The Consultant will develop two (2) alternative branding themes, which will include a project title, logo, color scheme, and set of design templates, such as headers/footers, mapping title blocks, and fonts. The Client will select the preferred theme, which the Consultant will incorporate into materials generated by the project team. Design files will be provided to the Client for future use.

#### Task 2 – Travel Demand Model

The Consultant will update the 2019 Lawton Travel Demand Model as outlined in the sub-tasks below. The model update will be based on the existing model structure and input files.

##### Task 2.1 – Review Current Travel Demand Model and Collect Data

The Consultant will review the current travel demand model and coordinate with Lawton MPO staff to verify that the model structure is still suitable. During this review, data will be collected to assist in the update of model input information including network attributes, socio-economic demographic information, and the most recent AADT traffic counts available in the area.



Other data sources may include the Highway Performance Monitoring System (HPMS), the American Community Survey (ACS), ESRI Business Analyst, or Replica.

### Task 2.2 – Travel Demand Model Update

The Consultant will update the existing Lawton Travel Demand Model as follows:

- Update model interface script to TransCAD 9.0
- Update model base year to 2022
  - Apply link attribute changes from initial model review and data collection
  - Review TAZ centroid connectors and update if necessary
  - Review and update available traffic counts for use in model calibration/validation
  - Review model screen lines and cut lines for use in model calibration/validation
  - Review model external stations and update as necessary
  - Update model socio-economic data
- Add a logit based mode choice component and code transit networks
  - Mode choice parameters will be borrowed from other sources
  - Model will be calibrated to known ridership information (to be provided by the client)
- Update model future year to 2050
  - Update network links and attributes (as necessary) for 2050
  - Update model external stations for 2050
  - Update model socio-economic data for 2050
  - Code 2050 transit routes

### Task 2.3 – Model Calibration/Validation

For each model component, calibration and validation will follow the information in the existing Lawton Travel Demand Model. Existing measures will be reviewed, and new measures may be added if necessary to inform the final validation. Existing measures include:

- Assigned volumes by facility classification
- Assigned volumes by volume group
- Screenline/cutline summary
- Percent root mean square error
- Correlation coefficient

### Task 2.4 – Traffic Forecasts

The Consultant will conduct up to five (5) future year scenario model runs as part of the MTP development. These runs may include an Existing Plus Committed (E+C) run along with other runs with a combination of projects to inform the MTP. Loaded network information will be delivered to the Client in both TransCAD and ESRI GIS database format (as requested). The Consultant will also provide PDF outputs showing volumes, link volume-to-capacity ratios, and other data outputs the model may produce as directed by the Client.

### Task 2.5 – Model Documentation

The Consultant will provide updated model documentation at the completion of the project detailing the model file structure, model inputs, and model outputs. Details of model validation will be included as part of the documentation. Anticipated meetings include:

- Up to one (1) additional in person status meeting
- Up to three (3) status conference calls

## Task 3 – Community Engagement

### Task 3.1 – Project Website

The Consultant will create a project website using the Social Pinpoint platform to serve as the digital project hub for the 2050 MTP. The hub will include project information, opportunities to provide feedback, and a schedule of events, as applicable.

### Task 3.2 – Online Surveys

The Consultant will create up to two (2) online survey tools (e.g., an online survey or interactive online map) using a platform such as Social Pinpoint, SurveyMonkey, or MetroQuest. The Consultant will provide a fully functioning demo survey to be reviewed by the Client. The Client will provide one (1) set of consolidated comments, and the Consultant will finalize the content. The survey will be provided in English and Spanish, with translation services provided by the Client. The Consultant will provide a brief written summary of the surveys in electronic PDF format.

### Task 3.3 – Stakeholder Meetings

The Consultant will work with the Client to identify individuals and small groups that should participate in targeted stakeholder outreach. The Consultant will facilitate up to four (4) meetings. The meetings will be held virtually or will be coordinated with another in-person engagement activity. The Client will be responsible for providing contact information for stakeholders. The Consultant will contact the stakeholders and schedule the meetings. The Consultant will prepare materials and facilitate the meetings. Should a meeting be in-person, the Client will reserve meeting space. The Consultant will provide a brief written summary of the meetings in electronic PDF format.

### Task 3.4 – Community Workshops

The Consultant will facilitate two (2) in-person community workshops not to exceed two (2) hours per workshop and held concurrently or on back-to-back days. Up to two (2) members of the Consultant team will attend the workshops. The community workshops will be held near the end of the planning process. The Client will be responsible for reserving meeting space and advertising the meeting using materials developed by the Consultant. It is assumed these meetings will be in-person. The Consultant will provide all visual aids, print the meeting materials, and facilitate the meetings. The Client will be responsible for providing food/beverages, if desired. The Consultant will provide a brief written summary of the meetings in electronic PDF format.

### Task 3.5 – Transportation Technical Committee and Transportation Policy Board Meetings

The Consultant will prepare materials for and facilitate up to four (4) meetings with the Transportation Technical Committee. It is assumed that two (2) of these meetings will be in-person and two (2) will be virtual. The meetings will focus on technical and milestone-driven topics during the development of the 2050 MTP. The Consultant also attend two (2) Transportation Policy Board meetings in-person. One (1) of these meetings is assumed to occur during the adoption process. The Client will reserve meeting space, send out meeting notifications to participants, and ensure the 2050 MTP appears on the agenda of scheduled meetings. The Client also will coordinate posting notices of a public hearing, as required in the MPO's Public Participation Process.

The Consultant will prepare meeting materials, facilitate the meetings, and summarize outcomes.

## Task 4 – 2050 Metropolitan Transportation Plan Development

### Task 4.1 – Review and Analysis of Existing Conditions

The Consultant will conduct a high-level review of current planning documents, policies, and programs in the study area, including assessment of the success of the currently adopted MTP. The Consultant will

assess and analyze the existing transportation network, including roadways, intersections and interchanges, sidewalks, bicycle facilities, trails, freight facilities, and transit service. The Consultant will use existing GIS data to review environmental features to identify challenges as they relate to transportation. The Consultant will prepare a State of the System brief that outlines existing and projected transportation and land use dynamics. The document will consolidate available data, initial findings, and key planning considerations to illustrate changes in the region since the previous MTP. The document will be prepared in a format for streamlined incorporation into the 2050 MTP.

#### Task 4.2 — Goals and Objectives Development

The Consultant will work with the MPO to update the goals and objectives from the 2045 Metropolitan Transportation Plan to reflect changing local priorities and state and federal performance-based planning requirements.

#### Task 4.3 — Needs Assessment and Project Prioritization

The Consultant will identify transportation infrastructure needed to promote safety and accommodate future travel needs within the Lawton MPO. The Consultant will develop preliminary project evaluation criteria for roadway projects with the Client. The Consultant will apply the evaluation criteria to roadway projects and determine weighting factors to arrive at a prioritized list of projects for the modes identified for inclusion.

#### Task 4.4 – Financial Plan

**Revenue Projections.** The Consultant will develop an estimate of future revenues for the planning period based on information available as part of this project. The Consultant and Client will jointly determine what share of available revenues already has been committed or pledged to existing projects. The Consultant will coordinate with the Client and ODOT to obtain data needed for existing and projected revenues.

**Cost Estimates.** The Consultant will develop planning-level cost opinions for recommended projects based on constructability, environmental and social characteristics/mitigations, and proposed cross-sections. The level of detail used in the preparation of the cost opinions will depend on the availability of data, and data sources will be approved by the Client prior to their use and documented by the Consultant. Planning level construction cost opinions for recommended roadway, bicycle, and pedestrian improvements will be prepared using unit cost information (provided by the Client, ODOT, or estimated from geographically similar areas) developed for the applicable transportation elements. The Consultant will provide an opinion of cost percentages relative to engineering, design, and right-of-way provisions. Right-of-way percentages will be assessed using opinions of low, medium, and high values. This process will be generated in spreadsheet form, with the spreadsheet provided to the Client for use in future efforts. Coordination with the Client and ODOT will occur to provide consistency and accuracy in these estimates.

**Financially Constrained Project List.** The probable cost opinions developed by the Consultant will be assessed against these projected revenue totals. Based on this comparison, a financially-constrained plan will be developed. The plan will assess financial constraint at a near-term interim year, a mid-term interim year, and the 2050 plan horizon year. Proposed project expenditures will be adjusted for inflation. Projects that may be considered as candidates for other grant resources, such as those recently made available in the Infrastructure Investment and Jobs Act (IIJA), will be identified as part of this process.

Any opinions the Consultant rendered as the cost or revenue are preliminary and based on currently available information and the limited scope of services.

## Task 4.5 – System Performance Report

Following the preparation of the Financially Constrained Project List, the Consultant will prepare a System Performance Report to document and describe the MPO’s adopted performance measures along with the baseline conditions aligning with those performance measures based on available data for the region. If information is available documenting progress against the performance measures, it will be documented by the Consultant.

## Task 4.6 – MTP Documentation

**MTP Report.** The Consultant will create a report to communicate the process and outcomes of the 2050 MTP. The Consultant will provide a design template and outline that describes the major elements, sections, and maps to be included in the draft report. An Executive Summary and Technical Appendix will be included in the MTP report. The report will be created in Adobe InDesign. The Client and Consultant will work collaboratively to limit the rounds of edits based on the following review process:

- **Draft 1: Staff Review**—An electronic copy of the draft report will be submitted to the Client for review. The Client will coordinate the review process and will provide one (1) set of consolidated comments to the Consultant. *Consultant Team Revision 1: The Consultant will revise the report based on the comments provided.*
- **Draft 2: Transportation Technical Committee Review**—Following the revisions to Draft 1, the Consultant will present key elements of the report to the Transportation Technical Committee. The Client will coordinate the review process and will provide one (1) set of consolidated comments to the Consultant. *Consultant Team Revision 2: The Consultant will revise the report based on the consolidated comments.*
- **Draft 3: Public and Agency Review Draft**—The Consultant will provide a draft for public and agency review. The Client will coordinate publishing notices in accordance with the MPO’s Public Participation Process. The Client will coordinate the review process and will provide one (1) set of consolidated comments to the Consultant. *Consultant Team Revision 3: The Consultant will revise the report based on the consolidated comments.*
- **Draft 4: Adoption Draft**—The Consultant will present the Adoption Draft to the Transportation Technical Committee and the Policy Board for adoption. *Consultant Team Revision 4: The Consultant will revise the report to correct minor editorial edits such as spelling and grammar mistakes, if necessary.*

Following adoption and Consultant Team Revision 4, the Consultant will provide five (5) bound color copies of the final report.

**Technical Data and Digital Files.** Following acceptance of the final report, the Consultant will provide print- and web-ready PDFs and the Adobe InDesign package. The Consultant also will compile technical data (e.g., spreadsheets, GIS map packages and geodatabase) and digital files (e.g., report, images, graphics, maps) for delivery via USB or ShareFile. The Client will retain full rights to data and documents developed as part of the 2050 MTP.

## Services Not Included

The Lawton MPO and the Consultant agree that the following services are beyond the Scope of Services described in the tasks above. Any other services, including but not limited to the following, are not included in this agreement:

- Traffic Counts
- Scenario Planning Services

- Any services not specifically identified in the scope of services.

### Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates.

### Schedule

We will provide our services as expeditiously as practicable with the goal of meeting the following schedule:

- Completion of the Draft MTP for Staff and public review by September 30, 2024
- Adoption of the MTP by December 9, 2024
- Final completion of all Tasks on or before December 31, 2024

## APPENDIX B-2 – SCOPE OF SERVICES

Kimley-Horn will perform the services in Tasks 1-4 for the total lump sum fee below. Individual task amounts are informational only. All permitting, application, and similar project fees will be paid directly by the client.

|                        |   |                  |
|------------------------|---|------------------|
| <b>Task 1</b>          | Project Management and Coordination (FY 2024) | <b>\$5,500</b>   |
| <b>Task 2</b>          | Travel Demand Model (FY 2024)                 | <b>\$81,500</b>  |
| <b>Task 3</b>          | Community Engagement (FY 2024)                | <b>\$51,000</b>  |
| <b>Task 4 (Part A)</b> | 2050 MTP Development (FY 2024)                | <b>\$82,000</b>  |
| <b>Task 4 (Part B)</b> | 2050 MTP Development (FY 2025)                | <b>\$20,000</b>  |
|                        | Expenses                                      | <b>\$5,000</b>   |
| <b>Total</b>           |   | <b>\$245,000</b> |

Task 4 (Part B) is final project wrap-up including MTP documentation edits, Policy Board Presentation, and Travel Demand Model Documentation. This effort will not be started without approval of Lawton MPO staff based on development of their FY 2025 budget.

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed, with Tasks 1- 4 (Part A) invoiced in FY 2024. Task 4 (Part B) will be invoiced in FY 2025.

Labor fee will be billed on an hourly basis according to our then-current rates. As to these tasks, direct expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at cost and are included as part of the lump sum fee.

Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.



**ITEM NO.** \_\_\_\_\_  
**MEETING DATE** November 14, 2023

**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider making a recommendation to Staff regarding possible boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary.

**INITIATOR:** Charlotte Brown LMPO Director

**STAFF INFORMATION SOURCE:** Charlotte Brown LMPO Director  
Jonathan Stone, Assistant LMPO Director

**BACKGROUND:** Every 10 years after the Census, the Census bureau updates the boundaries of urbanized areas. Title 23 U.S.C., Section 134, requires that MPOs and the Governor agree on updated Study Area boundaries. These boundaries are required to include the existing urbanized area and the contiguous area expected to become urbanized within 20 years.

Attached is a map of the current boundary and the 2020 urbanized area, highlighted are also areas that the Staff wishes to discuss adding to the Study Area.

The boundary map must be submitted to FHWA and FTA after approval by the Metropolitan Planning Organization (MPO) and the Governor. Staff will bring a final draft to the December meeting for approval.

**EXHIBITS:** Current Study Area boundary map

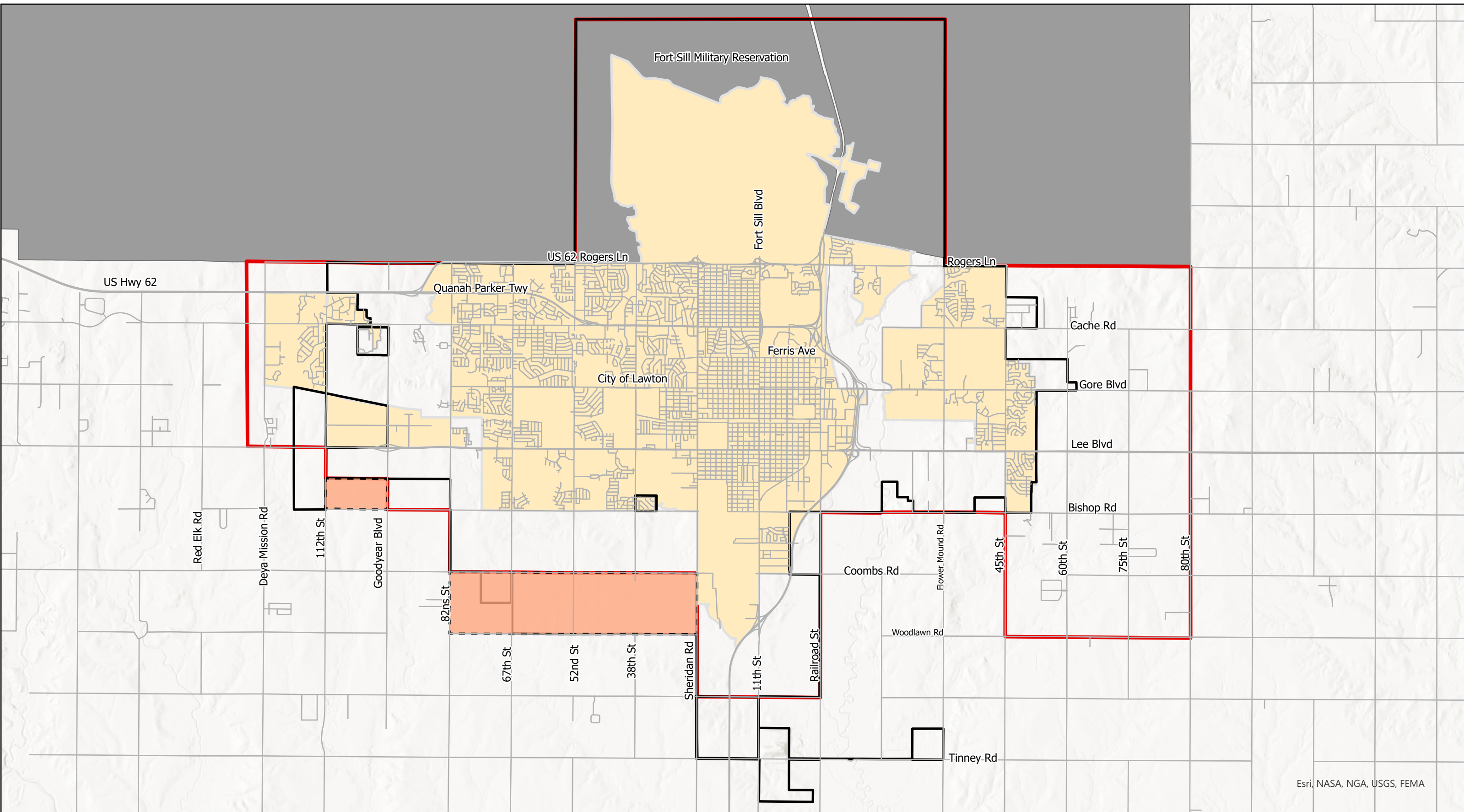
**KEY ISSUES:** What areas should be included in the new boundary?

**FUNDING SOURCE:** N/A

**RECOMMENDED ACTION:** Provide a recommendation to Staff regarding possible boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary.







**Lawton Urban Area based on 2020 Census**

- City Limits Lawton
- LMPO Boundary
- 2020 Census Urban Area
- Street
- Ft. Sill
- Proposed LMPO Boundary

Lawton Metropolitan Planning Organization  
 10/30/2023  
 2020 Census Lawton Urban Area



**LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY**

**ITEM TITLE:** Consider recommending to the Transportation Policy Board acceptance of the draft final report for the Traffic Flow Study, receive a presentation from EST, and provide feedback as necessary.

**INITIATOR:** Charlotte Brown, LMPO Director

**STAFF INFORMATION SOURCE:** Charlotte Brown, LMPO Director  
Jonathan Stone, Assistant LMPO Director

**BACKGROUND:** At the February 1, 2022, meeting of the Transportation Policy Board, the Board authorized the issuing of the Request for Qualifications (RFQ) for a Traffic Flow Study and authorized a committee of Staff and Transportation Technical Committee members to select a firm and bring a contract to the Policy Board for approval. The firm selected was EST.

On November 7, 2022, representatives from the Oklahoma Department of Transportation met with MPO Staff to discuss changes that will be required for the UPWP including the Traffic Flow Study.

After further discussion and clarifications with ODOT Staff, MPO Staff recommended limiting the Traffic Flow Study to a section of Gore Boulevard between West 7th Street and Lawrie Tatum Road.

At the January 3, 2023 meeting the Policy Board authorized the Director to execute the contract with EST after legal review.

EST is ready to present to the LMPO the results of the study.

**EXHIBITS:** Draft final report

**KEY ISSUES:** N/A

**FUNDING SOURCE:** 80% CMAQ Funds; 20% Local Match

**RECOMMENDED ACTION:** Recommend to the Transportation Policy Board acceptance of the draft final report for the Traffic Flow Study, receive a presentation from EST, and provide feedback as necessary.



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## Memo # 3: Traffic Flow Improvement – Operational and Safety Analysis

**To:** Charlotte Brown  
**From:** Hamideh Etemadnia, PE, PTOE  
**Date:** October 25, 2023

Reference: **Gore Blvd. & 7th Street to Gore Blvd & Lawrie Tatum Street**  
The City of Lawton, OK

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# 1 Introduction

## 1.1 Study Area

The City of Lawton intends to improve intersections and corridor operations and safety along Gore Blvd. The study area is bounded by the intersection of Gore Blvd. & 7<sup>th</sup> Street to the west and by the intersection of Gore Blvd & Lawrie Tatum Street to the east, encompassing approximately 1.5 miles of Gore Blvd. **Figure 1** shows the study area boundaries.



Figure 1 - Map of Study Area

## 1.2 Study Purpose

The purpose of this study is to evaluate the need for traffic flow improvements through individual intersection improvement as well as corridor improvement.



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## 2 Design Traffic Volume

The design traffic volumes were generated based on the adjusted 2023 traffic counts and received approval from the City of Lawton on 6/23/2023. The methodology to develop design traffic maps has been presented in a separate memorandum, Memo #2: Traffic Data Development and Design Traffic Data (see **Appendix A**). 2023 Design Traffic Volumes can be seen in **Figure 2 and Figure 3**; 2045 Design Traffic Volumes can be seen in **Figure 4 and Figure 5**.

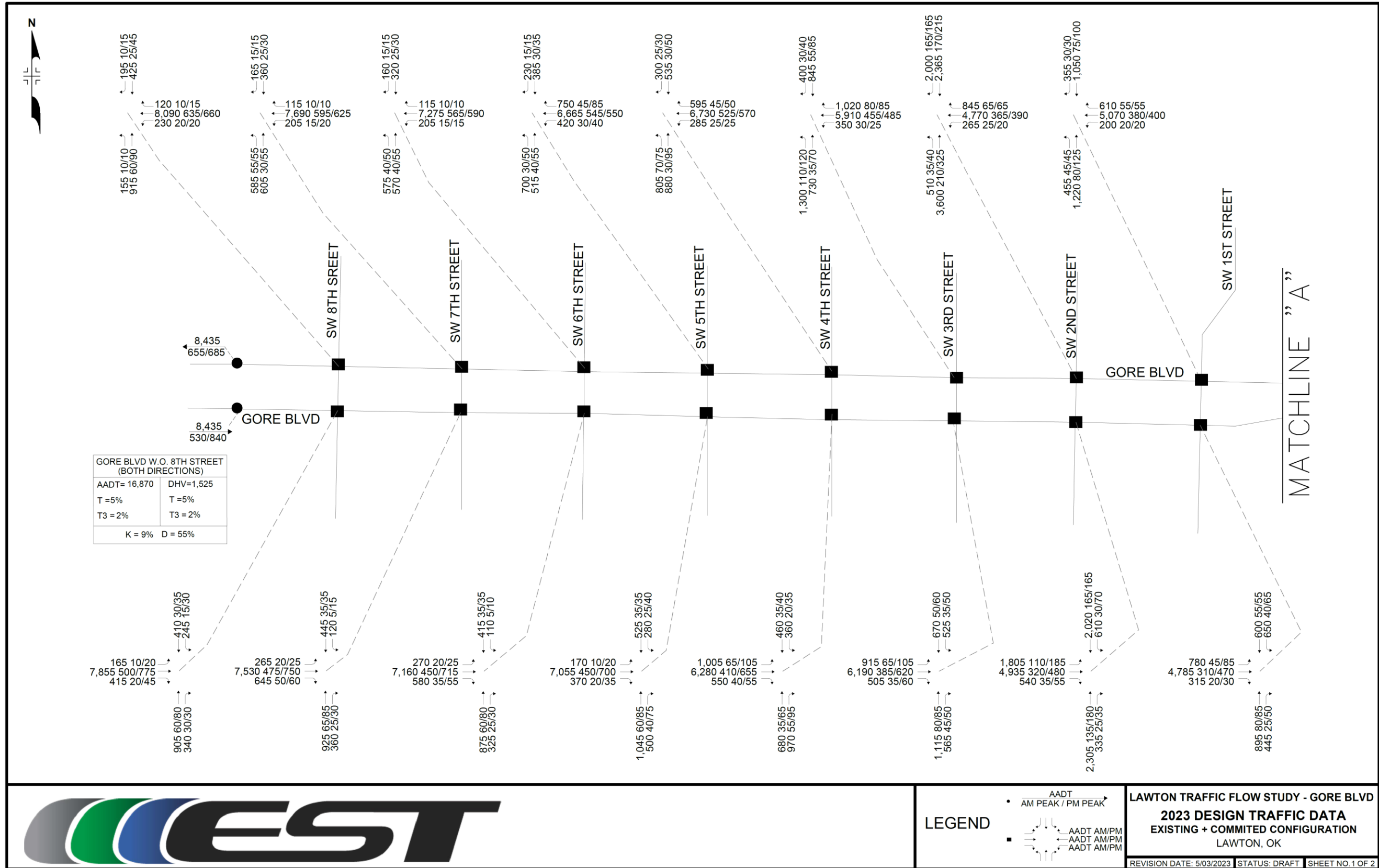


Figure 2 - 2023 Design Traffic Map (1/2)



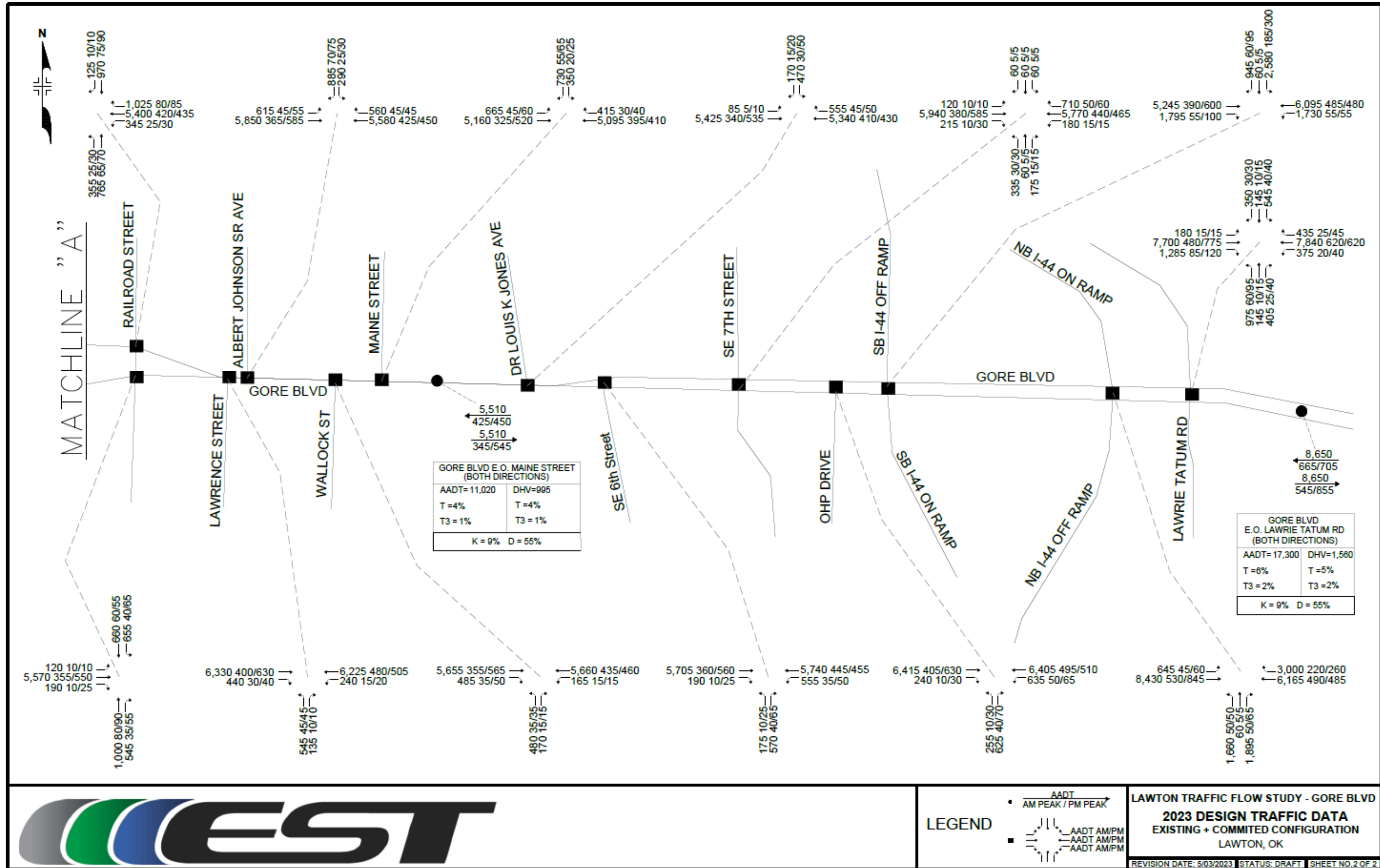


Figure 3 - 2023 Design Traffic Map (2/2)

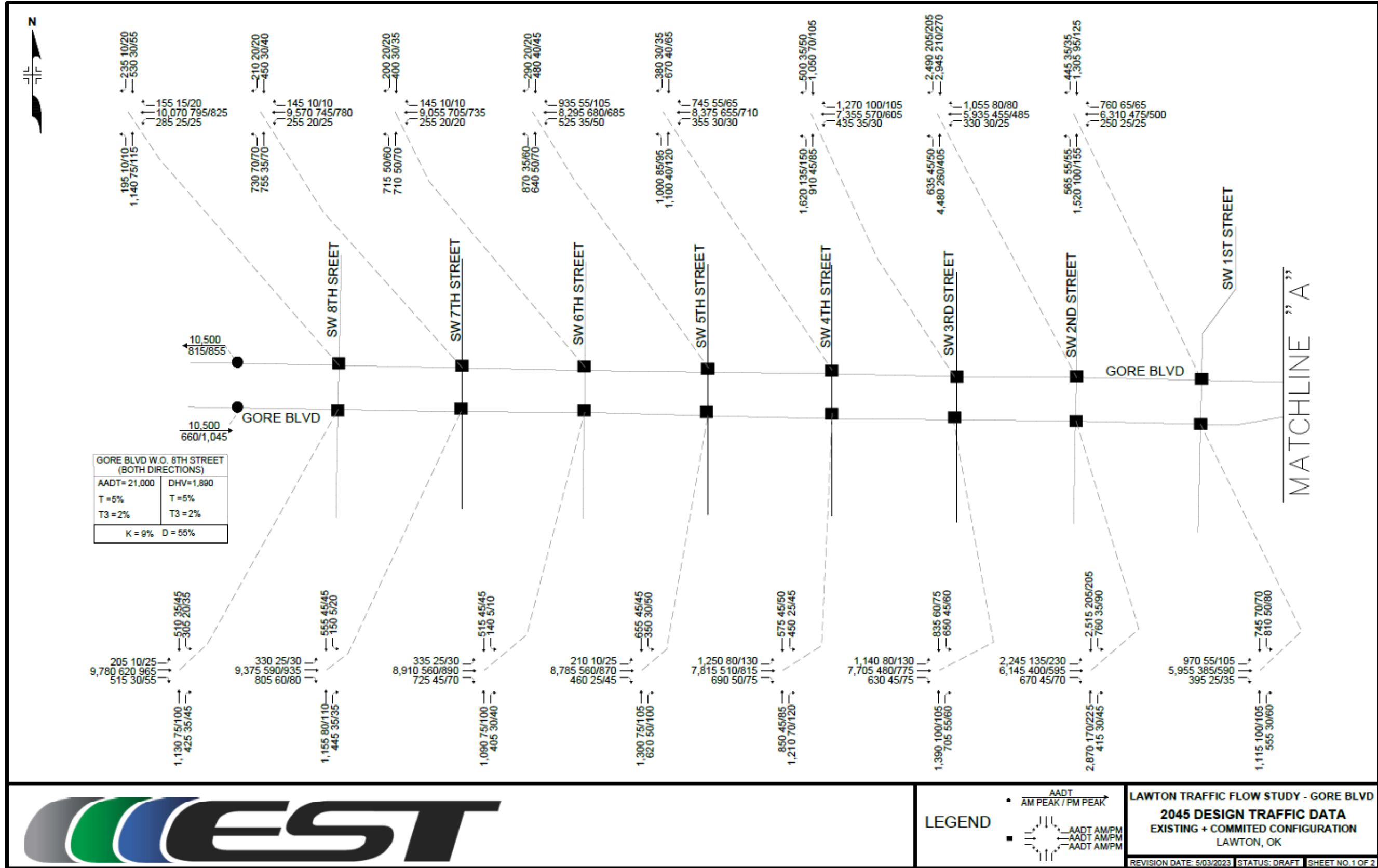


Figure 4 - 2045 Design Traffic Map (1/2)

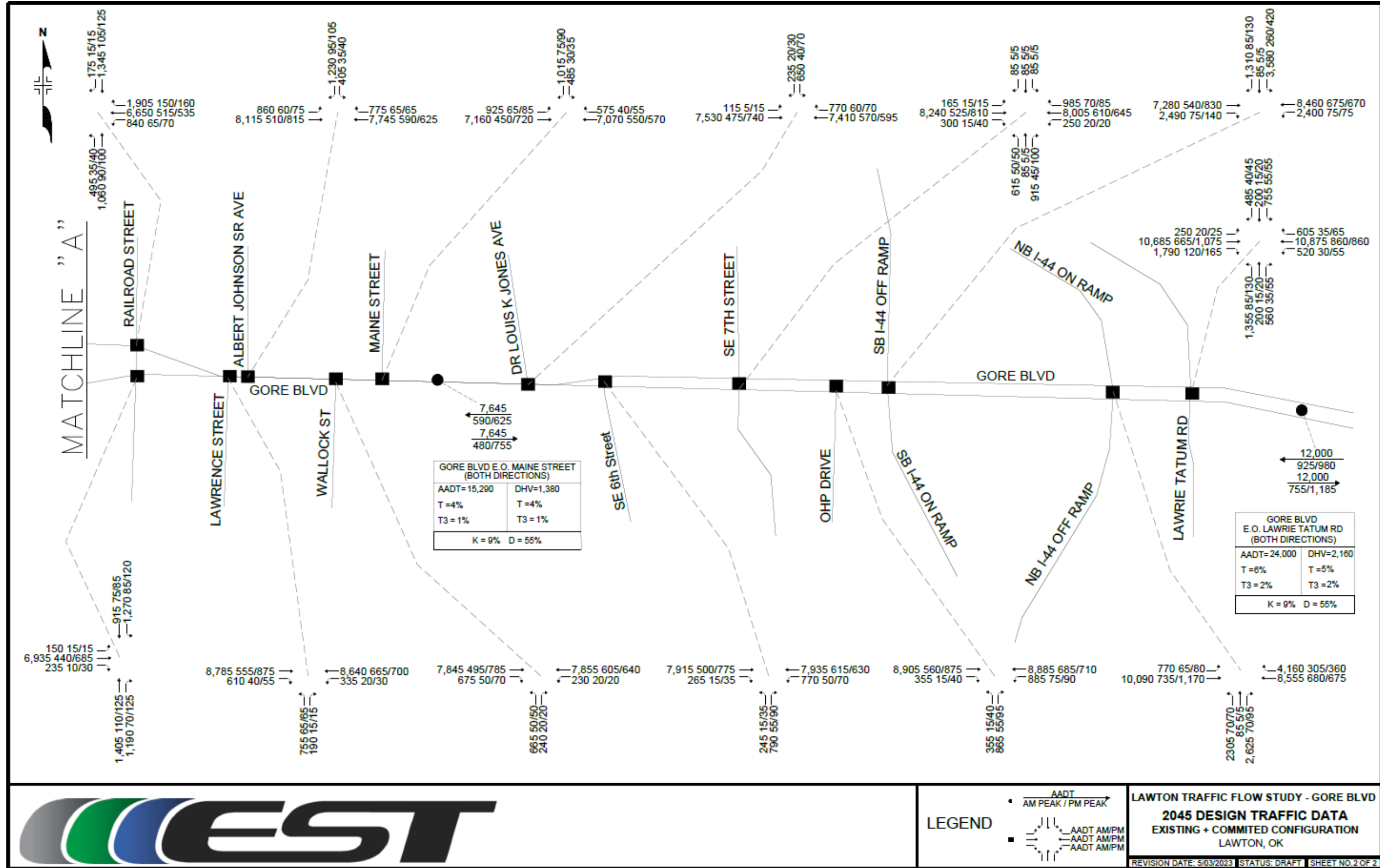
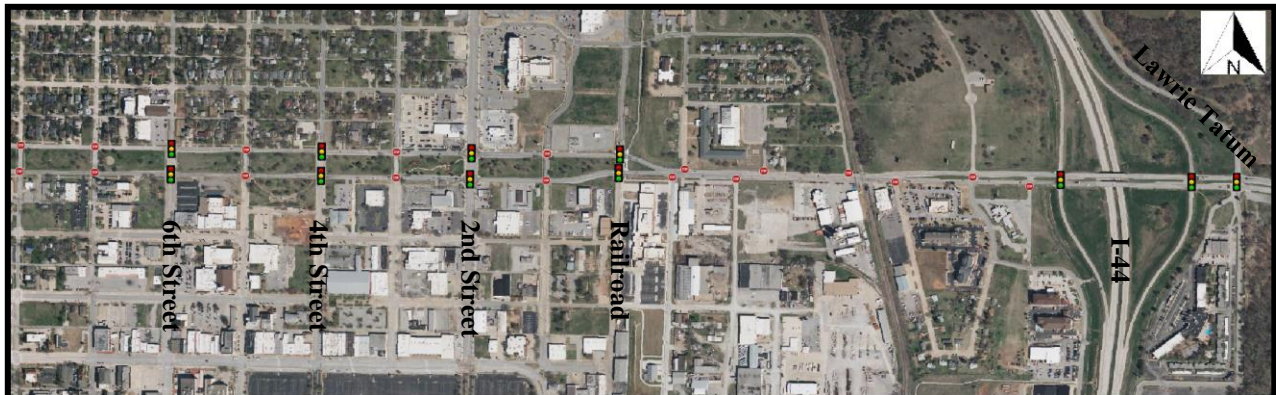


Figure 5 - 2045 Design Traffic Map (2/2)

### 3 Existing Condition

Gore Blvd. is divided between Railroad Street and 7<sup>th</sup>, with an approximately 145ft wide median. Currently, there are 7 signals along Gore Blvd. within the traffic study area. Among the signalized intersections, the intersections at 6<sup>th</sup> Street, 4<sup>th</sup> Street, 2<sup>nd</sup> Street, and Railroad Street (which intersects Gore Blvd at two intersections due to the wide median) are grouped as clustered intersections that operate under a single controller at each crossing. There are 11 unsignalized intersections with stop-controlled north/south traffic and free east/west traffic on Gore Blvd.

Based on our conversation with the City staff, and field engineer, and according to anecdotal information, it appears that under the current network conditions, along with the existing signal phasing and timing plans, there is a traffic congestion issue occurring on Gore Blvd at the intersection of Gore Blvd and Railroad Street, particularly for westbound traffic. This congestion results in a queue that stretches in the direction towards the I-44 ramp intersection to the east. **Figure 6** illustrates the type of traffic control devices currently utilized at each intersection.



**Figure 6 - Existing Traffic Control Types**

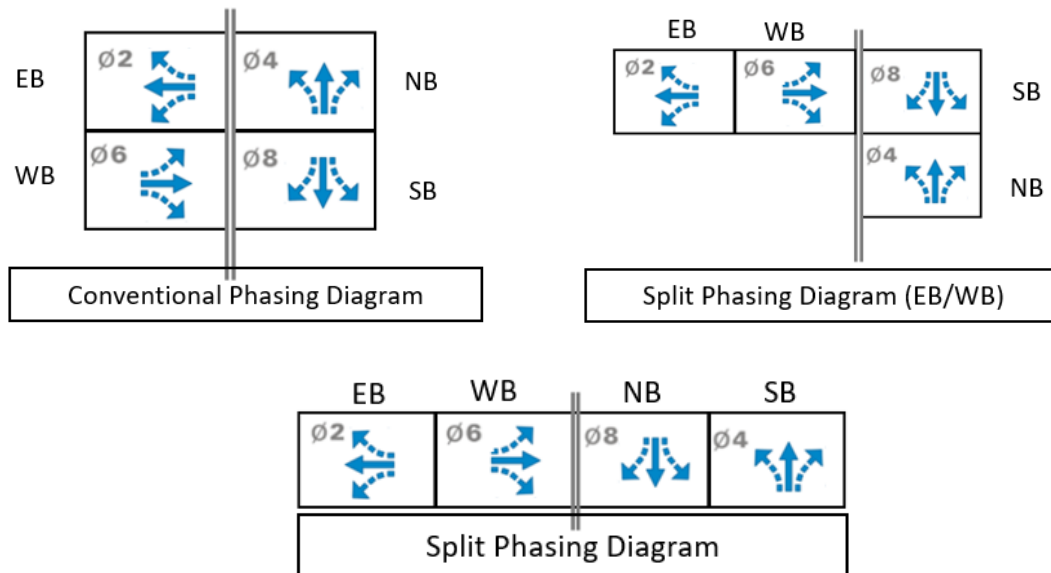
The current signal phasing at the intersections of Gore Blvd at Lawrie Tatum, I-44 NB Ramps, I-44 SB Ramps, 4<sup>th</sup> Street, and 6<sup>th</sup> Street is conventional phasing. The signal phasing at the intersection of Gore Blvd & Railroad is a split phasing for EB/WB under two Barriers but the same ring and the NB/SB approaches go together under the same barrier but two different rings. The intersection of Gore Blvd & 2<sup>nd</sup> Street is split phasing on all approaches.

**Table 1** shows the existing phasing and cycle length at the signal controllers in the study area.

**Table 1 – Existing Signal Phasing and Cycle Length**

| Intersection Location      | Cycle Length<br>(Sec) | Phasing*               |
|----------------------------|-----------------------|------------------------|
| Gore Blvd. & Lawrie Tatum  | 120                   | Conventional           |
| Gore Blvd. & I-44 NB Ramps | 120                   | Conventional           |
| Gore Blvd. & I-44 SB Ramps | 120                   | Conventional           |
| Gore Blvd. & Railroad      | 120                   | Split (EB/WB)          |
| Gore Blvd. & 2nd           | 120                   | Split (All Approaches) |
| Gore Blvd. & 4th           | 100                   | Conventional           |
| Gore Blvd. & 6th           | 100                   | Conventional           |

\*Phasing Diagrams are shown in **Figure 7**



**Figure 7 - Diagram Illustrating Split and Conventional Signal Phasing Schemes**

**Split phase** signal timing refers to the division of the signal cycle into phases that give a green phase for all vehicle movements of one direction followed by a phase for all movements of the opposite direction.

**Conventional phase** signal timing consists of having two opposite approaches with concurrent timing.

**Issues Associated with Current Signal Phasing, Timing, and Operation**

- Signal phasing inconsistency between intersections along Gore Blvd. (Conventional vs. Split)
- Lack of overlap phasing in split phasing intersections.
- Varied cycle lengths at different intersections within the corridor.
- Lack of signal coordination throughout the corridor.
- The Railroad crossing intersection lacks left-turn pockets for westbound and eastbound left-turn traffic movements in both directions.

### 3.1 Operational Analysis – 2023 Design Hour Volume

For the existing operational analysis, PM Peak Hour Volumes from the “2023 Design Traffic Data” (as shown in **Figure 2** and **Figure 3****Error! Reference source not found.**) were used as the Design Hour Volume (DHV).

#### 3.1.1 Intersection Analysis

The Level of Service (LOS) for movements at signalized and unsignalized intersections are determined by the amount of wait time or delay a vehicle experiences. The delay includes the time from when a vehicle joins a queue or is the first to start a queue, and the time stops when the vehicle can complete the movement. **Table 2** and **Table 3**, respectively summarize the LOS criteria for signalized and unsignalized intersections based on HCM 6th edition.

**Table 2 – LOS Criteria for Signalized Intersections -Motorized Vehicle Mode**

| Control Delay(s/veh) | LOS by Volume-to-Capacity Ratio |      |
|----------------------|---------------------------------|------|
|                      | ≤ 1.0                           | >1.0 |
| ≤ 10                 | A                               | F    |
| >10-20               | B                               | F    |
| >20-35               | C                               | F    |
| >35-55               | D                               | F    |
| >55-80               | E                               | F    |
| >80                  | F                               | F    |

Source: HCM 6th edition – Exhibit 19-8

**Table 3 – LOS Criteria for Unsignalized Intersections -Motorized Vehicle Mode**

| Control Delay(s/veh) | LOS by Volume-to-Capacity Ratio |      |
|----------------------|---------------------------------|------|
|                      | ≤ 1.0                           | >1.0 |
| 0-10                 | A                               | F    |
| >10-15               | B                               | F    |
| >15-25               | C                               | F    |
| >25-35               | D                               | F    |
| >35-50               | E                               | F    |
| >50                  | F                               | F    |

Source: HCM 6th edition – Exhibit 20-2

For intersection analysis along the study corridor, Synchro 11 software based on the Highway Capacity Manual (HCM), 6th Edition (Transportation Research Board [TRB], 2016) has been utilized for all signalized/unsignalized intersections except the clustered intersections at 6<sup>th</sup>, 4<sup>th</sup>, 2<sup>nd</sup>, and Railroad streets. Since HCM, 6<sup>th</sup> edition does not support analyzing clustered intersections in Synchro, HCM 2000 edition has been used for the operational analysis at those intersections. The results of the LOS analysis for the signalized intersections and approach LOS for unsignalized intersections are summarized in **Figure 8** and **Figure 9**. Detailed analysis of individual intersections and the Synchro Reports are documented in **Appendix B**.

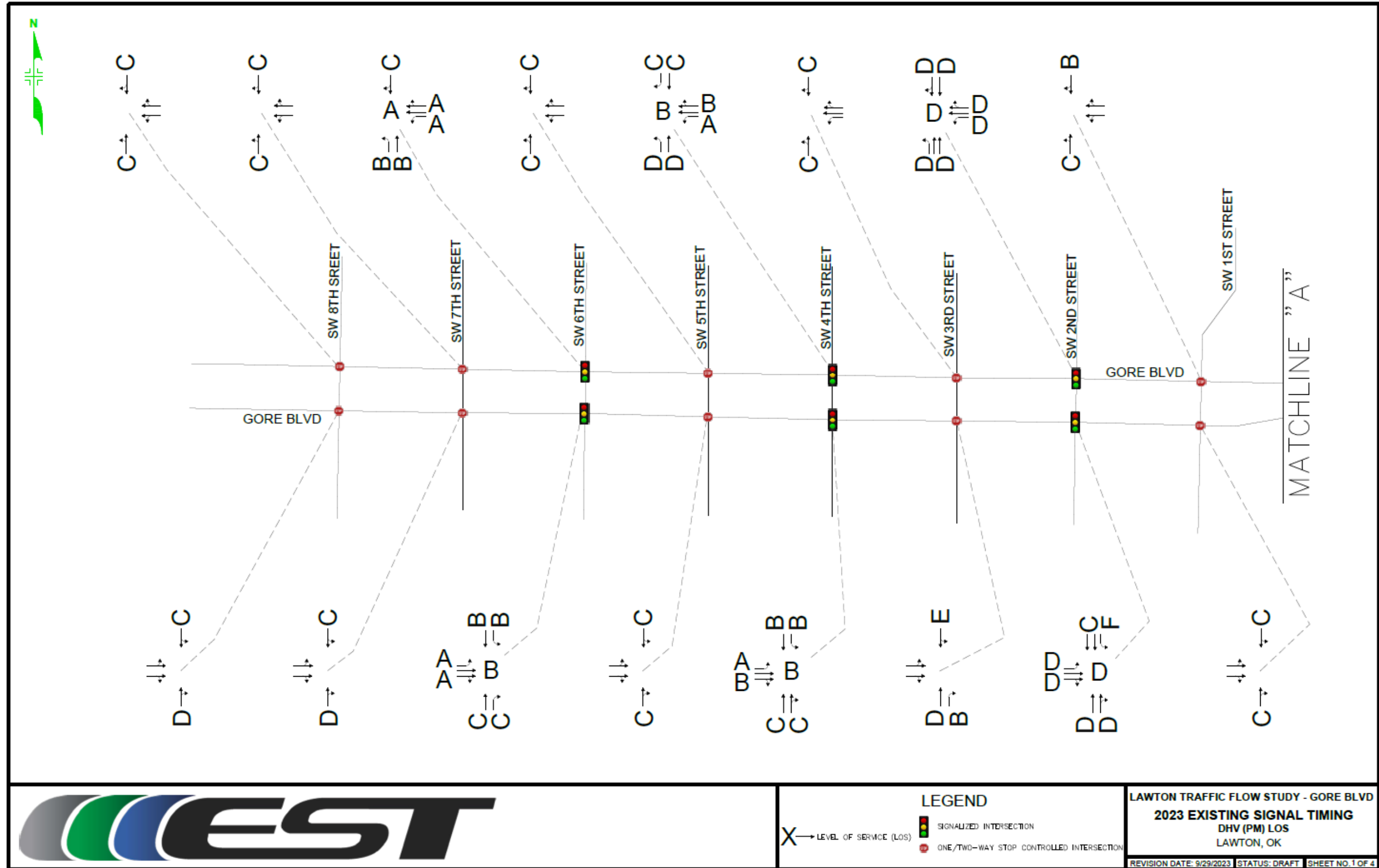


Figure 8 - 2023 LOS for DHV - Existing Conditions (1/2)

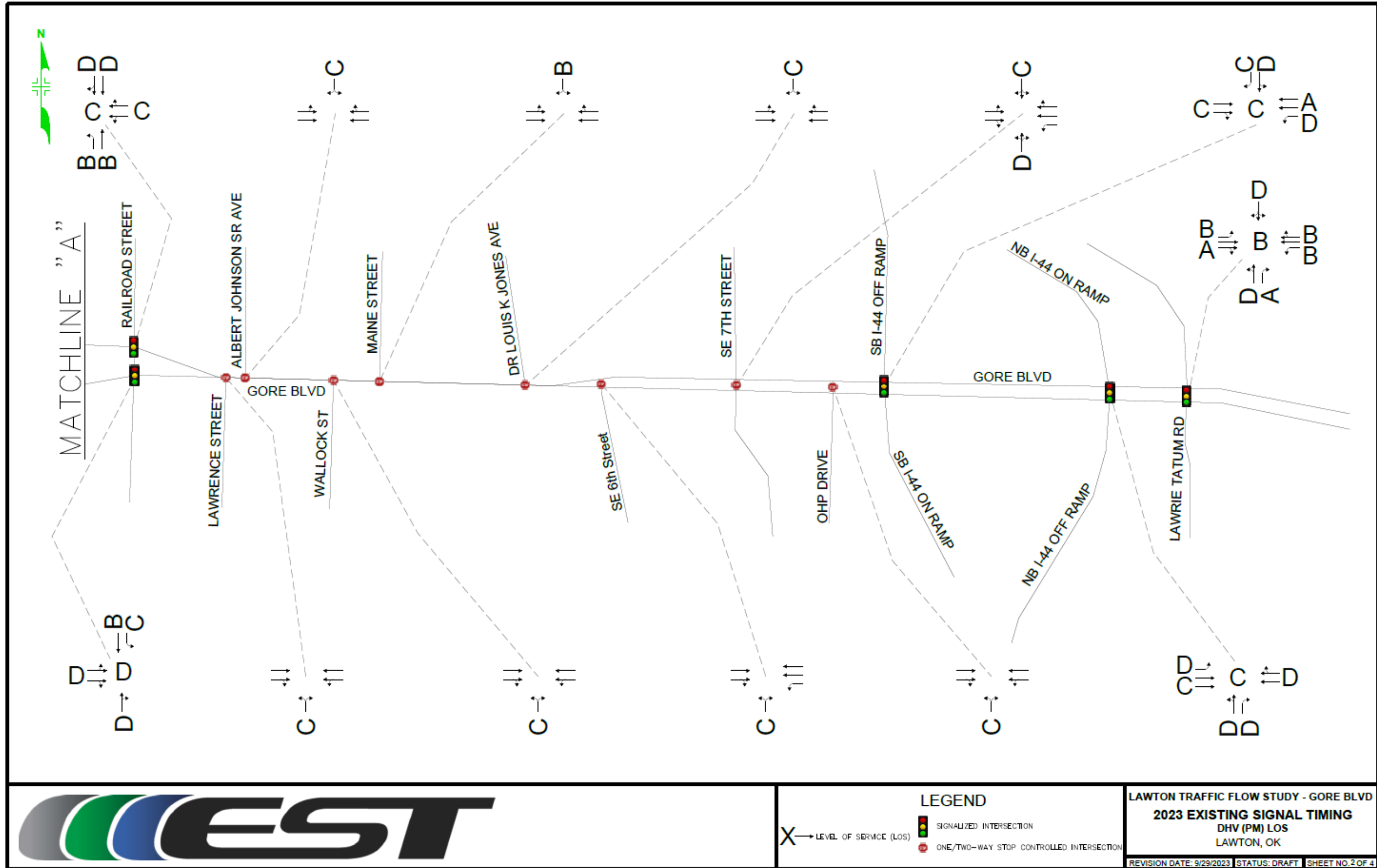


Figure 9 – 2023 LOS for DHV - Existing Conditions (Cont. 2/2)



### 3.1.2 Corridor Analysis

Sim Traffic 11 software based on the Highway Capacity Manual (HCM), 6th Edition (Transportation Research Board [TRB], 2016) has been utilized to analyze the corridor. **Table 4** shows Measures of Effectiveness (MOE) results for the existing corridor based on the Sim Traffic Analysis and considering 2023 design traffic volumes.

**Table 4 – Sim Traffic Results (MOE) for the 2023 Existing Network– Sim Traffic Simulation Period (10 min)**

| 2023 Network MOE Results (Peak Hour) |       |
|--------------------------------------|-------|
| Total Delay (Veh-hr.)                | 16.5  |
| Total Del/Veh (s)                    | 57.3  |
| Stop Delay (hr.)                     | 12.5  |
| Stop Del/Veh (s)                     | 43.3  |
| Total Stops                          | 1584  |
| Stop/Veh                             | 1.5   |
| Travel Dist. (mi)                    | 473.1 |
| Travel Time (hr.)                    | 31.8  |
| Avg Speed (mph)                      | 15    |
| Network-wide Queuing Penalty         | 201   |

*Note: Sim Traffic Results assumptions: Avg of 10 Run / Seeding Duration: 3 Min / Recording Duration: 10 Min*

### 3.2 Safety/Crash Analysis of the Existing Condition - 2019-2023 (August)

5-year historical crash data was provided by the Lawton police department on 8/15/2023 through the City of Lawton. The type of crashes were not part of the provided crash data. These data show the total number of Non-Injury, Injury, and Fatal crashes between 2019 to August 2023. There were a total of 118 crashes in the entire study area between 2019 and August 2023. There was only one fatal crash which happened at the intersection of 4<sup>th</sup>.

**Table 5** shows Crash data from 2019 - 2023 (August). Based on the provided crash data, intersections of Gore Blvd. with 4<sup>th</sup>, 2<sup>nd</sup>, Railroad, and Lawrie Tatum need the most attention in terms of safety.

**Table 5 – Crash data January 2019 -August 2023**

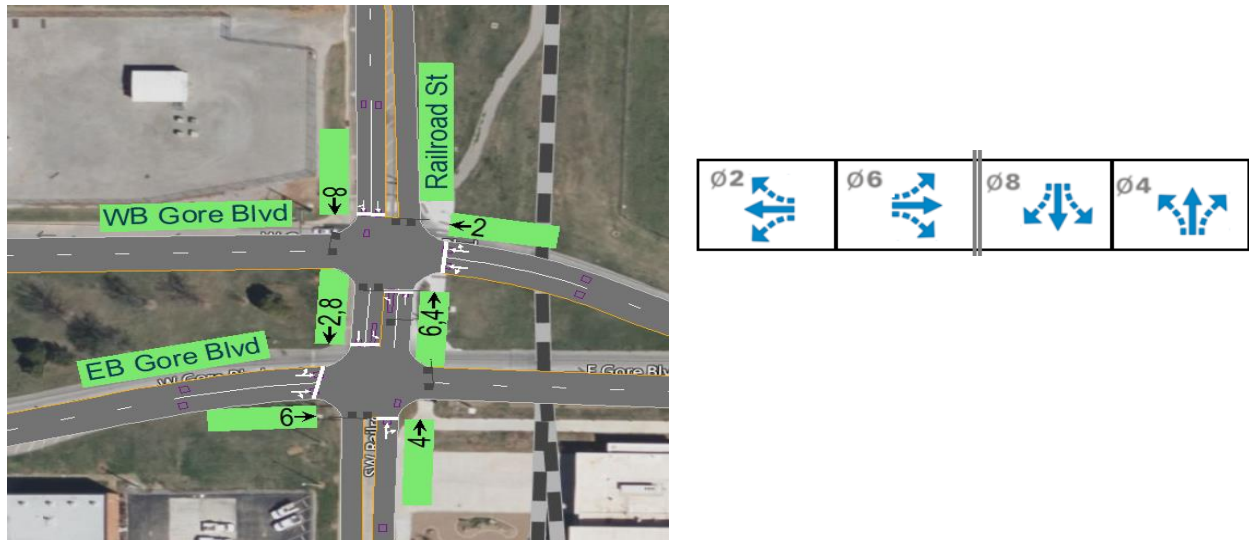
|                       | Non-Injury | Injury    | Police   | Fatality | HitnRun   | Total      |
|-----------------------|------------|-----------|----------|----------|-----------|------------|
| <b>W 7th</b>          | 2          | 0         | 0        | 0        | 0         | <b>2</b>   |
| <b>W 6th</b>          | 3          | 3         | 0        | 0        | 0         | <b>6</b>   |
| <b>W 5th</b>          | 2          | 0         | 0        | 0        | 0         | <b>2</b>   |
| <b>W 4th</b>          | 4          | 3         | 0        | 1        | 2         | <b>10</b>  |
| <b>W 3rd</b>          | 7          | 0         | 1        | 0        | 0         | <b>8</b>   |
| <b>W 2nd</b>          | 6          | 2         | 0        | 0        | 5         | <b>13</b>  |
| <b>W 1st</b>          | 2          | 3         | 0        | 0        | 0         | <b>5</b>   |
| <b>Railroad</b>       | 8          | 8         | 0        | 0        | 2         | <b>18</b>  |
| <b>Wallock</b>        | 1          | 0         | 0        | 0        | 1         | <b>2</b>   |
| <b>Louis K</b>        | 5          | 0         | 0        | 0        | 1         | <b>6</b>   |
| <b>E 6th</b>          | 1          | 0         | 0        | 0        | 1         | <b>2</b>   |
| <b>E 7th</b>          | 7          | 1         | 0        | 0        | 1         | <b>9</b>   |
| <b>Lawrie T.</b>      | 9          | 6         | 0        | 0        | 4         | <b>19</b>  |
| <b>i44</b>            | 3          | 4         | 0        | 0        | 0         | <b>7</b>   |
| <b>OHP Dr</b>         | 1          | 1         | 0        | 0        | 1         | <b>3</b>   |
| <b>Maine</b>          | 4          | 1         | 0        | 0        | 0         | <b>5</b>   |
| <b>Albert J.</b>      | 1          | 0         | 0        | 0        | 0         | <b>1</b>   |
| Total Stop Controlled | 33         | 6         | 1        | 0        | 5         | 45         |
| Total Signalized      | 33         | 26        | 0        | 1        | 13        | 73         |
| <b>Total</b>          | <b>66</b>  | <b>32</b> | <b>1</b> | <b>1</b> | <b>18</b> | <b>118</b> |

## 4 Recommended Operational Improvement Options

To enhance operational efficiency on Gore Blvd, several recommended improvement options were presented. All figures pertaining to these recommendation options show the modifications made to the intersection of Gore Blvd. & Railroad Street. This intersection is the focus of the operational enhancement. In each option explained below, signal phasing has been modified only for the section of Gore Blvd divided by the median. Signal phasing for intersections of Gore Blvd. with I-44 Ramps and with Lawrie Tatum Road has remained as existing phasing (conventional phasing) and only the signal timing, cycle length, and split phasing have been optimized and coordinated with the rest of the network.

**Option 1 – Existing Network Configuration/ Split Phase Signal Timing on All Approaches (EB/WB/NB/SB) at the Clustered Signalized Intersections**

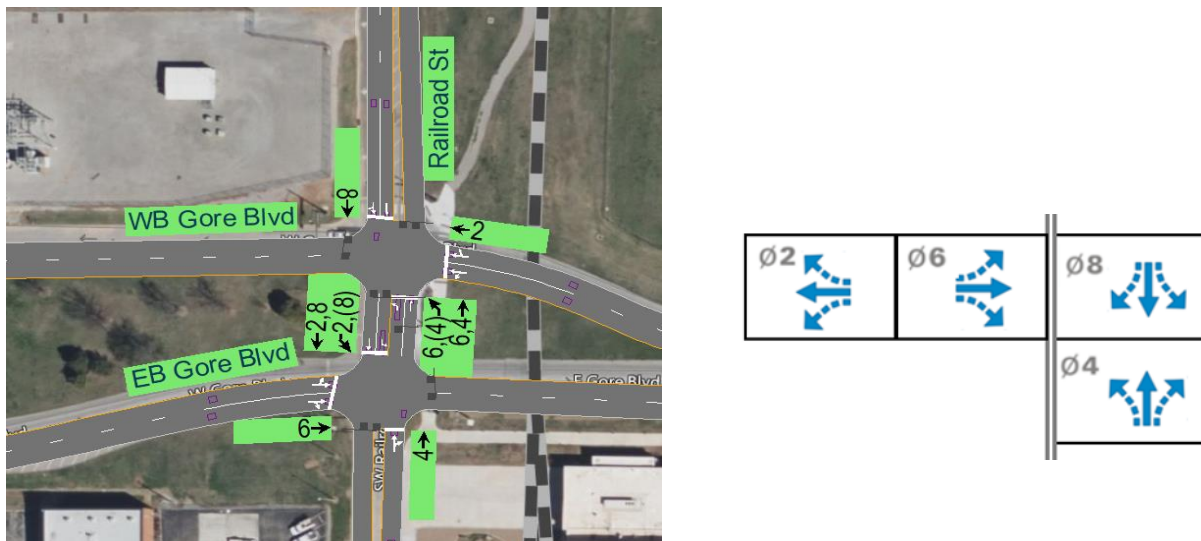
This option recommends dividing the signal cycle at all clustered intersections into four distinct phases. **Figure 10** shows Signal Phasing at the Intersection of Gore Blvd. & Railroad. All other Clustered intersections in the study area follow the same signal-phasing diagram.



**Figure 10 – Split Signal Phasing at the Intersection of Gore Blvd. & Railroad (Option 1)**

**Option 2 – Existing Network Configuration/ Split Phase Signal Timing on EB/WB Approaches of Clustered Signalized Intersections**

**Figure 11** shows the Signal Phasing at the Intersection of Gore Blvd. & Railroad. All other Clustered intersections in the study area follow the same signal-phasing diagram.



**Figure 11 - Split Signal Phasing on EB/WB at the Intersection of Gore Blvd. & Railroad (Option 2)**

**Option 3 – Close the Median at Gore Blvd. & Railroad Intersection/Traffic Redistribution/ Add Signal at Gore Blvd & 1st St. Intersection. Implement Split Phase Signal Timing on all Approaches of Clustered Signalized Intersections**

Figure 12 shows all changes that have been proposed to the intersections of Gore Blvd. with Railroad, 1<sup>st</sup>, and Larrance streets. Changes to the crossing of Larrance Street are limited to traffic volume. The traffic at the crossing of Railroad St has been redistributed through 1<sup>st</sup> and Larrance crossings based on engineering judgment. The intersection of Gore Blvd and 1<sup>st</sup> Street has been equipped with a traffic signal controller to accommodate the added traffic redistributed from Railroad crossing to this intersection. All Clustered intersections in the study area follow split-phase signal timing.

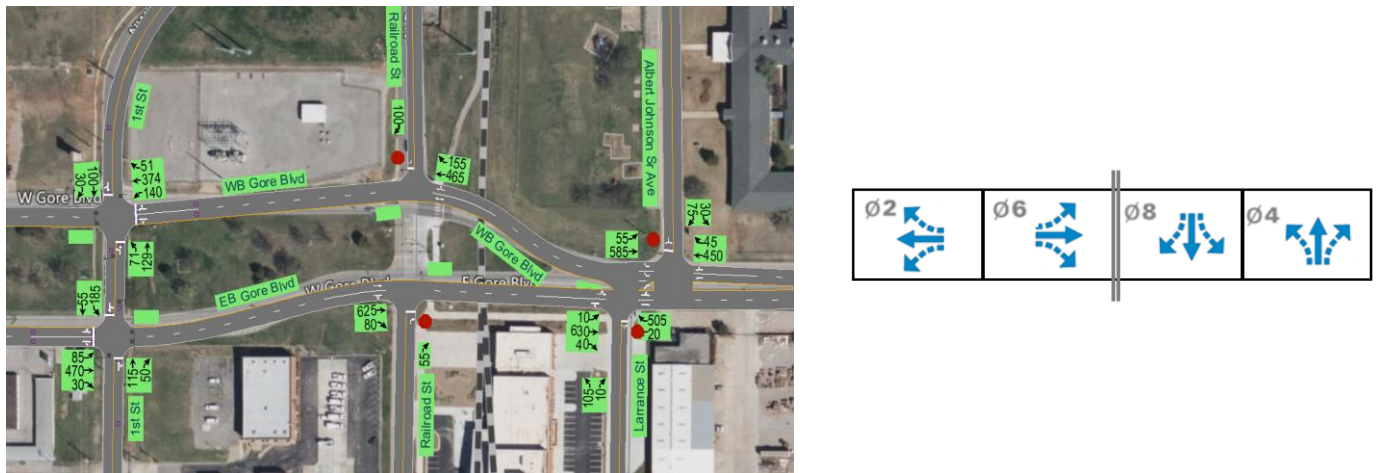


Figure 12 – Close the Median at Gore Blvd. & Railroad Intersection/Traffic Redistribution/ Add Signal at Gore Blvd & 1st St. Intersection with Split Phase Signal Timing (Option 3)

**Option 4 – Adding EB/WB Left Turn Pocket at the Intersection of Gore Blvd & Railroad/ Conventional Signal Timing at all of the Signalized Intersections.**

Figure 13 shows adding a left turn pocket and Conventional Signal Phasing at the Intersection of Gore Blvd. & Railroad. All other intersections in the study area follow the same signal-phasing diagram.

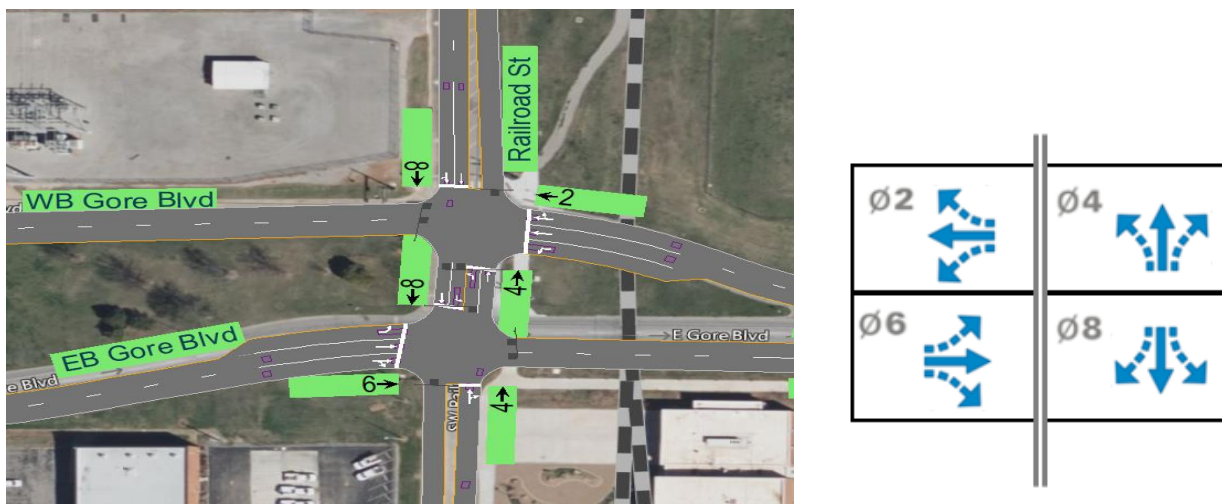


Figure 13 - Adding EB/WB Left Turn Pocket and Conventional Signal Timing at Intersection of Gore Blvd & Railroad (Option 4)

**Option 5 – Close the Median at Gore Blvd. & Railroad and Gore Blvd. & 1st Intersections/ Traffic Redistribution / Split Phase Signal Timing on all Approaches of Clustered Signalized Intersections.**

Figure 14 shows all changes that have been proposed to the intersections of Gore Blvd. with Railroad, 1st, and Larrance Street. Changes to the crossing of Larrance Street are limited to traffic volume.



Figure 14 - Close the Median at Gore Blvd. & Railroad and Gore Blvd. & 1st Intersections/ Traffic Redistribution / Split Phase Signal Timing (Option 5)

**Option 6 – Close the Median/Add EB U-Turn at Gore Blvd. & Railroad - Close the Median/Add WB U-Turn at Gore Blvd. & 1st -Split Phase Signal Timing on all Approaches of Clustered Signalized Intersections.**

Figure 15 shows all changes that have been proposed to the intersections of Gore Blvd. with Railroad, 1st, and Larrance Street. Changes to the crossing of Larrance Street are limited to traffic volume.

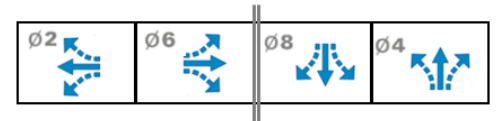
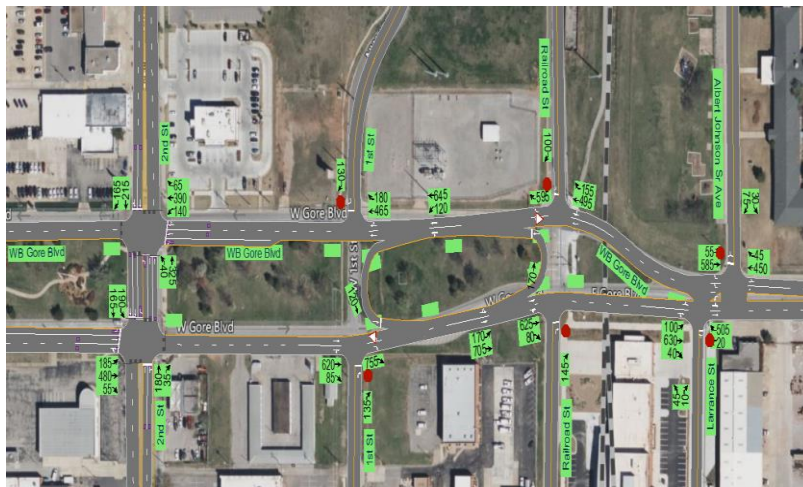


Figure 15 - Close the Median/Add EB U-Turn at Gore Blvd. & Railroad - Close the Median/Add WB U-Turn at Gore Blvd. & 1st -Split Phase Signal Timing (Option 6)

## 5 Comparison of Recommended Operational Improvement Options

Synchro and Sim Traffic 11 software based on the Highway Capacity Manual (HCM), 6th Edition (Transportation Research Board [TRB], 2016) have been utilized to assess both individual intersections and the entire corridor within the study area except the clustered intersections at 6th, 4th, 2nd and Railroad crossings. Since HCM, 6th edition does not support analyzing clustered intersections in Synchro, HCM 2000 edition has been used for those intersections. The detailed results of Synchro analysis and Synchro reports are presented in Appendix B. The detailed results of SimTraffic analysis and SimTraffic reports are presented in Appendix C.

### 5.1 2023 Design Hour Volume

#### Intersection Analysis

**Table 6** shows LOS and delay(sec/veh) for signalized intersections in the study area for the existing corridor vs. all recommended options considering the 2023 design hour volume (see **Figure 2** and **Figure 3**). As shown in this table, operational results of all recommended options show improvements for every intersection except the intersections of Gore Blvd with 6th & 4th Street and Lawrie Tatum Road. Based on the existing signal timing, these intersections are optimized individually without considering the impact on other intersections in the study area. They are not coordinated with the other signalized intersections along the corridor. These intersections operate individually as traffic is metered in other intersections which causes delays at those intersections as well as the network.

#### Network Analysis

**Table 7** shows Network Operational Performance and “Total Dealy” during design hour volume for the existing corridor vs. all recommended options considering the 2023 design hour volume. As shown in this table all options improve the Measure of Effectiveness (MOE) significantly compared to the existing condition. Option 4 saves more in terms of delay with a higher average speed. However, it requires some geometry modifications to the existing network. Option 2 on the other hand only modifies the signal timing/phasing with no change to the existing geometry. This option also shows significant improvement compared to the existing condition.



**Table 6 – Comparison of Signalized Intersection LOS & Delay during Desing Hour Traffic between the Existing Condition and the Recommended Options (2023)**

| 2023 DHV                      |         | Existing |                | Option 1 |                | Option 2       |     | Option 3       |                | Option 4 |                | Option 5       |      | Option 6       |                |     |                |                |       |          |                |
|-------------------------------|---------|----------|----------------|----------|----------------|----------------|-----|----------------|----------------|----------|----------------|----------------|------|----------------|----------------|-----|----------------|----------------|-------|----------|----------------|
|                               |         | LOS      | Delay(sec/veh) | LOS      | Delay(sec/veh) |                | LOS | Delay(sec/veh) |                | LOS      | Delay(sec/veh) |                | LOS  | Delay(sec/veh) |                | LOS | Delay(sec/veh) |                |       |          |                |
|                               |         |          |                |          | Delay          | % Imp. *       |     | Delay          | % Imp.         |          | Delay          | % Imp. *       |      | Delay          | % Imp. *       |     | Delay          | % Imp. *       | Delay | % Imp. * |                |
| Gore Blvd & 6th St            | N. Int. | A        | 9.9            | C        | 21.6           | No Improvement | C   | 23.3           | No Improvement | C        | 29.9           | No Improvement | B    | 12.4           | No Improvement | C   | 30.5           | No Improvement | C     | 30.5     | No Improvement |
|                               | S. Int. | B        | 11.7           | D        | 35.2           | No Improvement | C   | 24.2           | No Improvement | C        | 33.4           | No Improvement | B    | 14             | No Improvement | C   | 32.8           | No Improvement | C     | 32.8     | No Improvement |
| Gore Blvd & 4th St            | N. Int. | B        | 17.2           | C        | 40.8           | No Improvement | C   | 38.8           | No Improvement | C        | 27.2           | No Improvement | B    | 12.4           | 0.28           | C   | 26.9           | No Improvement | C     | 36.9     | No Improvement |
|                               | S. Int. | B        | 13.5           | C        | 23.4           | No Improvement | C   | 26.9           | No Improvement | C        | 32             | No Improvement | A    | 9.1            | 0.28           | C   | 32.7           | No Improvement | C     | 32.7     | No Improvement |
| Gore Blvd & 2nd St            | N. Int. | D        | 50.2           | C        | 25             | 50%            | C   | 21.2           | 58%            | C        | 20.4           | 59%            | B    | 17.5           | 65%            | B   | 30.2           | 40%            | C     | 28       | 44%            |
|                               | S. Int. | D        | 47.5           | C        | 32             | 33%            | C   | 22.7           | 52%            | C        | 32.1           | 32%            | B    | 11.5           | 76%            | C   | 29.2           | 39%            | C     | 28.6     | 40%            |
| Gore Blvd & 1st St            | N. Int. | N/A      |                | N/A      |                | N/A            |     | C              | 28.4           | N/A      | N/A            |                | N/A  |                | N/A            |     | N/A            |                |       |          |                |
|                               | S. Int. | N/A      |                | N/A      |                | N/A            |     | C              | 21.5           | N/A      | N/A            |                | N/A  |                | N/A            |     | N/A            |                |       |          |                |
| Gore Blvd & Railroad          | N. Int. | C        | 24.9           | C        | 23             | 8%             | B   | 16.7           | 33%            | N/A      |                | B              | 10.2 | 59%            | N/A            |     | N/A            |                |       |          |                |
|                               | S. Int. | D        | 39.4           | D        | 35.5           | 10%            | C   | 32             | 19%            | N/A      |                | B              | 12.8 | 68%            | N/A            |     | N/A            |                |       |          |                |
| Gore Blvd & I-44 SB Ramps     |         | C        | 22.8           | B        | 19.5           | 14%            | B   | 19.5           | 14%            | B        | 19.5           | 14%            | B    | 19.5           | 14%            | B   | 19.5           | 14%            | B     | 19.5     | 14%            |
| Gore Blvd & I-44 NB Ramps     |         | C        | 32.6           | A        | 5.1            | 0.84           | A   | 5.1            | 0.84           | A        | 5.1            | 0.84           | A    | 5.1            | 0.84           | A   | 5              | 0.85           | A     | 5        | 0.85           |
| Gore Blvd & Lawrie Tatum Road |         | B        | 12.9           | C        | 23.3           | No Improvement | C   | 23.3           | No Improvement | C        | 23.3           | No Improvement | C    | 23.3           | No Improvement | C   | 23.7           | No Improvement | C     | 23.7     | No Improvement |

\* % Improvements compared to the existing network



**Table 7 – Comparison of Network Operational Performance and “Total Delay” during Desing Hour Traffic between the Existing Conditions and the Recommended Options (2023)**

| 2023 Design Hour Volume  | Network 1-Hour Result     |         |          | Sim-Traffic 10 Min Run** |         |                |                 |         |                |
|--|---------------------------|---------|----------|--------------------------|---------|----------------|-----------------|---------|----------------|
|  | Network Delay(veh.hr) *** |         |          | Network Queuing Penalty  |         |                | Avg Speed (mph) |         |                |
|  | Delay(veh.hr)             | Ranking | % Imp. * | Queuing Penalty          | Ranking | % Imp. *       | Avg Speed(mph)  | Ranking | % Imp. *       |
| <b>Option</b><br><ul style="list-style-type: none"> <li>• Network/Timing Modifications</li> </ul>  |                           |         |          |                          |         |                |                 |         |                |
| <u>Existing</u>  | 110.51                    | -       | -        | 201                      | -       | -              | 15              | -       | -              |
| <b>Option 1</b><br><ul style="list-style-type: none"> <li>• Split Phase Signal Timing on All Approaches</li> </ul>   | 100.22                    | 4       | 5%       | 68                       | 1       | 66%            | 16              | 3       | 7%             |
| <b>Option 2</b><br><ul style="list-style-type: none"> <li>• Split Phase Signal Timing on EB/WB</li> </ul>  | 89.82                     | 2       | 10%      | 87                       | 2       | 57%            | 17              | 2       | 13%            |
| <b>Option 3</b><br><ul style="list-style-type: none"> <li>• Close the Median at Gore Blvd. &amp; Railroad Intersection</li> <li>• Traffic Redistribution</li> <li>• Add Signal at Gore Blvd &amp; 1st Intersection.</li> <li>• Split Phase Signal Timing on All Approaches</li> </ul>                                    | 94.86                     | 3       | 8%       | 108                      | 4       | 46%            | 16              | 3       | 7%             |
| <b>Option 4</b><br><ul style="list-style-type: none"> <li>• Adding EB/WB Left Turn Pocket at the Intersection of Gore Blvd &amp; Railroad</li> <li>• Conventional Signal Timing on All Signalized Intersections</li> </ul>   | 66.21                     | 1       | 22%      | 108                      | 4       | 46%            | 19              | 1       | 27%            |
| <b>Option 5</b><br><ul style="list-style-type: none"> <li>• Close the Median at Gore Blvd. &amp; Railroad Intersection</li> <li>• Close the Median at Gore Blvd. &amp; 1st Intersection</li> <li>• Traffic Redistribution</li> <li>• Split Phase Signal Timing on All Approaches</li> </ul>                              | 94.14                     | 3       | 8%       | 94                       | 3       | 53%            | 17              | 2       | 13%            |
| <b>Option 6</b><br><ul style="list-style-type: none"> <li>• Close the Median/Add EB U-Turn at Gore Blvd. &amp; Railroad Intersection</li> <li>• Close the Median/ Add WB U-Turn at Gore Blvd. &amp; 1st Intersection</li> <li>• Traffic Redistribution</li> <li>• Split Phase Signal Timing on All Approaches</li> </ul> | 90.01                     | 2       | 0.1      | 1122                     | 5       | No Improvement | 14              | 4       | No Improvement |

\* % Improvements compared to the existing network

\*\*“Network Level” Sim Traffic Results

Sim Traffic Results assumptions for all models: Avg of 10 Run / Seeding Duration: 3Min / Recording Duration:10 Min

\*\*\*Calculated based on avg movement delay for the total volume of 1 peak hour



## 5.2 2045 Design Hour Volume

### Intersection Analysis

**Table 8** shows LOS and delay (sec/veh) for signalized intersections in the study area for the existing geometry with optimized signal timing vs. options 2 & 4 considering the 2045 design hour volume (see **Figure 4 and Figure 5**). As shown in this table, option 4, shows significant improvements for intersections of Gore Blvd with 6<sup>th</sup> Street, 4<sup>th</sup> Street, 2<sup>nd</sup> Street, and Railroad. This option improves LOS from E to B at the intersection of Gore Blvd with 2<sup>nd</sup> Street, and from F to C, at the intersection of Gore Blvd with Railroad. Option 2 also improves delay and LOS in intersections of Gore Blvd with 2<sup>nd</sup> Street and Railroad. Option 2 improves LOS from E to C at the intersection of Gore Blvd with 2<sup>nd</sup> and from F to D at the intersection of Gore Blvd with Railroad.

### Network Analysis

**Table 9** shows Network Operational Performance and “Total Dealy” during design hour volume for the existing geometry with optimized signal timing vs. recommended options 2 & 4 considering the 2045 design hour volume. As shown in this table both options improve MOEs significantly compared to the existing condition.

**Table 8 – Comparison of Signalized Intersection LOS & Delay during Desing Hour Traffic between the Existing Geometry (Optimized Timing) and the Recommended Options (2045)**

| 2045 DHV                      |         | Existing |                | Option 2 |                |                | Option 4 |                |                |
|-------------------------------|---------|----------|----------------|----------|----------------|----------------|----------|----------------|----------------|
|                               |         | LOS      | Delay(sec/veh) | LOS      | Delay(sec/veh) |                | LOS      | Delay(sec/veh) |                |
|                               |         |          |                |          | Delay          | % Imp.*        |          | Delay          | % Imp.*        |
| Gore Blvd & 6th St            | N. Int. | B        | 12.5           | C        | 26.8           | No Improvement | B        | 11.8           | 6%             |
|                               | S. Int. | B        | 14.8           | C        | 27.9           |                | B        | 13.7           | 7%             |
| Gore Blvd & 4th St            | N. Int. | B        | 17.2           | C        | 25.1           | No Improvement | B        | 13.5           | 22%            |
|                               | S. Int. | B        | 14.0           | C        | 29.4           |                | B        | 10.1           | 28%            |
| Gore Blvd & 2nd St            | N. Int. | E        | 59.3           | C        | 24.2           | 59%            | B        | 18.3           | 69%            |
|                               | S. Int. | E        | 62.9           | C        | 25.7           | 59%            | B        | 12.3           | 80%            |
| Gore Blvd & Railroad          | N. Int. | C        | 25.8           | C        | 22.3           | 14%            | B        | 11.6           | 55%            |
|                               | S. Int. | F        | 86.8           | D        | 35.5           | 59%            | C        | 29.9           | 66%            |
| Gore Blvd & I-44 SB Ramps     |         | C        | 27.0           | C        | 28.1           | No Improvement | C        | 28.5           | No Improvement |
| Gore Blvd & I-44 NB Ramps     |         | A        | 5.8            | A        | 5.8            | 0%             | A        | 5.8            | 0%             |
| Gore Blvd & Lawrie Tatum Road |         | B        | 12.9           | C        | 26.4           | No Improvement | C        | 25.6           | No Improvement |

\* % Improvements compared to the existing network (Optimized Timing)

**Table 9 – Comparison of Operational Performance and “Total Dealy” during Desing Hour Traffic between the Existing Geometry (Optimized Timing) and the Recommended Options (2045)**

| 2045 Design Hour Volume  | Network 1-Hour Result     |         |          | Sim-Traffic 10 Min Run** |         |          |                 |         |          |
|--|---------------------------|---------|----------|--------------------------|---------|----------|-----------------|---------|----------|
|  | Network Delay(veh.hr) *** |         |          | Network Queuing Penalty  |         |          | Avg Speed (mph) |         |          |
|  | Delay(veh.hr)             | Ranking | % Imp. * | Queuing Penalty          | Ranking | % Imp. * | Avg Speed(mph)  | Ranking | % Imp. * |
| <b>Option</b><br><ul style="list-style-type: none"> <li>Network/Timing Modifications****</li> </ul>  |                           |         |          |                          |         |          |                 |         |          |
| <b>Existing Network (Optimized Timing)</b><br><ul style="list-style-type: none"> <li>Optimized Signal Timing</li> </ul>  | 170.88                    | -       | -        | 683                      | -       | -        | 14              | -       | -        |
| <b>Option 2</b><br><ul style="list-style-type: none"> <li>Split Phase Signal Timing on EB/WB</li> </ul>  | 151.25                    | 2       | 11%      | 303                      | 1       | 56%      | 15              | 2       | 7%       |
| <b>Option 4</b><br><ul style="list-style-type: none"> <li>Adding EB/WB Left Turn Pocket at the Intersection of Gore Blvd &amp; Railroad</li> <li>Split Phase Signal Timing on EB/WB</li> </ul> | 124.13                    | 1       | 27%      | 483                      | 2       | 29%      | 17              | 1       | 21%      |

\* % Improvements compared to the existing network (Optimized Timing)

\*\*“Network Level” Sim Traffic Results

Sim Traffic Results assumptions for all models: Avg of 10 Run / Seeding Duration: 3Min / Recording Duration: 10 Min

\*\*\*Calculated based on avg movement delay for the total volume of 1 peak hour

## 6 Roadway Geometry, Multi-Modal, Signing and Striping, Network Improvement Recommendations

As we explored the comprehensive planning level evaluation of the challenges within the corridor and identified potential areas for improvement, it has become clear that addressing these concerns is essential to enhance the overall functionality and efficiency of the corridor. This section presents sketches of the specific issues that have emerged within the corridor, along with proposed enhancements to comprehensively address them as exhibited in **Figure 16 through Figure 20**. (high-level access management recommendations are provided in **Section 7**).

Below is the list of the identified issues that were observed along the corridor.

1. Poor Pedestrian Crossing Condition
2. No Pedestrian Crossing
3. Discontinued Sidewalk
4. No Stop Bar
5. Not ADA Compliant
  - No ADA Ramp
  - Poor ADA compliance – (One ADA ramp for both directions)
  - ADA Ramp on one side does not lead to another ramp on the other side.
  - ADA Ramps missing truncated domes.
6. Poor Pavement Marking Condition
7. Discontinued and shared bike lane
8. The sidewalk does not align with Pedestrian Crossing
9. Missing Pavement marking
10. Presence of a Pedestrian Crossing along with No Pedestrian Sign

Here is a summary of the recommended improvements for the identified issues listed above.

1. Paint Pedestrian Crossing
  - At signalized intersections: where pedestrian crossing is not prohibited.
  - At Stop Controlled intersections: Add Pedestrian Crossing Signs
2. Provide a connected sidewalk network throughout the corridor (The dashed line in the issue map shows missing sidewalks)
3. Increase the width of existing sidewalks and convert to shared bike + ped lane
4. Paint Stop Bars
5. Provide curb ramps following ADA standards wherever a sidewalk or other pedestrian walkway crosses a curb.
  - Curb ramps must follow the standard slope and width.
  - Ramps need to have a detectable warning device with a raised dome surface and contrasting color.
6. Repaint Pavement Marking
7. Provide a connected bike lane network throughout the entire corridor. The bike lane should be for exclusive use by bicyclists and physically separated from motor vehicle traffic with a vertical element (Recommended bike lane: green line in the issue map).



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## **Ped and Bike Improvements**

### ***Gore Blvd, from Railroad to 7<sup>th</sup> Street***

In line with the City's comprehensive citywide sidewalk enhancement initiative, which aims to promote a healthier and more active lifestyle while enhancing safety within the community, two recommendations have been made for bike and pedestrian facility improvements:

- 1- The expansion of existing sidewalks north and south of Gore Boulevard, including the sidewalks along the median, to a width of 10 feet to create a shared pathway that can accommodate both pedestrians and bikers.
- 2- To construct a new 10-foot lane dedicated to pedestrians and cyclists along the median, similar to the existing pedestrian lane between 2<sup>nd</sup> and 3<sup>rd</sup> streets, with connections at the crossroads.

### ***Gore Blvd, East of Railroad to the east of NE Lawrie Tatum Road***

Pedestrian access considerations have been omitted at interchange intersections and at NE Lawrie Tatum Road intersections with Gore Blvd. This omission is primarily due to the substandard width of the bridge over I-44 and the absence of sidewalks in this area.

Our recommendation is to conduct a pedestrian study from east of the railroad crossing to Lawrie Tatum Road, with a particular focus on pedestrian and bicycle traffic, especially concerning access to and from the Comanche Nation Casino. Given the narrow bridge on I-44, it is advisable to prohibit pedestrian access; this would apply to three out of the four legs of each of the interchange and NE Lawrie Tatum Road Intersections at Gore Blvd.

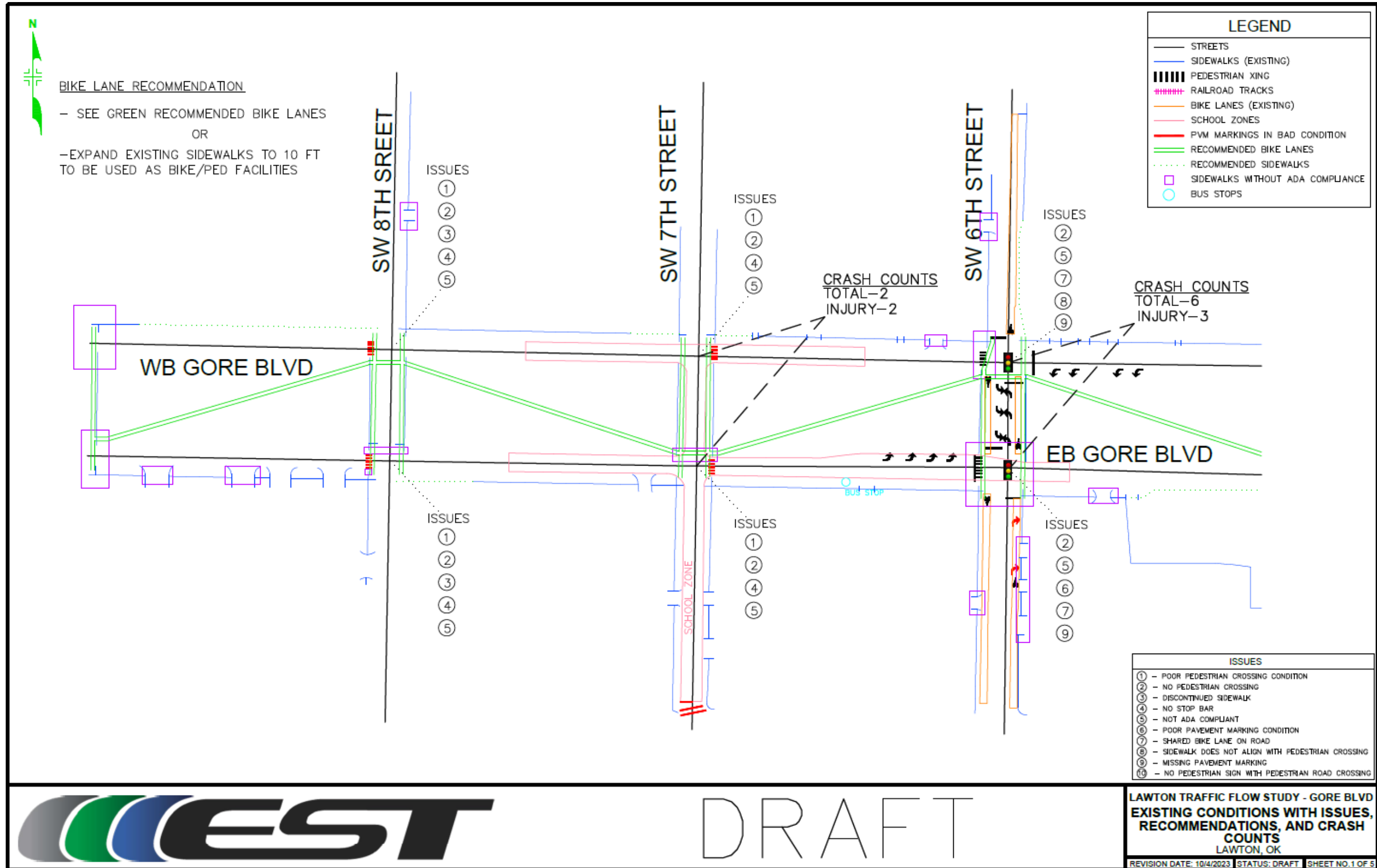


Figure 16 - Issues & Recommendations Along Corridor (page 1/5)

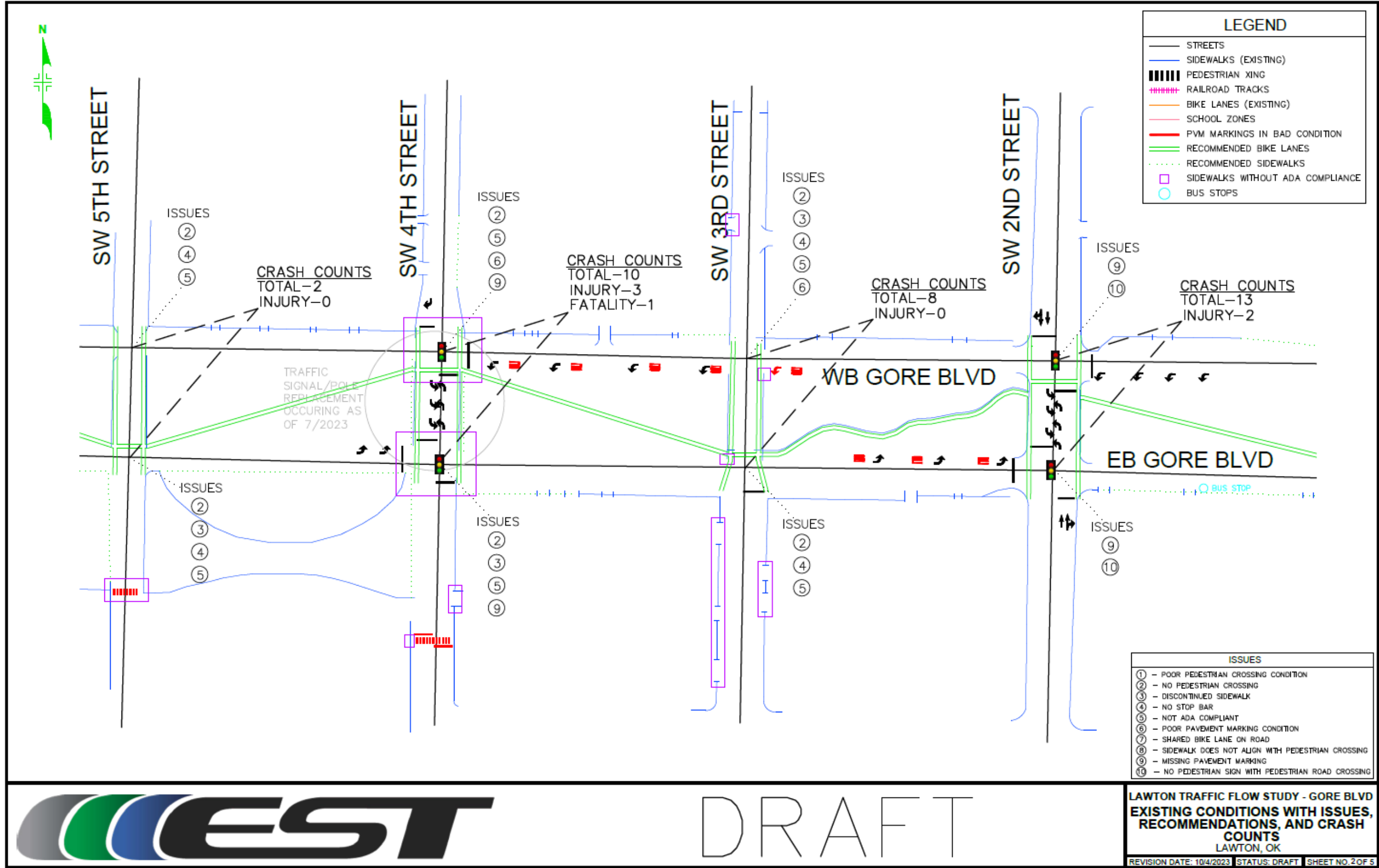


Figure 17 - Issues & Recommendations Along Corridor (page 2/5)

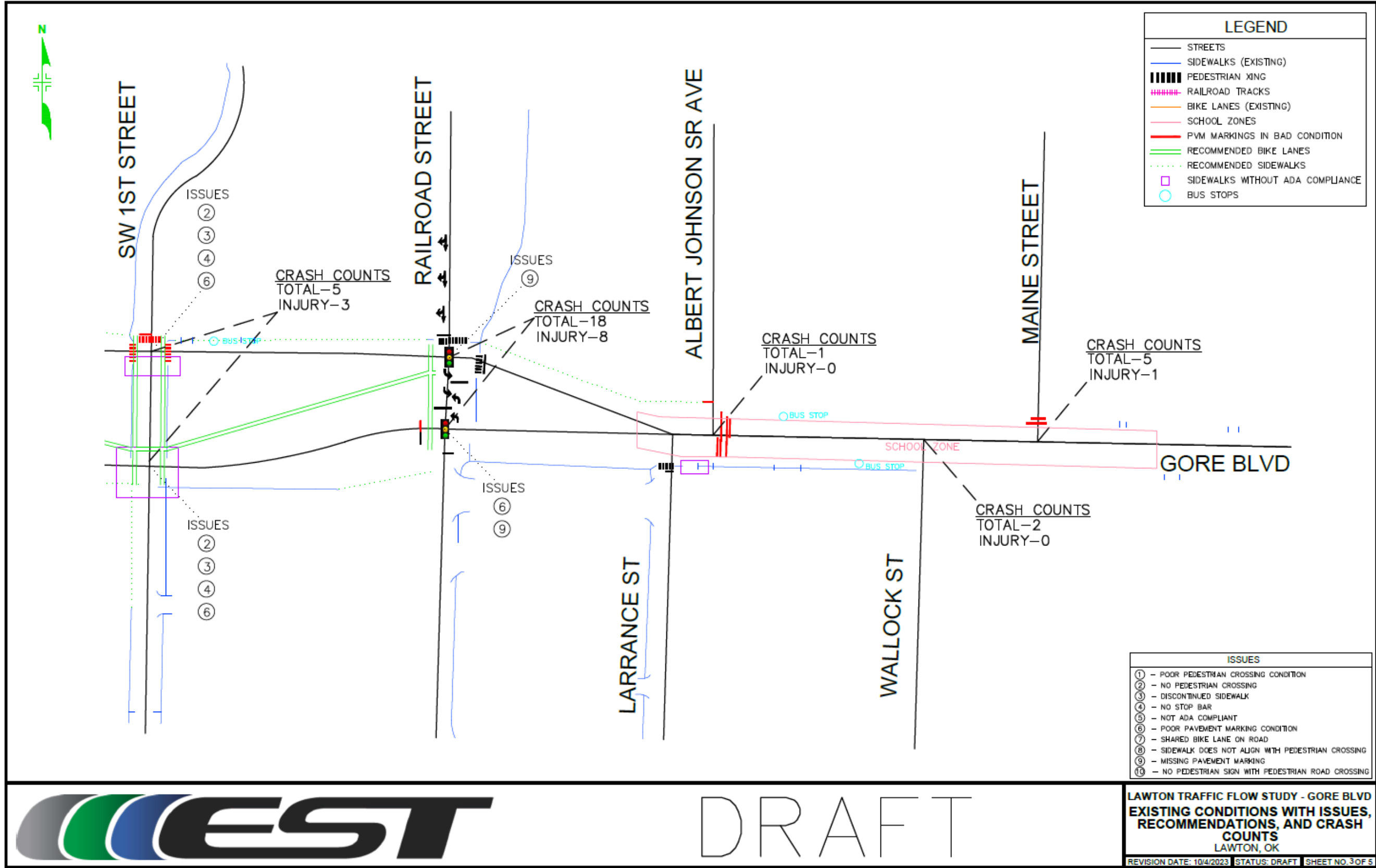


Figure 18 - Issues & Recommendations Along Corridor (page 3/5)

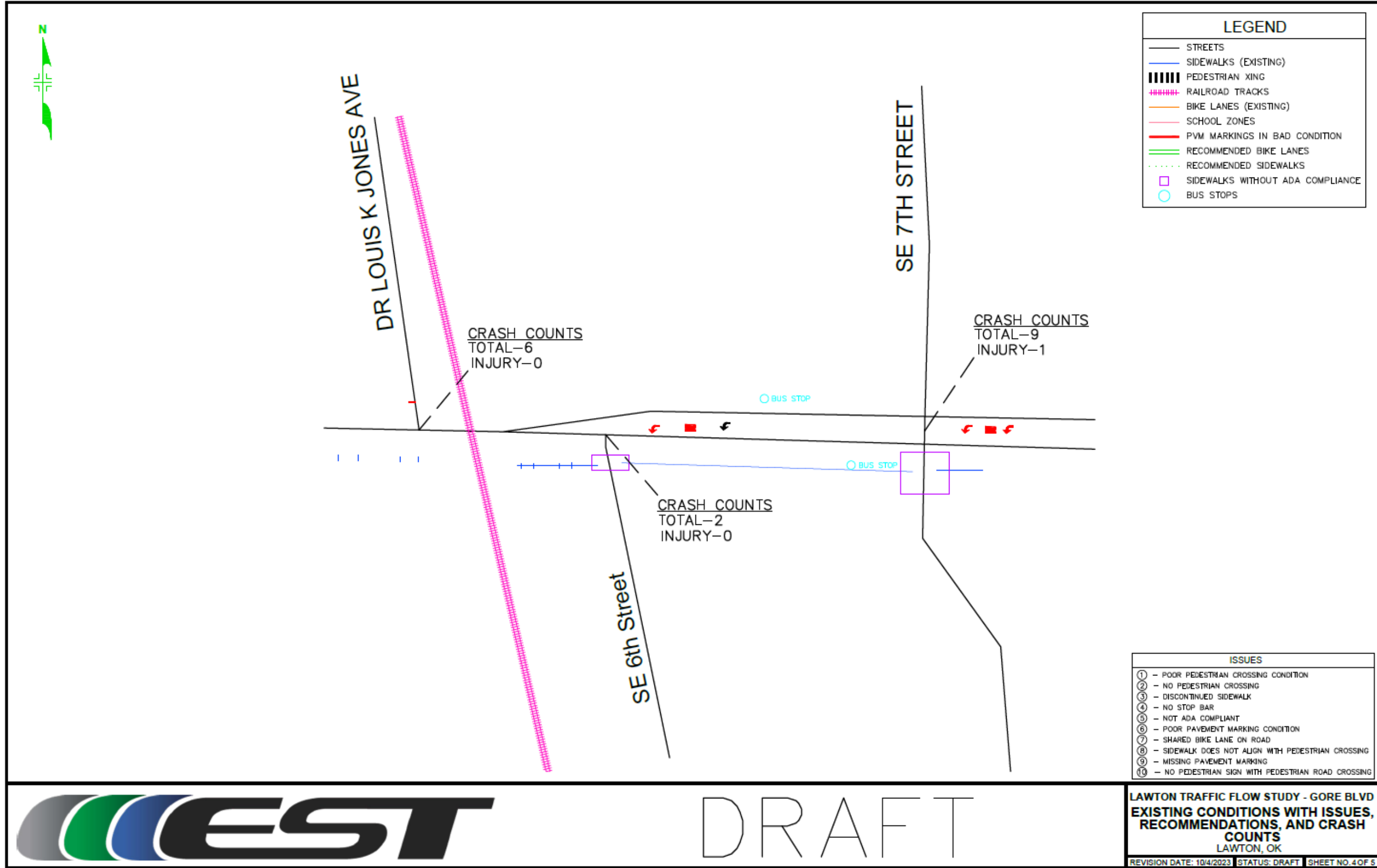


Figure 19 - Issues & Recommendations Along Corridor (page 4/5)



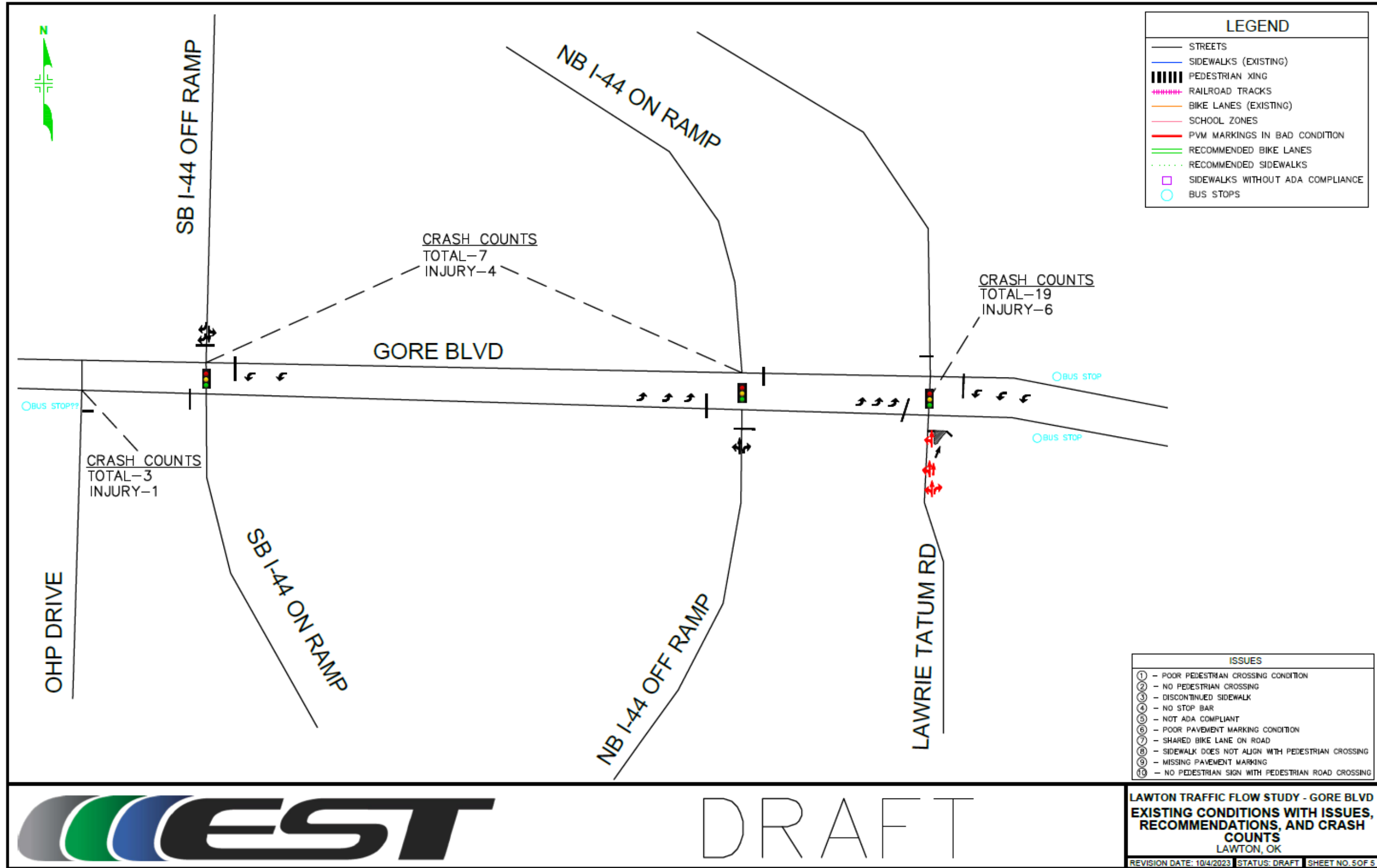


Figure 20 - Issues & Recommendations Along Corridor (page 5/5)

## 7 Access Management

A brief review of access frequency, spacing, and design was conducted. The following overall potential improvements were identified:

1. The construction of Auxiliary Lanes in both directions throughout the project corridor will substantially improve Safety, Mobility, and Capacity. This will accommodate turning movements (right in & right out) at all access points and intersections and provide an exclusive lane for bus stops and additional street parking.
2. Limited widening will accommodate turning movements (RI & RO) at selected feasible access locations (including intersections) and provide exclusive lanes for bus stops and additional street parking where space and roadway geometry would allow.
3. The damaged curb and gutters along the project corridor need to be repaired and reconstructed to eliminate all the unauthorized access locations.

See **Figure 21 through Figure 25** for access management recommendation locations on North Side Access points (NSA) and South Side Access points (SSA). If so decided, a comprehensive access review and analysis should be considered.

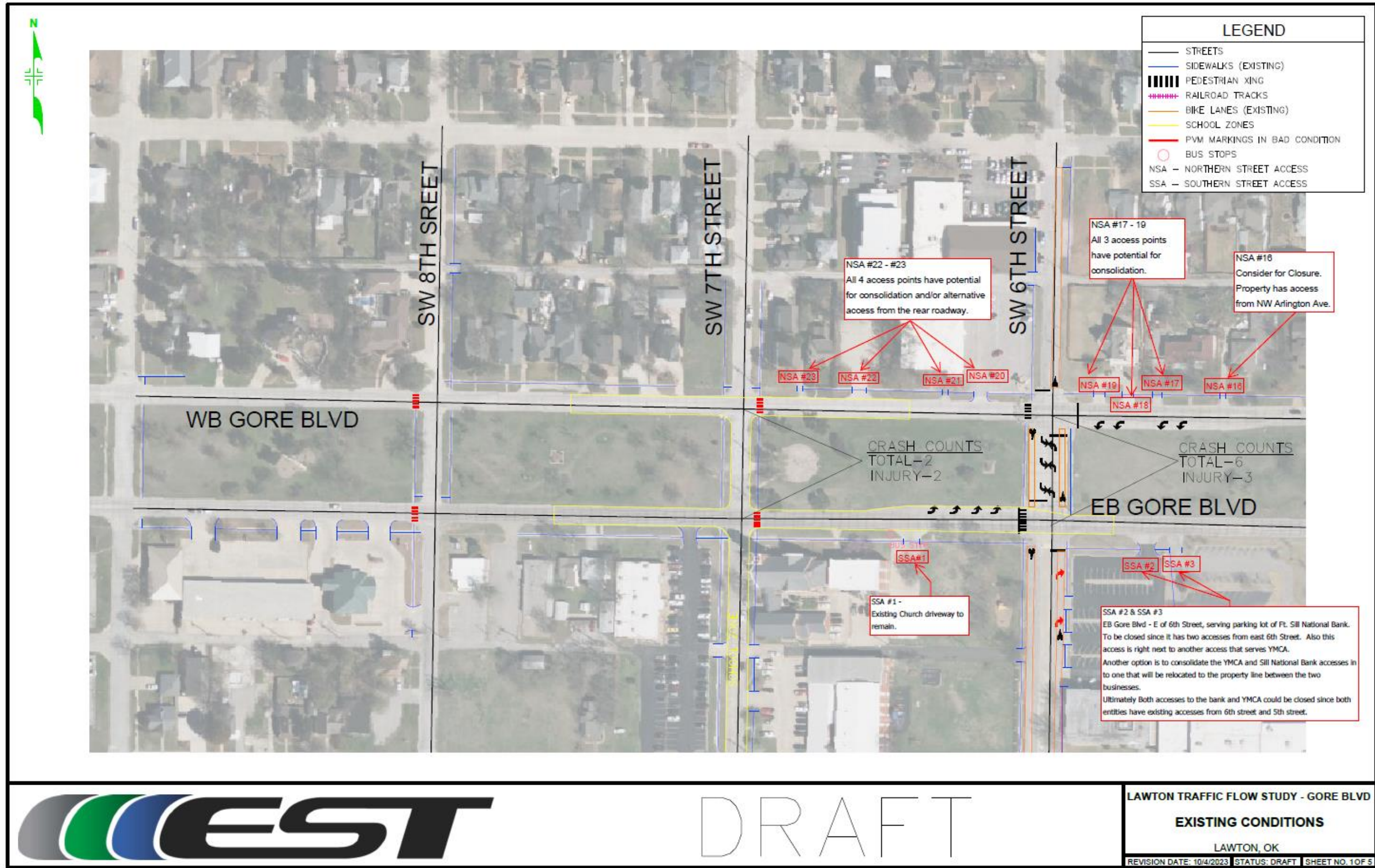


Figure 21 - Access Management Suggestions (page 1/5)

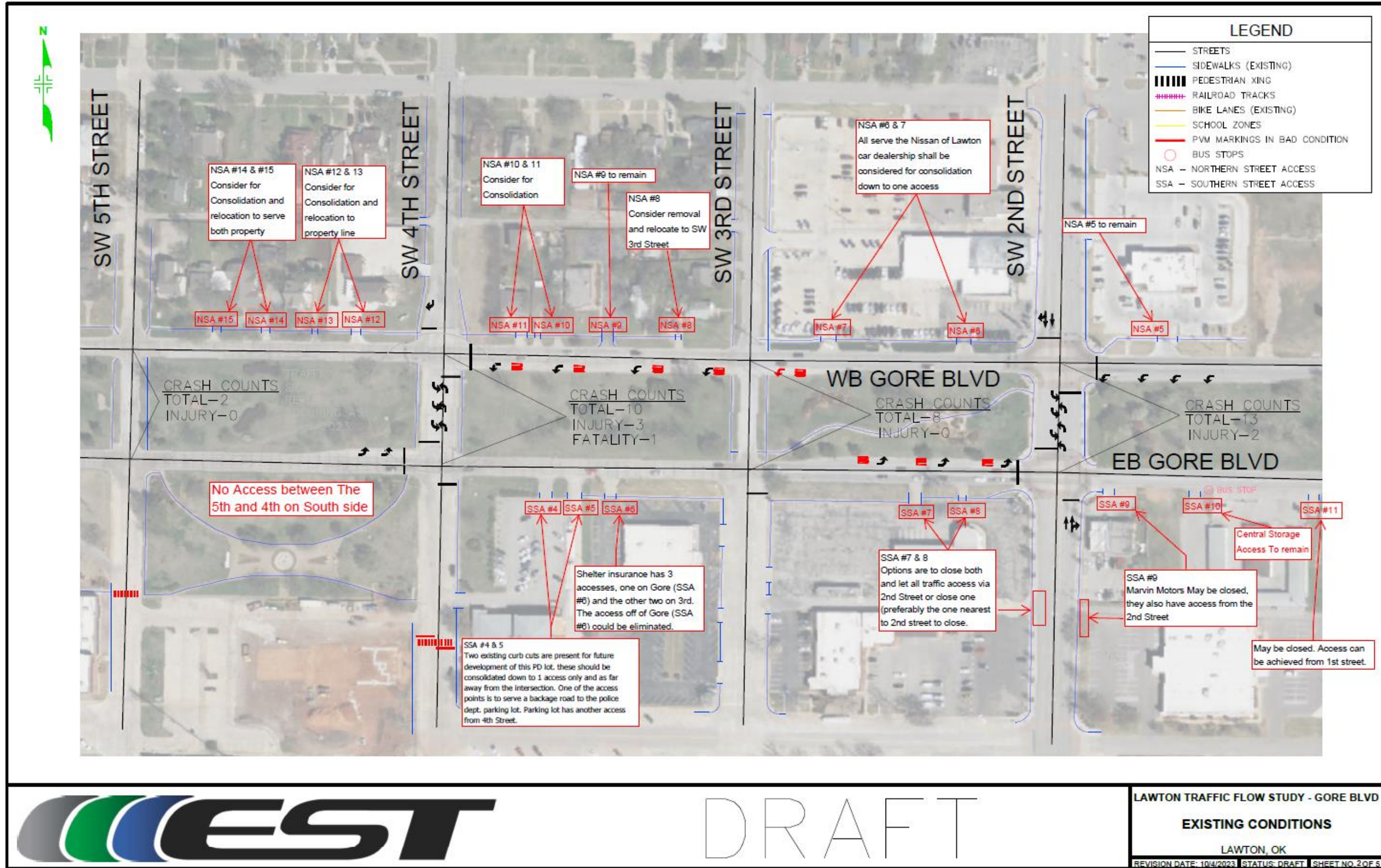


Figure 22 - Access Management Suggestions (page 2/5)

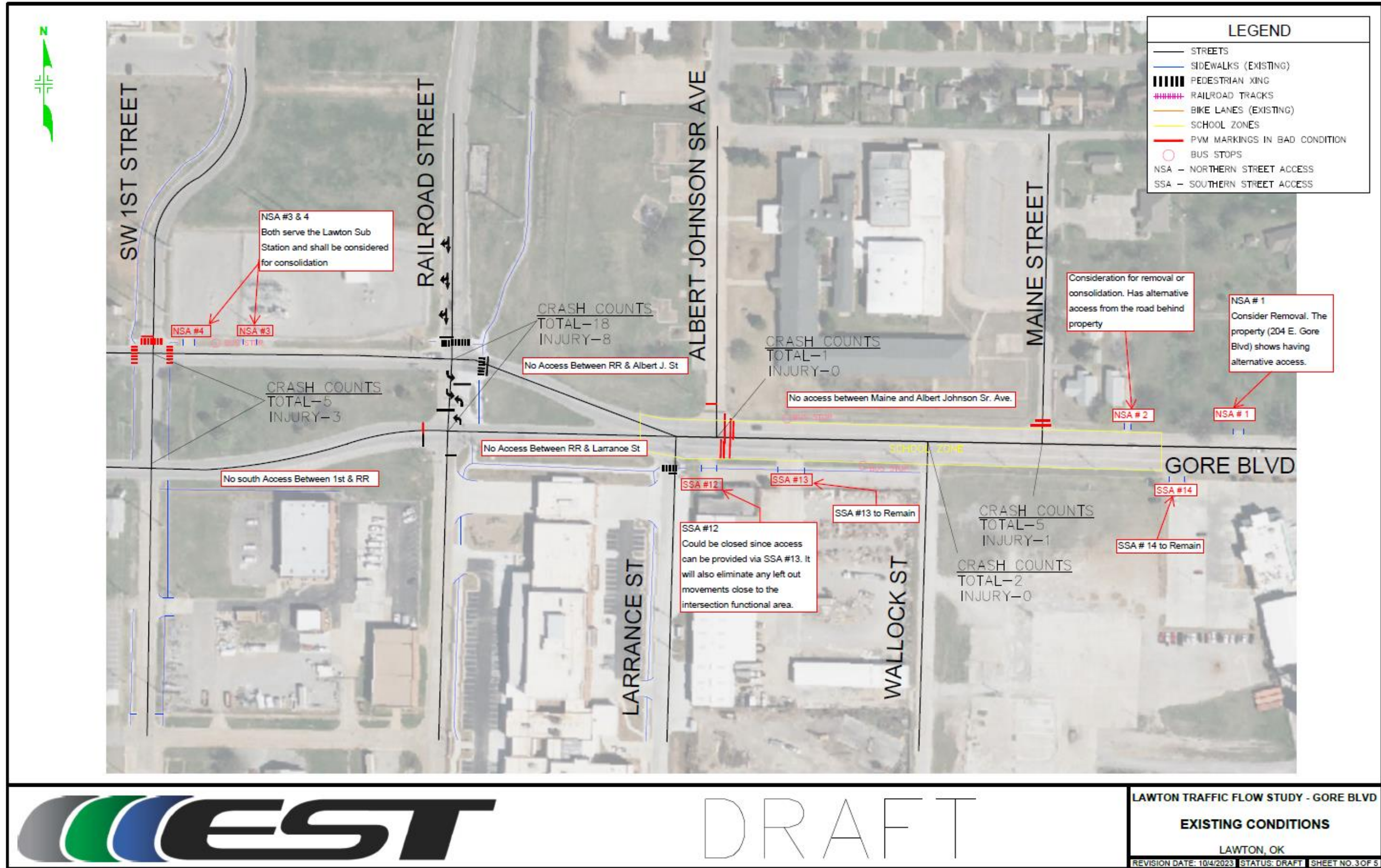


Figure 23 - Access Management Suggestions (page 3/5)

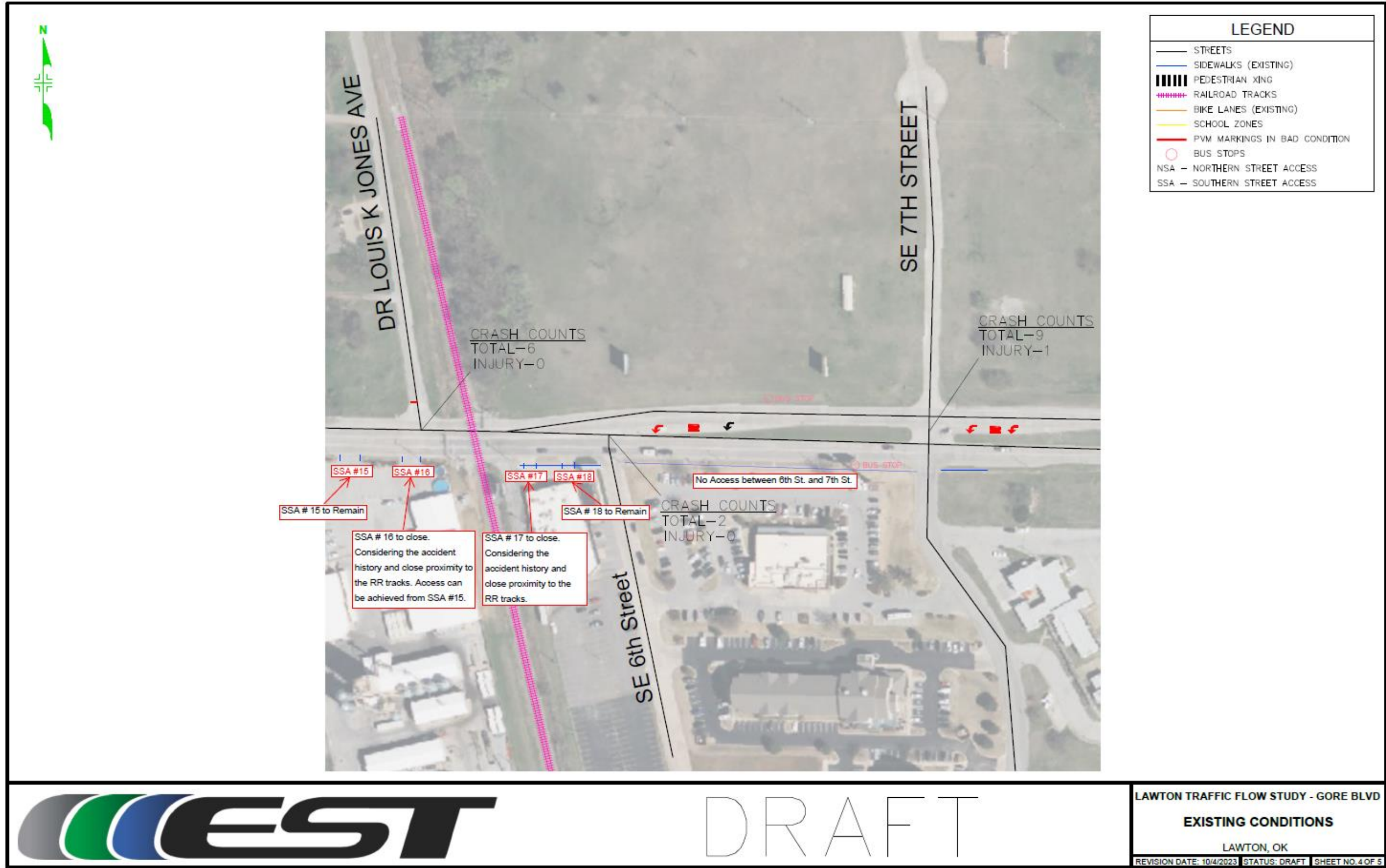


Figure 24 - Access Management Suggestions (page 4/5)



Figure 25 - Access Management Suggestions (page 5/5)

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## 7.1 Specific Location Access Management Recommendations

### 7.1.1 Closures

**SSA #2:** Access to the parking lot of Ft. Sill National Bank to be closed. It has two accesses from East 6<sup>th</sup> Street. Another option is to consolidate the YMCA and Sill National Bank access into one that will be relocated to the property line between the two businesses. Both Accesses may be removed since YMCA traffic can access it via 5<sup>th</sup> Street.

**SSA #6:** Shelter Insurance has 3 accesses: one on Gore Blvd (SSA #6) and the other two are on 3<sup>rd</sup> Street. This access off Gore could be closed.

**NSA #1 & NSA #2:** These are both serving properties with available alternative access from the back road. These access locations could be considered for removal or consolidation.

**NSA #8:** Consider removal and relocate to SW 3rd Street.

**NSA #16:** Consider removal and provide access from rear access.

### 7.1.2 Consolidation

**SSA #2 & SSA #3: Serving** parking lot of Ft. Sill National Bank may be consolidated to one access.

**SSA #4 & SSA #5:** Two existing curb cuts are present for future development of this Police Department lot. these should be consolidated down to 1 access only and as far away from the intersection. One of the access points (SSA #5) is to serve as a back road to the police dept. parking lot. The parking lot has another access from 4<sup>th</sup> Street.

**NSA #3 & NSA #4:** Both serve the Lawton Sub Station and shall be considered for consolidation.

**NSA #6 & NSA #7:** Both serve the Nissan of Lawton car dealership and should be considered for consolidation down to one.

**NSA #10 & NSA #11:** Should be considered for consolidation.

**NSA #12 & NSA #13:** Should be considered for consolidation and relocation to the shared property line (Shared Access).

**NSA #14 & NSA #15:** Should be considered for consolidation and relocation to the shared property line (Shared Access).

**NSA #17, #18, & #19:** All three access points shall be considered for consolidation and/or alternative rear access.

**NSA #20, #21, #22, & #23:** All four access points shall be considered for consolidation and/or alternative rear access.





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## 8 Cost Estimate

**Table 10** below presents cost estimates for the suggested enhancements, categorized by the type of improvement. Unit prices are based on recently historically completed projects and need to be verified at the time of design. The overall cost includes a 40% contingency allowance and additional expenses.

It is recommended that the city regularly maintains and refurbishes striping and signage across the corridor.



Table 10 – Cost Estimate for the Recommended Improvements

| No   | Items                          | Description  | Measurement   | Quantity     | Unit         | Unit Cost | Cost**  | Total Cost**       |          |      |          |             |                    |
|--|--------------------------------|--|---|--------------|--------------|-----------|---|--------------------|----------|------|----------|-------------|--------------------|
| 1  | Signal Timing                  | Optimized Coordinated Signal Timing/Phasing Implementation   |   |              |              |           |   |                    |          |      |          |             |                    |
| 2  | Railroad and Gore Blvd         | Adding 175ft of 12ft Left Turn Lane Pockets on Gore Blvd-WB&EB   | Pavement and Subgrade @ \$125/SY X 12/9 = \$170/LF  | 350          | LF           | \$170     | \$83,300  | <b>\$83,300</b>    |          |      |          |             |                    |
| 3  | Ped/Bike Facility              | Adding/removal of existing shared Bike/Ped Facility in the Median from Railroad to 8th Street (including bike/ped crossing at the median intersections)  | 2965 LF longitudinal  | 3294         | SY           | \$100     | \$461,222   | <b>\$838,538</b>   |          |      |          |             |                    |
|  |                                |  | 1890 LF widening existing sidewalk along median crossing *                                | 2100         | SY           |           | \$294,000   |                    |          |      |          |             |                    |
|  |                                |  | 415 LF widening existing 6 ft sidewalk on the median from 2nd to 3rd St. *                | 461          | SY           |           | \$64,556  |                    |          |      |          |             |                    |
|  |                                |  | Removal of existing facility (1890 ft of 4ft sidewalk and 415 ft of 6ft sidewalk)         | 1117         | SY           | \$12      | \$18,760  |                    |          |      |          |             |                    |
|  |                                | Constructing missing section of sidewalk and widening (including removal of) the existing (avg. 5ft) sidewalk to a width of 10 feet on the north and south sides of Gore Blvd to create a shared bike and pedestrian facility (Railroad to 8th street) | 2395 LF Northside: longitudinal *   | 2661         | SY           | \$100     | \$372,556   | <b>\$1,381,840</b> |          |      |          |             |                    |
|  |                                |  | 1205 LF Northside: missing sidewalk segment   | 1339         | SY           |           | \$187,444   |                    |          |      |          |             |                    |
|  |                                |  | 1714 LF Southside: longitudinal *   | 1904         | SY           |           | \$266,622   |                    |          |      |          |             |                    |
|  |                                |  | 1342 LF Southside: missing existing sidewalk  | 1491         | SY           |           | \$208,756   |                    |          |      |          |             |                    |
|  |                                |  | 1890 LF widening existing sidewalk along median crossing *                                | 2100         | SY           |           | \$294,000   |                    |          |      |          |             |                    |
|  |                                |  | Removal of existing facility ((2395+1714) ft of 5ft sidewalk and 1895 ft of 6ft sidewalk) | 3123         | SY           |           | \$12  |                    | \$52,463 |      |          |             |                    |
|  |                                |  | 4   | Intersection | ADA          |           | Total of 8 crossing with 2 intersection at each crossing on Gore Blvd |                    | 64       | Each | \$15,000 | \$1,344,000 | <b>\$1,689,174</b> |
|  |                                |  |   |              | Crosswalk*** |           | 8 Intersections   |                    | 1088     | SF   | \$14     | \$21,569    |                    |
| Stop Bar ***   | 8 Intersections                | 328  |   |              | SF           | \$14      | \$6,502   |                    |          |      |          |             |                    |
| Sign Panel (No Ped X-ing / USE CROSSWALK                         | 8 Intersections                | 120  |   |              | SF           | \$30      | \$4,961   |                    |          |      |          |             |                    |
| Sign Panel Post (No Ped X-ing / USE CROSSWALK                    | 8 Intersections                | 272  |   |              | LF           | \$28      | \$10,841  |                    |          |      |          |             |                    |
| Sign Panel (Ped Xing Symbol)                                     | 8 Intersections                | 288  |   |              | SF           | \$32      | \$13,027  |                    |          |      |          |             |                    |
| Sign Panel Post (For Ped Xing Symbol Sins)                       | 8 Intersections                | 352  |   |              | LF           | \$28      | \$14,030  |                    |          |      |          |             |                    |
| Pedestrian signal heads/Push buttons at signalized intersections | Push button pole               | 48   |   |              | Each         | \$2,485   | \$166,992   |                    |          |      |          |             |                    |
|  | Push button sign & push button | 48   | Each  | \$775        | \$52,080     |           |   |                    |          |      |          |             |                    |
|  | Ped traffic signal heads       | 48   | Each  | \$821        | \$55,171     |           |   |                    |          |      |          |             |                    |

\* Assumes removing and replacing sidewalk if less than 10 ft wide

\*\* Including 40% other cost and contingency

\*\*\* Quantity and cost are based on durable (plastic) pavement marking

Note1: Intersection and ped/bike improvements are not included in this table for the section East of the Railroad to the east of NE Lawrie Tatum Road.

Note 2: This cost estimate does not include potential access improvement.

Note 3: installation or refurbishing pavement markings other than the items noted above are not included in the cost estimate.



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## List Of Appendixes

Appendix A: Memo #2: Traffic Data Development and Design Traffic Data

Appendix B: Detailed analysis of individual intersections and Synchro Reports

Appendix C: Detailed analysis of corridor and SimTraffic Reports