

TRANSPORTATION TECHNICAL COMMITTEE REGULAR MEETING December 5, 2023 @ 10AM 212 SW 9TH STREET CITY HALL- 3RD FLOOR CONFERENCE ROOM

AGENDA

- 1. Call meeting to order and establish Quorum.
- 2. Verify posting of meeting.
- 3. Introductions.

BUSINESS

- 4. Consider recommending the Transportation Policy Board approve a letter to the Oklahoma Department of Transportation stating the LMPO's choice to support the target numbers established by ODOT for the 2024 Safety Targets, and recommend authorizing the Director to sign.
- 5. Provide a recommendation regarding the priority of possible projects for the Carbon Reduction Grant and consider recommending the Transportation Policy Board authorize Staff to pursue the grant for the prioritized projects.
- 6. Consider recommending the Transportation Policy Board approve boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary and recommend authorizing Staff to submit the revised to State and Federal agencies for approval.
- 7. Consider recommending the Transportation Policy Board approve a resolution amending the Lawton Metropolitan Bicycle and Pedestrian Plan by modifying the Elmer Thomas Connector Route and consider recommending approval of a temporary detour of the route until construction on the amended route is completed.
- 8. Receive information from staff regarding project cost breakdown.

9. Reports or Comments.

10. 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."

LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY

ITEM TITLE: Consider recommending the Transportation Policy Board approve a letter to the Oklahoma Department of Transportation stating the LMPO's choice to support the target numbers established by ODOT for the 2024 Safety Targets, and recommend authorizing the Director to sign.

INITIATOR: ODOT

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: 23 CFR 490 addresses requirements regarding the creation, monitoring, and reporting of performance measures. The Oklahoma Department of Transportation has established safety targets for 2024. The Lawton Metropolitan Planning Organization may either support the numbers that ODOT has established, or create targets independently.

Attached are tables showing the ODOT proposed targets. Staff recommended the LMPO support the numbers established by ODOT. The response to ODOT is due by March 27, 2024

EXHIBITS: Letter supporting statewide targets

KEY ISSUES: Shall the LMPO support the State targets, or create targets of our own?

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Recommend the Transportation Policy Board approve a letter to the Oklahoma Department of Transportation stating the LMPO's choice to support the target numbers established by ODOT for the 2024 Safety Targets, and recommend authorizing the Director to sign.



Lawton Metropolitan Planning Organization Lawton, OK 73501-4078

212 Southwest 9th Street

Phone (580) 581-3375 www.lawtonmpo.org

December 5, 2023

Ms. Sarah McElroy Oklahoma Department of Transportation 200 N.E. 21st Street Oklahoma City, OK 73105

Ms. McElroy:

The Lawton Metropolitan Planning Organization has chosen to support the numbers generated by the Oklahoma Department of Transportation in regards to safety target setting and performance measure analysis for 2024. These numbers are as follows:

	State DOT Targets
Fatalities	755
Fatality Rate (per HMVMT)	1.69
Serious Injuries	2,011
Serious Injury Rate (per HMVMT)	4.79
Non-Motorized Fatalities	121
Non-Motorized Serious Injuries	176
Non-Motorized Fatalities	
and Serious Injuries	297

Sincerely,

Charlotte Brown LMPO Director

LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY

ITEM TITLE: Provide a recommendation regarding the priority of possible projects for the Carbon Reduction Grant and consider recommending the Transportation Policy Board authorize Staff to pursue the grant for the prioritized projects.

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

BACKGROUND: The Oklahoma Department of Transportation has informed the Lawton Metropolitan Planning Organization that there are funds in the Carbon Reduction Grant that the LMPO may apply for.

The purpose of the Carbon Reduction Program grant is to reduce transportation emissions through the development of carbon reduction strategies and to fund projects designed to reduce transportation emissions. Staff has reviewed the grant requirements and has drafted a short list of possible project ideas.

EXHIBITS: Possible Project Ideas

KEY ISSUES: What projects should we select to apply for the Carbon Reduction Grant?

FUNDING SOURCE: 80% Federal (Carbon Reduction Grant) 20% local

RECOMMENDED ACTION: Provide direction to Staff regarding the priority of possible projects for the Carbon Reduction Grant and recommend the Transportation Policy Board authorize Staff to pursue the grant for the prioritized projects.

Possible Projects for Carbon Reduction Grant

- 1. Fleet Conversion to electric for City vehicles
- 2. Fleet Conversion to electric for LATS
- 3. Publicly accessible charging stations
- 4. Implementing project recommendations from Traffic Flow Study
- 5. Traffic signal timing and improvements to reduce congestion.
- 6. TAP (Transportation Alternatives Project) eligible project, sidewalk or bike trail connection.
- 7. Replacing street lights and traffic control lights with more energy efficient lighting
- 8. Rail improvements, (Reduce environmental and community impact of freight movement)

LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY

ITEM TITLE: Consider recommending the Transportation Policy Board approve boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary and recommend authorizing Staff to submit the revised to State and Federal agencies for approval.

INITIATOR:	Charlotte Brown LMPO Director			
STAFF INFORMATION SOURCE:	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.

At the November 14th Policy Board meeting the Board authorized Staff to revise the boundary and bring a final map to the Board for approval.

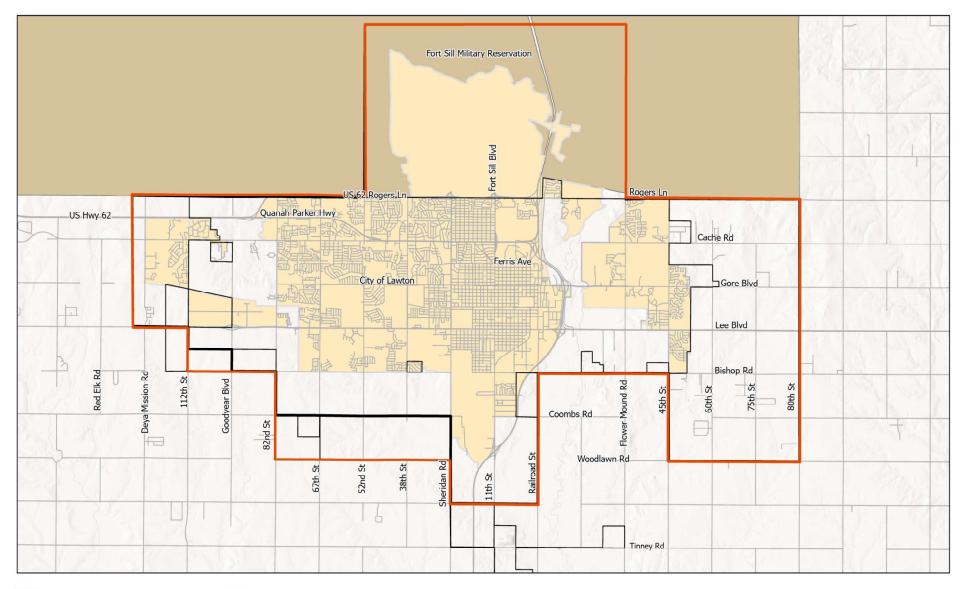
The boundary map must be submitted to FHWA and FTA after approval by the Metropolitan Planning Organization (MPO) and the Governor.

EXHIBITS: Revised 2023 Boundary Map

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

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Recommend the Transportation Policy Board approve the boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary and recommend authorizing Staff to submit the revised boundary State and Federal agencies for approval.



LMPO_Revised_Boundary_11_29_2023 Lawton City Limits

LMAP_New_Boundary

----- Street

2020 Census Urban Area

Lawton Metropolitan Planning Organization 11/30/2023 2020 Census Lawton Urban Area

LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY

ITEM TITLE: Consider recommending the Transportation Policy Board approve a resolution amending the Lawton Metropolitan Bicycle and Pedestrian Plan by modifying the Elmer Thomas Connector Route and consider recommending approval of a temporary detour of the route until construction on the amended route is completed.

INITIATOR:	Charlotte Brown LMPO Director

STAFF INFORMATION SOURCE: Charlotte Brown LMPO Director

BACKGROUND: In 2010 the Lawton Metropolitan Bicycle and Pedestrian Plan was approved with the exception of the Elmer Thomas Connector. The original plan for the Elmer Thomas Connecter was an on street bicycle lane on Ferris Avenue, this included the narrowing of Ferris Avenue to three lanes, one in each direction and a center turn lane.

A committee was formed to look at the Elmer Thomas Connector route and recommended to the Policy Board the current route through the neighborhood north of Ferris Avenue continuing through Lawton Public School land and ending in Elmer Thomas Park. This change was approved on May 20th of 2010 and as a part of the construction easements were obtained through Lawton Public School land.

Both the drafting of the Lawton Metropolitan Bicycle and Pedestrian Plan, and the construction of several routes (including the Elmer Thomas Connector) were funded with the Congestion Mitigation and Air Quality (CMAQ) Grant that the LMPO receives.

Lawton Public Schools has requested to the City Council that these easements be closed so that they can construct a fence on their property. Staff has contacted ODOT and has been informed that because federal funds were used on this trail the trail cannot be closed without a replacement being constructed, however a temporary detour route can be designated for use during construction.

Staff is recommending the route be modified back to what the original Lawton Metropolitan Bicycle and Pedestrian Plan recommended (Option B), and that a temporary detour be designated during construction of the selected route modification.

In 2015 Jeff Speck, a noted City Planner and Author, gave a presentation to the LMPO and City Council titled "Moving Towards a Walkable Lawton". In that presentation he talked specifically about Ferris Ave and encouraged the City to strongly consider restriping from a four lane to a three lane with a bike trail as originally planned in the 2010 Lawton Metropolitan Bicycle and Pedestrian Plan. According to his presentation, a three-lane road has a capacity of 15,000 - 20,000 cars per day and the current volume of Ferris was 11,307, (in 2021 the traffic count on this stretch of Ferris Avenue was 6,200). Shrinking a road from four lanes to three lanes with a bicycle lane decreases the injury rate, increases bicycle ridership, and decreased speeding. All of

this while not impacting car volumes or trip times. The restriping of NW Ferris could be completed during the Mill and Overlay project.

EXHIBITS: Resolution No. 23____ Proposed Route Modifications Option A Proposed Route Modifications Option B Proposed Temporary Detour Letter from ODOT regarding easement closing.

KEY ISSUES: Should the Elmer Thomas Connector Route be modified? If so, where should it be routed? And where should the temporary detour be?

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Recommend the Transportation Policy Board approve a resolution amending the Lawton Metropolitan Bicycle and Pedestrian Plan by modifying the Elmer Thomas Connector Route and recommend approving a temporary detour of the route until construction on the amended route is completed.

RESOLUTION NO. 23-

A RESOLUTION AMENDING THE LAWTON METROPOLITAN BICYCLE AND PEDESTRIAN PLAN BY MODIFYING THE ELMER THOMAS CONNECTOR.

WHEREAS, the Lawton Metropolitan Planning Organization (LMPO) is the designated Metropolitan Planning Organization for the Lawton Urbanized Area; and

WHEREAS, the LMPO is responsible for a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the Lawton Metropolitan Bicycle and Pedestrian Plan, which was adopted by the LMPO on May 8, 2008, and revised on May 20, 2010, will guide the development of bicycle, pedestrian and supporting multi-modal infrastructure; and

WHEREAS, the LMPO has been notified of the request by Lawton Public Schools to close the easements created for the 2010 revisions to the Elmer Thomas Connector route of the Lawton Metropolitan Bicycle and Pedestrian Plan; and

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

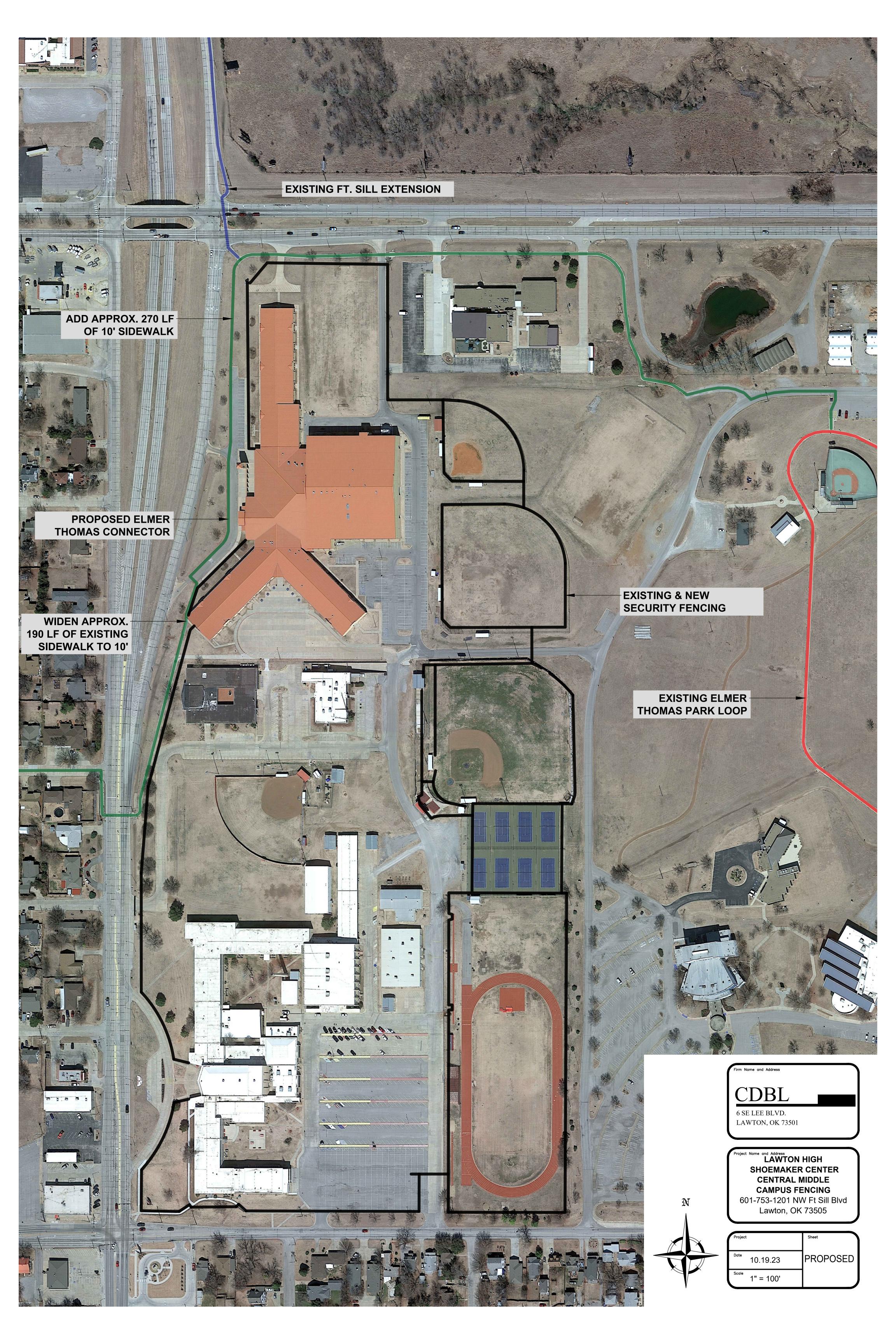
The Elmer Thomas Connector route of the Lawton Metropolitan Bicycle and Pedestrian Plan is hereby amended as described in Exhibit A:

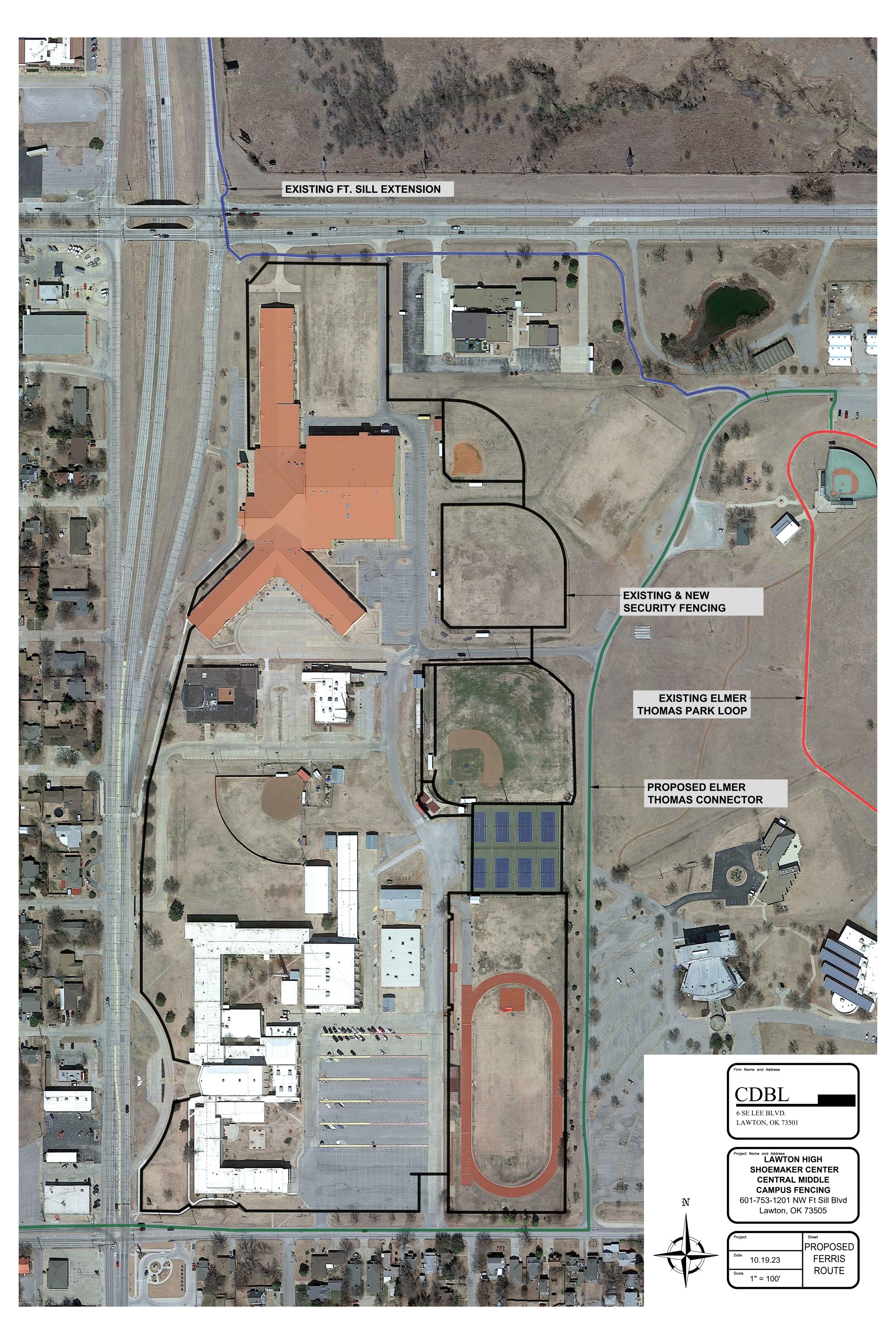
PASSED AND APPROVED by the Transportation Policy Board this <u>5th</u> day of <u>December</u>, 2023.

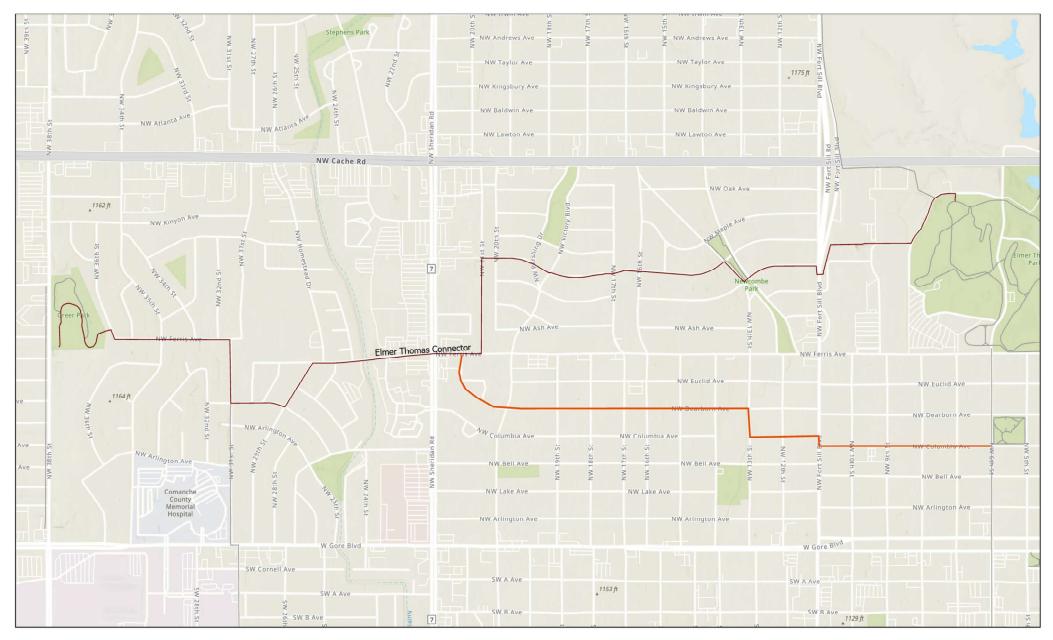
Stanley Booker, Chairman

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

City Attorney







----- Alt_Elmer

For Representation Proposes Only



November 22, 2023

The Honorable Stan Booker Mayor of the City of Lawton 212 SW 9th St Lawton, OK73501

RE: Public Access Easement for the Elmer Thomas Connector Bike Route

Dear Mayor Booker,

The Oklahoma Department of Transportation (ODOT) was contacted on November 7, 2023, by the Lawton Metropolitan Planning Organization (LMPO) for guidance on closing a public access easement for the section of the Elmer Thomas Connector bike route that is on property owned by the Lawton Public Schools.

It is ODOT's understanding that the Elmer Thomas Connector was funded through the LMPO using Congestion Mitigation and Air Quality (CMAQ) federal funds. Under 23 U.S.C. 109(m), FHWA must not approve any project or take any regulatory action under title 23, U.S.C., that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route, or such route exists.

According to federal guidance, the FHWA interprets 23 U.S.C. 109(m) as requiring recipients to provide appropriate replacement detour accommodations in the event of permanent or temporary closures, using adequate warning, delineation, channelization, and other traffic control devices that are compliant with the Manual on Uniform Traffic Control Devices (MUTCD)."

Therefore, if the City of Lawton wants to sever a section of the Elmer Thomas Connector bike route, it must first provide one or more alternative routes. This includes providing a detour route while the alternative route(s) is under construction.

If you have further questions or concerns regarding this matter, I can be reached at <u>Laura.Chaney@odot.ok.gov</u> or (405) 819-3719.

Sincerely,

aura Chaney

Laura Chaney Government Affairs – Planning Branch Manager

cc: Charlotte Brown, LMPO Jonathan Stone, LMPO Dawn Sullivan, ODOT

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

i	1	/28	120	123
l	1	120	/ Z U	123

92 Program Support & Administration 1 93 Data Development & Information 2 94 Short Range 3 95 Long Range 4 96 TIP 5 97 CMAQ Personnel 6 98 PPP 7 99 Complete Streets 8 101 1 1 102 Supplies, Tools & Equipment 1 103 Supplies 1 104 Website hosting fee/domain registration 7 105 Supplies CMAQ 6 106 Subtotal 1 107 1 1 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 1 111 Air Quality Media 6 2 112 A2 Printing 4 2 113 Bicycle Safety Media 4 2 114 Bicycle Safety Media 4 2 <t< th=""><th>3,662 3,856 8,462 1,123 3,801 4,421 36,021 CITYPL/5303 1,000 300</th><th>CMAQ \$ - \$ - \$ - \$ - \$ - \$ 15,203 \$ - \$ 15,203 \$ - \$ 15,203</th><th>PL \$ 42,78 \$ 14,64 \$ - \$ 33,84 \$ 4,45 \$ - \$ 17,68 \$ 3,86</th><th>19 \$ 19 \$</th><th></th><th>TOTA \$ 53,4 \$ 18,5</th></t<>	3,662 3,856 8,462 1,123 3,801 4,421 36,021 CITYPL/5303 1,000 300	CMAQ \$ - \$ - \$ - \$ - \$ - \$ 15,203 \$ - \$ 15,203 \$ - \$ 15,203	PL \$ 42,78 \$ 14,64 \$ - \$ 33,84 \$ 4,45 \$ - \$ 17,68 \$ 3,86	19 \$ 19 \$		TOTA \$ 53,4 \$ 18,5
33 Data Development & Information 2 43 Short Range 3 44 Short Range 3 45 Long Range 4 96 TIP 5 97 CMAQ Personnel 6 98 PPP 7 99 Complete Streets 8 101 1 1 102 Supplies, Tools & Equipment 1 103 Supplies CMAQ 6 104 Website hosting fee/domain registration 7 105 Supplies CMAQ 6 106 Subtotal 1 107 1 1 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 1 110 Publications & Printing 1 1 112 AP rinting 1 2 113 Bricycle Safety Media 1 2 114 Bicycle Safety Media 1 2	3,662 3,856 8,462 1,123 3,801 4,421 36,021 CITYPL/5303 1,000 300	\$ - \$ - \$ - \$ - \$ 15,203 \$ - \$ - \$ -	\$ 14,6 ² \$ - \$ 33,8 ² \$ 4,49 \$ - \$ 17,68	19 \$ 19 33		
94 Short Range 3 <t< td=""><td>3,856 8,462 1,123 3,801 4,421 - 36,021 CITYPL/5303 1,000 300</td><td>\$ - \$ - \$ - \$ 15,203 \$ - \$ -</td><td>\$ - \$ 33,84 \$ 4,49 \$ - \$ 17,68</td><td>\$ 19 \$ 03 \$</td><td></td><td>¢ 10</td></t<>	3,856 8,462 1,123 3,801 4,421 - 36,021 CITYPL/5303 1,000 300	\$ - \$ - \$ - \$ 15,203 \$ - \$ -	\$ - \$ 33,84 \$ 4,49 \$ - \$ 17,68	\$ 19 \$ 03 \$		¢ 10
95 Long Range 4 96 TIP 5 97 CMAQ Personnel 6 98 PPP 7 90 Complet Streets 8 00 Subtotal 9 101 1 1 102 Supplies, Tools & Equipment 1 103 Supplies 1 104 Webstite hosting fee/domain registration 7 105 Supplies CMAQ 6 106 Subtotal 1 107 1 1 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 1 110 Public Hearing Notices 1 1 1114 Public Agetry Printing 4 6 2 113 Bicycle Safety Media 4 6 2 114 Bicycle Safety Printing 4 4 2 113 Isocle Safety Printing 4 4 2	8,462 1,123 3,801 4,421 36,021 CITYPL/5303 1,000 300	\$ - \$ - \$ 15,203 \$ - \$ -	\$ 33,84 \$ 4,49 \$ - \$ 17,68	9 \$ 3 \$		
96 TIP 5 5 97 CMAQ Personnel 6 6 97 CMAQ Fersonnel 7 7 99 PPP 7 7 99 Complete Streets 8 9 101 1 1 9 1 102 Supplies, Tools & Equipment 1 1 1 103 Supplies CMAQ 6 1	1,123 3,801 4,421 36,021 CITYPL/5303 1,000 300	\$ - \$ 15,203 \$ - \$ -	\$ 4,49 \$ - \$ 17,68	93 \$		
Or CMAQ Personnel 6 99 PPP 7 9 Complete Streets 8 100 Subtotal 1 101 1 1 102 Supplies, Tools & Equipment 1 103 Supplies 1 104 Webstie hosting fee/domain registration 7 105 Supplies CMAQ 6 106 Rentals, Publications & Printing 6 107 1 1 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 1 110 Public Hearing Notices 1 1 111 AQ Printing 6 6 112 AQ Printing 6 6 113 Bicycle Safety Printing 4 6 114 Bicycle Safety Printing 4 6 114 Bicycle Safety Printing 4 6 115 Try Transit Week 6 6 116 Bubtotal 4 6 117 1	3,801 4,421 - 36,021 CITYPL/5303 1,000 300	\$ 15,203 \$ - \$ -	\$- \$17,68		; <u>-</u>	\$ 42
98 PPP 7 5 99 Complete Streets 8 5 100 Subtotal 1 5 101 Supplies, Tools & Equipment 1 6 103 Supplies CMAQ 6 6 104 Webstle hosting fee/domain registration 7 5 105 Supplies CMAQ 6 6 106 Subtotal 6 6 107 108 Rentals, Publications & Printing 1 1 108 Rentals, Publications & Printing 1 1 1 109 Publishing/Copying 1 <t< td=""><td>4,421 36,021 CITYPL/5303 1,000 300</td><td>\$ - \$ -</td><td>\$ 17,68</td><td>\$</td><td></td><td>\$ 5</td></t<>	4,421 36,021 CITYPL/5303 1,000 300	\$ - \$ -	\$ 17,68	\$		\$ 5
99 Complete Streets 8 9 100 Subtotal 1 </td <td>36,021 CITYPL/5303 1,000 300</td> <td>\$ -</td> <td></td> <td></td> <td></td> <td>\$ 19</td>	36,021 CITYPL/5303 1,000 300	\$ -				\$ 19
100 Subtotal 101 10	36,021 CITYPL/5303 5 1,000 5 300	Ψ	\$ 3.86	35 \$; -	\$ 22
101 102 Supplies, Tools & Equipment 11 103 Supplies 11 15 104 Webstie hosting fee/domain registration 7 16 104 Webstie hosting fee/domain registration 7 16 105 Supplies CMAQ 6 6 106 Subtotal 6 6 107 1 1 1 1 108 Rentals, Publications & Printing 1 1 1 109 Publishing/Copying 1 <t< td=""><td>CITYPL/5303 1,000 300</td><td>\$ 15,203</td><td>, .,</td><td>63 \$</td><td></td><td>\$ 3</td></t<>	CITYPL/5303 1,000 300	\$ 15,203	, .,	63 \$		\$ 3
Supplies, Tools & Equipment 11 103 Supplies 1 104 Webstie hosting fee/domain registration 7 105 Supplies CMAQ 6 105 Supplies CMAQ 6 106 Subtotal 6 107 1 6 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 1 110 Public Hearing Notices 1 1 111 Air Quality Media 6 6 112 AQ Printing 6 6 113 Bicycle Safety Media 4 2 114 Bicycle Safety Printing 4 2 113 Bitycle Safety Printing 4 2 114 Bicycle Safety Printing 4 2 113 Butotal 1 2 114 Bicycle Safety Printing 4 2 115 Try Transit Week 1 2 116 Subtot	i 1,000 i 300		\$ 117,32	23 \$	15,422	\$ 183
103 Supplies 1 104 Webstie hosting fee/domain registration 7 105 Supplies CMAQ 6 106 Subtotal 6 107 1 6 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 110 Public Hearing Notices 1 111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 4 117 1 1 118 Professional & Technical 4 119 Audit 1 1 120 Land Use Plan 4 4 121 Travel Demand Model 4 4 122 Transit Master Plan 3 5 123 Trafice IPlan 3 5 124 Subtotal 1 1 5	i 1,000 i 300					
104 Webstie hosting fee/domain registration 7 105 Supplies CMAQ 6 106 Subtotal 6 107 108 6 108 Rentals, Publications & Printing 1 109 Publishing/Copying 1 110 Publishing/Copying 1 111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 4 117 16 6 118 Professional & Technical 1 119 Audit 1 1 110 11 1 1 112 Land Use Plan 4 1 112 Iransit Master Plan 3 2 112 Travel Demand Model 4 2 112 Travel Master Plan 3 2 124 Subtotal 1 2 <t< td=""><td>300</td><td>CMAQ</td><td>PL</td><td></td><td>5303</td><td>тот</td></t<>	300	CMAQ	PL		5303	тот
105 Supplies CMAQ 6 106 Subtotal 6 107 10 10 108 Rentals, Publications & Printing 11 109 Publishing/Copying 11 110 Public Hearing Notices 11 111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 4 117 11 6 118 Professional & Technical 1 119 Ludit 1 1 120 Land Use Plan 4 2 121 Travel Demand Model 4 2 122 Transit Master Plan 3 3 123 Traffic Flow Study 6 2 124 Subtotal 1 2 125 1 1 2 128 Training FTA sponsored 1 1		\$ -	\$ 4,00	0 \$; -	\$ 5
106 Subtotal 107 108 Rentals, Publications & Printing 110 108 Rentals, Publications & Printing 111	-	\$-	\$ 1,20	0 \$; –	\$ 1
Note Rentals, Publications & Printing Image: Science of the science o		\$ -	\$-	\$; –	\$
Rentals, Publications & Printing 1 109 Publishing/Copying 1 110 Public Hearing Notices 1 111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 4 117 6 6 118 Professional & Technical 6 119 Audit 1 1 120 Land Use Plan 4 5 121 Travel Demand Model 4 5 122 Transit Master Plan 3 6 123 Traffic Flow Study 6 5 124 Subtotal 1 5 125 1 1 5 124 Subtotal 1 5 125 1 1 5 126 Travel 1 <td>5 1,300</td> <td>\$-</td> <td>\$ 5,20</td> <td>0 \$</td> <td>-</td> <td>\$ 6</td>	5 1,300	\$-	\$ 5,20	0 \$	-	\$ 6
1009 Publishing/Copying 1 1109 Public Hearing Notices 1 1111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 4 117 1 6 118 Professional & Technical 1 119 Audit 1 1 120 Land Use Plan 4 1 121 Travel Demand Model 4 4 122 Trasit Master Plan 3 3 123 Traffic Flow Study 6 1 124 Subtotal 1 4 125 1 1 1 126 Travel 1 1 127 Training FTA sponsored 1 1 128 Training FHWA sponsored 1 1 130 Meetings with State/Fed Govt 1 1 1						
110 Public Hearing Notices 1 111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 6 117 1 6 118 Professional & Technical 1 119 Audit 1 1 120 Land Use Plan 4 4 121 Travel Demand Model 4 4 122 Transit Master Plan 3 3 123 Traffic Flow Study 6 5 124 Subtotal 1 5 125 1 1 5 126 Travel 1 1 127 Training FTA sponsored 1 1 1 128 Training NHI/NTI sponsored 1 1 1 1 1 1 1 1 1 1	CITYPL/5303	CMAQ	PL		5303	TOT
111 Air Quality Media 6 112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 6 117 0 6 118 Professional & Technical 6 119 Audit 1 1 120 Land Use Plan 4 1 121 Travel Demand Model 4 4 122 Transit Master Plan 4 4 123 Traffic Flow Study 6 5 124 Subtotal 6 5 125 1 1 5 126 Travel Demand Model 1 5 123 Traffic Flow Study 1 6 5 124 Subtotal 1 5 5 125 Travel Demand Model 1 1 5 126 Travel Demand Model 1 5 1 5 127 T	400	\$ -	\$ 1,60	0		\$ 2
112 AQ Printing 6 113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 6 117 6 118 Professional & Technical 1 119 Audit 1 1 120 Land Use Plan 4 1 121 Travel Demand Model 4 1 122 Transit Master Plan 3 3 123 Traffic Flow Study 6 1 124 Subtotal 1 1 1 125 1 1 1 1 1 126 Travel 1 <td>500</td> <td>\$ -</td> <td>\$ 2,00</td> <td>0</td> <td></td> <td>\$ 2</td>	500	\$ -	\$ 2,00	0		\$ 2
113 Bicycle Safety Media 4 114 Bicycle Safety Printing 4 115 Try Transit Week 6 115 Subtotal 6 116 Subtotal 6 117 10 10 118 Professional & Technical 1 119 Audit 1 1 120 Land Use Plan 1 4 121 Travel Demand Model 4 5 122 Transit Master Plan 3 5 123 Traffic Flow Study 6 5 124 Subtotal 1 5 125 10 1 5 126 Travel 1 5 127 Training FTA sponsored 1 5 128 Training FHWA sponsored 1 5 131 Subtotal 1 5 132 Air Quality Offset Fee 1 5 133 Air Quality Offset Fee 1 5 134 Air Quality Air Alert 6 5 <	5,000	\$ 20,000	\$-	\$; –	\$ 25
114 Bicycle Safety Printing 4 115 Try Transit Week 6 116 Subtotal 6 117 6 118 Professional & Technical 6 119 Audit 1 1 120 Land Use Plan 1 1 121 Travel Demand Model 4 2 122 Transit Master Plan 3 3 123 Traffic Flow Study 6 3 124 Subtotal 1 3 125 1 1 1 128 Training FTA sponsored 1 1 129 Training FTA sponsored 1 1 1 130 Meetings with State/Fed Govt 1	200	\$ 800	\$-	\$		\$ ´
1115 Try Transit Week 6 1116 Subtotal 6 1117 6 6 1118 Professional & Technical 6 1119 Audit 1 1 1100 Land Use Plan 1 1 120 Land Use Plan 1 4 121 Travel Demand Model 4 4 122 Transit Master Plan 3 5 123 Traffic Flow Study 6 5 124 Subtotal 1 5 125 7 1 1 5 126 Travel 1 5 128 Training FTA sponsored 1 5 129 Training NHI/NTI sponsored 1 5 130 Meetings with State/Fed Govt 1 1 5 131 Subtotal 1 1 5 132 Air Quality Offset Fee 1 1 5 133 Air Quality Offset Fee 1 5 5 5 133 Subto	5 7,000	\$-	\$ 28,00	0 \$; –	\$ 35
1116 Subtotal 9 1117 111 111 1118 Professional & Technical 111 119 Audit 111 110 Land Use Plan 111 120 Land Use Plan 411 121 Travel Demand Model 411 122 Transit Master Plan 311 123 Traffic Flow Study 611 124 Subtotal 611 125 111 111 126 Travel 111 127 Training FTA sponsored 111 128 Training NHI/NTI sponsored 111 129 Training FHWA sponsored 111 130 Meetings with State/Fed Govt 111 131 Subtotal 111 132 112 111 133 Air Quality Offset Fee 112 134 Air Quality Air Alert 615	; -	\$-	\$-			\$
1117 Image: model of the system of the s	5 1,000	\$ 4,000	\$-	\$; -	\$ 5
118 Professional & Technical 1 119 Audit 1 120 Land Use Plan 4 120 Land Use Plan 4 121 Travel Demand Model 4 122 Transit Master Plan 3 123 Traffic Flow Study 6 124 Subtotal 6 125 1 1 126 Travel 1 127 Training FTA sponsored 1 128 Training NHI/NTI sponsored 1 129 Training FHWA sponsored 1 130 Meetings with State/Fed Govt 1 131 Subtotal 1 132 Air Quality Offset Fee 1 133 Air Quality Air Alert 6	5 14,100	\$ 24,800	\$ 31,60	0 \$	-	\$70
119 Audit 1 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
120Land Use Plan445121Travel Demand Model445122Transit Master Plan33123Traffic Flow Study66124Subtotal661251001001126Travel11127Training FTA sponsored11128Training FTA sponsored11129Training FHWA sponsored11130Meetings with State/Fed Govt11131Subtotal11133Air Quality Offset Fee11134Air Quality Air Alert65135Subtotal155	CITYPL/5303	CMAQ	PL		5303	тот
121 Travel Demand Model 4 4 5 122 Transit Master Plan 3 3 123 Traffic Flow Study 6 5 124 Subtotal 6 5 125 100 100 100 126 Travel 100 100 127 Training FTA sponsored 11 11 128 Training FTA sponsored 11 11 129 Training FHWA sponsored 11 11 120 Meetings with State/Fed Govt 11 11 131 Subtotal 11 11 11 132 13 Air Quality Offset Fee 11 11 133 Air Quality Offset Fee 11 12 13 133 Air Quality Air Alert 16 15 13 14				80 \$		\$ 8
122 Transit Master Plan 3	,		\$ 88,00		; -	\$ 110
123 Traffic Flow Study 6 5 124 Subtotal 6 5 125 6 6 5 126 Travel 6 6 127 Training FTA sponsored 1 5 128 Training NHI/NTI sponsored 1 5 129 Training FHWA sponsored 1 5 130 Meetings with State/Fed Govt 1 5 131 Subtotal 1 5 133 Air Quality Offset Fee 1 5 134 Air Quality Air Alert 6 5 135 Subtotal 1 5			\$ 92,00	00 \$		\$ 11
124 Subtotal Image: Subtotal Image: Subtotal Image: Subtotal 125 Image: Training FTA sponsored Image: Subtotal Image: Subtotal 127 Training FTA sponsored Image: Subtotal Image: Subtotal 128 Training FTA sponsored Image: Subtotal Image: Subtotal 129 Training FHWA sponsored Image: Subtotal Image: Subtotal 130 Meetings with State/Fed Govt Image: Subtotal Image: Subtotal 132 Image: Subtotal Image: Subtotal Image: Subtotal 133 Air Quality Offset Fee Image: Subtotal Image: Subtotal 135 Subtotal Image: Subtotal Image: Subtotal				\$	60,000	\$ 7
125 Travel 126 127 Training FTA sponsored 1		\$ 104,000				\$ 130
TravelTravel127Training FTA sponsored1128Training NHI/NTI sponsored1129Training FHWA sponsored1130Meetings with State/Fed Govt1131Subtotal11321133Air Quality Offset Fee1134Air Quality Air Alert6135Subtotal6	87,720	\$ 104,000	\$ 186,88	80 \$	60,000	\$ 438
127Training FTA sponsored11128Training NHI/NTI sponsored11129Training FHWA sponsored11130Meetings with State/Fed Govt11131Subtotal11132111133Air Quality Offset Fee11134Air Quality Air Alert61135Subtotal11						
128 Training NHI/NTI sponsored 1 5 129 Training FHWA sponsored 1 5 130 Meetings with State/Fed Govt 1 5 131 Subtotal 1 5 132 1 1 5 133 Air Quality Offset Fee 1 6 134 Air Quality Air Alert 6 5 135 Subtotal 1 5	CITYPL/5303	CMAQ	PL		5303	TOT
129 Training FHWA sponsored 1		\$ -	\$-	\$		
130 Meetings with State/Fed Govt 1 1 131 Subtotal 1 1 132 1 1 1 133 Air Quality Offset Fee 1 1 134 Air Quality Air Alert 1 6 135 Subtotal 1 5		\$ -	\$ 3,20			\$ 4
131 Subtotal 1 1 132 1 1 1 133 Air Quality Offset Fee 1 1 134 Air Quality Air Alert 6 1 135 Subtotal 1 5		\$ -		00 \$		\$:
132 Image: Constraint of the sector of the		\$ -		00 \$		\$ 3
Air Quality Offset Fee End 134 Air Quality Air Alert 6 135 Subtotal 6	2,500	\$-	\$ 8,40	0 \$	1,600	\$ 12
134 Air Quality Air Alert 6 135 Subtotal 6						
135 Subtotal	CITYPL/5303	CMAQ	PL		5303	TO
	1,500	\$ 6,000		\$		\$
		\$ 6,000	\$-	\$	-	\$
136						
137 Capital		CMAQ	PL		5303	TO
138			\$-	\$		\$
139 Subtotal	1,500	\$-	\$	- \$		\$
140	5 1,500 CITYPL/5303					·
141 TOTAL 5	5 1,500 CITYPL/5303		\$ 349,40	3 \$	77,022	\$ 71