



**TRANSPORTATION TECHNICAL COMMITTEE
REGULAR MEETING
March 5, 2024 @ 10:00AM
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.**
- 4. Approval of minutes of the November 14, 2023, and December 5, 2023 meetings.**

BUSINESS

- 5. Receive a presentation of the draft Lawton Transit Master Plan and provide feedback as necessary.**
- 6. Provide feedback to Staff on recommended changes to the membership of the LMPO Air Quality Stakeholder Advisory Committee.**
- 7. Reports or Comments.**
- 8. Adjournment.**

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MINUTES
TRANSPORTATION TECHNICAL COMMITTEE REGULAR MEETING WITH LOCATION
AND TIME CHANGE

Lawton Aviation Conference Room, Lawton Fort-Sill Regional Airport
November 14, 2023

Minutes of the Transportation Technical Committee meeting held November 14, 2023, in the Lawton Aviation Conference Room, Lawton Fort-Sill Regional Airport, 3401 SW 11th Street, Lawton, OK 73501.

The agenda for the meeting was posted on the bulletin board in City Hall in compliance with the Oklahoma Open Meeting Act.

The meeting was called to order at 9:35 am by Charlotte Brown.

ROLL CALL

MEMBERS PRESENT: Barbara McNally
 Charlotte Brown
 Sarah McElroy
 Jay Earp
 Joseph Painter
 Ryan Landers
 Mike Woodhams
 Tom Zigler* came in after the meeting had started.

MEMBERS ABSENT: Larry Wolcott
 Debra Porter
 John Michael Montgomery

ALSO PRESENT: Madison Aust, Recording Secretary
 Jonathan Stone, Senior Transportation Planner
 Caleb Austin, EST
 Hamideh Etemadnia, EST
 Saeed Sobhi, EST
 Chris Serrano, EST
 Cliff Haggemiller, City of Lawton Streets Division
 David Madigan
 Stan Booker
 Allan Hampton

2. Verify posting of meeting.

The meeting was posted on November 9, 2023 by Mandye Gillespie.

3. Introductions.

4. Discuss and consider approval of schedule of meetings for 2023.

Motion by Earp, Second by Painter, to approve the schedule of meetings for 2024 with the correction of the fiscal year. **Aye:** Brown, McElroy, McNally, Earp, Painter, Landers, Woodhams **Nay:** None **Motion Passed.**

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.

Stone stated this adds the US 62 Safety Improvement Project, updates the fiscal year and the funding amounts for the East Gore Blvd Pedestrian Bridge the State Hwy 7 bridge over east Cache Creek, US 62 Interchange with Goodyear Blvd, and the I-44 Bridge Rehabilitation over Wolf Creek.

Brown asked we didn't receive any comments during the public review.

Stone responded no.

Brown stated okay. Does anyone have any questions? Can I get a motion?

Motion by Landers, Second by McNally, approve 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. **Aye:** Woodhams, Brown, Landers, McNally, McElroy, Earp, Painter **Nay:** None **Motion Passed**

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.

Stone stated this is the MPO self-certifying that it is complying with several federal regulations regarding the transportation planning process.

McElroy stated this for the TIP. It's required that it be signed to approve the new TIP, the 24 to 27 TIP. It just ensures that the 3C planning process has been carried out in accordance with the federal regulations.

Landers asked is it the next process on the approval of the STIP.

McElroy responded once the STIP is approved, it's going to go to the step coordinator, who is now Michael Flynn, he will review it, and provide his approval as the STIP coordinator. Then it will then be brought into the STIP for the state.

Painter stated so moved.

Landers stated I'll second.

Brown stated we have a motion and a second. Any discussion or debate?

Motion by Painter, Second by Landers, to 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. **Aye:** Landers, McNally, McElroy, Painter, Woodhams, Brown, Earp **Nay:** None **Motion Passed.**

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.

Stone stated this amendment adds in additional funding from the 5303 grant for the completion of the study on Micro Transit for the Lawton Area Transit System (LATS).

Painter asked what is micro transit.

Landers responded on demand transportation.

Painter stated like a smaller bus or something. And it's micro.

Landers responded correct.

Painter stated I'm catching on.

Brown stated it's part of what he briefed the transit trust on the other day at Council. What was the amount on that?

Stone responded we added 30,000 to the 5303 grant to cover that.

Painter asked to do a study.

Landers responded to do a study onto Fort Sill.

Painter stated a study to do a study.

Stone stated it's to add to the funding that will fund the amendment to the contract we are voting on next.

Brown responded yes, because so it's going to be part of the Transit Master Plan. That HTG is already working with us on. Any questions? Can I get a motion?

Motion by Painter, Second by Woodhams, to recommend 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. **Aye:** Brown, Woodhams, McNally, Earp, McElroy, Painter **Nay:** None **Abstain:** Landers **Motion Passed.**

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.

Brown stated we just approved the funding with the UPWP. This is just an amendment to the contract so that they can actually do the study.

Painter asked does that cover the whole fleet.

Landers responded it cover the micro transit portion of it.

Stone stated the rest is already covered in the existing funding under the 5303.

Brown stated yes. Any questions?

Motion by Painter, Second by Woodhams, to 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 authorizing the MPO Director execute. **Aye:** Woodhams, Brown, McNally, Painter, Earp, McElroy, **Nay:** None **Abstain:** Landers **Motion Passed.**

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.

Brown stated I've been working with Tim with Kimley-Horn, and we've got it pretty narrowed down to if the total cost of the project is going to be \$245,000. We've got \$225,000 set aside for this year and the other \$20,000 will come from next year's funding.

Painter asked is the contract in here.

Brown responded yes.

Painter stated (cannot discern audio) Joe Don is going to ask me about it. You used a boiler plate.

Brown responded yes, I used the boilerplate contract, and then there's scope. And then there is one tiny change on their scope they had a September 30th, 2024 time frame for completion of the draft, MTP for staff and public review and that has been changed with Kimley Horne's approval to June 30th. That will get them through.

Painter asked did you digitally change it or did you just?

Brown responded I have a digital copy. I have a changed copy. I just didn't get it printed. So, he did, he changed it and then sent it back it back to me.

Painter asked what did you say the fee was.

Brown responded \$245,000.

McElroy stated I've got several comments, recommendations, whatever. First of all, do you want me to go through all of them or?

(cannot discern audio)

McElroy stated I mean the first page, the bottom of it, it says Appendix A and then master service agreement freeze and nickels. This isn't an appendix and it's not freezing nickels.

Painter stated good catch.

Brown responded thank you, I missed that one.

Painter stated it said \$125,000 on the first page.

McElroy stated that was part of it too.

Painter stated we like that better.

Brown responded yes, I do too. I missed that one.

McElroy stated there's a sentence there that says on an as needed basis to be issued by work order, by project, by amendment to contract, or by basic hourly fee schedule and exhibit B3.

Brown responded okay.

McElroy asked are we going to be issuing task orders.

Brown responded no; I'll need to change that as well.

McElroy stated and then second, there's not a B3, the price is in B-2 and it's not 245. Even the part that's happening in fiscal year 24, I think that equals about 103,000. This is just for fiscal year 24, is that correct. I think that probably needs to be spelled out the total for fiscal year 24 and then the total for the next one and the dates associated with them.

Brown responded okay.

Painter asked and the exhibit A scope, right.

Brown and McElroy responded yes.

Painter stated man we are mean.

McElroy stated let's see. In section three period of services. Let's see. Progress of the project Through completion of the construction phase, there's no construction happening. It's just a planning document. And then it talks about construction later on in that sentence.

Painter responded yeah, and they're a boiler plate contract. It has the study report phase and then it has plumbing plan file plan. There's no construction involved in it.

Brown stated right, so that needs to be changed to the plan document.

Painter stated just leave the report part in there.

McElroy stated and then in 3.2 it talks about Appendix B. I don't know that there's an Appendix B, is it referring to Exhibit B?

Brown responded probably.

McElroy stated and then it says it needs to be completed within 5 calendar years if funds are available. If funds are available, I mean this project is going to be a year, year and a half.

Brown responded it'll be done.

Painter stated it will be done quicker than that.

Brown responded yes; it will be fiscal year 20205.

McElroy stated 421, it talks about billing agreed upon by LMPO Engineer. Does the LMPO have an engineer?

Brown responded no, it should be the director.

McElroy stated and then there's some more talk of construction in there as well. 422 talks about AutoCAD disks, project drawings, and submission of all of that. I think that's probably a construction language that needs to be adjusted.

Brown responded yes; it is.

Painter stated you are a very good editor.

McElroy stated we don't have to go through all of them, I mean, we can make a recommendation that we move forward with changes submitted by ODOT because there's several more, so if.

Brown stated yes.

McElroy stated and then if you can just them.

Brown responded yes.

Painter stated red line copy.

McElroy responded yes, it's yellow but yes.

Painter asked why don't you send it to me. The Finance Department will have me look at it too.

McElroy stated well, that was my other question. If legal had reviewed this, yeah, because I think they would catch some of this too.

Brown responded no Legal hasn't. It's very difficult right now to get things through them.

Painter stated I'll send it to Legal and then back to Charlotte.

McElroy asked do you have a word document version by chance that we could just do like track changes.

Brown responded yes; I do. I can send that to you.

McElroy stated okay, and I will put all of that in there. So that would be my recommendation is moving forward with adjustments from ODOT. Because there's some in the scope to that, the consultant submitted that needs to be adjusted to. So, the LRT for, sorry, the NTP is in accordance with federal regs.

Lander stated we wouldn't have to bring the contract back to this committee would we.

Brown responded no.

(cannot discern audio people are talking over each other)

Brown stated because if we approve it.

Landers stated there's technicalities.

McElroy stated and the price is the really big thing, just verify that.

Brown responded okay.

Painter stated we just want to make sure we are compliant. That's what I'm all about.

Brown stated so Sarah your motion is to approve with changes from ODOT to be sent to after we send you.

Painter asked this isn't a lump sum right.

Brown responded no, they are going to bill monthly.

Painter stated so you are paying percentage of task.

Brown responded yes.

Painter stated not hourly.

Brown responded there is no hourly. It's per task.

Painter stated perfect, sort of.

Earp asked do we have a financial statement that shows what our commitments are versus the money that we have available?

Brown responded the MPO the Policy Board does, and I visited with Susan on Friday, we've got 110,000 that we can pull directly from right now. And then we've got at least 70,000 coming in from ODOT that we're just waiting on reimbursements on.

Painter asked did you get a. Are you satisfied with the dollar amount on your negotiation. Usually, I make them and if I was doing it to give me a Spreadsheet. Don't put it in the contract that they want something just like you did. I have a spreadsheet of their hourly that shows me their effort in project where they came up with the \$240,000. They should.

Brown responded I would like it to be less but.

Painter stated but that should have done that internally and they can show it to you.

Earp stated and then it's a negotiation.

(cannot discern audio)

Painter stated my roadway projects, even though we turn around and do some lump sum.

Brown responded okay.

Painter stated they show me the level of effort by hourly breakdown.

Brown responded okay.

Painter stated to come up for another. I mean if you're comfortable with it then it's fine.

Brown stated I mean; we paid 115 five years ago.

Stone stated and that was without doing the

Brown stated and that was without doing them actually doing the plan. So, to me, it almost feels with increasing inflation and with them actually drawing up the plan. To me it feels like it's a pretty safe number.

Painter responded it's your call.

Earp asked how tie sensitive is this.

Brown responded we have to have it approved before December of next year and because of the way the funding is going to work, we have to spend the \$225,000 this year or it skips a year. I believe it goes to fiscal year 26 for carryover.

McElroys stated the PL is available for carryover correct.

Painter stated so as soon as we sign this contract, we'll encumber the full dollar amount.

McElroy responded for the end of the fiscal year, is that correct.

Brown stated yes.

Painter stated we have to because we can't sign the contract with people if we don't have the money in the bank.

Brown responded so here's what finance has told me that we have 110,000 that we can encumber and use to pull. But we've got to do, we've got to get caught up on our claims for this fiscal year. And then once we get caught up on claims, it'll be they bill us, we pay them, we submit the claim back to ODOT for reimbursement and then we'll have the funding for the next month. And we've got 70,000 that we're waiting on ODOT to actually send to the bank right now.

Painter stated Typically we have the full-face value of the contract in the bank, even though it's our money.

Brown responded right.

Painter stated and then when we get reimbursed, it frees up our money to go somewhere else.

Brown responded but I'm being told Finance is telling us that we don't have to do that.

Painter stated okay.

Brown stated we're guaranteed the funding from ODOT.

Painter stated that's the last word for sure.

McElroy stated this one's a little different this go around. Yeah, funding.

Brown responded yes. We had originally planned to do 2 studies but the other one, the land use plan, came in at \$450,000 to bring it up to where it needs to be.

Painter stated we need that one.

Brown stated yes, we need that one, but this is federally regulated. So we have to have this one first.

Earp asked so we are not going to do the Land Use Plan this year.

Brown responded not at this time.

Painter stated we've got to find money for it.

Brown responded Yeah; we do. We got to find money for it.

McElroy asked are there other things in the PWP that aren't going to be accomplished this year, like downtown parking study.

Brown responded actually; the downtown parking study is being conducted right now.

McElroy stated oaky, is there anything else that is not going to be accomplished that we could either pull money toward or it needs to come out of the UPWP that's not going to be accomplished since that's a public document.

Stone responded if there is, it's not going to be a lot of money. And I really think we're on track to complete most of the study and it's also mostly internal man hours out of PO anyway. There are no other contracts that we haven't done out of the PL.

McElroy stated okay.

Painter asked who is doing the parking study.

Brown responded we are. Internally, yes.

Earp asked do we have a summary of all these studies and then the costs and then the fiscal years we anticipate doing them, can we get that.

Brown stated do you have a spreadsheet. We have it, I think because it's all part of the UPWP. That's been approved and we update every year on what our plans are and stuff for that. And the you guys approve it and then Policy Board approves it as well. You probably have a spreadsheet on how much you're anticipating each thing to each study or project to cost.

Stone stated we have an amount budgeted each year in the UPWP the actual cost varies from the budget and in such an amount that planning for the next year is better waited until we get the full amount of the contract. Then we get the full amount and then we put it into the UPWP for the next year.

Brown stated and that's what we've done with this. We've saved up five years' worth of funding from the PL to use for this. Because we get 3040 thousand 50,000 from PL.

Stone responded 100, 120ish roughly. It varies every year.

McElroy stated well you have your guaranteed amount.

Brown responded yes.

McElroy stated if there's some carryover.

Earp asked do you think maybe at the next meeting you could share a concise document showing the planned studies, the ongoing studies of the costs and the fiscal years that they're in is probably a copy and paste out of the UPWP.

Brown responded yes, we could.

Earp stated just kind of a more user-friendly document that all of us can look at it kind of get a grasp on.

Brown responded yes; we can do that.

McElroy stated the UPWP is a just a lump sum by task, so by short range. Here's everything in short range that's going to cost.

Brown stated yes, we can do that. We're almost there.

McElroy stated we get that we make the recommendation for 9 that we.

Brown stated we got it. So, we got a motion we didn't get a second.

McElroy responded okay.

Woodhams stated second.

Brown asked any discussion or debate.

Motion McElroy, Second by Woodhams, to approve the contract with Kimley-Horn for the 2050 Metropolitan Transportation Plan and Travel Demand Model with changes from ODOT. **Aye:** Zigler, McNally, Woodhams, Landers, McElroy, Brown, Earp, Painter **Nay:** None **Motion Passed.**

10. Consider making a recommendation to Staff regarding possible boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary.

Stone stated after the completion of the 2020 Census, MPO's have the opportunity to adjust their boundaries. We had a few areas that staff thought might need to be considered to include but this is up for discussion and make a recommendation.

Brown stated yes, we'll be bringing back a final a final one next month.

Stone stated that area of near Goodyear Blvd. And 112th Street is where the new Cobalt refinery will be, and the area South of Lawton is future development.

Brown responded we believe there will future development.

Painter stated we haven't really talk roadway improvements for that cobalt we're going to need out there have we.

Brown responded no.

Stone stated they're moving the heavy stuff via rail aren't they.

Painter stated I know Rusty is building water lines and sewer lines out there.

Brown responded I have not heard anything about roadway improvements.

Painter stated with the heavy truck traffic.

Stone asked is it not using the rail.

Brown responded the rail does not go down that far.

Stone stated oh, right.

Painter stated eventually if they build the big plant initially if they build the rail yard.

Brown stated they are talking about doing a spur or something, but for now it's just going to be vehicle semis.

Stone asked are there any other areas the committee right want to recommend. That is something we need now.

Earp asked so is Bishop Rd. the southern boundary of the industrial park.

Brown responded yes.

Stone stated for now and it was just moved.

Brown stated we annexed in that that quarter section there a few months ago. So, we wanted to include that piece in the MPO boundary.

Earp stated I was just asking if Bishop Rd. is the southern boundary of your industrial park, or does it go further South?

Painter responded I don't think that map shows the sure thing annexed in there.

Booker stated it goes one mile south of Lee.

Brown stated so it's Bishop. That's why that orange piece right there wasn't included before it stopped at the half mile. It's going to be right here.

Painter asked in that orange spot.

Brown responded yes, in the orange spot. So, we wanted to include that in. You do have a map in the.

(cannot discern audio)

Brown asked any questions or discussion.

Motion by Landers, Second by Earp, to approve the changes recommended by staff to the Lawton Metropolitan Area Transportation Study Area boundary. **Aye:** Earp, McElroy, Zigler, Woodhams, McNally, Brown, Painter, Landers **Nay:** None **Motion Passed.**

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.

Received a presentation from EST.

Painter asked did you recommend closing some of those drives to access Gore.

Etemadnia responded yes.

Painter stated that will go over really well.

Etemadnia stated yes, because we can see a lot of accesses like there are couple of access to the same property or to the same business to the global one that they can be consolidated or there are also side road accesses or rear accesses that can be used as well. These are all as part of the recommendations provided here, but again, it all depends on the access. Standard access management, standard procedure Lawton and ODOT can be a reference for the access management.

Brown stated the second meeting starts in about three minutes and so we have to finish up.

Etemadnia stated this is basically the last slide which is showing the planning level cost estimate with some of these recommendations that we made and adding their left turn lane at eastbound and westbound on the Railroad Street. Basically, costs about 83 or 100 thousand, which will really improve the traffic flow in this in this corridor and then adding bike fit facility based on the true recommendation that we've been made as also its cost here and improving the ADA signage driving and pavement marking, and interceptions has been.

Painter stated there is a lot of future stuff there. The question I think some folks will have right now is the equipment that's out there right now. Can you do something with it to increase the traffic flow. What we have right now today what can we do to improve?

Sobhi responded I don't know if we have the exact information of what they have in. You know, during this study we got the information that the signal staff changed equipment at, I think Lawrie Tatum that allowed them to operate those two signal better.

Painter stated right.

Sobhi stated I know; many agencies have gone through the old 170 controllers could do this kind of thing. But most agencies are going to the newer 27 years that you see.

Painter stated I think it's what we need to know more than anything and I'm asking because I recently took over the traffic engineering, it was Larry Walcott was doing it. I hadn't really been doing it till just recently, but we need those. And I think we've started it as we want those signals. I think our first project would be updating all those signals in that corridor or, you know, because changing geometry is way more expensive or more intrusive to traffic flow. (cannot discern audio) current infrastructure can handle. Are there any timing adjustments we can get with because we have a whole crew that does that. Some advice on what they need to do and then we need to know what equipment updates We need to make in that corridor and cost so we can start budgeting. Because to make like I said, the geometry and the roadway configurations and it's going to be bigger dollars and more insurances. But we all want to drive and drive to work smoothly from all the way from I-44 without stopping at every light.

Sobhi stated several of them are operational improvements and are purely traffic signal timing improvements. What we could do is take that back as if you can have an audience with the signal staff here to make sure controllers, I don't think will be an issue, but we will discuss it with them. The other aspect is communicating with them.

Brown asked Cliff, can you let Cynthia know that they really need to meet with the Electronics. (cannot discern audio people are talking over each other)

Sobhi stated we will take your recommendation and we will work with the City.

Brown stated I came down Gore Blvd this morning and I stopped at Lawrie Tatum and then I made it all the way to Railroad, and I got stopped at 2nd St. and then I got stopped at 6th Street and I was going, you know, 40, maybe 43 not going to lie, but I still hit those. Those three stops you used to be able to fly all the way across town, without having to stop. If you were going the right speed.

Painter stated that's old technology. We're trying to update.

Brown stated staff is going to work to put you guys back in contact and get the information that you need with that, so I guess we don't really need to take action because we're waiting on, we're going to wait on some additional information from you guys before we accept the final report. If you guys are OK with that, we'll take no action on that item.

Sobhi asked any other questions or comments about the rest of the implementations. This is, you know, high level. Some of them are deep, deep dive, technical analysis of timing, but some of them are like geometric etcetera or required decisions have experience.

Painter stated we need to look at the access really seriously because it's also dangerous, right?

Brown responded yes.

Sobhi stated Yeah, well, it is a big issue from my, I used to be an OT employee myself and see that I know it's very sensitive but it's very, very important for operational and safety. But those

we understand that those taking more deliberation on your side, and we'll be happy to support. (cannot discern audio) we'll be happy to do that.

Brown stated yes, and if anybody has specific questions, but they're going to take a little time, you can send them to me and we'll make sure that the team gets them so that we can get answers that way they have time to look at anything as well.

12. Reports or Comments.

Landers stated a lot going with LATS.

Earp stated I will give one at the Policy Board.

13. Adjournment.

Motion by Painter, Second by Earp, to adjourn the meeting. **Aye: Nay: None Motion Passed.**

With no further business the meeting was adjourned at 10:34 am.

MINUTES
TRANSPORTATION TECHNICAL COMMITTEE REGULAR MEETING
3RD Floor Conference Room
December 5, 2023

Minutes of the Transportation Technical Committee meeting held December 5, 2023 in the 3RD Floor Conference Room, 212 SW 9th Street Lawton, Oklahoma 73501.

The agenda for the meeting was posted on the bulletin board in City Hall in compliance with the Oklahoma Open Meeting Act.

The meeting was called to order at 10:01 am by Charlotte Brown.

ROLL CALL

MEMBERS PRESENT: Charlotte Brown
Sarah McElroy* came in after the meeting had started.
Jay Earp
Larry Wolcott
Joseph Painter
Ryan Landers
Mike Woodhams
Tom Zigler

MEMBERS ABSENT: Barbara McNally
John Michael Montgomery
Debra Porter

ALSO PRESENT: Madison Aust, Recording Secretary
Jonathan Stone, Senior Transportation Planner
Candace Smith, Transportation Planner 1
Julie Sanders, Director of Transportation for Sword CO.

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.

Stone stated we had the option of supporting the state numbers or creating our own safety targets And staff is recommending that we support the ODOT safety targets.

Landers asked this is for the state right.

Painter asked did we ever not support the state's targets. You don't really know?

Brown stated yes.

Stone responded we have always the state targets. We generally do not create our own because we are a smaller MPO and if we did create our own, some of the number would be extremely low and some outlier incidents could cause us to exceed those numbers. I believe we did the math a few years ago and if we calculate the number of fatalities for the Lawton area would be one or two and all it would take is one really bad crash to exceed that number.

Painter asked is this per year.

Brown responded yes.

Painter stated 121 nonmotorized fatalities per year.

Stone responded that is the state, yes.

Painter stated don't know what that will be.

Earp responded they'll be hitting the pedestrian.

Stone stated pedestrians or cyclists.

Painter responded that's not car on car, that's pedestrian death.

Landers stated our own people.

Earp stated I think all of our towns the last few years have gotten no pedestrians and I'm seeing them more.

Painter responded are you.

Earp stated I haven't tracked that number to see how much that's gone up, but I think it probably has.

Painter responded that's why we're putting a bridge over I-44.

Brown asked any other questions.

Motion by Painter, Second by Landers, to 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. **Aye:** Earp, Zigler, Brown, Landers, Woodhams, Painter, Wolcott **Nay:** None **Motion Passed.**

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.

Stone stated we have the opportunity to apply for funds for the carbon reduction grant. It's a very broad grant. It's a lot of options and staff has put a short list together and if there are any other suggestions to add to it or reorder this because I we did not prioritize this list.

Zigler responded it's just a list and it's not in the priority of what you want to do.

Stone stated correct.

Painter asked how would we do rail improvements.

Stone responded so the exact wording of the option is there's something in here about improving freight infrastructure and I'm trying to find the exact wording right now, sorry.

Painter stated not like crossings or something.

Stone responded this would be.

Painter stated it seems kind of odd because everything there is for the city benefits the city, right? But the rail is not owned by the city. Unless we're talking about something to do crossing, but I don't know why that have anything to do with carbon emission. And we got a railroad crossing which is resolved on money on 52nd St.

Stone stated efforts to reduce the environmental and community impacts of freight movement.

Earp asked but what would you do. Possible project.

Stone responded it would have to be some sort of project to connect an industry to the rail that was using trucks or something to qualify.

Painter stated oh, I wasn't thinking that way.

Brown stated like a spur or something.

Painter asked a spur for the cobalt plant.

Stone responded I'm not sure how expensive that would be compared to the amount we receive.

Painter stated millions of dollars.

Stone responded hundreds of thousands is a year is what we're getting for. The next is 6 years, right? I believe is 6 years.

Landers asked is it like \$300,000 a year or something like that.

Stone responded something in that range, yes.

Painter stated it would help on lights. I mean, if you want to make a dent on something.

Brown stated one of the items on here is implementing the project recommendations from the traffic flow study. So, depending on what they come up with, we could possibly use the money there.

Zigler stated I know that I've been gone this past year because of illness and whatnot. But did we ever get the report back on, on the study, on the electrical buses and just all that kind of stuff?

Landers responded yes, we have a transition plan for that, and we just need to decide. We're in the final stages of trying to decide if we're going hybrid vehicles or full electric and I think what I need to talk to you about.

Brown stated yes, I need to schedule a meeting.

Landers stated I have the presentation ready.

Brown responded okay.

Landers stated we can go either way. It just it's going to be one of the two though.

Painter asked hybrid or electric.

Landers responded yes.

Zigler stated I was thinking the cost of doing this electric stuff.

Landers responded one bus would be about two years' worth of grant funding, so it probably would not cover that much. It would probably be for like our smaller vehicles if anything our paratransit, on demand support vehicles, could be for the Fort Sill vehicles that we're looking to do.

Zigler stated you're going to bring something to us about all this about the hybrid.

Landers asked I can't remember; did we already do the transit transition plan.

Stone responded we already brought the.

Landers stated I think we already brought the transition plan.

Brown stated we haven't finalized and closed out the transportation plan that you guys are working. The HTG is working the master one. So that will still come back.

Landers responded yes; the master plan will still come back probably in June some time.

Zigler stated a month that starts with J is that what you are trying to tell me.

Landers responded one of those two or F.

Brown stated probably the F I'm assuming the F because we did the micro transit and so that study is ongoing.

Landers responded in the final stages right now we just have to yeah, but the transition plan for the fleet is completed though.

Zigler asked Jonathan can you send me a copy of that.

Stone responded yes.

Zigler stated I'd appreciate it.

Woodhams asked have you discussed any of this with the new coordinator with Multi Modal. As far as location of charging stations.

Landers responded no, because we haven't identified where those charging stations were actually.

Woodhams stated you might want to coordinate with him because he's working on that state plan.

Painter asked for buses only or everything.

Woodhams responded everything.

Landers asked who is this.

Woodhams responded when I can remember I'll tell you.

Stone stated one of the reasons we have fleet conversion for city vehicles is on several models of electric trucks offer extra power for like emergency use extra outlets or can literally plug be plugged into buildings to supplement buildings.

Painter asked the buses can.

Brown responded the regular vehicles.

Woodhams stated Andreas Webber.

Stone stated we thought that might be useful for emergency response or if you need power.

Painter stated you never know right.

Stone responded yes.

Painter asked do we have any electric pickups in our fleet.

Stone responded currently I don't think so.

Brown stated we have some that are C&G, hybrids and stuff, but not electric. We are getting our replacement vehicles from Ford right now anyways, but they are all gas powered.

Painter stated move to approve.

Stone stated we need to work on our priority.

Brown responded you need a priority. Do you want us to look at the stuff in the traffic flow first or.

Painter stated I think your streetlights ought to be just probably the biggest bang for your buck is going to be your street lights.

Stone stated energy efficient lighting.

Painter stated everything will just be lost and the bottomless pit and the big dollar amount.

Wolcott responded the projects that are prioritized and that traffic flow study that would fall into that category of something that can be funded easily by this.

Brown stated okay, so number four prioritize.

Stone asked so not number seven. I just want to clarify.

Wolcott stated Really, #7 we would not going to have very many that are already LED.

Stone responded yeah, that's what I just.

Brown stated Well, because PSO has been going around changing the streetlights on, the ones they have, so.

Wolcott responded correct. And all our track signals are 90% LED.

Landers stated I would say 3 and 4. (cannot discern audio)

Stone stated four would be a priority and then what, five or three.

Painter responded yeah, five.

Stone stated okay. Any others?

Painter responded six, sidewalks. We love sidewalks in Lawton.

Landers asked do we.

Painter responded somebody does. We're building a lot of them.

Stone stated that is enough to get us started.

Brown asked Larry, you're good with 4,5, and 6.

Wolcott responded yes.

Brown asked do I have a second.

Zigler responded second.

Brown asked any discussion or debate.

Motion Wolcott, Second by Zigler, to prioritize implementing project recommendations from the Traffic Flow Study, traffic signal timing and improvement to improve congestion, and TAP (Transportation Alternatives Projects) eligible project, sidewalk or bike trail connection for the Carbon Reduction Grant and consider recommending the Transportation Policy Board authorize Staff to pursue the grant for the prioritized projects. **Aye:** Painter, Brown, Earp, Landers, Wolcott, Zigler, Woodhams, McElroy **Nay:** None **Motion Passed.**

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.

Stone stated every 10 years after the census, the Census Bureau updates the Urbanized Area Boundaries and the MPO's are given the opportunity to update the MPO boundaries. We brought this last month and we have made the changes that were approved by the Policy Board. We are looking for final recommendation to the Policy Board for approval so that we can submit this to ODOT.

Painter asked don't we need to include the cobalt.

Brown responded we did.

Painter stated you did.

Stone stated yes, north of Bishop. The red line is the.

Painter stated I thought it was West of 12th. It's east of 12th.

Brown responded it's east of 112th, yes.

Painter stated okay.

Brown responded we brought that square in.

Painter stated I recommend we approve it.

Earp asked I have a question. One of the roads I've always spelled it DEYO. Some people call it Deo.

Brown asked Candace did you type that in there. It says Deya. That's an easy fix. Yeah, we can fix that.

Motion by Painter, Second by Zigler, to recommending the Transportation Policy Board approve boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary with the spelling correction and recommend authorizing Staff to submit the revised to State and Federal agencies for approval. **Aye:** McElroy, Landers, Painter, Wolcott, Zigler, Woodhams, Brown, Earp **Nay:** None **Motion Passed.**

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.

Brown stated So this one is a unique situation. LPS (Lawton Public Schools) is fencing off around all of their schools for security purposes and there is a bike route that runs right pass

Shoemaker Center on the Northside between Central and Shoemaker. They're wanting to fence that area off. So of course, we're having to go through public hearings and stuff to do a closing of the access easement that was filed of record in 2013. We visited with ODOT, and we have to have a detour in place. Council's recommendation was to extend where it comes over at Cherry to extend north to the blue route that's north of Lawton High or of Central Middle School. I'm sorry Staff's recommendation and the recommendation from years ago was that eventually we would have an off-street sidewalk and pedestrian path and bicycle path on the on Ferris Ave. Staff's recommendation was to go south in front of the high school down to Ferris and do that. We did meet with the streets and Bridges committee that the city has put together, and their recommendation is to go north. However, after that meeting, staff actually sat down and we looked at doing you've got this page in your map, where the Elmer Thomas Connector just West of Sheridan. It goes north and then goes straight across the neighborhood. We looked at doing it, bringing it down South through this neighborhood and connecting to the existing path at 6th Street that goes up to the park as a detour or possibly a permanent.

Painter asked can you said that again I wasn't tracking that part. Right here?

Brown responded to go South right here with this orange loop.

Painter asked and go this way.

Brown responded yes, and take it to 6th St. There's already a pathway there that goes north to the park.

Painter stated oh up to here.

Brown responded so crossing 11th street.

Painter asked is there a crossing on 11th at the orange already.

Brown responded there is at Columbia, there's a crosswalk because of the school, because this would actually take it right past the elementary school, that I've heard they're going to open back up. There was a crosswalk and there is a little bit of 6-foot sidewalk. I think we figured out it's 80 feet of 6-foot sidewalk.

Painter stated we just put in that sidewalk downstairs.

Brown stated I think, Sarah you had some comments.

McElroy responded we just wanted to make sure the city ordinances would allow for that, because in Oklahoma City, I mean, you're not allowed to ride your bicycle on the sidewalk. You're supposed to ride it in the street. So those are some of the questions that we had.

Brown stated if it's designated as a bike, you can definitely ride your bike, even in the neighborhoods kids ride their bikes on the sidewalks.

Painter stated are you sure. I mean you can ride on a designated bike path, but I bet it says you can't ride a bicycle on sidewalk.

Brown stated I always did my kids do. We can definitely check on that. Most of this is going to be on street. This detour to the south is on street mostly, except for the small piece on Fort Sill Blvd.

Painter asked so what do you have to build on the orange I didn't.

Brown responded we would have to widen a portion of sidewalk there.

Painter asked the orange already exists.

Brown responded no, the South one doesn't, but there is a six-foot sidewalk.

Painter stated this doesn't exist at all.

Brown responded no. So we would have signage that we would put up marking that as a bike route and then there's a small piece of sidewalk along Fort Sill Blvd that we would widen, and then a couple of ramps.

Painter asked but this is a designated bike path, right, the purple.

Brown responded yes, that's currently designated bike path. The problem is once you get up here to this piece, this is the piece that's going away.

Painter asked right. Did we not look at just going because we already got this crossing across 11 so going South and then redoing, we have to redo some sidewalk, we just put in that's still probably less expensive than doing. And we could put in a regular designated bike path ten foot wide.

Brown responded yes, I mean that's up to the board. This is just something that because staff recommendation was to take it south in front of the high school and then do Ferris.

Painter asked this way and this way.

Brown responded But Council, and then the Bridges and Streets Subcommittee, was to go north to the connector at Cache.

Painter stated I think what they didn't like was the three lane on Ferris thing.

Brown responded yes but it doesn't have to be. And even the committee back in 2013 said that it could be a that in the future they would recommend an off-street bike path on Ferris.

Landers asked what's the time frame of getting this completed.

Brown responded I don't have that yet. It goes to Council today to set the public hearing date for the closure, but we have to have something in place before ODOT will say we're good to go. So we were, that's why we were thinking of this other one, the orange route, as a detour for now until we can get some construction done.

Painter stated it kind of makes sense, I mean if you can use it as a detour but seems like way to do something like that then we don't have to build that crossing across it. It's expensive, and then we're just putting that 10-foot sidewalk going through that.

Brown responded and there's sidewalk there. All along in front of the high school and along Ferris Ave that we could just widen and tie into.

Painter stated we have to redo it because as an ex-cyclist you don't want the sealing (cannot discern audio)

Brown responded that's true.

Painter stated that's ripe for wipeout. Can we use the road and the on the backside of the school instead of McMahan.

Brown responded we could.

Painter asked as the bike trail. Is there any planning or code or reason you can't? I mean you show it on one of these drawings.

Brown responded yes, on one of them it does show.

Zigler asked now where is the money coming from to pay for all this.

Painter stated yeah, that's the next question.

Brown responded the city is going to fund it because we actually have been directed to draft a memorandum for LPS not to have to fund it and that the city would fund it.

Zigler stated that's interesting.

Painter stated what we need to do.

Zigler stated since the school is the one that wants it closed.

Painter stated and yet we got to pay for it. How about we just say no we're not going to close it? That'd be the easiest. How about they just fence it off.

Brown responded Well, that's the hiccup and that's the issue is they want they want to close it off for security and we understand that they're doing it at all the schools across town. This is just the one that.

Painter stated so sidewalks, you know, we have a mandate to build sidewalk and we've spent all of our money for fiscal year 23 and we were trying to come up with more money to keep going, building sidewalks because they want sidewalks around Elmer Thomas or Lake Helen. Is it Lake Helen?

Brown responded yes, it's Lake Helen.

Painter stated we need to get a TAP grant is what I'm getting at. And those TAP grants that are coming up again. That we should apply for TAP grant, whatever decision we come up with to fund this deal. Because it would, it would probably go up in the TAP grant too, because it's the safety of the school and it would be right up their alley. But we're trying to you know we're spending a lot of money, right? So, I don't know where those funds would come from.

Brown responded right.

Painter asked so what do we need to do? Approve or not approve?

Brown responded the detour for now and the resolution we don't even have to approve the resolution right now. We can just approve the detour for now, don't you think. Or do we need to approve the resolution with the detour as the exhibit?

McElroy stated I think we also need to figure out the ordinance for sure. So maybe the detour contingent upon the city ordinance.

Brown responded okay.

Zigler asked do we need to table this until the next meeting.

Painter stated You've got to put up detour signs and things for the bike detours.

McElroy responded there will have to be signage, but we need to identify the detour 1st and yeah and then we can do the signage.

Brown stated the resolution is just amending.

McElroy asked is that just selecting the new route.

Brown responded yes, we could table the resolution, but approve the detour.

McElroy stated okay.

Brown responded and then we could do some more research and come back in January with some additional information.

McElroy stated okay.

Motion by Painter, Second by Zigler, to recommend approval of a temporary detour of the Elmer Thomas Connector Route. **Aye:** Earp, Landers, McElroy, Painter, Wolcott, Brown, Woodhams, Zigler **Nay:** None **Motion Passed.**

8. Receive information from staff regarding project cost breakdown.

Brown stated Jay this is what you asked for last month.

Earp responded great, thank you.

Brown stated it breaks everything down by city match, CMAQ, PL, 5303.

Stone stated and this is straight out of what we use to budget for UPWP. So if it's and I figured you would prefer that as opposed to something we created specifically for this, but this is what we use to budget internally for the UPWP. The top section is staff time and everything else is either projects or supplies or something along those lines. Actual purchases, I guess, as opposed to pay.

Earp asked the professional and technical section is kind of where I was having trouble getting my head wrapped around and then how to project that out for a few years.

Stone stated okay.

Earp asked if you don't mind for me kind of explain what you've got there.

Stone responded okay, so we have we have the audit, we know what the audit is going to cost because that is in in the contract that is approved before the UPWP is approved. We know that we put that number in. We know what the Transit Master Plan was going to cost and how much was left on it. And with the amendment we made, this is including the most recent amendment to the UPWP.

Earp stated okay, so you have the transit master plan on row 122, The number three there what does that recommend in that D column.

Stone responded that is the element number in the UPWP. So, element 3 is out of is where the transit items are, and almost everything in element 3 is under 5303 funding.

Earp stated okay, so the \$60,000, that is so the transit master plan total cost is what?

Stone responded \$128,000, is that correct?

Brown stated that sounds right.

Stone stated because the remaining cost is just under the 75,000 that we have on here budgeted.

McElroy asked is this just for fiscal year 24.

Stone responded yes.

Earp stated So that may be something that I would like to see would be the following fiscal years to see what funding we're already obligating or kind.

Stone responded the only thing on that would be the audit for the same amount and the remaining amount for the Travel Demand Model and MTP which was 20,000.

Earp stated don't like our land use plan. What came in at like \$400,000.

Brown responded the Land Use Plan, and we need to amend the UPWP to take that out.

Stone stated I think it is out.

Brown asked did we do it on the last one.

Stone responded in the UPWP the Land Use Plan and the MTP are in the same item element 6 and it is shown as one total for those items. There was no need to remove it.

Brown stated okay.

McElroy stated but there is still verbiage says you're going to do a land use plan this year. I would recommend taking that out if you're not going to do it.

Stone stated okay, we can do that.

Brown stated I told the city today I need \$450,000.

Earp stated Jonathan, I interrupted. Carry on with kind of y our description here.

Stone stated the Land Use Plan, and the Travel Demand Model are both element 4 and we split the cost roughly evenly. Because under the UPWP they are budgeted together. So internally we have them split up, but in the UPWP, they are budgeted together. So as long as we didn't exceed the amount for both of them together for FY24, we didn't have any issues. And since we're not doing the Land Use Plan and we're extending the MTP into a few months of next fiscal year, there is no issue with the budget there.

Earp stated so the Land Use Plan you on row 120 you have \$88,000 plus the 22,000 city match.

Stone responded yes.

Earp asked so you're not going to do that now.

Stone responded that money has been moved to the Transit Master Plan. And this document was not updated because we still had the Land Use Plan in the UPWP but again because they're both under Element 4. There was no need to update this because it was an internal document that no one, no one but staff was going to see. In the UPWP that is listed as the full amount plus the staff time under Element 4 and that came up to, I believe, a little over 300,000 for Element 4. I don't think I have a copy of the UPWP with me.

Brown stated once we amend the Land Use Plan or the UPWP, we'll move those monies on here to where it should be.

Stone stated yes, it will be moved and that's when I do. (Cannot discern audio)

Painter asked is this current cost today.

Stone responded no, this is the current budget for FY24, as amended by the most recent UPWP there is no.

Painter stated fiscal year 24.

Brown responded yes.

Stone stated starting July 1 of this year. There is not a document with how much we have spent so far in there.

Earp stated you did interviews for the consultant and chose a consultant for the land use plan. So, are you going to call them and tell them?

Brown responded they are aware of the situation. I've been in contact with them.

Painter asked who was it.

Brown responded it was Garver.

Earp asked do we need to officially write them a letter and state we are discontinuing any thought of the land use plan at this time or whatever our stance is? Just so they will know for their business.

Brown responded I mean if we want to, but I've been in contact via e-mail and they're well aware of that. If anything, it would be June, July before any funds are available for it. But it's not going to be from this group it's going to be from the city. The City is going to have to fund it.

Earp stated I think I am clearer on it. It just seemed like we've had a lot of things that we're wanting to do and it's this is helping me keep straight of.

Painter asked can we what, we did do.

Brown responded we can add a column with what we've spent.

Painter stated yes, and where we have spent it.

Earp asked is that on the professional and technical probably is that. I think that would be good for our previous and then.

Brown responded yes.

Earp stated are we able to carry over these monies over a fiscal year to save up to do a bigger plan.

Brown responded some of them, yes.

Stone stated some of them, especially the PL. grant.

McElroy stated It's not necessarily carried over. It's not guaranteed that this funding is going to be moved over.

Brown asked it's an extension request.

Stone responded no, it's the CMAQ.

Brown responded okay.

Painter stated we don't automatically get it, but you usually get.

McElroy stated so what happens is when the agreement is over June 30th, we'll closeout that agreement and then it goes back into a generic pot of LMPO funding. And if Jonathan the next year feels like he needs an extra 20,000 or whatever, maybe he can request that ODOT will look at that and determine if that's feasible.

Earp asked are we done with like the traffic flow study or is that just starting or is that.

Brown responded that's closing, that's almost done, but not quite.

Earp asked and the total price tag on it is 130 or.

Brown responded I think so.

Stone stated that is correct.

Brown stated and we've paid, or she's got it encumbered.

Stone responded we've encumbered all of it.

Brown stated I think she has paid almost \$100,000.

Stone stated there might be one last invoice for this most recent month.

Brown responded they are coming back in January. This is the EST that was here last month and we asked them to come back in January with additional information.

Painter stated oh it's that traffic study.

Brown responded yes, it's that traffic study.

Painter stated I thought it was something else for some reason. I thought it was just Gore Blvd.

Brown stated they are supposed to be getting with Cliff and David.

Painter responded they are.

Brown stated not Cliff, but electronics. Cliff was going to get them in touch with electronics.

Wolcott responded they have been.

Brown stated because it was something about the timing on the lights there at Lawrie Tatum.

Painter stated we've done all that, but we're trying to figure out is for TEC our traffic engineer, what actual recommendations we need for improvements. They gave us about a they didn't give us any costs or any physical things of what to do, and they're kind of coordinating their efforts because we had TEC doing similar things that EST was doing but they were a little different. So we're going to coordinate and then come back and update the report.

Brown responded yes; they're supposed to come back in January for the January meeting.

Earp asked so the total contract for EST was it 130 or was it.

Stone responded it was 130 because they started in.

Earp stated we were able to pay it all with this fiscal year's money.

Brown and Stone responded yes.

Earp stated the transit master plan, what is that.

Stone responded that is the remaining amount is just under 75,000. I think we rounded up to the nearest thousand just to for ease of calculating the rest of the budget.

Brown stated that's the project that HTG has, and then we just added the micro transit on Fort Sill study to it.

Stone stated and this does reflect the addition of the micro transit because this is after Amendment 2.

Earp asked so it's total is just 75,000 or is it more.

Stone stated the total is.

Brown stated I think it was \$100,000.

Stone responded it was \$98,000 and then we added a \$30,000 amendment, so \$128,000.

Earp stated so the MPO is paying for 75,000.

Stone responded out of FY24.

Brown stated we paid some of it out of FY23.

Stone stated we paid just I guess just over \$50,000, \$53,000; I think.

Earp asked and then you're lumping the number fours together and you're going to wait to do those. There's Travel Demand Model and the Land Use Plan.

Stone responded the Travel Demand Model we will be spending the 225,000 in FY24.

Earp asked and who is doing that.

Brown responded Kimley-Horn.

Earp asked and was that the total amount of that contract.

Brown responded yes, it was 245. But 225 will be this fiscal year because that's all we have available. And then the other twenty will be next fiscal year.

Zigler asked does the carry over need wait until the audit of the previous year before we can use that money.

McElroy responded all the invoices have to be paid. The audit doesn't have to be complete.

Zigler asked just the invoices.

McElroy stated Yeah, they have to be completely done invoicing.

Stone responded typically we don't see it until the fiscal year afterwards, there's a one year gap usually.

McElroy stated it takes about 3 months for that money to get off the books and off of the Feds radar. I think we finished 22. So, if you guys have available funds, we can closeout 22 and that could be available.

Earp stated thank you for providing this.

9. Reports or Comments.

Landers stated So today I guess we'll be presenting a budget for the Fort Sill new service.

Zigler asked what is it for again.

Brown responded it's the night owl service.

Painter stated so that they intoxicated soldiers can get back to base, is that it.

Landers responded not just intoxicated, but soldiers that might not have transportation or anything. we met with the Command Sergeant Major a couple of weeks ago we just have to figure out the funding and all that.

Painter asked do you do the full size? Is it the big or the smaller?

Lander responded it would be sedans or SUVs. The problems that we have is the purchasing of those vehicles. You can't use federal funds on vehicles that are not ADA accessible.

Painter asked is that because we don't have a number of taxis in town. Is that the driving factor behind all that.

Landers responded yes, and we can operate it more efficiently. We've presented a couple of different options. Not only the three days after hours, but the potential of doing is 7 days, you know, peak hours just to expand that type of service. Design engineering of the transfer center of maintenance and administration facility, I think we're just we're waiting on the survey to be completed.

Brown stated that I'm trying to get a copy of the signed contract for them.

Landers stated just a whole lot going on.

Earp stated I'm going to handouts maps of our programs that shows all of the projects that we have on either the asset preservation plan or the construction work plan in all of our nine counties that I suppose y'all would be most interested in Comanche County. So in Comanche County in the eight-year work plan just in the Lawton area we've got the Rogers Lane Safety project bidding in 2024, we've got the Goodyear extension, our part would be the interchange we all know about it, hopefully it's going to be in 2025. One project I haven't talked enough about because your city engineer wasn't really clear on and I apologize we're going to replace one of the East Cache Creek bridges right here on the east side of Lawton, the North bridge. So that would be the westbound bridge. We're going to be replacing it. It's got some issues. You can still drive over it safely, but it needs to be replaced. We'll put all traffic over on one bridge over on the eastbound side while we're doing that, but we have that planned for 2025.

Painter responded we're just happy it's your bridge, Jay.

Earp stated and I know you all wanted it longer, but in order to build that bridge where Hwy. 7 wouldn't flood, you would have to build it to as long as a Mississippi River bridge almost. It's a really challenging hydraulics area. Also of note is Hwy. 49 from the I mean Hwy. 58 from Hwy. 49 going up toward Meyers turn we've got it in 2027. Redoing Hwy. 17 between Elgin and Sterling 2031 and then right through Elgin 2024 with three laning through Elgin. Those are the notable projects there. If y'all want a map and there's a QR code, this is all on the website but if you want a map, I sure have one for you.

Woodhams stated all the FY2023 claims have been processed. we just got a revision on the June just I guess it was the first it's been processed and on its way to the Comptroller. So you should get that.

Stone responded okay.

Brown stated okay, good deal.

Zigler asked Julie do you want to give a report on what we are doing in SORTPO (Southwest Oklahoma Regional Transportation Planning Organization) .

Sanders stated Hi, I'm Julie Sanders. I'm director of The South Oklahoma Regional Transit. We cover 16 counties in Southwest Oklahoma. And we were awarded a federal raise grant a year ago and have selected polling associates to develop a 16-county regional transportation plan. So, it will come up to the boundaries of the Lawton MPO, but we'll be looking at concentration of what we're looking at for freight bicycle, pedestrian safety and resilience. All the things that go into a transportation plan. This is 100% funded plan, so there's no local match and the data is the biggest that has been our biggest obstacle because don't have the freight data that we need for our local highways and looking at how we're going to address that for the next 20 years. We're also working with a company that's defense contractor CrayCo looking at a leader follower grant for couple of the trucking companies here in southwest Oklahoma, to be a pilot project for autonomous vehicles. So we've got some partnerships brewing in the Altus area and also dug into some pilot projects.

McElroy stated Devin Westbrook is our new transportation planner in the planning office. He will be taking over and attending these meetings, overseeing the UPWP, and all those things so I'll be here with Devin for the next couple of months, but eventually you will just see him.

10. Adjournment.

Motion by Zigler, Second by Painter, to adjourn the meeting. **Aye: Brown, Woodhams, Earp, Landers, McElroy, Painter, Wolcott, Zigler **Nay:** None **Motion Passed.****

With no further business the meeting was adjourned at 10:52 am.

ITEM NO. _____
MEETING DATE March 5, 2024

LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY

ITEM TITLE: Receive a presentation of the draft Lawton Transit Master Plan and provide feedback as necessary.

INITIATOR: HTG

STAFF INFORMATION SOURCE: Ryan Landers, LATS General Manager

BACKGROUND: In April of 2021 Hendrickson Transportation Group began working on the Transit Master Plan for the LMPO. Part of the Transit Master Plan process is to propose specific route and service changes. In July of 2021 two (2) public meetings were held, along with public surveys to determine what the public wants and needs for their public transit system. The results of those meetings along with demographic research will be shown to the public to gain more comments. Two additional meetings will be held on March 11 and 12th to present the results from the 2 previous meetings and survey results from the public as well as the entire Transit Master Plan results.

This plan will be presented to the Transportation Policy Board on March 5th 2024, and to the Transit Trust for public comments on March 12th 2024.

EXHIBITS: Draft Master Plan

KEY ISSUES: N/A

FUNDING SOURCE: 80% 5303 Funds; 20% Local Match

RECOMMENDED ACTION: Receive a presentation of the draft Lawton Transit Master Plan and provide feedback as necessary.



TRANSIT MASTER PLAN

Draft Report



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Executive Summary

Introduction

The Lawton Metropolitan Planning Organization (LMPO) requested a transit master plan be developed for current and future needs of public transportation services in and around the Lawton community. The purpose of the transit master plan is to address improvements for the Lawton Area Transit System (LATS) for the enhancement of public transportation provided to the City of Lawton residents. The master plan provides a guiding foundation for the City of Lawton and LATS to implement transit service improvements over the next five years. This is the first transit master plan for the Lawton Area Transit System and was developed with public input from stakeholders, the community and coordination with transit agency staff and City officials.

Key Purpose

- ▶ Informs City decision-makers of the most effective way to address public transportation needs while leveraging available funding to increase ridership and improve service reliability.
- ▶ Identifies a preferred concept for the Transfer center, Operations Facility, and Maintenance Facility located in the downtown area.
- ▶ Provide guidance for how the City of Lawton should enhance its public transportation program to best support growth and economic development.
- ▶ Serves as an educational tool to inform City officials as well as residents about future public transportation needs and projects that address those needs.

Background

The Lawton Metropolitan Planning Organization (LMPO) is the designated transportation planning agency for the Lawton urbanized area. Part of the LMPO's responsibility is to provide planning for public transportation services operated by the Lawton Area Transit System (LATS). The LMPO contracted with Hendrickson Transportation Group to develop a transit master plan for addressing improvements to the public transportation system known as the Lawton Area Transit System. The master plan is also to be used as a tool to guide development in and around the City of Lawton and provide strategies for achieving a safe and efficient multi-modal transit system.

A major component of the scope of work for the transit master plan was to provide a preferred concept for a Downtown Transfer Center, Operations & Maintenance Facility. The City of Lawton has been evaluating facility locations for the past seven years. In September 2023, the City Transit Trust approved the City owned property just south of the current police station and north of the Creamery for the preferred location of the new Downtown Transfer Center, Operations & Maintenance Facility. The professional engineering and architectural design of the multimodal transfer center, operations and maintenance facility is currently underway and being conducted by Wendel WD Architecture.

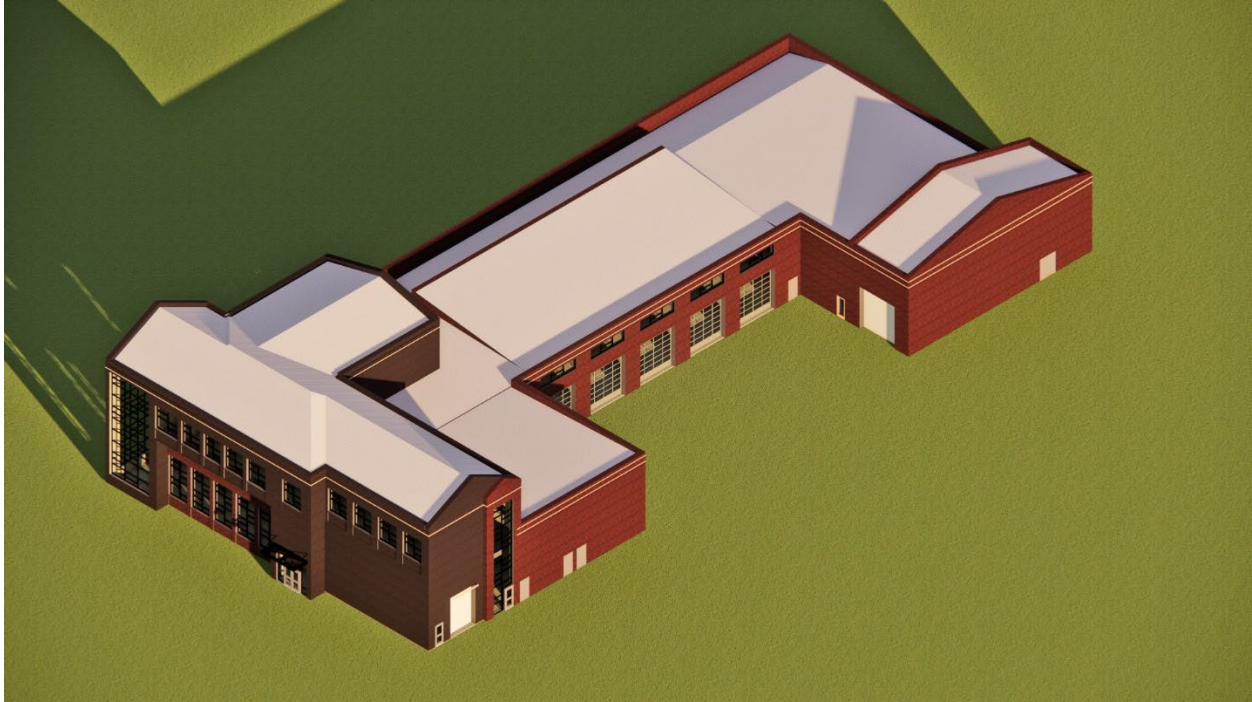
The preferred location and layout configuration would allow up to nine fixed route boarding locations, designated area for paratransit vehicles, one intercity bus boarding location, five maintenance bays,

indoor transfer center, operations and maintenance facility and a secure bus yard for all transit vehicles. The complete facility construction is estimated to be approximately 30,000 square feet. The entire site is approximately 3.25 acres. Conceptual layouts for this site and facility are shown in Figures 1 and 2.

Approved Downtown Transfer Center, Operations & Maintenance Facility Location



Figure 1 - Aerial image of the preferred conceptual facility layout.



The total estimated range of capital cost for this type of facility at this level of conceptual planning is between \$11,250,000.00 - \$23,250,00.00. This cost will be further refined as more detailed planning and design are completed. Also, please note that costs are contingent upon the quality and level of finishings, construction methods and any additional infrastructure needs such as drainage infrastructure.

The Transit Master Plan aligns with previous plans and studies indicating a need for a new transfer center, operations and maintenance facility at single location. New facilities will provide employees and customers with dedicated and secure amenities, a provision that has been lacking throughout the two-decade existence of transit service in the City of Lawton. The current transfer center, located at SW B Avenue between SW 4th and 5th Streets, merely consists of one bus shelter without restroom facilities. Restroom access is contingent upon the availability of the Lawton Public Library, a resource unavailable on Saturdays during regular bus service hours. This location is undersized and does not provide an optimal layout for the safe and efficient transferring of passengers between routes. The current transfer center offers limited passenger amenities and the site limits future expansion of the transit system due to its size and configuration. Additionally, the absence of adequate facilities leaves customers and employees exposed to the harsh elements of inclement weather and extreme heat, particularly during the months of July and August. The new facility will be designed with a forward-thinking approach, taking into consideration the anticipated growth of operations, type of future bus procurements, vehicle

Figure 2 - Preferred Concept of the Transfer Center, Operations and Maintenance Facility

maintenance requirements, and the need for an adaptable infrastructure that can support the evolving landscape of public transportation.

Plan Overview

The master plan was initiated to assist the decision-making of City officials and transit staff so that resources may be allocated in the most efficient and effective manner in delivering transit services. The objectives for this project included:

- Review of past planning efforts and studies
- Assessment of current transit services and facilities
- Review of demographic indicators
- Public engagement
- Data collection
- Recommendations of future transit service and facility improvements

Public Involvement

Outreach activities consisted of virtual and in-person public meetings, stakeholder discussions, online surveys, social media, press releases and media coverage. Plan recommendations were presented with the draft plan at community meetings.

A community survey was posted on the Lawton Area Transit Website in June 2020. The online survey was available on the LATS website in both English and Spanish. The overall consensus from the surveys was the need for additional passenger amenities including a downtown transfer center, extended service hours and expansion of additional services mainly to the industrial park.

Plan Recommendations

Preferred Concept - Transfer Center, Operations and Maintenance Facility

Realign Fixed Route Network

Implement Vehicle Replacement Schedule

Expand Service to the Industrial Park and Fort Sill

Pursue Available Funding Opportunities

System Overview

LATS is the public transportation system serving the City of Lawton, Oklahoma. LATS has been serving the residents of Lawton for over eighteen (18) years providing fixed route and paratransit service during those years. LATS is not a department of the City of Lawton but is governed by the City Transit Trust, a body composed of the elected council members for Lawton. The City Transit Trust owns all assets pertaining to public transportation in the City of Lawton. The funding for LATS consists of fare revenue, local funds, advertising revenue, charter revenue, federal funds (section 5307 primarily) and Oklahoma State funding.



LATS normally operates a fixed route bus system and Americans with Disabilities Act (ADA) Paratransit service six (6) days a week, being closed on Sundays and major holidays (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas). LATS operates five (5) fixed routes and paratransit service from 6:00am to 7:00 pm on Monday – Friday and from 9:00 am to 6:00 pm on Saturday. The fixed route buses move in clockwise and counterclockwise direction along with the routes with a fifteen-minute separation between the directions of movement. LATS makes flag stops for passengers along the fixed routes. Bus passes, transfers, or correct fares are collected in the fare box. The system provides service to Ft. Sill, major shopping areas, grocers, medical facilities, Cameron University, Great Plains Technology Center, and a number of Lawton Public Schools—including all middle and high schools. Secondary school students and faculty are able to ride for free

with their school ID through a contract between LATS and Lawton Public Schools. Due to the 2020 Pandemic, LATS had to reduce its normal fixed route service to abide by the social distancing rules set by the City. LATS discontinued Saturday service in December 2020 due to lack of bus operators. This service went back into operation in June 2021. The City of Lawton did not have to provide a local match from April 2020 through June 2022 because of the Coronavirus Aid, Relief, and Economic Act (CARES Act) and the American Rescue Places, which provided 100% Federal match for all operational and capital expenses.

LATS has an operations facility located at 609 SW Bishop Road and maintenance facility located at 611 SW Bishop Road. The current downtown transfer center consists of one bus shelter. All fixed routes run through the downtown transfer center which is located on the north side of the 400 Block of SW B Avenue. The revenue fleet consists of thirteen fixed-route buses and eight paratransit vehicles. All revenue vehicles are ADA accessible.

As noted, LATS operates a complimentary paratransit service for persons eligible under the Americans with Disabilities Act (ADA) provisions. This service operates on an advance scheduling basis and is available anywhere that the fixed route bus system travels, including a distance of three-fourths of a mile on each side of the fixed routes. The paratransit service operates during the same hours as the fixed route service. The one-way fare for the ADA complimentary service is \$3.00.

Current Funding Structure

The City of Lawton is the designated recipient of FTA funds for LATS. Being the designated recipient, the City of Lawton is the public body with the legal authority to receive and dispense Federal funds and currently is the direct recipient of 5307 and 5339 funds.

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census. Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Eligible 5307 activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

The Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.

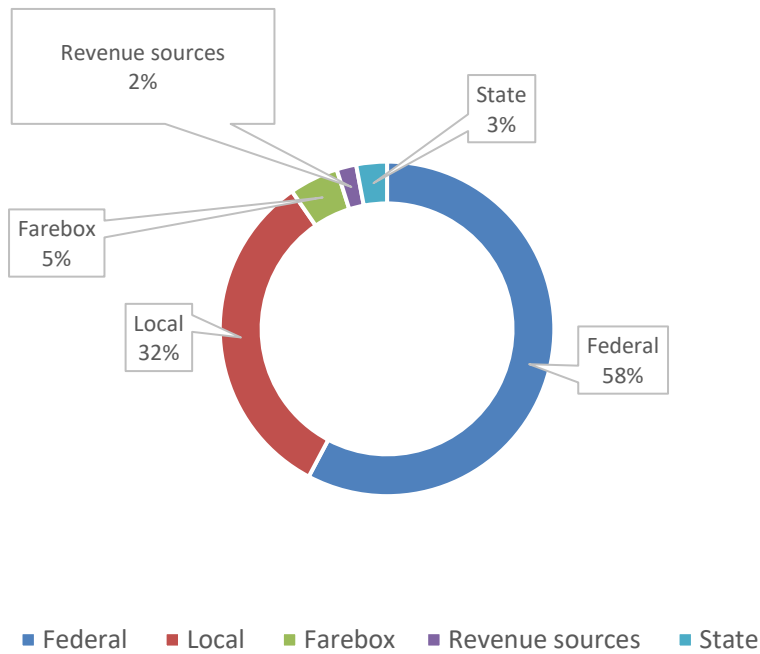
Eligible 5339 activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

In order for the City of Lawton to apply and use grants they must provide a local match. This match is either a 50% (federal) & 50% (local) match for any operational expenses or 80% (federal) & 20% (local) match for any capital expenditures. Other revenues include farebox revenue, Lawton Public Schools revenue, and advertising revenue which reduces the local match by the amount collected. The City of Lawton also receives funds from the State of Oklahoma through its state revolving fund. The Oklahoma Public Transit Fund is based on the revenue miles and hours on the transit system during the previous fiscal year.

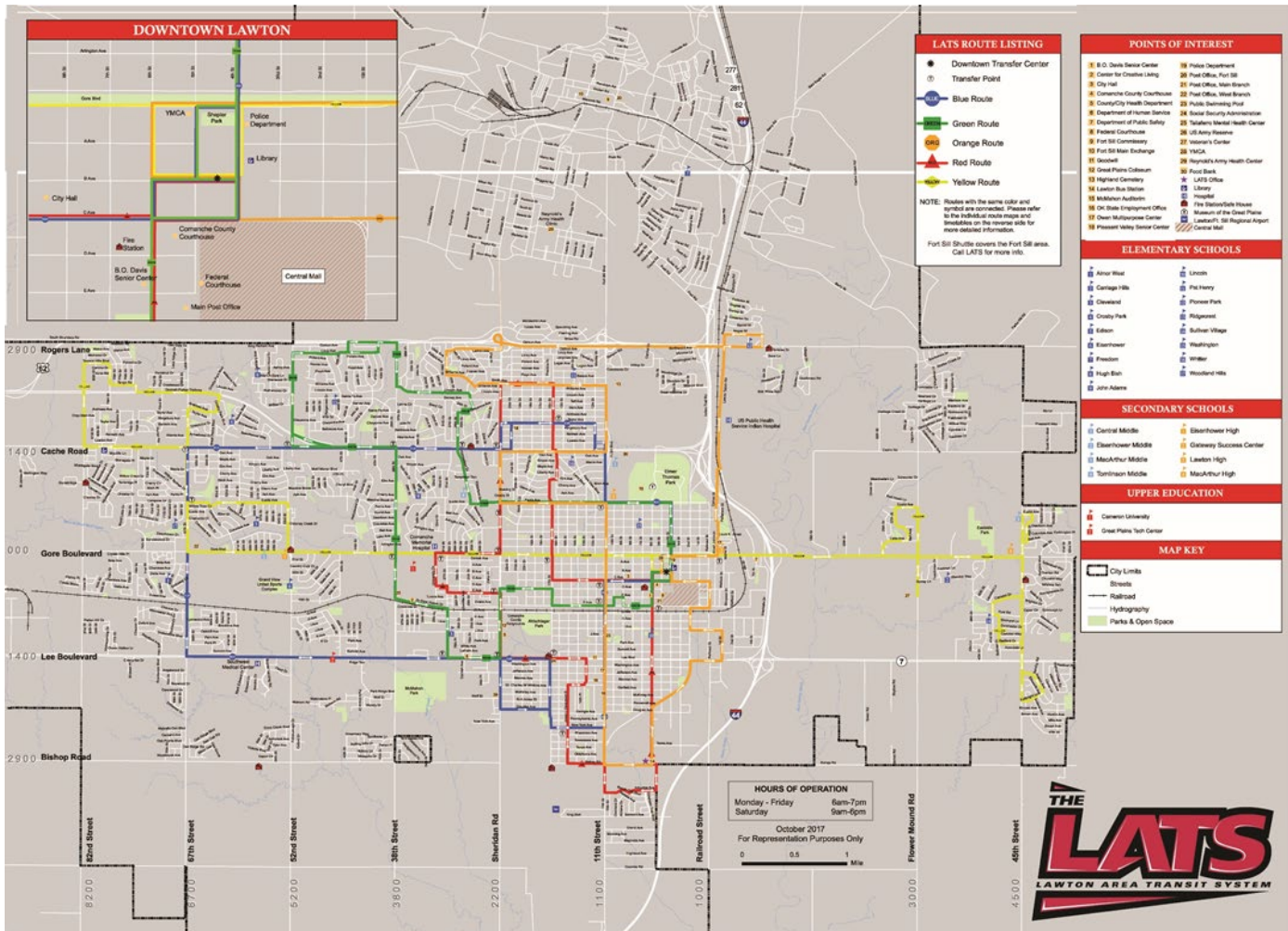
Project FY 2023-2024 Cost Allocation Plan

2023-2024	FTA	Local	Farebox	Other Local Income	SRF Support	Total
Capital	\$34,400.00	\$8,600.00				\$43,000.00
Capital ADA	\$120,000.00	\$30,000.00				\$150,000.00
Capital Preventative Maintenance	\$549,152.00	\$137,288.00				\$686,440.00
Capital Lease	\$57,600.00	\$14,400.00				\$72,000.00
Operating	\$1,363,823.92	\$1,009,711.92		\$70,000.00	\$109,112.00	\$2,727,647.83
Sub-Total	\$2,124,975.92	\$1,199,999.92	\$175,000.00	\$70,000.00	\$109,112.00	\$3,679,087.83
Total	\$2,124,975.92	\$1,199,999.92	\$175,000.00	\$70,000.00	\$109,112.00	\$3,679,087.83

Annual Budget is between \$3.5 & 3.6 Million



Existing Fixed Route System Map



The current fare structure for the fixed-route system is the indicated on the following table:

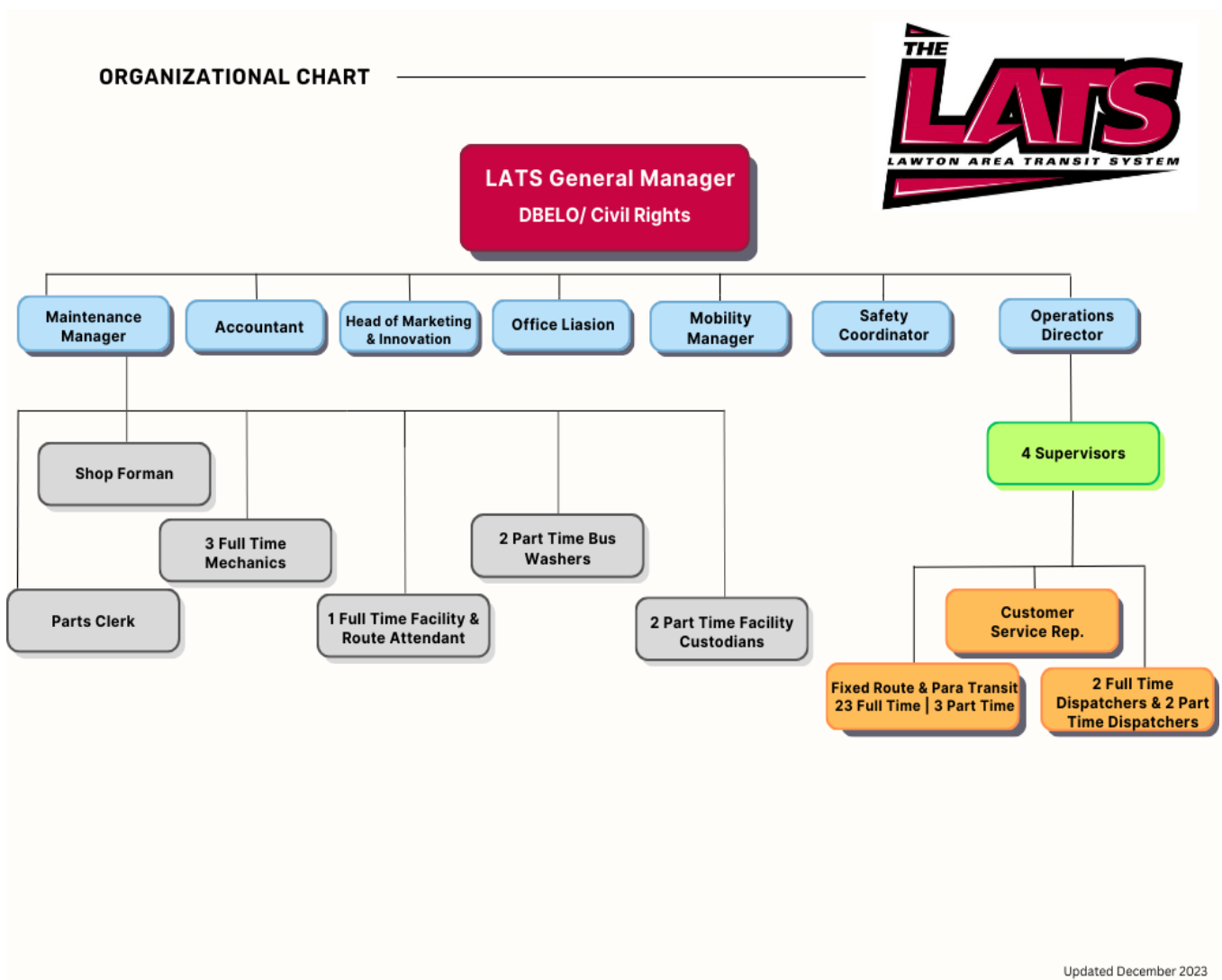
FARES	
Adults 18 and older	\$1.50
Children ages 6-17	\$1.00
Children 5 and under	FREE
Medicare recipients	\$0.75
Seniors (age 62 and older)	\$0.75
Persons with disability	\$0.75
Air Alert Fare	Half off regular price
LPS Students & Staff	FREE

PASSES	
Adult 10-ride pass	\$11.00
10-ride punch pass	\$6.75
31-Day monthly pass	\$44.00

Governance and Organization

As stated before, LATS is not a department of the City of Lawton but is governed by the City Transit Trust. The Trust oversees the operation of public transportation systems and facilities for the comfort and accommodation within the city limits of Lawton. The Trust is comprised of eight city council members and meets on a special-called basis only.

LATS has designated the General Manager as the staff person responsible for Title VI, Disadvantaged Business Enterprise Liaison Officer (DBELO) and Equal Employment Opportunity (EEO) Officer. The General Manager reports to the Transit Trust's Liaison Officer and the City Transit Trust. LATS has fewer than 50 employees and does not submit a written EEO Program Plan to FTA.



Past Planning Efforts and Studies

The need for improving bus service and the overall transit system in Lawton is documented in several local plans and previous studies.

2045 Metropolitan Transportation Plan (MTP)

The Lawton Metropolitan Planning Organization Policy Board adopted the 2045 MTP in December of 2019. The MTP is a long-range vision for the Lawton Metropolitan Area Transportation Study (LMATS) area focusing on anticipated transportation needs based on demographic and economic forecasting. The MTP includes goals, objectives, and analyses of area trends and planned improvement projects throughout the study area as well as a study of roadway, bicycle, pedestrian, and transit improvements to be incorporated within the study area. Projects identified in the MTP must be financially feasible; therefore, the MTP includes implementation cost estimates and resources. For federal funding eligibility, a transportation project must be included in the MTP.

The MTP outlines proposed service guidelines in the following areas for LATS: route expansion or new transit services, on-time performance, route directness, route structure, policy headways, service spans, and marketing. The plan also acknowledges the current Downtown Transfer Center no longer adequately meets the needs of the ridership and drivers. The LMPO hired Guernsey & Associates in 2017 to study locations near downtown Lawton and develop a design concept for a multi-modal transfer center. The proposed design concept included a ticket counter, public restrooms, vending machines, waiting area, and drivers' area. The buses would enter the site so that passengers could load/unload in a safer environment than currently exists.

Transportation Improvement Program

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) to 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.

Lawton Industrial Park Transit Feasibility Study

The feasibility study was initially prepared in 2012 to evaluate the possibilities of connecting the West Lawton Industrial Park via LATS service. A Flexible Fixed Route with a complementary carpool program was the preferred alternative that was recommended. This study found, that the service itself could be feasible with an investment from the City of Lawton and the companies in the Park. This unfortunately could not be worked out and the original plan fell through. However, in 2019, renewed and heightened

interest from the companies located in the industrial park has reinvigorated this issue. With additional financial support, the viability of a transit-centric solution as a mechanism for getting people to and from the industries of west Lawton is facing a possible shift into actualization.

Lawton Area Transit Service Bus Route Study

The LMPO contracted with LSC Transportation Consultants, Inc. in 2015 to provide transit planning services to analyze the existing LATS transit service, identify and recommend improvements that should be made to the existing service, and plan future improvements to meet changing needs. The study was completed in 2017 with a recommended service plan including 10 fixed routes with designated stops, operating Monday through Friday from approximately 6:00 a.m. to 7:00 p.m., and Saturday from approximately 9:00 a.m. to 9:00 p.m. The recommended plan also included a new downtown transfer center located at SW 4th Street and Gore Boulevard, but the plan did not include any connecting service to the industrial park. The new routes were going to go into effect once the new transfer center and northern hub were built.

C.H. Guernsey & Company Conceptual Design and Construction Plans

On March 14, 2017, the Transit Trust authorized staff to advertise a Request for Qualifications (RFQ) to hire a consultant to prepare the conceptual design and construction plans for a multi-modal transportation transfer center and transit hub facilities for the Lawton Area Transit System (LATS). C.H. Guernsey & Company was selected and completed a preliminary design report detailing the construction for a downtown transit hub and a smaller bus transit hub on the northwest region of the city for the Lawton Area Transit System. The City selected the original location of the Lawton Police Department as the downtown transit hub site as well as the north side of Wayne Gilley Park off NW Cheyenne Ave. as the NW transit hub site and requested conceptual site plans with alternative options for both locations. This report is supplemented by the drawings of the Downtown Transit Hub and NW Transit Hub for the City of Lawton. It outlines the descriptions and decisions that went into the analysis of the existing sites and the design for two site layout options on the Downtown Hub as well as the two site layout options on the NW Stop.

Lawton Area Transit System CNG Assessment & Feasibility Study

Lawton Transit Management, Inc (LMTI), operator of Lawton Area Transit System (LATS), evaluated transitioning its bus fleet from diesel to compressed natural gas (CNG). The study considered costs, fuel options, and facility modifications. With a fleet due for replacement, CNG buses showed a \$51,000 premium but potential fuel savings. Maintenance costs, fueling options, and facility modifications were analyzed. Economic assessments factored in potential grants and rebates, resulting in positive net Total Cost of Ownership (TCO) for all scenarios. The study recommends CNG transition, citing operational parity, a nearby CNG station, lower emissions, and stable domestic gas prices, contingent on securing partial supplemental funding.

Lawton Zero-Emission Fleet Transition Plan

LATS aims to transition its current diesel-powered fleet to zero-emission vehicles (ZEVs) to improve air quality and modernize its services in Lawton and Fort Sill. LATS plans to use battery electric buses (BEBs) and battery electric vehicles (BEVs) for fixed-route and demand response services. The phased transition includes acquiring demand response vans in Phase 1, deploying BEBs for fixed routes and chargers in Phase 2, and achieving a fully electrified fleet by 2031 in Phase 3. LATS is addressing the limited range of BEBs through on-route charger installations. The plan outlines anticipated capital costs for each phase, with the ultimate goal of supporting environmental sustainability and meeting future transit needs.

Wendel WD Architecture - Professional Engineering/ Architecture of Multimodal Transfer Center with an Operations and Maintenance Facility

On March 14, 2023, the City Transit Trust authorized the release of an RFQ for Professional Engineering/ Architecture of Multimodal Transfer Center with an Operations and Maintenance Facility. Wendel WD Architecture was the selected consultant to provide typical engineering/architectural services for the duration of the project from the concept phase to final completion of construction. The preliminary design report for the property on Railroad Street included an evaluation of the proposed Transfer Center with Operations and Maintenance facilities/structures as defined, among other items, in terms of anticipated public areas and required workspaces for employees, off-site infrastructure improvements such as water, sewer, streets, drainage, utilities etc. and a proposed cost estimate for the project.

Project Schedule:

<u>Task</u>	<u>Start Date</u>	<u>End Date</u>
Task 1 – NEPA	September 2023	November 2023
Task 2 – Survey and Geotechnical	September 2023	October 2023
Task 3 – 30% Design	September 2023	March 2024
Task 4 – Grant Assistance	March 2024	April 2024

Existing Conditions

Facilities and Amenities

Operations and Maintenance Facilities

Initially when LATS first began providing service the administration, operations and maintenance were all housed in the same facility located at 611 SW Bishop Road. In 2009, a new operations facility was constructed adjacent to the maintenance facility that includes offices for dispatchers, administration, and training. The facilities are located near the City of Lawton’s Public Works Department which is where all vehicles are fueled daily. LATS leases the operations and maintenance facilities and has no direct responsibility for any major repairs. Most major repairs for both facilities are handled by the building’s owner. The current lease is until December 31, 2028, with 2 five-year options.



Operations Facility



Maintenance Facility



Downtown Transfer Center

The Downtown Transfer Center is located along SW B Avenue between SW 4th and 5th Streets next to the City of Lawton’s Town Hall. The Transfer Center is ADA accessible and consists of one bus shelter with a covered seating area, general bus stop signage, one trash can and solar panels for lighting. Currently, there are no public restroom facilities at the Transfer Center. Passengers generally use the Lawton Public Library or the City Annex Building to access a restroom. It is evident that the current Downtown Transfer Center no longer adequately serves the needs of the transit customers.



Downtown Transfer Center



Downtown Transfer Center



LATS ROUTE LISTING	
* (Star)	Downtown Transfer Center
Ⓜ (Transfer Point)	Transfer Point
BLUE (Blue circle)	Blue Route
GREEN (Green circle)	Green Route
ORG (Orange circle)	Orange Route
RED (Red triangle)	Red Route
YELLOW (Yellow diamond)	Yellow Route

Amenities

Transit amenities serve as the face of any transit agency and have a variety of impacts on customer behaviors and perception. LATS offers a limited range of transit amenities to the residents of Lawton. The fixed route bus system has an assortment of bus bench facilities located along each route throughout the City. Bus facilities include bus bench seating, bus shelters or covers, concrete pads, signage, advertising, sidewalks and any related improvements to provide access, rest, information and shelter to users of the fixed-route bus system. There are 242 bus stop locations along the fixed-route system with 48 covered bus shelters with the remaining locations consisting of concrete pads or benches with no shelter.



The City Transit Trust entered into an agreement with a vendor to provide bus bench facilities on public property at designed locations on July 15, 2014. This agreement is for ten years and will continue through July 14, 2024. The agreement allows the vendor to install bus bench facilities at approved locations in accordance with facility designs that are specified in the agreement. Each bus bench facility is owned by the vendor, who is responsible for maintaining and repairing the facilities in accordance with the agreement. All bus bench facilities should be installed in accordance

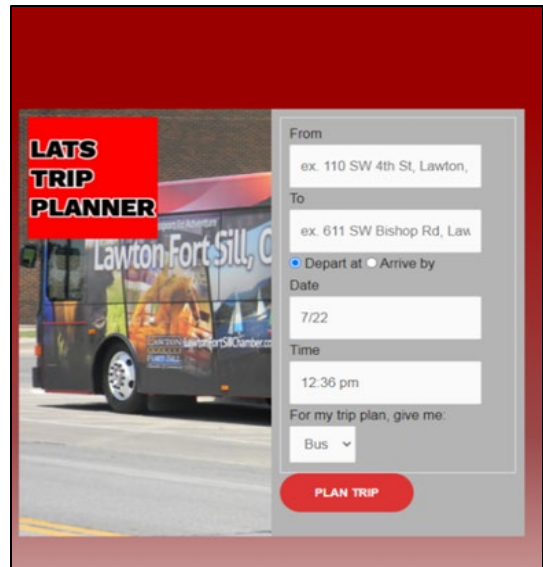
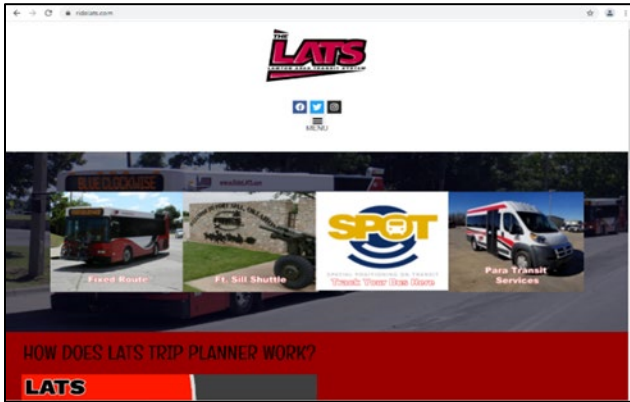
with design guidelines as laid forth in the Americans with Disabilities Act (ADA). After reviewing the locations, not all bus bench facilities are ADA accessible. The only shelter provided by LATS is the Downtown Transfer Center. The agreement also allows the vendor to be the only entity that can sale and post advertisements on the bus bench facilities. All advertisements that are posted on the bus bench facilities must follow the City Transit Trust’s Advertising Policy and receive approval from the Director of Community Services. Currently, LATS only sales advertisement space on revenue vehicles. Once the agreement expires or is terminated, the City Transit Trust may purchase the bus bench facilities or any portions of the facilities according to a depreciation schedule outlined in the agreement.

LATS provides additional amenities that include a GPS bus tracking application and a company website that has various features to aid the rider’s experience and provides real time GPS bus tracking for the fixed route system and is free to download for the general public. The previous GPS application used by LATS was the ETA Spot App. This app was discontinued as of December 2023. LATS will introduce a new app through TripSpark Tech. by the spring of 2024. Previous plus additional features will be available with this

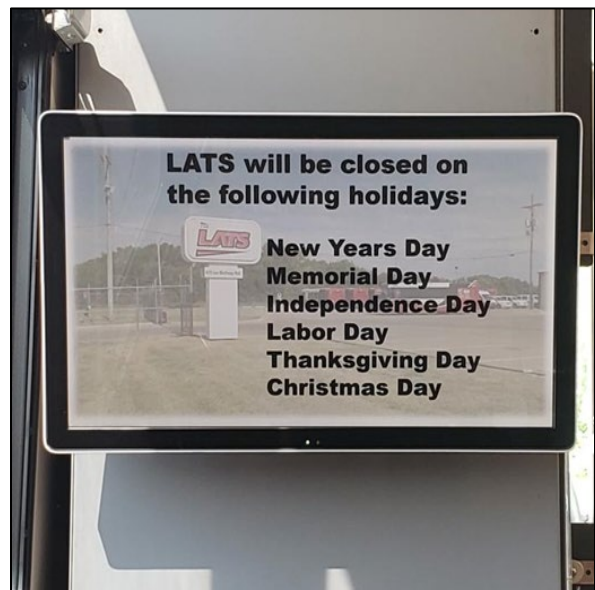
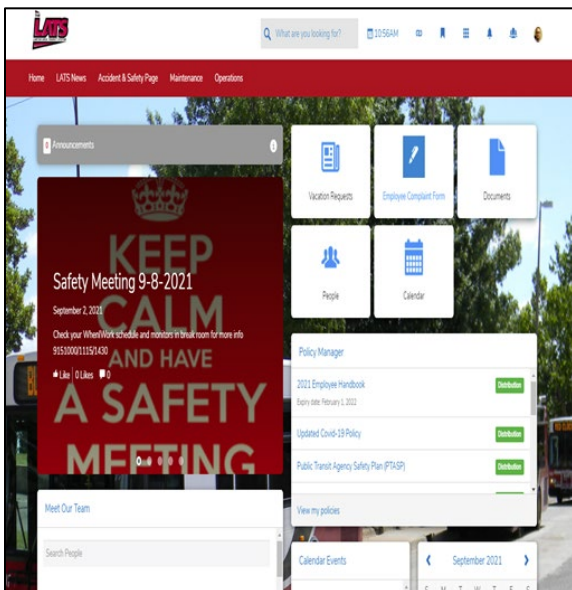


new technology.

The LATS website provides a Trip Planner feature that allows customers to plan their trips in advance and a better understanding of their specific trip details.



The LATS website also provides an employee portal which allows employees to access everything from completing daily pre-trips to requesting days off. It also contains documents, memos and safety material without the need for paper. Inside each fixed route bus are informative screens that allow for presentations, service updates, video ads from businesses, and is an eco-friendly alternative for customers.



Fleet and Maintenance

LATS operates a vehicle fleet that consists of thirteen buses, ten paratransit vehicles, one staff/support vehicle, and three service trucks. The vehicles are maintained at the maintenance facility where four maintenance bays are available for servicing the vehicles. All vehicles are stored in a fenced and secure area next to the operations facility. LATS conducts a preventive maintenance program that adheres to vehicles OEM service manuals and each vehicle is placed in the Fleetio Maintenance Software for tracking. There is also a Pre and Post-Trip Inspection Policy that is strictly enforced and states all operators will perform a pre/post-trip inspection of the assigned vehicle before dispatching for daily service. Any issues found by an operator are relayed immediately to the Maintenance Department.

LATS currently follows its own Transit Asset Management Plan (TAMP) and operates as a Tier II provider as defined by FTA (49 CFR § 625.45 (b)(1)). In order to be classified as a Tier II provider, transit agencies do not operate rail fixed-guideway public transportation systems, has either 100 or fewer vehicles in revenue service during peak regular service or has 100 or fewer vehicles in general demand response service during peak regular service hours. The purpose of this TAMP is to document the condition of the various assets and prepare for replacement based on useful life.

The capital assets used in the provision of urban public transportation are included in the LATS Transit Asset Management Plan. The Asset Inventory includes:

1. Revenue Vehicles (further identified by vehicle type),
2. Equipment assets over \$50,000 in acquisition value (further categorized as Non-Revenue), and
3. Facilities (further categorized as Operations, Maintenance, Bus Wash, or Passenger Facilities).

The Federal Transit Administration (FTA) has set a default Useful Life Benchmark (ULB) for each vehicle type. ULB is the average number of years at which a vehicle would reach a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale, assuming a standard maintenance schedule. While transit agencies can adjust their ULBs based on actual operating conditions (with approval by FTA), LATS uses the default ULBs provided by the FTA.

Revenue vehicles for LATS are identified as one of the following vehicle types:

BU – Bus

MV – Minivan

VN – Van

AO – Automobile

LATS currently has four types of revenue vehicles which are defined below:

Buses (BU) - Useful Life Benchmark: 14 years

Rubber-tired passenger vehicles powered by diesel, gasoline, battery or alternative fuel engines contained within the vehicle. Vehicles in this category do not include articulated, double-decked, or school buses. Includes cutaway/body-on-chassis vehicles for urban reporting.

Minivan (MV) - Useful Benchmark: 8 years

A light duty vehicle having a typical seating capacity of up to seven passengers plus a driver. A minivan is smaller, lower and more streamlined than a full-sized van, but it is typically taller and has a higher floor than a passenger car. Minivans normally cannot accommodate standing passengers.

Vans (VN) - Useful benchmark: 8 years

An enclosed vehicle having a typical seating capacity of 8 to 18 passengers and a driver. A van is typically taller and with a higher floor than a passenger car, such as a hatchback or station wagon. Vans normally cannot accommodate standing passengers.

Automobiles (AO) - Useful Benchmark: 8 years

Passenger cars, up to and including station wagons in size. Excludes minivans and anything larger.

Below is the current asset portfolio for Rolling Stock, Equipment and Facilities indicating ULBs.

Table 1- Rolling Stock – Asset List

Asset Class	Asset Type	Fleet Group	Fleet Size	Fleet Group Age	Useful Life Benchmark	Percent that have met or exceeded ULB
LATS Revenue Vehicles	Bus	Gillig 2010	5	14	14	38%
		Gillig 2011	1	13		
		Gillig 2012	1	12		
		Gillig 2017	3	7		
		Gillig 2018	3	6		
	Van	Dodge Promaster 2017	1	7	8	17%
		Dodge Promaster 2018	4	6		
		Chevy Arboc 2011	1	13		
	Minivan	Dodge Caravan 2012	1	12	8	75%
		Chevy Uplander 2011	1	13		
Dodge Grand Caravan 2019		1	5			
VPG MV-1 2012		1	12			
Automobile	Chevy Traverse 2020	1	4	8	0%	
LATS Equipment	Non-Revenue Service Vehicle	GMC Shop Truck 2009	1	15	8	100%
		Dodge 1500 - 2003	2	21		
Total Fleet					44%	

Table 1 – Rolling Stock - Asset List

Source: LATS TAMP – Last updated October 2023

Table 2 – Equipment & Facility Asset List

Asset Class	Asset Name	Asset Owner	Age (Yrs)
Equipment	Bus Wash	LATS	12
Facility	Maintenance	LEASE	21
Facility	Operations	LEASE	13

Table 2 - Equipment & Facility Asset List

Source: LATS TAMP – Last updated October 2023

The existing fixed route fleet consists of thirteen Gillig low-floor diesel buses with each bus being 29.5 feet long, ADA accessible and equipped with a wheelchair ramp, capacity of 25 seated passengers and 10 standing passengers. Of the thirteen buses in LATS' fleet, five have met the useful life benchmark (ULB) of 14 years or 38%. The average age of the fixed route fleet is 10.4 years, and the average mileage being 346,000 miles.

The paratransit and Fort Sill shuttle services share a fleet of ten vehicles, many of which are equipped with a wheelchair lift. The fleet consists of five Dodge Promaster vans, one Dodge Caravan, one Dodge Grand Caravan, one Chevy Arboc, one Chevy Uplander and one VPG MV-1. Of these ten vehicles, four are considered to be past the end of their useful life benchmark.

The project team reviewed the last five years of capital purchases. These purchases included:

Capital Purchases	2017	2018	2019	Cost per Vehicle	Total Cost	Funds Used
Gillig Low Floor Bus	3	3		\$392,951	\$2,357,706	Funds were all local from the 2016 Capital Improvement Program. No federal funds were used.
Dodge Promaster	1	3	1	\$81,145	\$405,725	5339 Funds were used with a combination of Federal (80%) and local (20%).
Dodge Caravan			1	\$23,030	\$23,030	
Chevy Traverse			1	\$27,575	\$27,575	

Fixed Route System, Paratransit and Shuttle Services

LATS currently offers three transit services that operate in and near Lawton. These services include the Fixed Route Bus System, Fort Sill Shuttle and ADA Complementary Paratransit Service. The funding structure of LATS consists of Federal, State and Local Funds along with farebox, advertisement and interlocal agreement revenues. Historical ridership and service data were collected and used as part of the assessment and evaluation of transit alternatives and recommendations. As part of the existing services review, the project team reviewed the effects the COVID-19 pandemic had on each of the transit services offered by LATS.

Total System Performance Metric	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Days of Service	306	307	307	307	308
Average Daily Trips	1067	965	524	583	760
Annual Passenger Trips	326,617	296,327	160,724	178,888	234,231
Annual Operating Cost	\$2,772,838	\$2,800,960	\$2,785,644	\$3,337,176	\$3,680,957
Annual Revenues	\$158,237	\$134,643	\$88,051	\$93,199	\$99,987
Annual Revenue Hours	43,115	38,777	20,644	31,866	32,067
Annual Revenue Miles	497,831	434,330	293,549	392,352	418,110
Trips per Revenue Hour	7.6	7.6	7.8	5.6	7.3
Trips per Revenue Mile	0.7	0.7	0.5	0.5	0.6
Cost per Passenger	\$8.49	\$9.45	\$17.33	\$18.66	\$15.72

Effects of COVID-19

Global public transit ridership plummeted in early 2020 due to the COVID-19 pandemic. With governments issuing stay-at-home orders and most individuals avoiding any non-essential travel, public transit ridership saw a major decrease with some transit providers dropping by 90% or more. Like many other transit providers, LATS experienced decreased ridership and saw an overall turnover rate of 50% for bus operators during this time. One March 19, 2020, LATS reduced the fixed route bus service to one bus per route providing six total routes compared to its normal nine routes. Saturday service was discontinued on December 12, 2020, due to lack of ridership and available bus operators associated with the pandemic. Saturday service was resumed on June 26, 2021. The paratransit service and the Fort Sill Shuttle ran normal operating schedule throughout the pandemic. LATS saw the largest decrease in ridership from January 2020 – April 2020:

- Fixed Route: -56%
- Paratransit Service: -74%
- Fort Sill Shuttle: -39%

Fixed-Route System

LATS operates five fixed-route bus lines with (average) 60-minute frequency in a traditional hub-and-spoke format. All local buses operate on single routes that travel to various neighborhoods and activity centers before looping back to the downtown transfer center, where most transfers occur. Passengers can also transfer from one bus to another bus any place where two routes cross or meet. The Green, Blue and Red routes operate on separate individual routes with the buses moving in clockwise and counterclockwise directions along the routes with a fifteen-minute separation between the directions of movement. The Orange, Yellow West and Yellow East routes travel along their dedicated routes and back to the downtown transfer center connecting with the other routes at their scheduled times. The service schedule for all routes is 6:00am - 7:00pm on Monday – Friday and from 9:00am - 6:00pm on Saturday with no Sunday service at this time. On average the fixed route system transports over 1,150 passengers per weekday and over 540 passengers per Saturday. The weekday service hours and directions for each route are as follows:



Blue route:

- All day (6am-7pm): Counterclockwise
- Peak Hours (6am-9am and 2pm-6pm): Clockwise

Green Route:

- All Day (6am-7pm): Counterclockwise
- Peak Hours (6am-9am and 2pm-6pm): Clockwise

Red Route:

- All Day (6am-7pm): Counterclockwise
- Peak Hours (6am-9am and 2pm-6pm): Clockwise

Orange Route:

- All Day (6am-7pm): Counterclockwise

Yellow Route:

- All Day (6am-7pm): East
- All Day (6am-7pm): West

The existing bus system provides suitable service coverage throughout the City of Lawton. The majority of activity centers including employers, schools and healthcare centers are currently served by at least one transit route. LATS provides free rides to Lawton Public School students and staff through an interlocal agreement between the Lawton Board of Education and City Transit Trust. Students and staff only have to show a valid school ID in order to ride any fixed route for free. This agreement has been in place for the past six years. Fort Sill is currently not served by any fixed route but by an on-call shuttle service that connects the downtown transfer center to Fort Sill. The Industrial Park at the west end of the city does not have any transit service connectivity. The closest routes to the Industrial Park are the Blue and Yellow West routes, which are approximately two miles away.

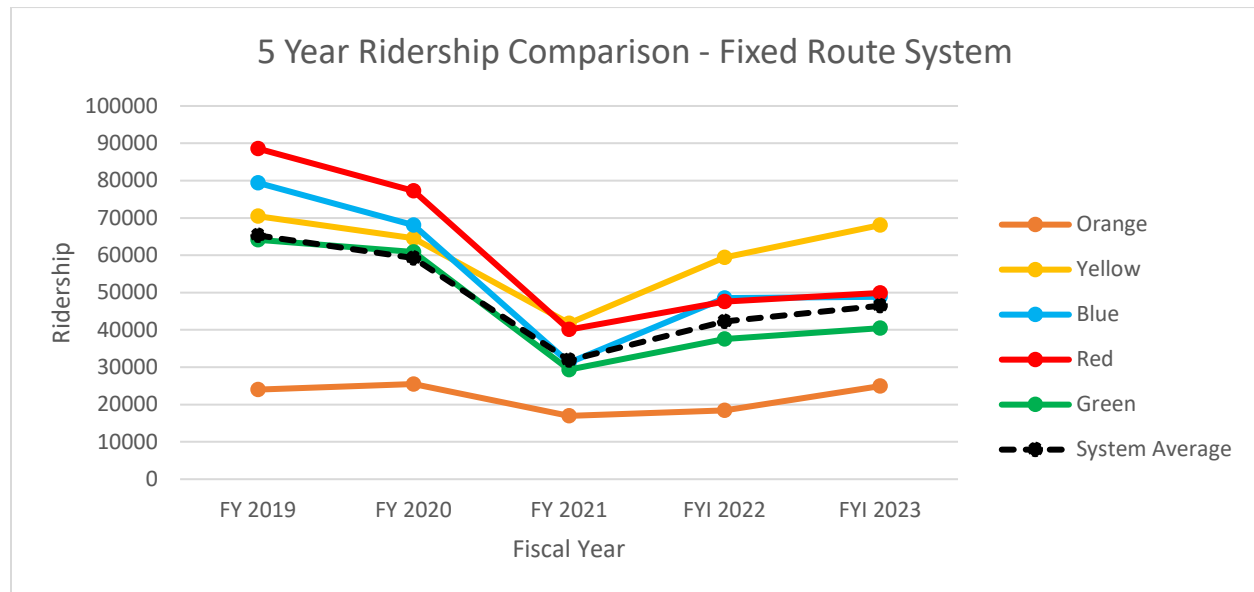
As part of the assessment of the current fixed route system, operational key performance indicators for each route were evaluated. The operational key performance indicators are based on the most recent data available from LATS related to ridership, revenue miles, and operating expenses. The estimated operating costs for each route are calculated by multiplying the average system operating cost per

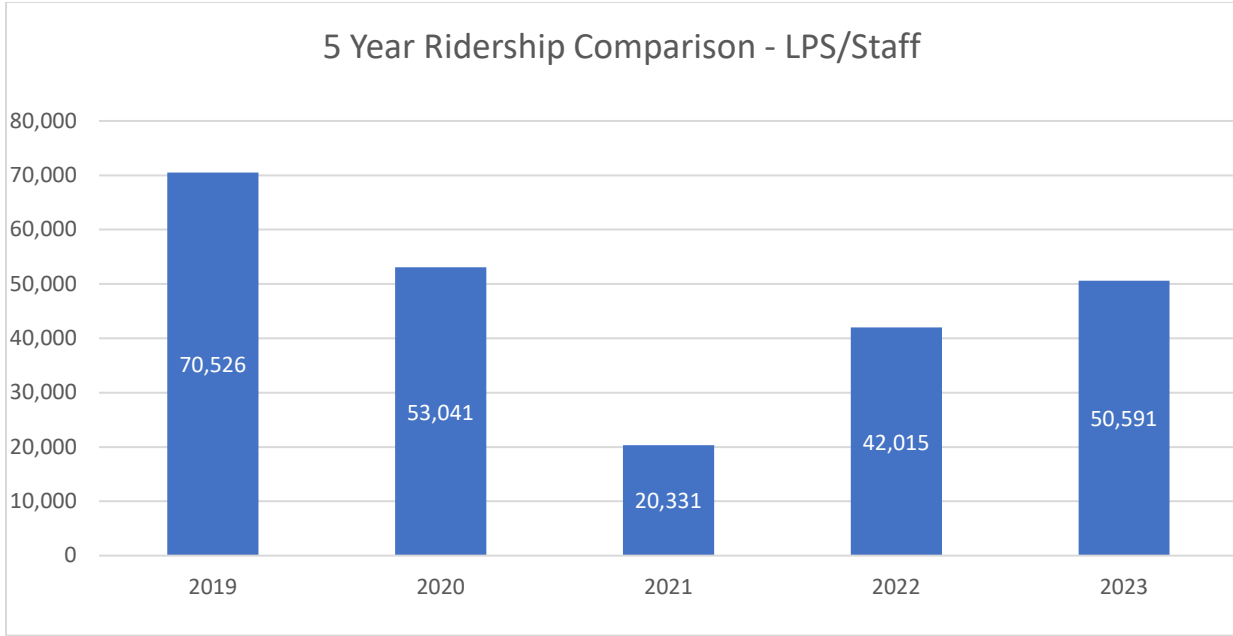
revenue hour by the annual vehicle revenue hours for each route. The operational key performance indicators are summarized in Table 3 for easier comparison:

Table 3 – Operational Key Performance Indicators – Fixed Routes

Based on Fiscal Year 2023 LATS Data	Orange	Green	Blue	Red	Yellow	Average
Annual Unlinked Passenger Trips	24,936	40,446	48,834	49,929	68,061	46,441
Annual Vehicle Revenue Miles	64,464	109,968	93,298	72,400	77,980	83,622
Annual Vehicle Revenue Hours	3,784	7,592	6,719	6,824	6,719	6,328
Annual Farebox per Route Farebox	\$9,468	\$25,568	\$21,551	\$23,827	\$19,573	\$19,997
Annual Estimated Operating Cost	\$306,746	\$613,493	\$613,493	\$613,493	\$613,493	\$552,144
Operating Expenses per Revenue Mile	\$4.76	\$5.58	\$6.58	\$8.47	\$7.87	\$6.65
Operating Expenses per Revenue Hour	\$81.06	\$80.81	\$91.31	\$89.90	\$91.31	\$86.88
Operating Expenses per Passenger Trip	\$12.30	\$15.17	\$12.56	\$12.29	\$9.01	\$12.27
Passengers per Revenue Hour	6.6	5.3	7.3	7.3	10.1	7
Passengers per Revenue Mile	0.4	0.4	0.5	0.7	0.9	0.6
Revenue per Revenue Mile	\$0.15	\$0.23	\$0.23	\$0.33	\$0.25	\$0.24
Revenue per Revenue Hour	\$2.50	\$3.37	\$3.21	\$3.49	\$2.91	\$3.10

Historical annual ridership trends for each fixed route are outlined in the graph below. This graph shows the total unlinked passenger trips for the past five fiscal years (Fiscal Year is July 1st – June 30th). Unlinked passenger trips include general public, Lawton Public School students and staff. The most notable decrease of ridership being 46% from FY 2020 to FY 2021 occurring from the COVID-19 pandemic. The most notable statistic seen post-pandemic was the increase in ridership on the yellow routes, mainly due to the increase in LPS students riding the bus.





Fort Sill Shuttle and Paratransit Service

The Fort Sill Shuttle operates as an on-call service with the same operational schedule as the fixed route system. Passengers call in advance to schedule their pick-ups and may schedule a pick-up time two hours prior to their requested pick-up time. Passengers going to Fort Sill are picked up from the downtown transfer center and transported to their destination on Fort Sill. Passengers traveling from Fort Sill to Lawton are picked up from their location on Fort Sill and dropped off at the downtown transfer center. A one-way fare for the Fort Sill Shuttle is \$1.50.



AS required by the Americans with Disabilities Act of 1990 (ADA), LATS provides complementary share ride paratransit service. This demand response transportation service is for eligible passengers (based upon criteria established by the Americans with Disabilities Act) who are unable to utilize the regular Fixed Route service. All Paratransit passengers are required to complete a Paratransit Eligibility Application and must be ADA certified by the Director of Operations before utilizing the service. The complementary paratransit service is comparable to the fixed route service, in terms of service levels and availability. Service is made available to all origins and destinations within a minimum width of ¼ of a mile on each side of each fixed route. Passengers are required to call in advance to make trip reservations between 8:00am - 5:00pm Monday-Saturday. The one-way fare for paratransit service is an exact fare of \$3.00, payable at time of boarding.

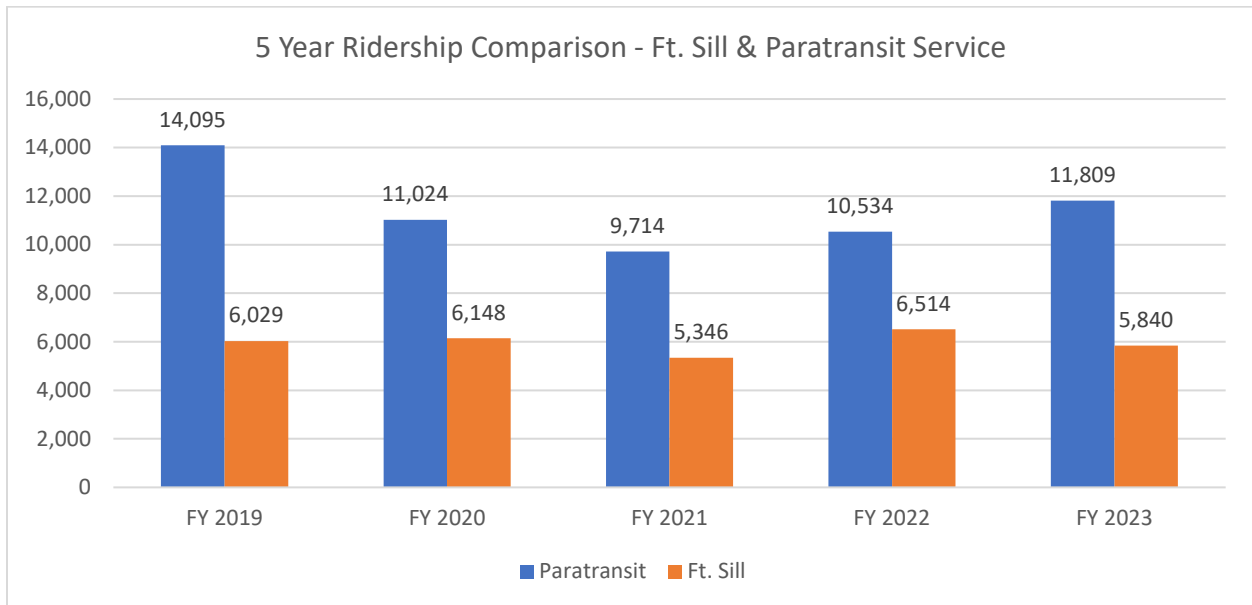
With both services requiring passengers to call in advance to make trip reservations and operating on the same service schedule, the project team collected historical service data and combined the operational key performance indicators for the Fort Sill Shuttle and Paratransit Service in the section. This allows the data to be presented in a format for comparing the two services. A summary of the operational key performance indicators is provided below using the FY 2023 data.

Table 4-Operational Key Performance Indicators - Fort Sill Shuttle & Paratransit Service

Based on Fiscal Year 2023 LATS Data	Fort Sill	Paratransit
Annual Unlinked Passenger Trips	5,840	11,832
Annual Vehicle Revenue Miles	36,777	85,801
Annual Vehicle Revenue Hours	2,963	7,537
Annual Revenue per Route	\$600	\$35,496
Annual Estimated Operating Cost	\$259,479	\$660,038
Operating Expenses per Revenue Mile	\$7.06	\$7.69
Operating Expenses per Revenue Hour	\$87.57	\$87.57
Operating Expenses per Passenger Trip	\$44.43	\$55.78
Passengers per Revenue Hour	2.0	1.6
Passengers per Revenue Mile	0.2	0.1
Revenue per Revenue Mile	\$0.02	\$0.41
Revenue per Revenue Hour	\$0.20	\$4.71

Most Ft. Sill riders transfer or use a pass because they are transferring from the fixed route system. The Shuttle service was created as an extension of the fixed route service. This accounts for the low farebox revenue regarding the Fort Sill service.

Paratransit ridership is a combination of citizens from the ADA and elderly communities that are unable to ride the fixed route system. During the pandemic many of these riders were unable to leave their houses and facilities because of underlying health issues. This caused a decrease in ridership for this service between FY 2020 and FY 2021.



Demographic Overview

Coordinating with LATS and LMPO staff, the project team collected data to document and assess relevant conditions to familiarize themselves with the existing service area. Analyzing the current conditions provides a baseline level of data for completing additional tasks. This section describes the operating environment within the existing service area. The transit master plan study area includes most of the City of Lawton and parts of Comanche County, totaling 82 square miles in Southwestern Oklahoma.

Demographic data is monitored annually by the Metropolitan Planning Organization (MPO) and LATS to ensure that the service level and quality of service is provided fairly and equitably. The MPO has completed examination of socio-economic data shown in the 2010 U.S. Census. The 2010 data is the basis for LATS Title VI plan and the MPO's 2045 Metropolitan Transportation Plan (MTP). The level and quality of service is also monitored by route analysis and passenger surveys conducted by LATS.

The Lawton Area Transit System's primary service area is the City of Lawton, which has historically been below the required 200,000 population threshold for program-specific reporting. The population for the City of Lawton in the 2015-2019 American Community Survey 5-year estimates was reported as 93,025 as compared to 96,728 in the 2010 Census. Further demographic maps can be found in Appendix B

Major Employers

Lawton is home to military and defense industries and has a strong presence of agriculture and ag-manufacturing businesses. The diversity of employers in Lawton includes Goodyear Tire & Rubber, Bar-S Foods, Silverline Plastics, Republic Paperboard, Cosmetic Specialty Labs, Raytheon Technologies, Lockheed Martin, Dynetics, and other prime defense contractors that support the world's largest army field artillery base at Fort Sill. The City of Lawton is the retail and distribution hub for the region's cattle, dairy and agricultural sectors as well.

Company	City	Employment	Industry
Goodyear Tire & Rubber	Lawton	2850	Manufacturing
Lawton Public Schools	Lawton	2830	Education
Army Base and services	Ft. Sill	2027	Military installation
Comanche Nation	Lawton	1276	Tribal administration
Walmart	Lawton	1019	Retail
City of Lawton	Lawton	858	Police protection
American Bankers Ins. Co.	Lawton	492	Other insurance carrier
Swanson Services, Inc	Ft. Sill	453	Food service contractor
The Geo Group, Inc	Lawton	447	Private Prison
Techrizon Llc	Lawton	346	Computer Software
Bar-S Foods	Lawton	339	Processing Manufacturing
Fort Sill Apache Nation and Casino	Lawton	335	Casino
Indian Health Service	Lawton	333	Public Health
Comanche County	Lawton	270	Police protection
ITT Corp/Systems Division	Ft. Sill	250	Navigational instruments
Republic Paperboard	Lawton	162	Manufacturing
Silverline Plastics	Lawton	150	Manufacturing
Cosmetic Specialty Labs	Lawton	75	Manufacturing

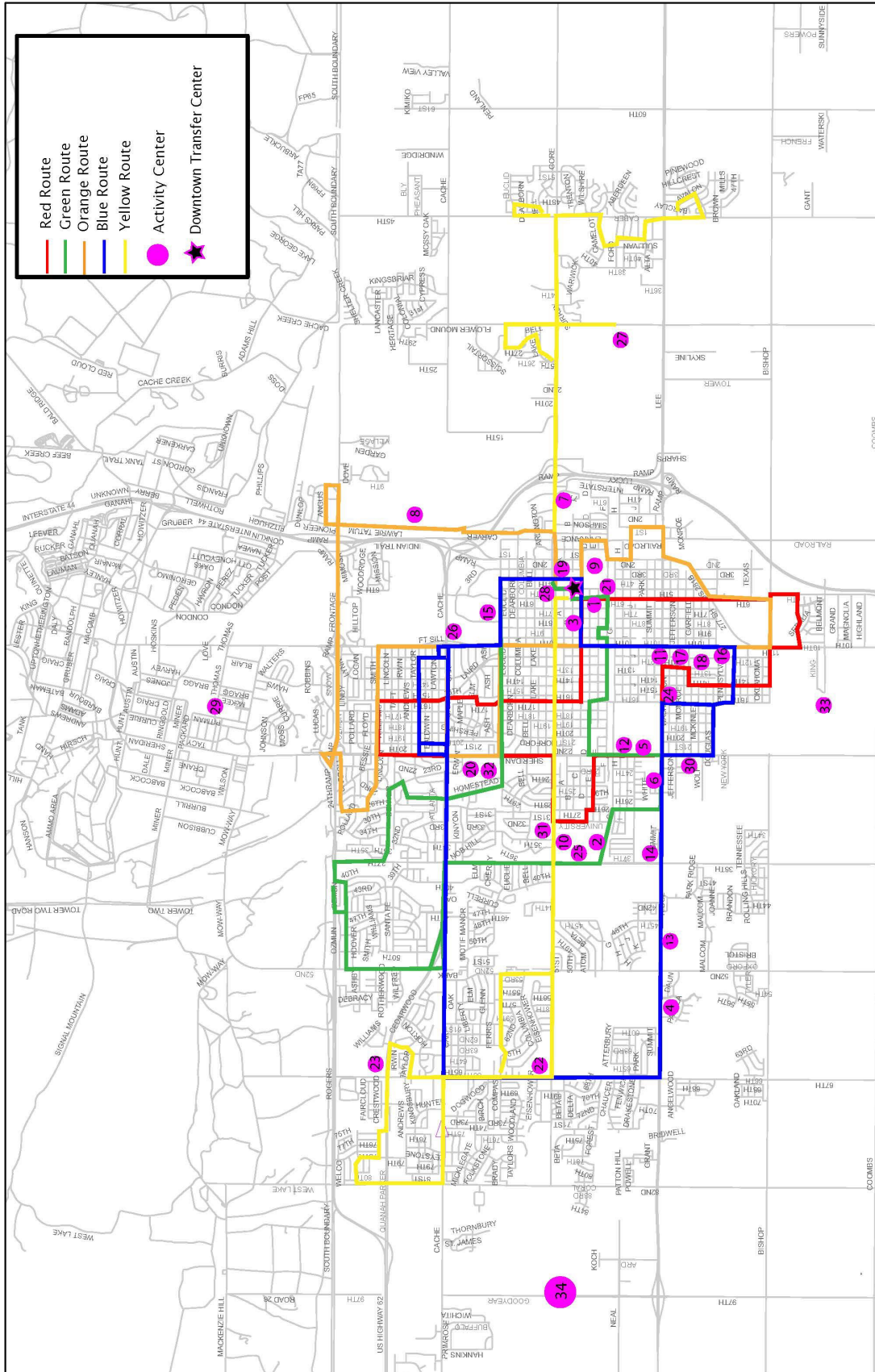
Sources: Cameron University and Lawton-Fort Sill Economic Development Corporation

Activity Centers

Major destinations are important for trip generation, land use, connections for public transit and create additional need for transit services. Activity centers are places where people go to shop, learn, work, live and gather. These centers were identified for the fixed route system in order to better understand possible origins and destinations. Lawton has multiple activity centers that are distributed throughout the city. The current fixed bus routes directly serve 32 activity centers in the Lawton Service Area. The table below lists the activity centers along with which each route that each center is served by:

Map #	Activity Center	Served By Route(s):
1	B.O. Davis Senior Center	Red, Green
2	Center for Creative Living	Green
3	City Hall	Red, Blue
4	Southwestern Medical Center	Blue
5	County/City Health Department	Red, Green
6	Department of Human Service	Green, Blue
7	Department of Public Safety	Yellow East
8	US Public Health Service Indian Hospital	Orange
9	Lawton Central Mall	All Routes
10	Cameron University	Red, Green, Yellow West
11	Goodwill	Red, Orange, Blue
12	Great Plains Coliseum	Red, Green
13	Great Plains Tech Center	Blue
14	Walmart Neighborhood Market - Lee Blvd.	Blue
15	McMahon Auditorium	Green, Blue
16	OK State Employment Office	Orange, Blue
17	Owen Multipurpose Center	Orange, Blue
18	Pleasant Valley Senior Center	Red, Orange, Blue
19	Police Department	Green, Blue, Yellow East
20	Walmart Supercenter - Sheridan Rd.	Red, Orange
21	Post Office, Main Branch	Red, Green
22	Post Office, West Branch	Blue, Yellow West
23	Walmart Supercenter - NW Quannah Parker Trl.	Yellow West
24	Social Security Administration	Red, Blue
25	Taliaferro Mental Health Center	Green
26	US Army Reserve	Blue
27	Veteran's Center	Orange, Yellow East
28	YMCA	Green, Blue, Yellow West, Yellow East
29	Reynold's Army Health Center	No Routes
30	Food Bank	Blue
31	Comanche County Memorial Hospital	Red, Yellow West
32	Sam's Club	Red, Orange, Green
33	Lawton-Fort Sill Regional Airport	Red
34	Industrial Park	No Routes

Current Fixed Routes and Activity Centers



Public Involvement

Public feedback efforts were conducted to engage the community and help determine the needs and preferences of the Lawton residents. This portion of the project included:

- Kick-off Meeting
- Online Surveys
- Stakeholder and Town Hall Meetings
- Transit Employee Survey
- Press Release and Media Coverage

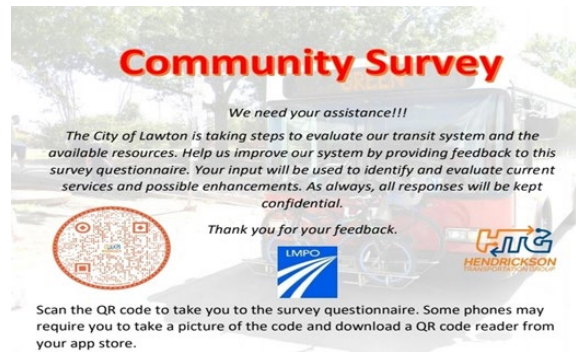
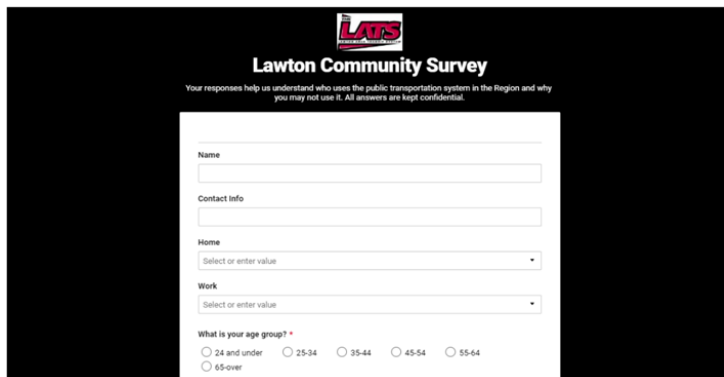
Information obtained throughout the public Involvement effort was utilized by the project team to expand on initial service concepts and in the development of final recommendations.

Kick-off Meeting

HTG held a kick-off meeting with Lawton MPO staff on April 22, 2021, at 9:30 a.m. to discuss the overall goal of the transit master plan and what HTG hopes to accomplish with final recommendations. Other key takeaways from this initial meeting were identifying key stakeholders, dates for public meetings, updates regarding downtown transfer center locations and presentations for the MPO and technical committee.

Online Surveys

In June of 2020, the project team began an online survey campaign. Due to the COVID-19 pandemic, online surveys were the best way to get immediate feedback from individuals due to the social distancing guidelines. The survey card, which is shown to the right, was handed out to hundreds of people over the course of June and July 2020. The online survey was also posted on the home page of the LATS website and the City of Lawton’s website to generate more feedback.

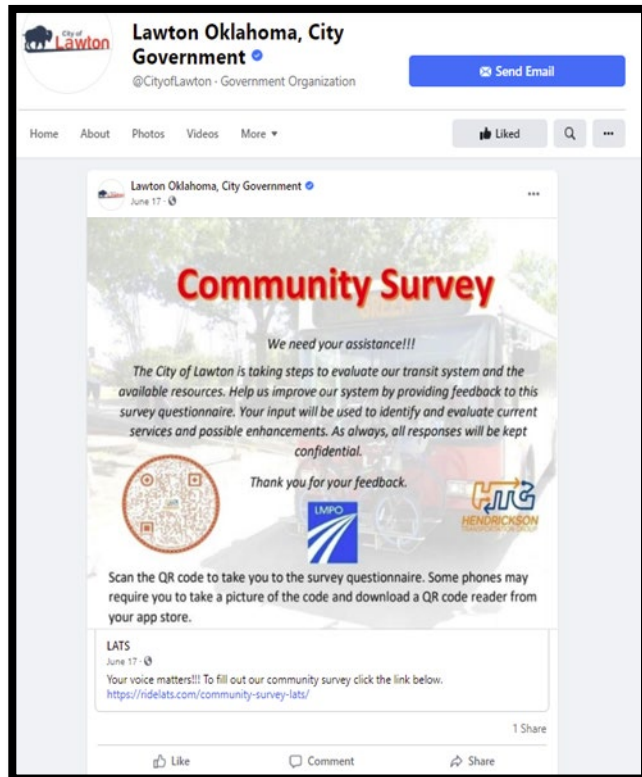
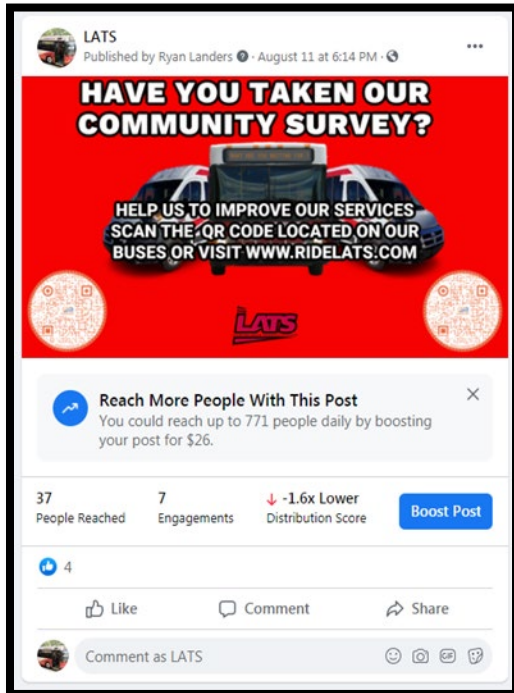
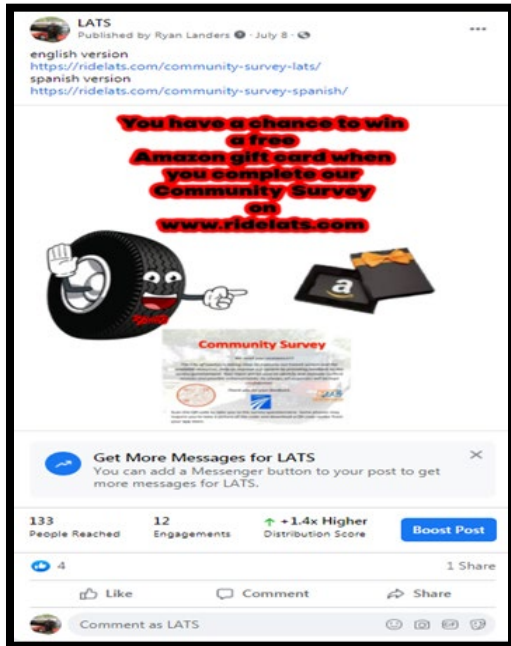



The image is a screenshot of the 'Lawton Community Survey' online form. At the top, it has the LATS logo and the title 'Lawton Community Survey'. Below the title, it says: 'Your responses help us understand who uses the public transportation system in the Region and why you may not use it. All answers are kept confidential.' The form fields include: 'Name' (text input), 'Contact Info' (text input), 'Home' (dropdown menu with 'Select or enter value'), 'Work' (dropdown menu with 'Select or enter value'), and 'What is your age group?' with radio button options: '24 and under', '25-34', '35-44', '45-54', and '65-over'.

The community survey card contained a QR code that would immediately take you to the online survey*

*On Appendix "A" - There is a list of all survey questions

Since the Covid-19 Pandemic was still in effect, face to face surveys were going to be difficult to obtain and social media was the best outlet for encouraging people to fill out the survey.



Stakeholder and Town Hall Meetings

The project team held two in-person meetings. Both meetings were held on July 15, 2021, at 10:00 a.m. and 6:00 p.m. at the City of Lawton City Hall Building. The stakeholder's meeting was the first meeting with over forty invitations sent out to people and organizations/businesses. Unfortunately, due of COVID we did not generate the turn out that we were hoping for, but we were still able to have about twenty people in attendance. However, there still was some great feedback that was provided. The consensus at this meeting was a need of service connectivity to the industrial park and a new Downtown Transfer Facility. Other topics that were discussed included evening service and extended hours.



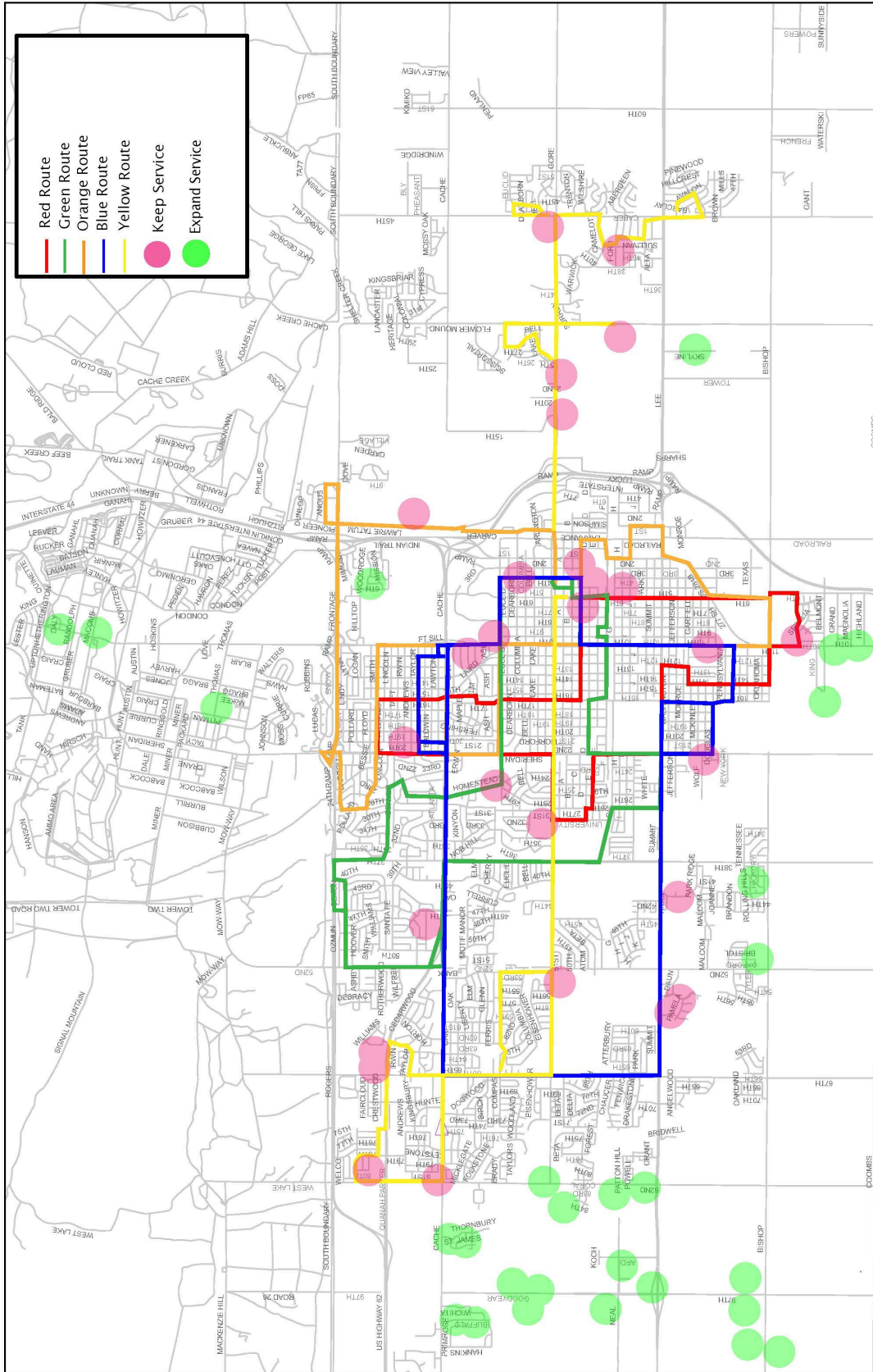
The next meeting was at 6:00 p.m. on the same day. This meeting was for the overall general public. To inform the public, notices were posted on a variety of platforms including the following:

- The Lawton Constitution
- Downtown Transfer Center
- KSWO
- LATS Website
- Facebook
- All LATS buses.
- City Hall
- DHS

Again, due to COVID-19 we did not get the turnout we were hoping for but did have five people show up. As with the stakeholder meeting, the consensus for additional service LATS needed to provide was to the industrial park and there was a lot of support for a new Downtown Transfer Center Facility that would provide more passenger amenities such as public restrooms. The Stakeholder and Town Hall meetings were a great way to obtain in person feedback from citizens who had a vested interest in what the future of transit is going to play in the City of Lawton.

At both meetings we tasked the citizens to show us the exact locations they would like to make sure we keep service and other areas where we can expand. Below you find an overlay of all those locations.

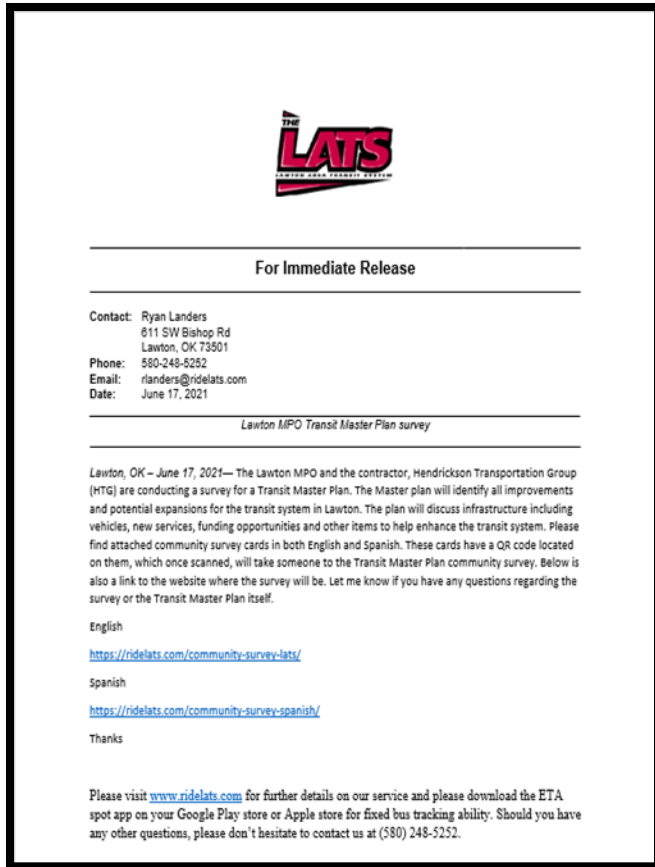
Current Fixed Routes – Areas to keep service and expand service



Press Release and Media Coverage

On June 17, 2021, LATS posted a press release to notify residents of the available online survey. The transit master plan project was also featured on the local KSWO news station as well.

LATS conducting survey for Transit Master Plan



LATS saw a major spike in riders over the last few months.
 By Tyler Boydston



Future Transit Recommendations

Future transit needs were identified through the analysis of existing conditions and public engagement that included the stakeholder meetings, virtual surveys, community surveys, and community meetings. Identified transit needs related to multiple categories from additional service to specific areas such as the Industrial Park to capital needs such as new facilities and buses. Table 5 provides a summary of future transit needs in Lawton.

Table 5 – Summary of Future Transit Needs

Category	Future Transit Needs
Capital Needs	<ul style="list-style-type: none"> - Establish location for a downtown transfer center, operations and maintenance facility - Relocate/construct new transfer center - Relocate/construct new operations and maintenance facility - On-site fueling and charging stations - Replacement of vehicles past their ULB - Upgrade bus stop amenities
Transit Operation	<ul style="list-style-type: none"> - Extend operating hours into the evening - Provide additional service on Saturday - Provide service on Sunday - Improve route schedules and serve additional locations - Provide service to transit markets difficult to reach with fixed route system - Shorter route times - Identify areas for Micotransit service
Administration	<ul style="list-style-type: none"> - Improve community image of transit service - Increase maintenance training for staff - hybrid buses
Technology	<ul style="list-style-type: none"> - Implement real-time tracking application - Implement real-time notifications for smartphones

Capital Plan Recommendations

LATS Transfer Center, O&M Facility – Site Selection Process

The site selection has been a lengthy process beginning in early 2017 with numerous locations throughout Lawton being reviewed. To provide insight into this extensive process, a historical timeline of events is provided below:

March 2017

The Transit Trust authorized staff to advertise a Request for Qualifications (RFQ) to hire a consultant to prepare the conceptual design and construction plans for a multi-modal transportation transfer center and transit hub facilities for the Lawton Area Transit System (LATS). Staff began working with TAP Architecture on July 5, 2017, but was not successful in negotiating a scope of services and contract amount. There was concern that the Transit Trust received a Federal Transit Administration grant of \$796,019 in July 2016, and had yet to award a contract. On November 17, 2017, the committee members were polled and agreed to terminate the negotiations with TAP Architecture. The committee

subsequently met on November 21, 2017, and directed Staff to begin negotiations with C.H. Guernsey & Company (Guernsey), which was the next highest rated firm. Contract with City Transit Trust and Guernsey signed in December 2017. The original location was 17th Street and Lee Blvd for the main transfer center. There was also the design of transfer hubs located at 52nd Street and NW Cheyenne Ave & and SW 3rd Street between A Avenue and SW B Avenue.

Spring 2018

After evaluation of the original location at 17th and Lee, it was determined that an alternative location would now be used as the new transfer center site with only one transfer hub at 52nd Street and NW Cheyenne Ave. The new transfer center site would be the old police station located on Gore Blvd and 4th Ave. The city owned the property, and it was determined that the value of the land could be leveraged as a local match toward future grants. The demolition of the building could also be used for local match.

August 2018

The NEPA process begins for the old police station located on Gore Blvd and 4th Ave and the City of Lawton received the first estimate for the conceptual design from C.H. Guernsey. The estimate for the new facilities would be around 2.6 million.

November 2018

The NEPA process is completed, and we can process grant filing. A 5339 bus and bus facilities grant was filed in spring 2018, however the City of Lawton was not awarded any federal funds.

January 2019

The first preliminary design report of transfer center at the old police station and north hubs at 52nd street was given to the City of Lawton by Guernsey.

May 2019

The City Transit Trust scheduled a meeting to discuss the first preliminary design report from Guernsey. At this meeting, the transfer center location became a central focal point and raised some concerns among the Trustees. At the end of the discussion, the Transit Trust decided to table the approval of the site location at the old police station. After the meeting, the Transit Trust agreed to form a transit site selection committee to discuss alternatives to the original site location.

October 2019

The transit site selection committee met to discuss alternative sites and how much space would be needed. The committee agreed that the site needed to be city owned property because the value of the land could be used as part of the local match. Some locations were discussed but nothing was finalized. A next meeting would not be set until some new locations were given to the committee.

March 2020

Covid 19 Pandemic occurred and all plans for a transfer center were paused.

July 31, 2020

The Transit Trust decided to reestablish a committee to review proposed site locations.

September 15, 2020

HTG gives presentations regarding possible site locations. The site locations included the following:

- 2nd and B Ave and 3rd and B Ave
- F and 2nd Ave
- Old police station
- Railroad and B Ave
- 2nd and B Ave and Warren's import property

The committee discussed the idea of purchasing property as an alternative rather than using City owned property, however, nothing was finalized and HTG was requested to further explore other properties.

April 2021

HTG begins Transit Master Plan Project with the Lawton Metropolitan Planning Organization.

October 5, 2021

The City of Lawton sends out an RFQ for Zero-emission Study. Study was awarded to Kimely Horn. The contract begins in Spring 2022. A final study completed April 2023

July 2022

HTG provided conceptual drawings for the Railroad Street location.

August – November 2022

Lawton City Council met to discuss transfer center location at Railroad and other various locations multiple times.

November 2022

Public meetings are held to discuss the redesigning of the fixed route system in Master Plan. In addition, the Lawton City Council identifies the four main locations for the transfer center facility:

- 1) Railroad Street Site – Railroad and B Ave
- 2) Midwest Square – Gore Blvd
- 3) Creamery Site – 411 SE Larrance St.
- 4) Old police station – 4th and Gore Ave.

Spring 2023

The final sites are Midwest Square and the Railroad Street site which is just south of the current police station and north of Creamery. City Council also requested the Downtown transfer center include a new Maintenance/Administrative facility.

March 2023

The City Transit Trust authorized the release of an RFQ for Professional Engineering/ Architecture of Multimodal Transfer Center with an Operations and Maintenance Facility. The selected consultant will provide typical engineering/architectural services for the duration of the project from the concept phase to final completion of construction. The preliminary design report phase shall include an evaluation of the proposed Transfer Center with Operations and Maintenance facilities/structures as defined, among other items, in terms of anticipated public areas and required workspaces for employees, off-site infrastructure improvements such as water, sewer, streets, drainage, utilities etc. and a proposed cost

estimate for the project. On June 27th the City Transit Trust authorized Staff to negotiate a scope and fee to bring back to the Trust for approval. On September 12th, the City Transit Trust approved the scope and fee with Wendel WD Architecture

August 2023

The final Site is approved by Transit Trust. The final location of the LATS transfer center and administration/Maintenance facility will be located south of the new Police station

January 2024

The City Transit Trust approves LATS purchasing hybrid buses with grant funding, if awarded. This approval allows Wendel WD Architecture to incorporate both fueling stations and electric bus charging stations into the preliminary engineering design. The Transit Trust agreed with the assessment with HTG that hybrid buses provided the best alternative fuel option on its way towards zero emissions for its transit operation.

Approved Location

LATS is governed by the Lawton City Transit Trust, a body composed of the elected council members for Lawton. The Trust oversees the operation of public transportation system, facilities and owns all assets regarding LATS. The Lawton City Transit Trust approved the Railroad Street location for the future downtown transit center, operations and maintenance facility after numerous properties were reviewed and evaluated over the past seven years. Located on six acres of land, the transit facilities will be located south of the Public Safety Building and just north of the Creamery on Railroad Street.



Approved Location - Downtown Transfer Center, Operations and Maintenance Facility



Preferred Concept



The preferred conceptual layout is designed to meet the needs of the riders and employees along with providing LATS with a centralized location for administration, operations and maintenance. It will provide an off-street facility for all routes to meet and transfer passengers more efficiently. This preferred concept will construct a two-story building with a climate-controlled passenger waiting area with restrooms and a customer service area that would be staffed by LATS to provide information and sell bus passes. Administration, operations and maintenance will be in a single-story building connected the two-story facility which would relocate administrative, operations and maintenance staff from their current home located at 611 SW Bishop Road. The bus wash, fueling station and bus parking lot will be located at the south end of the property. The conceptual site plans are displayed in Figures 2 and 3.

Figure 2 - Ariel Image of the Preferred Conceptual Facility Layout



Figure 3 - 3D Preferred Conceptual Facility Layout

In total the transfer center will provide nine boarding locations. Each boarding location will provide an awning or other form of shelter from the elements as well as lighting for early morning and evening operations to improve visibility and safety. Real-time next bus arrival information is recommended but is optional. This number of bus bays will accommodate all of the fixed bus routes currently in operation. The transfer center will operate with one general boarding area around a central island. Access to and from the main center platform from the perimeter would occur on designed pedestrian walkways. The bus bay and loading platform located along SE Larrance Street will be reserved for an anticipated intercity commuter bus. Conceptual visualizations have been developed to help envision what the new facilities could potentially look like and assist in describing the preferred concept. These conceptual visualizations are presented in the following figures.

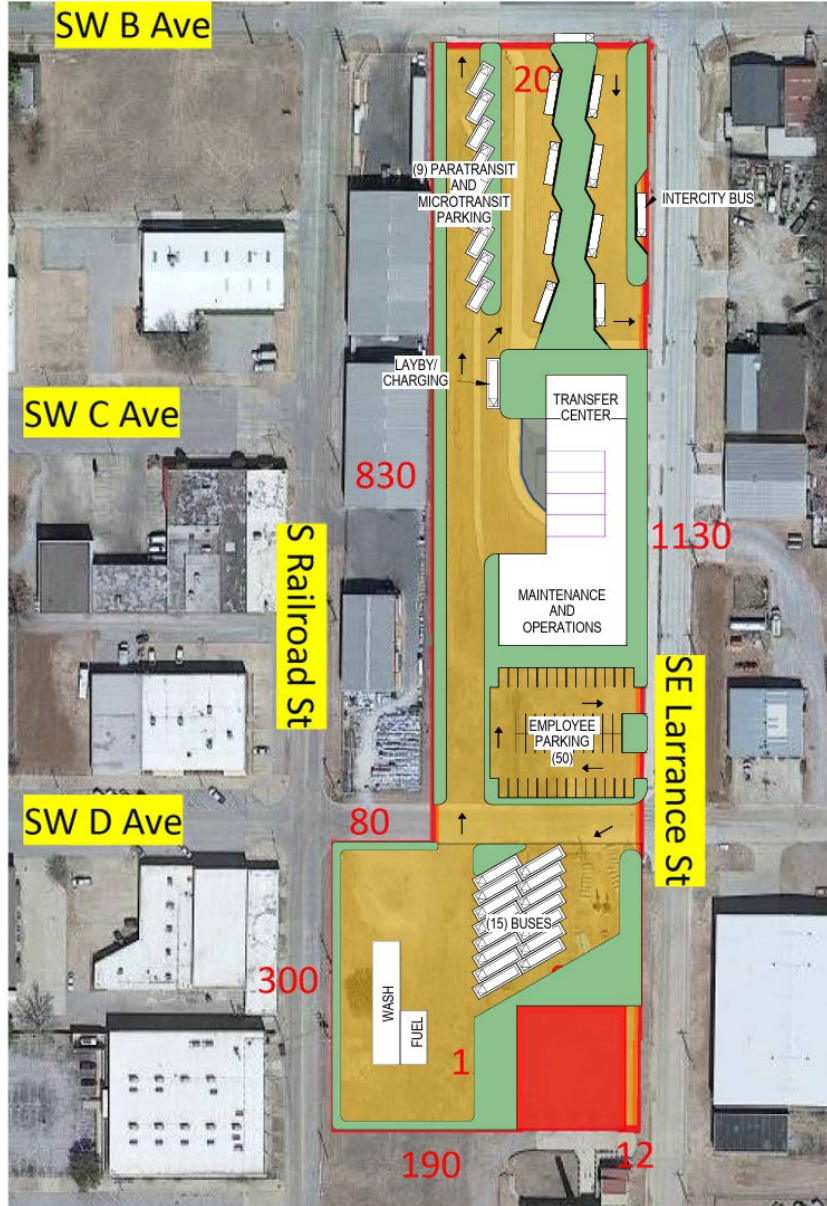


Figure 4 - Preferred Concept - Detailed Facility Layout

Figure 5 - Preferred Concept – 3D Views of Transfer Center, Operations and Maintenance Facility – Prepared by Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, P.C

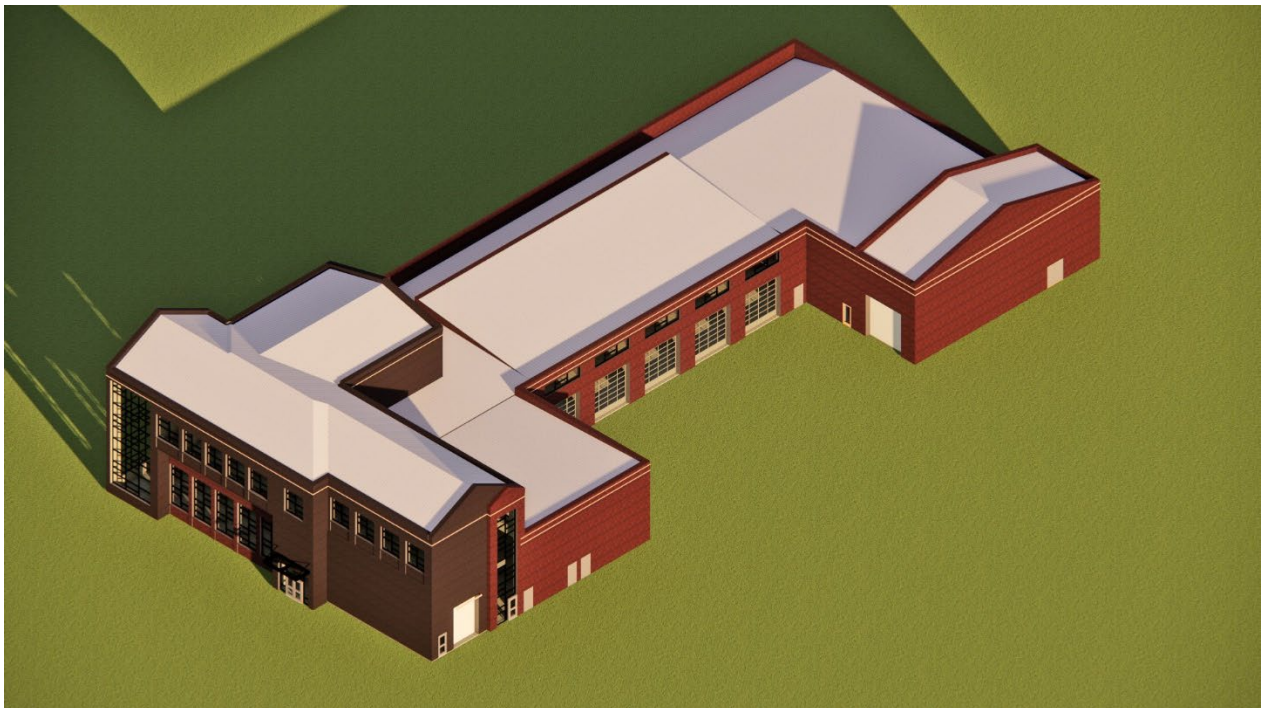
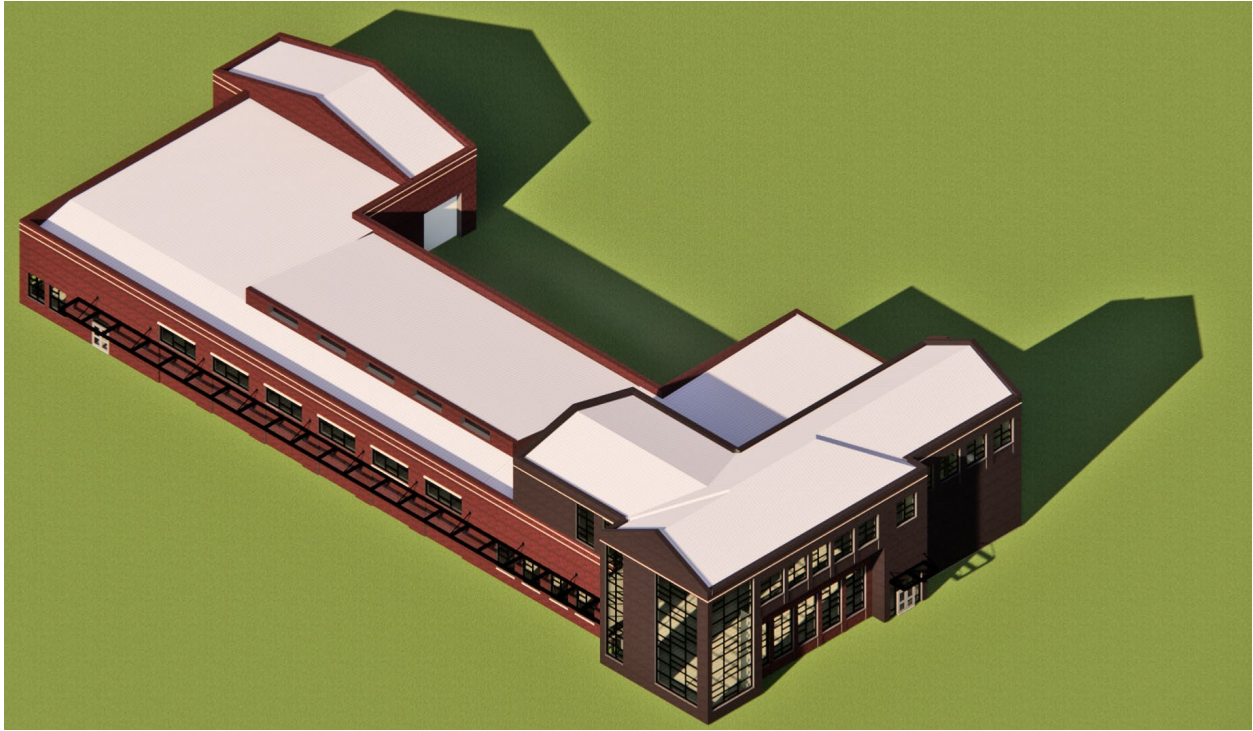
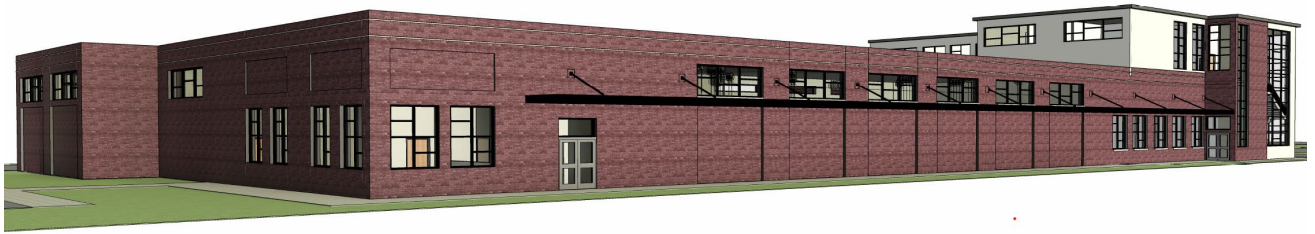


Figure 6 - Preferred Concept – 3D Views of Transfer Center, Operations and Maintenance Facility – Prepared by Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, P.C



1 Northwest Corner
SCALE:



2 Southeast Corner
SCALE:



3 Northeast Corner
SCALE:

Continuation of Figure 6 - Preferred Concept – 3D Views of Transfer Center, Operations and Maintenance Facility – Prepared by Wendel WD Architecture, Engineering, Surveying and Landscape Architecture, P.C



4 Southwest Corner
SCALE:



5 Southwest Aerial
SCALE:

The total estimated range of capital cost for this type of facility at this level of conceptual planning is between \$11,250,000.00 - \$23,250,000.00. This cost will be further refined as more detailed planning and design are completed. Also, please note that costs are contingent upon the quality and level of finishings, construction methods and any additional infrastructure needs such as drainage infrastructure.

Total SF	Cost per SF	Estimated Capital Cost
30,000	\$375.00	\$11,250,000.00
30,000	\$450.00	\$13,500,000.00
30,000	\$575.00	\$17,250,000.00
30,000	\$650.00	\$19,500,000.00
30,000	\$775.00	\$23,250,000.00

The Transfer Center interior is anticipated to be an air-conditioned passenger waiting area which should accommodate 30 seated and 40 standing passengers (70 total). Desired amenities include bench seating, lounge seating, TV, transit information monitors, vending, direct access to restrooms, and passenger assistance interface or staff available to assist. In addition, LATS will locate administrative functions at this facility, so necessary office functions and support spaces are to be provided. LATS bus operators will take their breaks at this facility and will require a breakroom and possibly a wellness / fitness room. The bus operator breakroom will also be available to maintenance staff at the facility. Additional passenger services should include both staffed and automated services for ticketing, route planning, and general information.

Transfer centers work to improve passenger and transit system safety by moving transfer activity off the street and consolidating pedestrian activity into a controlled area. Security can be enhanced for transit riders through design elements, lighting, cameras, and other features built into the facility design like open lines of sight. Transit centers can also improve ridership by lowering waiting times while transferring between routes and shortening overall travel times. These facilities can also enhance the image and perception of public transportation within the community, which can improve ridership trends and overall customer satisfaction.

LATS want to attract people to the proposed Transfer Center beyond transit uses. Offering a mixed-use center with a multi-modal component would be an economic development plus for this type of facility and the City of Lawton. Space for Transit Oriented Development has been set to incorporate commercial shops, office space, market areas, and general services; however, none of the uses have been quantified at this time. Additionally, there is a preference for locating a police or emergency management sub-station at this location. General services provided in the transfer center include the following:

Restrooms: All restrooms will have ADA accessible stalls with toilet paper accessories, paper towel dispensers, baby changing stations, and sinks. The public restrooms will be in a central and easy-to-find location and have a high-impact, durable design to limit vandalism and deterioration. Family Restrooms will also be provided at each location of public restrooms.

Waiting Areas: The waiting areas should be in a strategic location near pickup and drop-off areas so users can see all arrivals and departures. These waiting areas should be well lit, incorporate durable seating, tables for places to work, mobile charging stations, and trash and recycling receptacles. All

modes of transportation will require Passenger Information Display Systems (PIDS) in waiting areas. Ticketing desks, self-serve kiosks, and restrooms shall be near the waiting areas and customer services.

Transit Staff Areas: Breakroom areas should have lockers for staff storage, a kitchen with counter tops and ample cabinet space, a microwave, refrigerator, dishwasher, coffee machine, sink, icemaker, and seating and tables for staff. These spaces should be in proximity to exterior transit loading and unloading areas and have a quiet and relaxing environment with environmental conditioning.

Janitorial Areas: The janitorial closets should have a mop sink, shelves for cleaning supplies, and storage carts for mobile cleaning. They should be near restrooms for janitor convenience but hidden from public spaces if possible.

Storage Rooms: Storage rooms should be organized to accommodate general office supplies, marketing materials, seasonal storage, etc. These spaces should be in secure areas near office space, away from building exteriors, and environmentally conditioned.

Multi-Purpose Rooms: The meeting rooms should have adequate electrical outlets and storage space for chairs, tables, and benches.

Building Maintenance/Services Rooms: The building services spaces include electrical rooms, mechanical rooms, IT rooms, fire suppression rooms, pump rooms, etc. These spaces should accommodate the necessary equipment, panels, controls, clearances and access for maintenance, replacement of parts and services. The room should be secure, have no windows, hidden from public spaces, and be environmentally conditioned.

Operations Facility: Facility will include offices for the day-to-day operation, restrooms lighting, electrical, landscaping, a kitchen area for the staff, inventory space for office supplies, training room, breakroom for employees, conference room and additional parking area for employees.

Maintenance Facility: Facility will be attached to operation's facility but will include five maintenance bays, additional pavement area for parking of buses, landscaping, lighting, fencing, restrooms. and fueling station (electrical charging station, unleaded, and diesel)

The bus wash, fueling station and bus parking lot will be separate from the Transfer Center, Operations and Maintenance Facility.

Anticipated Facility Project Timeline

* Report Disclaimer: The Downtown Transfer Center, Operations and Maintenance Facility Project is fiscally constrained and is contingent on a variety of financial assumptions coming to fruition. These assumptions evolve as better information becomes available for various investments, and projections are updated to reflect actual results. As implementation progresses, projects included in the transit master plan will continue to be studied, and new information will continue to influence their cost and timing. Additionally, overall inflation assumptions, availability of local sources of revenue, competition for federal funding for projects and successful access to capital markets will continue to influence the overall financial outlook of the transit master plan.

It is recommended that LATS seek federal funding through the Grants for Buses and Bus Facilities Competitive Program (Section 5339) to support the construction cost of the new Downtown Transfer Center and low-emission transit buses. The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. The federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 90 percent of the net project cost. The Federal share of the cost of leasing or purchasing a low or no emission transit bus is not to exceed 85 percent of the total transit bus cost.

Eligible activities for the Low or No Emission competitive program include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.

Projected Timeline

The project timeline is contingent on the Grants for Buses and Bus Facilities Competitive Program (Section 5339).

Late February:

- Grant application process - gathering all necessary information for the facility and vehicles. This comprehensive effort includes:
 - Documentation of facility requirements
 - Compilation of essential information for vehicles
 - Identification of specific needs for both facility and vehicles
 - Ensuring alignment with grant application criteria

End of March 2024:

- Achieve 20% completion of conceptual design
- Include NEPA approval from FTA
- About NEPA:

- Environmental Impact Statement (EIS): NEPA mandates the preparation of EISs for major Federal actions significantly impacting the human environment. The EIS is a comprehensive document outlining the transportation project's development process, considering reasonable alternatives, analyzing potential impacts, and demonstrating compliance with relevant environmental laws and executive orders. The EIS process involves steps such as Notice of Intent (NOI), draft EIS, final EIS, and record of decision (ROD).
- Environmental Assessment (EA): A concise document aiding the agency's compliance with NEPA, providing evidence and analysis to determine whether an environmental impact statement or a finding of no significant impact is necessary. The EA includes discussions of the proposal's need, required alternatives, environmental impacts, and a list of consulted agencies and individuals.

April 25th, 2024:

- Submit grant to FTA for funding for facilities and vehicles (7 hybrid heavy-duty buses)

Summer/Fall 2024:

- Progress through final design and engineering

Fall 2024:

- Receive grant award. The City of Lawton will release an RFP for 7 heavy-duty hybrid buses.

Fall 2025:

- Engage in permitting and bidding activities.

Winter 2024-Early 2025:

- Prepare for construction.

Spring 2025:

- Commence construction.

Spring 2027:

- Complete construction and initiate occupancy

Fleet

To support local air quality improvement goals, modernize its fleet, prepare for the future, and plan for new transit facilities, LATS is working to transition its fixed route and demand response fleet to zero-emission vehicles. This transition plan sets forth a path for LATS to make the shift from the current diesel and gasoline fleet to a lower-cleaner technology. LATS also has a unique opportunity to design and build a new transfer center, operations and maintenance facility that integrates battery electric infrastructure. On January 9th, 2024 the City of Lawton decided that the best way forward towards transitioning to zero-emission vehicles is to start with the following:

- 1) Apply for 7 hybrid electric vehicles
- 2) Apply for 2 on-demand full electric vehicles
- 3) Apply for 2 on-demand gas-powered vehicles

Workforce Development

Demand for skilled and experienced workers will increase rapidly as new clean transportation policies and programs take effect and numerous agencies begin fleet transitions. Aligning workforce development activities with the fleet transition ensures that a qualified workforce is ready and available to support a successful deployment. Existing mechanics and operators should be either initially trained or refreshed on training as new hybrid and/or electric buses come into service. At a broad level, it is expected that all LATS technicians will be impacted to some degree by the transition from diesel buses to hybrid buses.

The existing staff of technicians will need to be evaluated to determine who already holds ASE Transit Bus certifications for Electrical/Electronic Systems (H6), or similar certifications from the automobile and heavy-truck sectors. In addition to those with standardized certifications, LATS should plan to recognize and account for training provided internally, as well as from technical schools, previous employment, and third-party training providers.

It is recommended that LATS work with the bus manufacturers and contractors to develop the criteria for foundational E/E skills and establish the baseline for deciding which workers need the additional training and in which skill area depending on workforce structure.

Maintenance staff can be classified by their expected level of training required based on job requirements:

- Basic E/E Training
- Multiplex Training
- Advanced E/E Training

LATS should consider developing E/E skills across the entire workforce of technicians with the understanding that these skills are widely transferrable and can assist in the repair of traditional buses. To ensure that the workforce scales efficiently and cost-effectively, LATS should implement training strategies that support additional zero-emission vehicle deployments in the future. This will require additional OEM-specific training.

Operational Plan Recommendations

Redesign of Fixed Route System

A key component of the Transit Master Plan is the proposed fixed route network. After receiving public input and completing a comprehensive review of the existing system, unmet rider needs were identified. These needs include the following:

- 1) Revamped routes to encourage more riders.
- 2) Routes that stayed on the main arterial roads that have access to sidewalks.
- 3) Limiting travel through neighborhood streets to improve reliability.
- 4) Further improved access for the public schools and businesses
- 5) Create a route system that won't be disrupted by adverse weather conditions.
- 6) Create simple options for the Night and Sunday service.

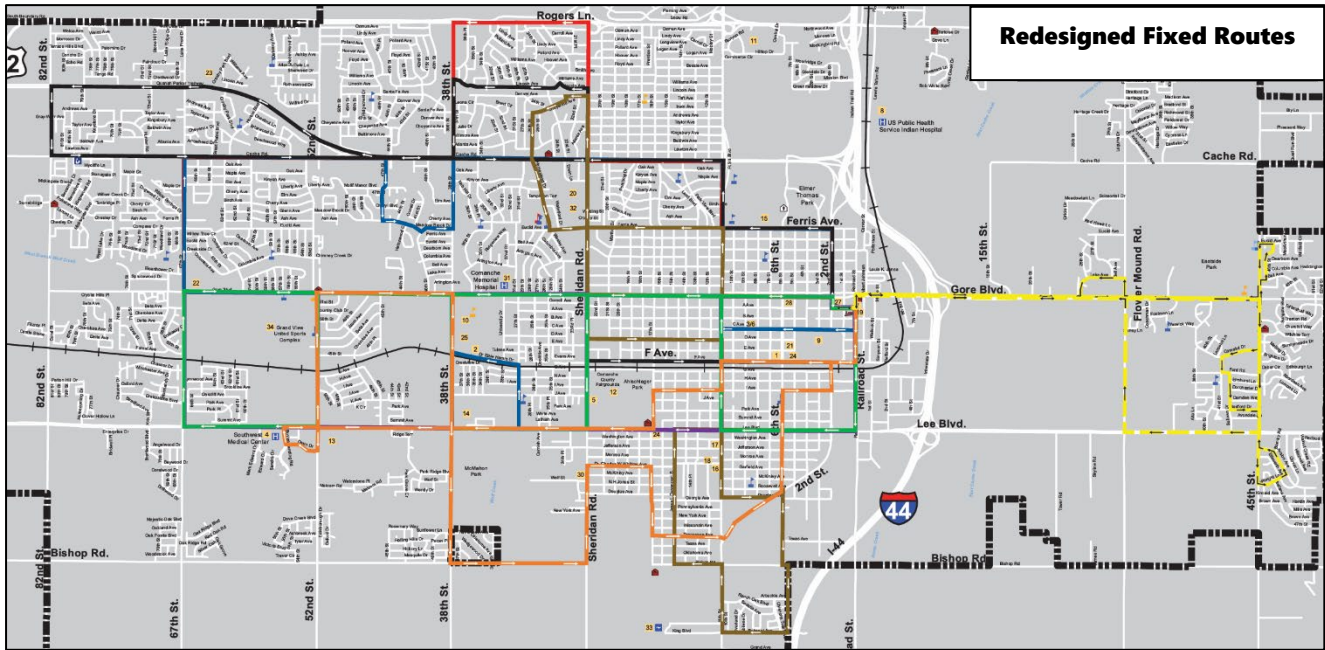
The objective of the fixed route system redesign is to improve routes and provide a foundation for future expansion. The recommended route network improves access to places riders want to go such as grocery stores, shopping centers, and recreation centers by streamlining routes and reducing inconvenient loops.

The recommended route network redesign does not require any additional buses, however, an increase of 4,500 annual service hours is required to extend service hours and operate all eight routes on Saturday and four routes on Sunday.

Recommended Fixed Route System Span of Service

Route	Weekday		Saturday		Sunday	
	Service Hours	Frequency (Minutes)	Service Hours	Frequency (Minutes)	Service Hours	Frequency (Minutes)
Route 1	6:00am-7:00pm	60	9:00am-6:00pm	60	-	-
Route 2	6:00am-7:00pm	60	9:00am-6:00pm	60	-	-
Route 3	6:00am-10:00pm	60	9:00am-9:00pm	60	10:00am-5:00pm	60
Route 4	6:00am-10:00pm	60	9:00am-9:00pm	60	10:00am-5:00pm	60
Route 5	6:00am-10:00pm	60	9:00am-9:00pm	60	10:00am-5:00pm	60
Route 6	6:00am-7:00pm	60	9:00am-6:00pm	60	-	-
Route 7	6:00am-7:00pm	60	9:00am-6:00pm	60	-	-
Route 8 Peak	6:00am-10:00am & 2:00pm-6pm	60	9:00am-6:00pm	60	10:00am-5:00pm	60
Peak 8 Non-Peak	10:00am-2:00pm & 6:00pm-10:00pm	30	9:00am-6:00pm			

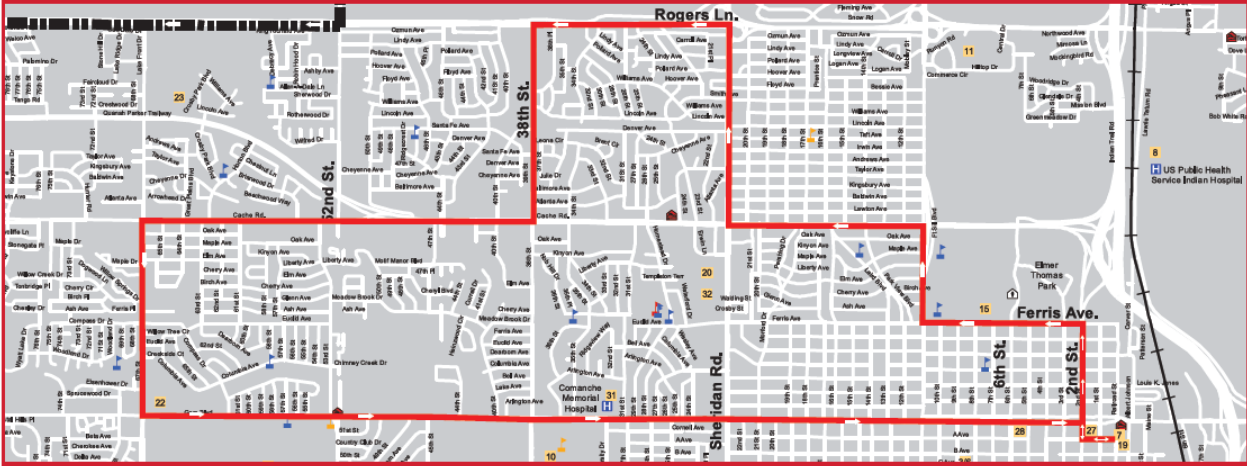
Recommended Fixed Route System



Route	New points of interest served by new routes.
Route 1	Eastside Haircutz, Lawton Beauty Supply, Bootleggers, Best Cleaners, Olympics Barber Shop,
Route 2	Just 4-K9s & Critters pet store, New Haven church, Allesio Apartments, Meadowbrook neighborhood
Route 3	Waynes Drive Inn, Taco Bell, McDonalds, Phillips Music Store, Sheridan Express Pharmacy
Route 4	Lawton Regional Airport, CVS, Pats Wash Tub Laundromat and car wash, Mount Calvary Baptist, Dollar General, El Rodeo Meat Market, Sixth and Lee Plaza shopping center, Lawton Community Health Center, Arandas Mexican Grill, Green Aid Society
Route 5	CVS, Pats Wash Tub Laundromat and car wash, Mount Calvary Baptist, Dollar General, El Rodeo Meat Market, Sixth and Lee Plaza shopping center, Lawton Community Health Center, Arandas Mexican Grill, Green Aid Society, Eisenhower Elementary School, Six 10 District Apartment complex, Wichita Mountain Medical, Allstate on 52nd,
Route 6	Sooner Dialysis, Dr. Aryan Kadivar Family Medicine, H2 Health, Smile Lawton, QTC Health Services, Southwestern Home Health, Weaver clinics, Physical Therapy Central, Comanche County Tag Agency
Route 7	Comanche Nation Prevention and Recovery, Women and Children shelter, Cali Burrito, Jackson Laundromat, Hungry Hearts Feeding Ministry, Merry Detty Youth, Family Promise, LPS bus barn, Oklahoma Dental Implants and Oral Surgery, Oklahoma Pet Center, Southwestern Hospital, Lawton Community Health Center, Eisenhower Elementary School, Six 10 District Apartment complex, Wichita Mountain Medical, Allstate on 52nd , Taco Bell, McMahon Baseball Park, Parkridge neighborhood Sycamore Trail Mobil Homes Park, rolling Hills Community, Bishop Elementary School
Peak 8	Eastside Pharmacy, Ten Oaks Senior Living Center, Lawton Community Health Eastside Clinic, CN Assisted Living Center, First Baptist East, Arvest Bank, Pats Car Wash

ROUTE 1

Transfer center	15th & Cache	38th & Lincoln	Rogers Ln & 38th	Gore & 67th	Gore & Sheridan	6th & Gore	Transfer center
START TIME MONDAY - FRIDAY							
6:00 AM	6:10 AM	6:15 AM	6:20 AM	6:30 AM	6:40 AM	6:45 AM	6:50 AM
7:00 AM	7:10 AM	7:15 AM	7:20 AM	7:30 AM	7:40 AM	7:45 AM	7:50 AM
8:00 AM	8:10 AM	8:15 AM	8:20 AM	8:30 AM	8:40 AM	8:45 AM	8:50 AM
START TIME SATURDAY							
9:00 AM	9:10 AM	9:15 AM	9:20 AM	9:30 AM	9:40 AM	9:45 AM	9:50 AM
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11:00 AM	11:10 AM	11:15 AM	11:20 AM	11:30 AM	11:40 AM	11:45 AM	11:50 AM
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Bus Shelters

Route	Location	Status
Route 1 Red		
	Gore & 12th	New
	NW 38th & NW 40th	New
	EHS on Gore (West Bound)	New
	67th & Eisenhower Dr. (Across the Street)	New
	67th & Maple Dr. (Across the Street)	Existing
	67th & Oak (Apartments)	New
	Old Cache Road Cinemas	Existing
	Camden Apartments	New
	Sheridan & Smith Ave	New
	2nd & Arlington	New
	7th & Cache	New
	LHS	New
	7th & Ferris	New
	2nd & Arlington	New

ROUTE 2

Transfer Center	Sheridan & Gore	LC Hamm & 38th	EHS	47th & Cache	Cache & 11th	Ferris & 2nd	Transfer Center
START TIME MONDAY - FRIDAY							
6:00 AM	6:10 AM	6:15 AM	6:25 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM
7:00 AM	7:10 AM	7:15 AM	7:25 AM	7:35 AM	7:45 AM	7:45 AM	7:50 AM
8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:35 AM	8:45 AM	8:45 AM	8:50 AM
START TIME SATURDAY							
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10:00 AM	10:10 AM	10:15 AM	10:25 AM	10:35 AM	10:45 AM	10:45 AM	10:50 AM
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Bus Shelters

Route	Location	Status
Route 2 Blue		
	City Hall (West Bound)	New
	Gore & 12th	New
	J Ave & Sheridan	New
	Department of Human Services	Existing
	SW 27th & Cleveland Elementary	New
	Cameron University (LC Hamm)	Existing
	38th & McMahon Field	New
	40th & Gore	New
	Country Club View Apartments	Existing
	67th & Eisenhower Dr. (Across the Street)	New
	67th & Maple Dr. (Across the Street)	Existing
	67th & Oak (Apartments)	New
	61st & Cache (All American Car Wash)	New
	Old Cache Road Cinemas	Existing
	47th & Alessio Apartments	New
	38th Kids Zone Greer Park	Existing
	Pershing Dr & Cache	New
	City Hall (East Bound)	New

ROUTE 3

Transfer center	11th & Cache	38th & Cache	Walmart Quannah	82nd & Cache	Sheridan & Cache	Transfer Center
START TIME MONDAY - FRIDAY						
6:00 AM	6:10 AM	6:20 AM	6:25 AM	6:30 AM	6:40 AM	6:50 AM
7:00 AM	7:10 AM	7:20 AM	7:25 AM	7:30 AM	7:40 AM	7:50 AM
8:00 AM	8:10 AM	8:20 AM	8:25 AM	8:30 AM	8:40 AM	8:50 AM
START TIME SATURDAY						
9:00 AM	9:10 AM	9:20 AM	9:25 AM	9:30 AM	9:40 AM	9:50 AM
START TIME SUNDAY						
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END TIME MONDAY - FRIDAY						
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Bus Shelters

Route	Location	Status
Route 3 Black		
	7th & Ferris	Existing
	14th & Cache	New
	Sheridan & Smith Ave	New
	NW 38th & NW 40th	New
	Quannah Parker Walmart	Existing
	Quannah & Terrace Hills	New
	82nd Shopping Center	New
	Dollar Tree on 6748 NW Cache	Existing
	61st & Cache (All American Car Wash)	New
	Old Cache Road Cinemas	Existing
	EZ Go 3160 NW Cache	New
	Golden Corral	New
	Sheridan Rd Walmart	Existing
	Ross Dress for Less on Sheridan	Existing
	Sheridan & E Ave	New
	F Ave & 15th	Existing
	F Ave & 7th	New

ROUTE 4

Transfer Center	Sheridan & Ferris	Sheridan & Denver	Life Readiness Center	Sheridan & D ave	11th & Douglas	Jesse Davenport & Lee	Transfer Center
START TIME MONDAY - FRIDAY							
6:00 AM	6:15 AM	6:20 AM	6:25 AM	6:30 AM	6:40 AM	6:45 AM	6:50 AM
7:00 AM	7:10 AM	7:15 AM	7:25 AM	7:30 AM	7:40 AM	7:45 AM	7:50 AM
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START TIME SATURDAY							
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START TIME SUNDAY							
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7:00 PM	7:10 PM	7:15 PM	7:25 PM	7:30 PM	7:40 PM	7:45 PM	7:50 PM
8:00 PM	8:10 PM	8:15 PM	8:25 PM	8:30 PM	8:40 PM	8:45 PM	8:50 PM
END TIME MONDAY - FRIDAY							
9:00 PM	9:10 PM	9:15 PM	9:25 PM	9:30 PM	9:40 PM	9:45 PM	9:50 PM



Bus Shelters

Route	Location	Status
Route 4 Brown		
	LRC	Existing
	Goodwill on Ferris	New
	Ross Dress for Less on Sheridan	Existing
	11th & I Ave	New
	Unemployment Office	Existing
	9th & Douglas	New
	Bishop & 6th	Existing
	6th & Arbuckle	New
	Belmont & Abilene	New
	Ranch Oraks & 11th Ave	New
	Jesse Davenport & Wisconsin	New
	Lee & 14th (Across from Discount Foods)	New
	CVS on Lee	New

ROUTE 5

Transfer Center	11th & Gore	38th & Gore	52nd & Lee	67th & Gore	Gore & Sheridan	Transfer Center
START TIME MONDAY - FRIDAY						
6:00 AM	6:10 AM	6:20 AM	6:30 AM	6:35 AM	6:45 AM	6:50 AM
7:00 AM	7:10 AM	7:20 AM	7:30 AM	7:35 AM	7:45 AM	7:50 AM
8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:35 AM	8:45 AM	8:50 AM
START TIME SATURDAY						
9:00 AM	9:10 AM	9:20 AM	9:30 AM	9:35 AM	9:45 AM	9:50 AM
START TIME SUNDAY						
10:00 AM	10:10 AM	10:20 AM	10:30 AM	10:35 AM	10:45 AM	10:50 AM
11:00 AM	11:10 AM	11:20 AM	11:30 AM	11:35 AM	11:45 AM	11:50 AM
12:00 PM	12:10 PM	12:20 PM	12:30 PM	12:35 PM	12:45 PM	12:50 PM
1:00 PM	1:10 PM	1:20 PM	1:30 PM	1:35 PM	1:45 PM	1:50 PM
2:00 PM	2:10 PM	2:20 PM	2:30 PM	2:35 PM	2:45 PM	2:50 PM
3:00 PM	3:10 PM	3:20 PM	3:30 PM	3:35 PM	3:45 PM	3:50 PM
END TIME SUNDAY						
4:00 PM	4:10 PM	4:20 PM	4:30 PM	4:35 PM	4:45 PM	4:50 PM
END TIME SATURDAY						
5:00 PM	5:10 PM	5:20 PM	5:30 PM	5:35 PM	5:45 PM	5:50 PM
6:00 PM	6:10 PM	6:20 PM	6:30 PM	6:35 PM	6:45 PM	6:50 PM
7:00 PM	7:10 PM	7:20 PM	7:30 PM	7:35 PM	7:45 PM	7:50 PM
8:00 PM	8:10 PM	8:20 PM	8:30 PM	8:35 PM	8:45 PM	8:50 PM
END TIME MONDAY - FRIDAY						
9:00 PM	9:10 PM	9:20 PM	9:30 PM	9:35 PM	9:45 PM	9:50 PM

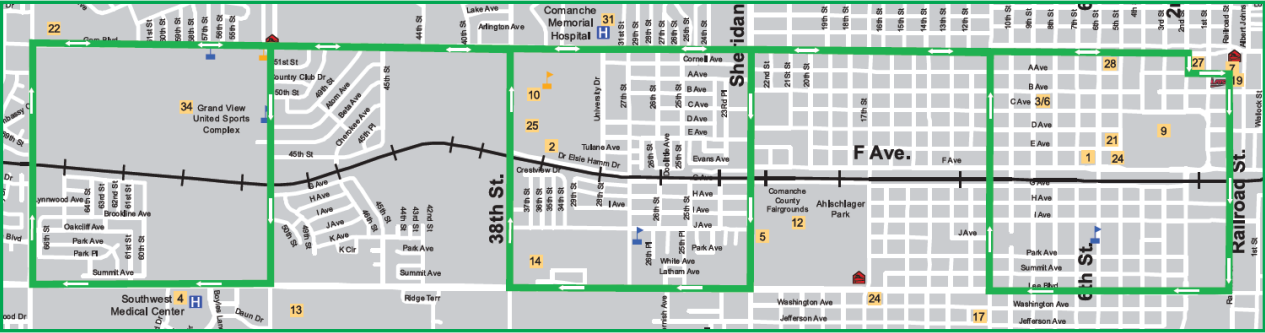


Bus Shelters

Route	Location	Status
Route 5 Purple		
	11th & I Ave	New
	Discount Foods	New
	Comanche County Health	Existing
	Burger King	New
	24th & Gore	New
	Comanche County Memorial	Existing
	Neighborhood Walmart on Lee	New
	BZ Distributors Gas Station	New
	District Six Ten Apartments (North Bound)	New
	EHS on Gore (West Bound)	New
	6401 W Gore	New
	Southwestern Hospital	Existing
	Great Plains Tech. Center	Existing
	Taco Bell (Across from Walmart)	New
	2608 SW Lee (Across from Department of Human Services)	New
	Lee & 14th (Across from Discount Foods)	New
	CVS on Lee	New

ROUTE 6

Transfer Center	Lee & 11th	Gore & Sheridan	38th & Lee	52nd & Gore	67th & Lee	38th & Lee	11th & Lee	Transfer Center
START TIME MONDAY - FRIDAY								
6:00 AM	6:10 AM	6:15 AM	6:25 AM	6:30 AM	6:35 AM	6:40 AM	6:45 AM	6:50 AM
7:00 AM	7:10 AM	7:15 AM	7:25 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM	7:50 AM
8:00 AM	8:10 AM	8:15 AM	8:25 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM	8:50 AM
START TIME SATURDAY								
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10:00 AM	10:10 AM	10:15 AM	10:25 AM	10:30 AM	10:35 AM	10:40 AM	10:45 AM	10:50 AM
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END TIME MONDAY - FRIDAY								
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Bus Shelters

Route	Location	Status
Route 6 Green		
	11th & I Ave	New
	Gore & 12th	New
	Sheridan & E Ave	New
	J Ave & Sheridan	New
	Department of Human Services	Existing
	Neighborhood Walmart on Lee	New
	Taliferro on 38th & L C Hamm	New
	38th & McMahon Field	New
	40th & Gore	New
	Country Club View Apartments	Existing
	EHS on 52nd	New
	District Six Ten Apartments (South Bound)	New
	EHS on Gore (East Bound)	New
	Cameron University on Gore	Existing
	Gore & 9th (Cash Saver)	New

ROUTE 7

Transfer Center	F ave & 11th	52nd & Lee	52nd & Gore	Sheridan & Bishop	Charles Whitlow & 17th	6th & Lee	Transfer Center
START TIME MONDAY - FRIDAY							
6:00 AM	6:05 AM	6:15 AM	6:20 AM	6:30 AM	6:35 AM	6:40 AM	6:45 AM
7:00 AM	7:05 AM	7:15 AM	7:20 AM	7:30 AM	7:35 AM	7:40 AM	7:45 AM
8:00 AM	8:05 AM	8:15 AM	8:20 AM	8:30 AM	8:35 AM	8:40 AM	8:45 AM
START TIME SATURDAY							
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END TIME SATURDAY							
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END TIME MONDAY - FRIDAY							
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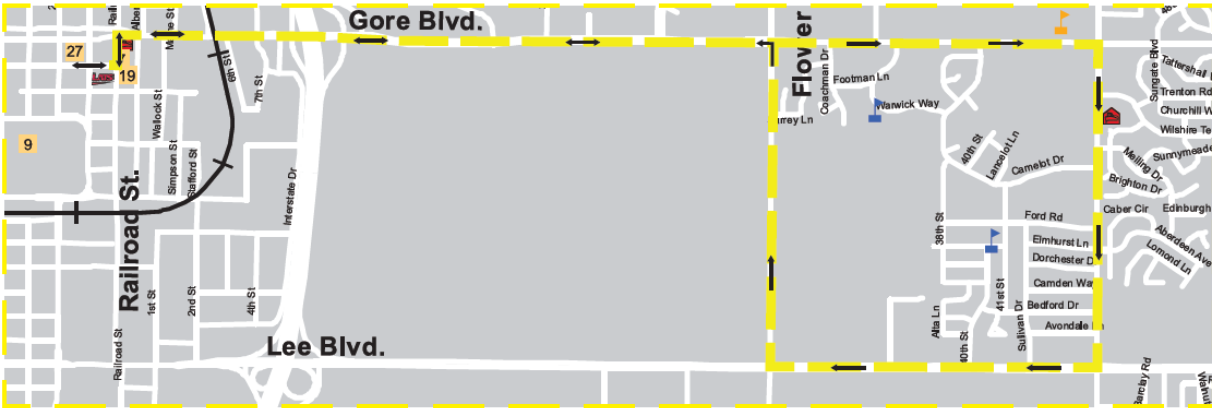


Bus Shelters

Route	Location	Status
Route 7 Orange		
	7th & F Ave	New
	11th & I Ave	New
	Department of Human Services	Existing
	Neighborhood Walmart on Lee	New
	BZ Distributors Gas Station	New
	SW Boyles Landing Rd SW Hospital	New
	District Six Ten Apartments (North Bound)	New
	Neighborhood Walmart on Lee (South Bound)	New
	Grandview Sports Complex on 38th	New
	Bishop Schools	New
	Sanders Heights Apartments on Tennessee	New

ROUTE 8 NON- Peak

Transfer Center	Apache Casino	Gore & 45th	Lee & Flowermound	Flowermound & Gore	Transfer Center
START TIME MONDAY - FRIDAY					
6:00 AM	6:10 AM	6:15 AM	6:20 AM	6:25 AM	6:30 AM
7:00 AM	7:10 AM	7:15 AM	7:20 AM	7:25 AM	7:30 AM
8:00 AM	8:10 AM	8:15 AM	8:20 AM	8:25 AM	8:30 AM
START TIME SATURDAY					
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END TIME MONDAY - FRIDAY					
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ROUTE 8 Peak

Transfer Center	Apache Casino	Bedford & 45th St.	Fulbright & Avalon	MHS	Gore & Lake	Comanche Casino	Transfer Center
START TIME MONDAY - FRIDAY							
6:00 AM	6:10 AM	6:20 AM	6:25 AM	6:35 AM	6:40 AM	6:50 AM	6:55 AM
7:00 AM	7:10 AM	7:20 AM	7:25 AM	7:35 AM	7:40 AM	7:50 AM	7:55 AM
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START TIME SATURDAY							
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END TIME SATURDAY							
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END TIME MONDAY - FRIDAY							
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Bus Shelters

Route	Location	Status
Route 8 Yellow (Peak & Non-Peak)		
	Comanche Casino on Gore	New
	Apache Casino	Existing
	NE 34th & E Gore	New
	SE Camelot	Existing
	SE 45th & Dollar General	Existing
	SE 45th & Bedford (Non-Peak)	New
	Flower Mound (Before NW Lake - Peak)	New
	Braum's	Existing
	NE Maine St & Gore	New

Financial Plan

OPERATIONAL COSTS

An hourly rate of \$100 is assumed for each hour of contracted fixed-route and paratransit service. This hourly rate also includes costs for maintenance to be performed on the vehicles.

Projected Fixed-Route and Paratransit Operational Capital Costs

Phase	Fixed-Route Annual Hours	Paratransit and Ft. Sill Shuttle Annual Hours	Total Hours	Total Cost
1) Existing Service	24,700	12,000	36,700	\$3,679,088
2) Existing Service with new routes	23,500	12,000	35,500	\$3,550,000
3) Night Service	3,700	1,800	5,500	\$550,000
4) Sunday Service	1500	750	2250	\$225,000
5) Additional Micro Transit service to industrial park		2,200	2,200	\$220,000

**The existing service with new routes is lower because the new system would consist of 8 routes instead of the current 9 routes. However, the routes would run from 6:00 am till 7:00 pm with all 8 routes running. The current service has peak and off-peak service where the clockwise routes will not run from 9:00 am till 2:00 pm.*

CAPITAL COSTS

Fleet Replacement

The following information will detail the fleet replacement schedule and costs associated with the current and future services.

- New 35' buses to replace retiring fixed routes buses.
- New cutaways or vans to replace retiring paratransit and Ft. Sill shuttle vehicles.
- New cutaways, vans, or cars for the upgrading of new services for new micro-transit services

Projected Fleet Replacement Costs

Asset Category	Asset Type	Fleet Group	Fleet Size	Fleet Group Age	Useful Life Benchmark	2024		2025		2026		2027		2028	
						Quantity	Cost in \$2024	Quantity	Cost in \$2025	Quantity	Cost in \$2026	Quantity	Cost in \$2027	Quantity	Cost in \$2028
LATS Revenue Vehicles	Bus	Gillig 2010	5	14	14	0	\$0.00	0	\$0.00	2	\$1,049,064.00	3	\$1,620,804.00	0	\$0.00
		Gillig 2011	1	13	14	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$750,000.00
		Gillig 2012	1	12	14	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$750,000.00
		Gillig 2017	3	7	14	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
		Gillig 2018	3	6	14	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
	Van	Dodge Promaster 2017	1	7	8	0	\$0.00	0	\$0.00	1	\$114,913.00	0	\$0.00	0	\$0.00
		Dodge Promaster 2018	4	6	8	0	\$0.00	0	\$0.00	1	\$114,913.00	1	\$114,913.00	2	\$229,826.00
		Chevy Arboc 2011	1	13	8	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
	Minivan	Dodge Caravan 2012	1	12	8	0	\$0.00	1	\$35,000.00	0	\$0.00	0	\$0.00	0	\$0.00
		Chevy Uplander 2011	1	13	8	0	\$0.00	1	\$0.00	1	\$35,000.00	0	\$0.00	0	\$0.00
Dodge Grand Caravan 2019		1	5	8	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
VPG MV-1 2012		1	12	8	0	\$0.00	1	\$0.00	1	\$90,000.00	0	\$0.00	0	\$0.00	
Automobile	Chevy Traverse 2020	1	4	8	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	
LATS Equipment	Non-Revenue Service Vehicle	GMC Shop Truck 2009	1	15	8	0	\$0.00	1	\$81,216.00	0	\$0.00	0	\$0.00	0	\$0.00
		Dodge 1500 - 2003	2	21	8	0	\$0.00	2	\$61,824.00	0	\$0.00	0	\$0.00	0	\$0.00
Replacement Cost per Year						\$0.00	\$178,040.00	\$1,403,890.00	\$1,735,717.00	\$1,729,826.00					

Cost data for these calculations comes from the Bureau of Labor Statistics' Consumer Price Index (CPI)

Additional information regarding fleet

- 1) RFP process will start in fall of 2024 as long as federal funds are awarded. The building of the buses will take at least 1.5 to 2 years.
- 2) All the vans, minivans, automobiles, and non-service vehicles are on state contract, so we don't have to go through an RFP process. However, delivery of vehicles ranges from 3 to 6 months depending on type of vehicle.
- 3) All prices are estimates from 2024, prices may increase or decrease by the time the RFP and award are given at the end of 2024. However, based on 2024 numbers an estimated price for a 35' low-floor, heavy-duty hybrid electric bus, which has an average life span of 12 years would be about \$750,000, and a cutaway, light-duty bus, which has an average life span of 7 years would be \$120,000.

Bus Stop Amenities

The recommended redesign of the fixed route system requires the installation of 83 new bus stops. A typical unit cost of \$1,000 is assumed bus stop. This cost includes a pole, signage, and minor concrete flatwork.

Since the new routes in the future will require the addition of new bus stops, it is also recommended that the City of Lawton also invest in city-owned benches & shelters. There are about 15-20 locations that would benefit from additional passenger amenities. An average for a shelter would be around \$10,000 and a bench about \$5,000. This cost would cover the purchase and installation of these amenities.

Additionally, we recommend that the City of Lawton also takes complete control of all bus stops, benches, and shelters, both new and old. Currently, an advertising firm manages these stops. However, LATS does the day-to-day maintenance of all stops including the weeding and mowing, while the advertising firm is responsible for the shelters and benches if they are damaged.

Phase	New Bus Stops	Bus Stop Cost	New Shelters	Shelter cost	New benches	Benches Cost	Total Cost
Existing Service with new routes	83	\$83,000	5	\$50,000	15	\$75,000	\$208,000

Existing Funding Sources

<u>Funding Source</u>	<u>Description</u>	<u>FTA Share</u>
FTA Section 5307 and 5339 Formula Funds	Funding for transit capital and operating assistance.	Not to exceed 80% of the net project cost for capital expenditures. Not to exceed 50% of the net project cost of operating assistance.
ODOT Public Transit Revolving Funds	Funding for establishing, expanding, improving, and maintaining rural and urban public transit services.	Must spend 50% of the award on services for the elderly and disabled persons.
Coronavirus Aid, Relief, and Economic Security (CARES) Act	Funding to support operating, capital, and planning expenses to prevent, prepare for, and respond to COVID-19.	No match is required.
American Rescue Plan (ARP) Act	Funding to support operating, capital, and planning expenses to prevent, prepare for, and respond to COVID-19.	No match is required.
Local Funding	Funding is allocated from the City General Fund and Capital Fund to support transit operations and capital expenditures. Funding allocated from City of Lawton Sales Tax (2016 & 2019)	N/A

Potential Funding Sources

<u>Funding Source</u>	<u>Description</u>	<u>FTA Share</u>
FTA Section 5339 Bus and Bus Facilities Discretionary Program	Funding for replacement, purchase, or rehabilitation of buses, bus-related equipment, and bus facilities.	Not to exceed 80% of the net project cost for capital expenditures.
FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Formula Funds	Funding to improve mobility and remove barriers to transportation for seniors.	Not to exceed 80% of the net project cost for capital expenditures. Not to exceed 50% of the net project cost of operating assistance.
FTA 5339 Low or No Emissions Bus Discretionary Program	Funding for replacement, purchase, or rehabilitation of buses, bus-related equipment, and bus facilities.	Not to exceed 80% of the net project cost for capital expenditures.
Accelerating Innovative Mobility	Accelerating Innovative Mobility (AIM) will highlight FTA's commitment to support and advance innovation in the transit industry.	Not to exceed 80% of the net project cost for capital expenditures.
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Not to exceed 80% of the net project cost for capital expenditures.
Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149	CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter.	Not to exceed 80% of the net project cost for capital expenditures.

STAFFING

Operations

Additional staffing for the day-to-day operation has already commenced within the LATS organization with the additions of the following jobs.

- 1) Customer service Representative
- 2) Mobility Manager
- 3) Travel trainer
- 4) Dispatchers for the new Tripspark software for the fixed route and on-demand services.
- 5) Human Resources and Organizational Development
- 6) Supervisors

Staffing will expand with the new services if approved by the City Transit Trust. This will include the following:

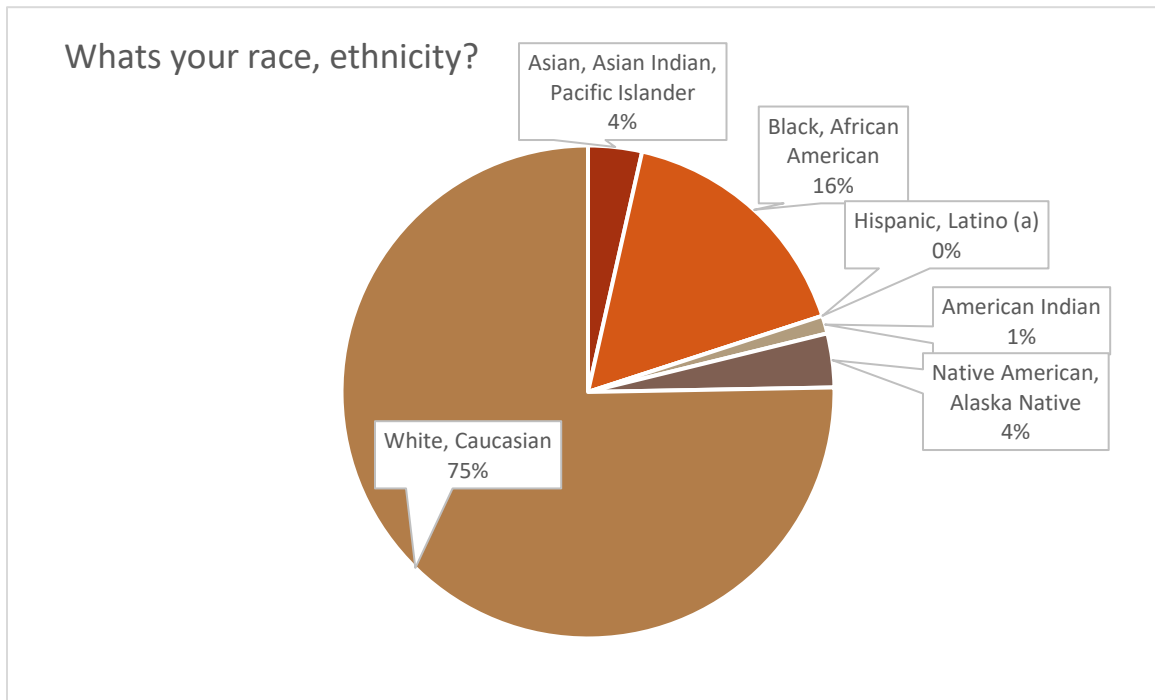
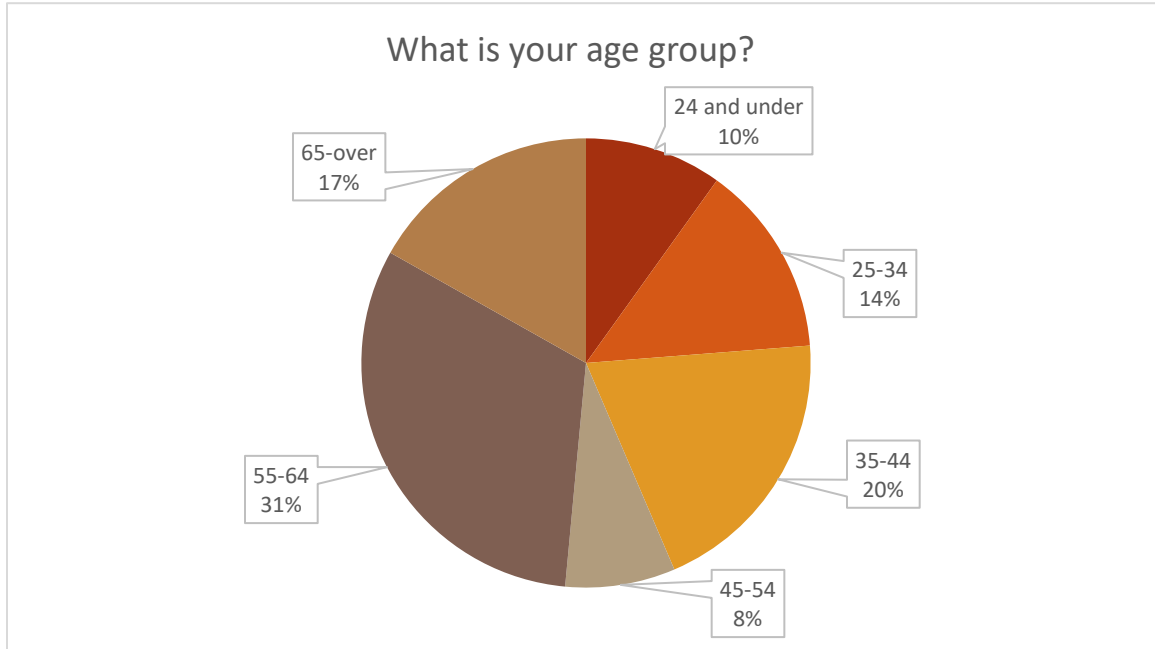
- 1) Drivers – This will include CDL (commercial driver’s licenses are required to drive the fixed route vehicles) operators and non-CDL operators
- 2) Dispatchers
- 3) Supervisors
- 4) EEO officer – once a business goes over 50 employees an EEO officer is required by law.

Maintenance

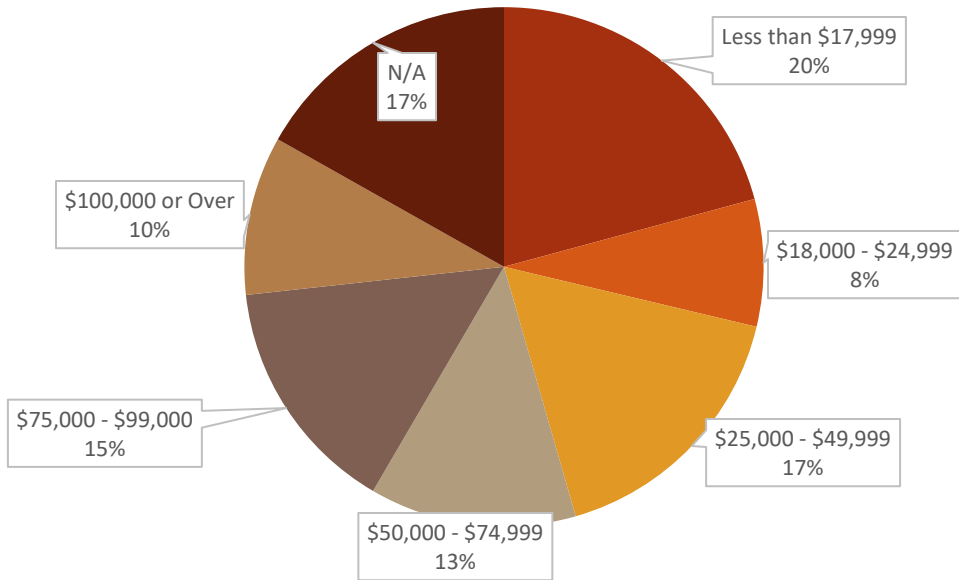
The Current fleet staff currently can maintain the existing services, however as the age of the vehicles continues to climb without the influx of new equipment, the staff will struggle. With that said additional mechanics are recommended to help maintain the aging fleet until new vehicles can be purchased. It is also recommended that the LATS increase mechanics if additional services are added.

Appendix A

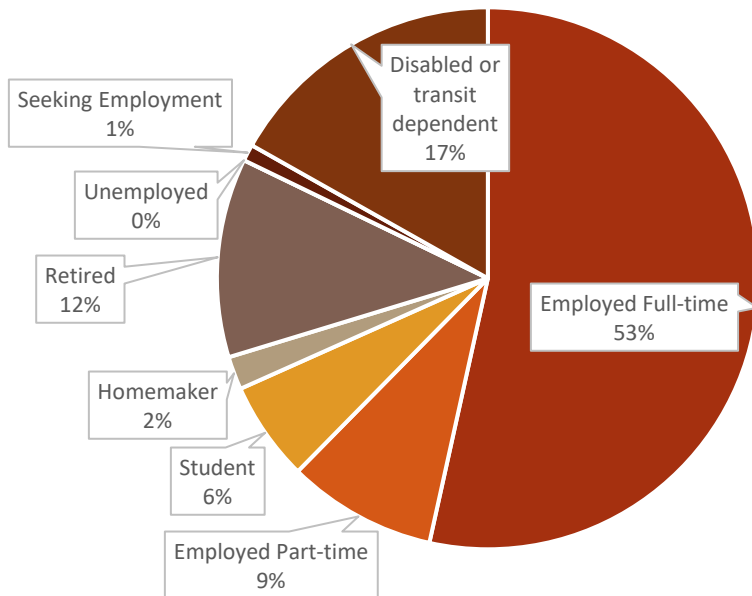
A community survey was posted on the Lawton Area Transit Website in June 2020. The online survey was provided in English and Spanish. Survey results are posted below:

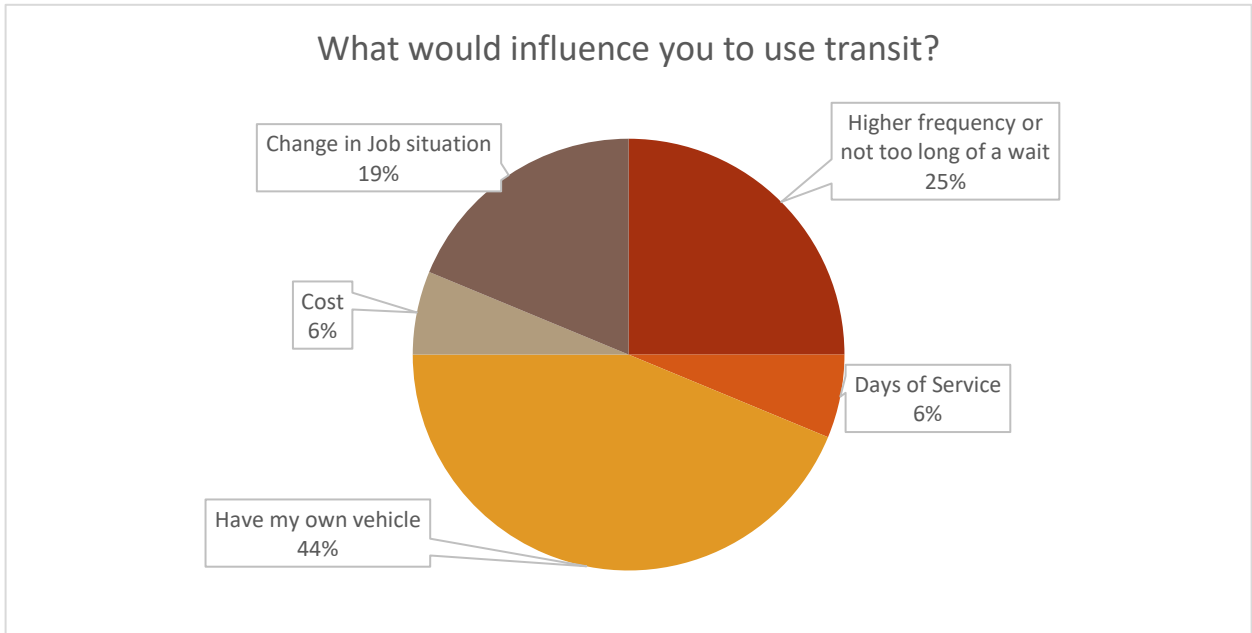
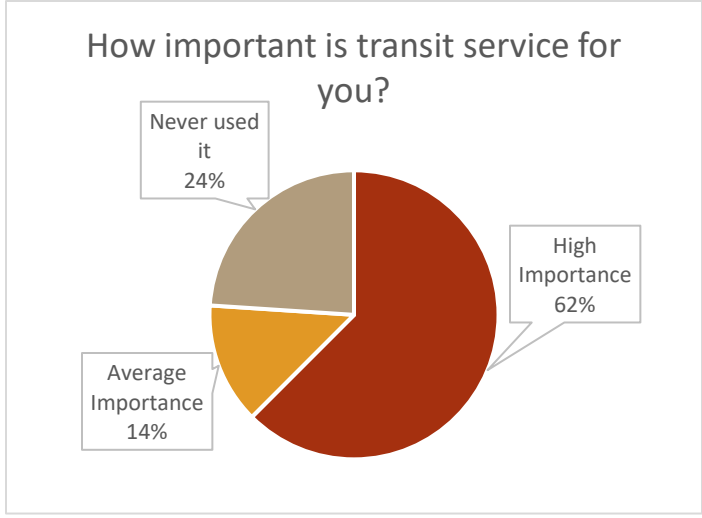
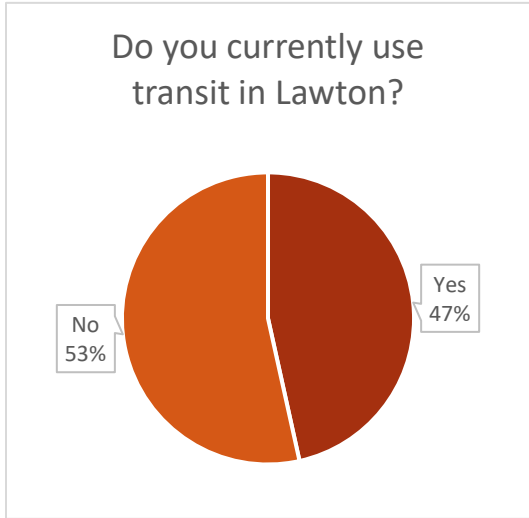


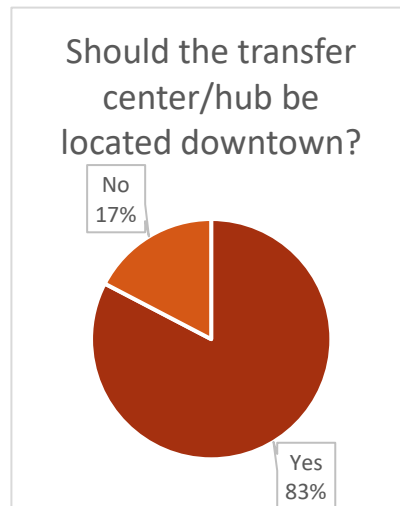
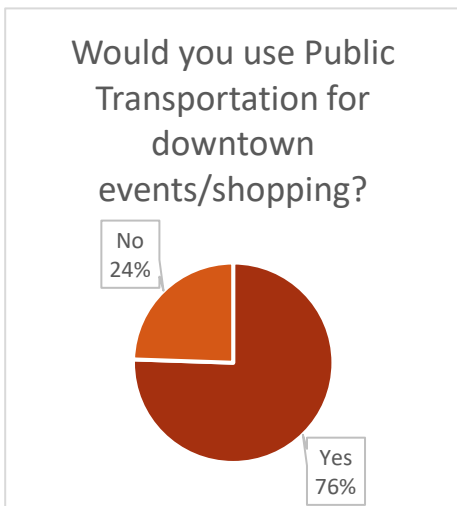
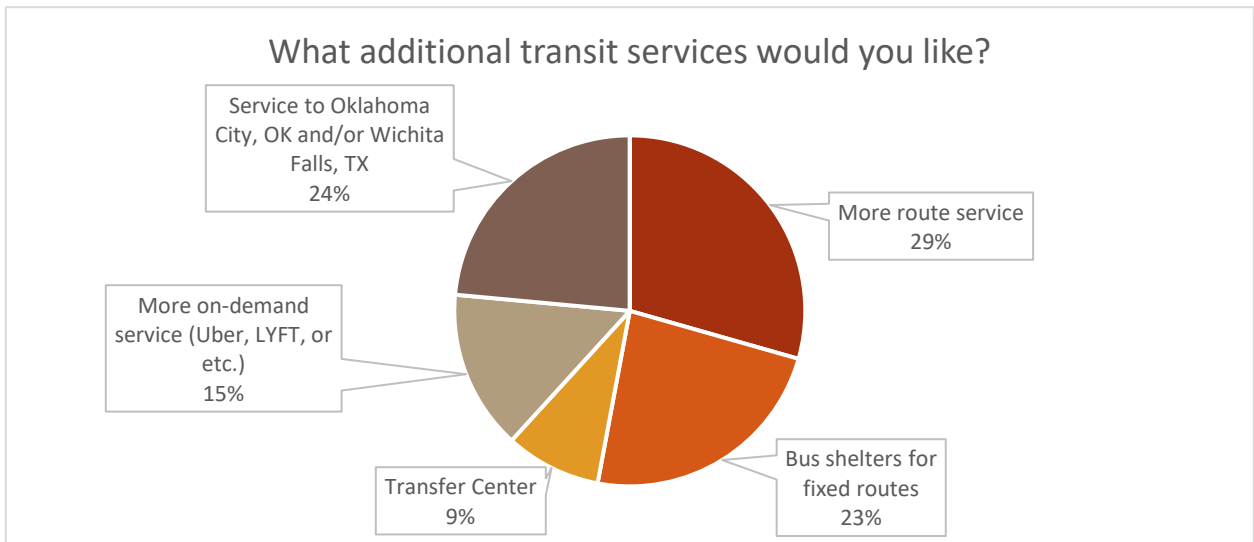
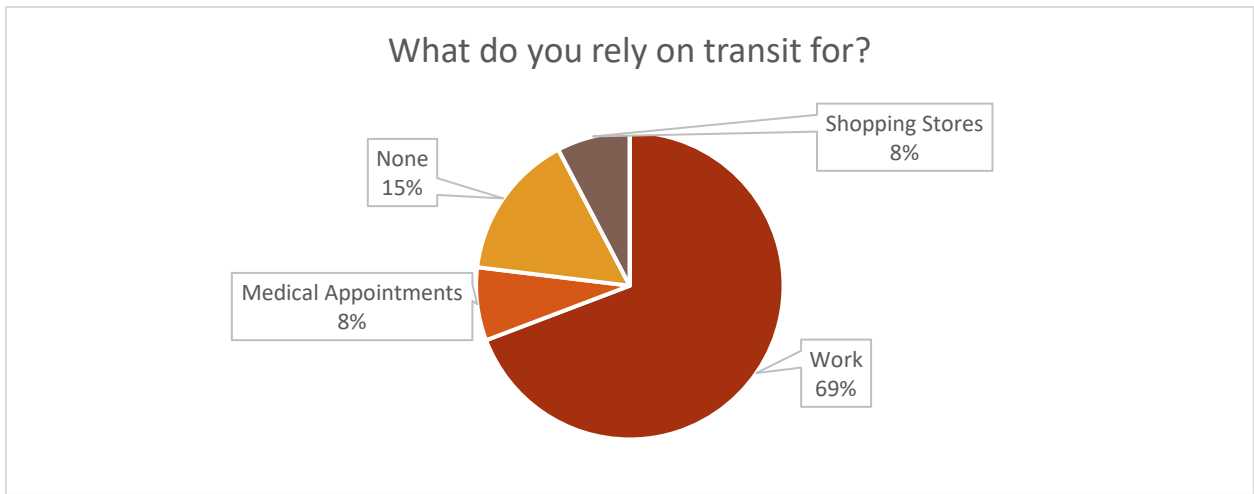
What is your total household income?



What is your current status?

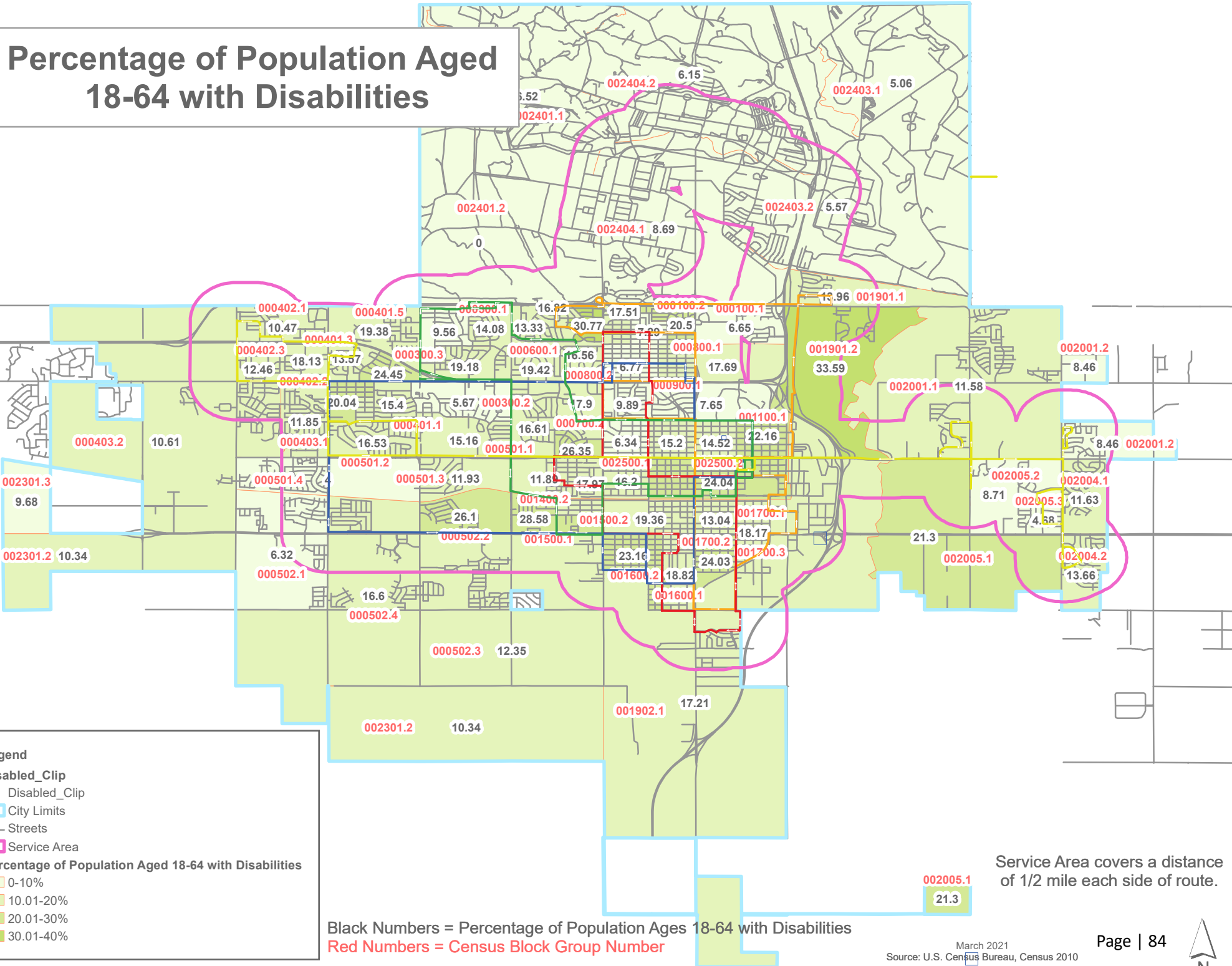






Appendix B – Demographics maps

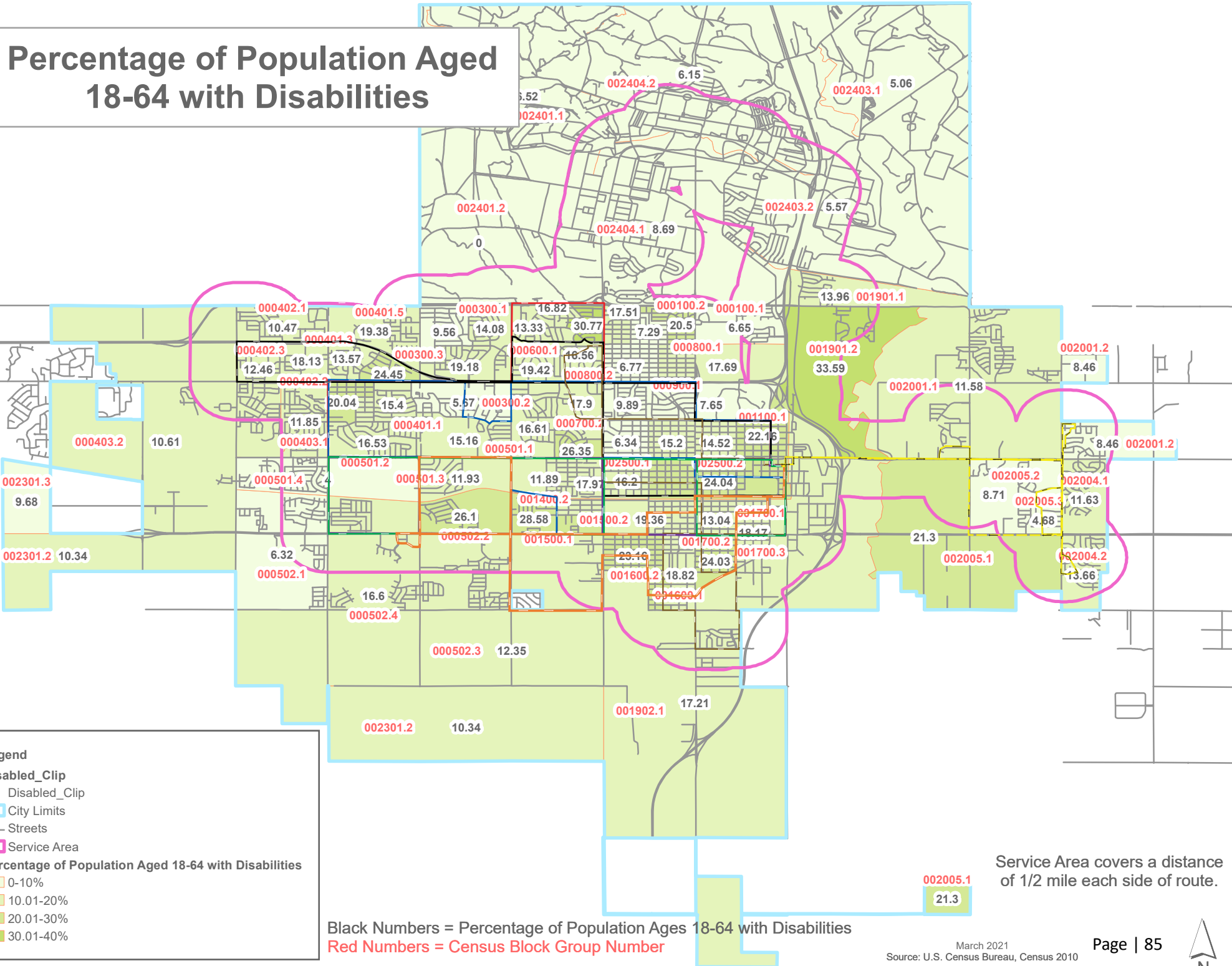
Percentage of Population Aged 18-64 with Disabilities



Black Numbers = Percentage of Population Ages 18-64 with Disabilities
 Red Numbers = Census Block Group Number







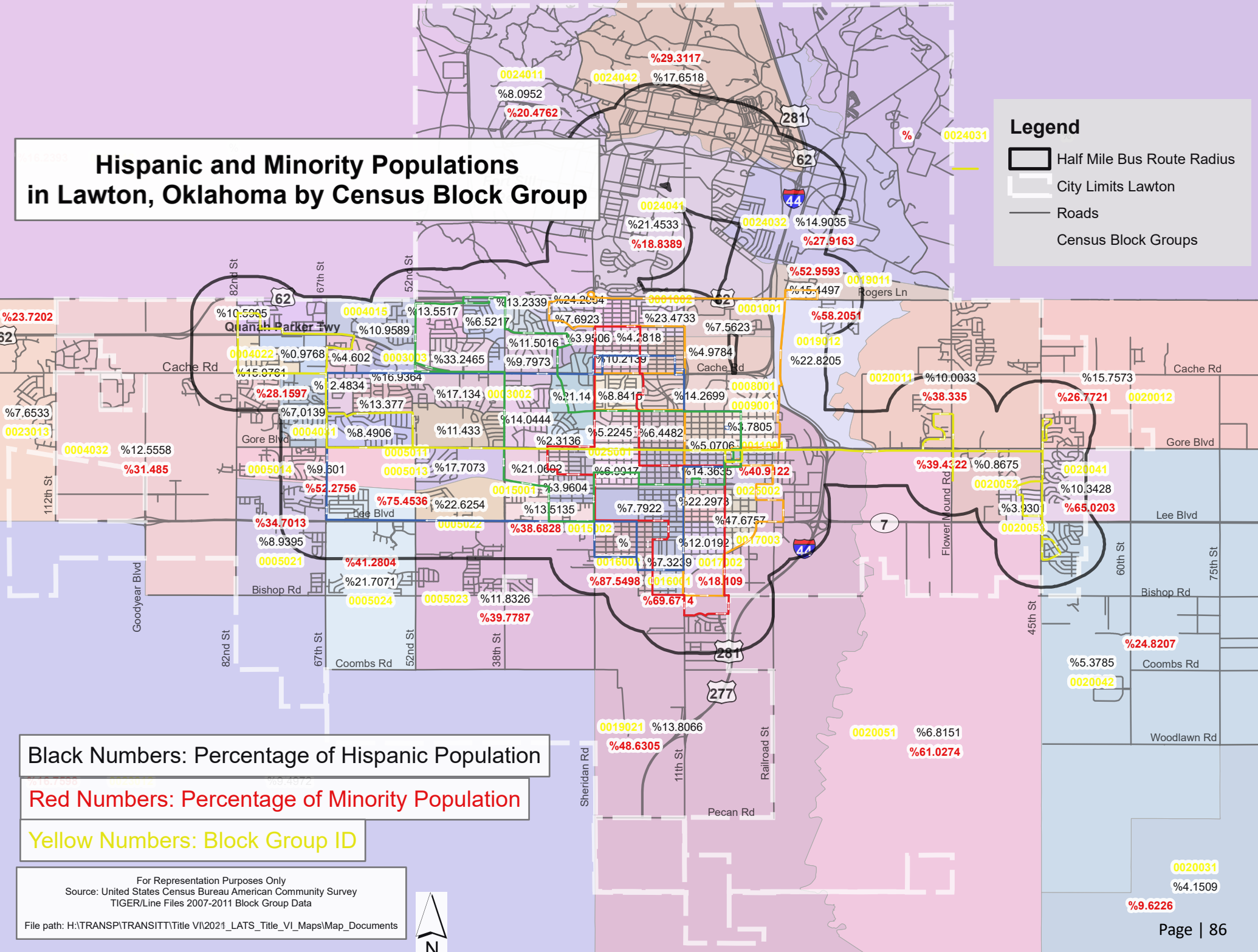
Percentage of Population Aged 18-64 with Disabilities



Hispanic and Minority Populations in Lawton, Oklahoma by Census Block Group

Legend

-  Half Mile Bus Route Radius
-  City Limits Lawton
-  Roads
-  Census Block Groups



Black Numbers: Percentage of Hispanic Population

Red Numbers: Percentage of Minority Population

Yellow Numbers: Block Group ID

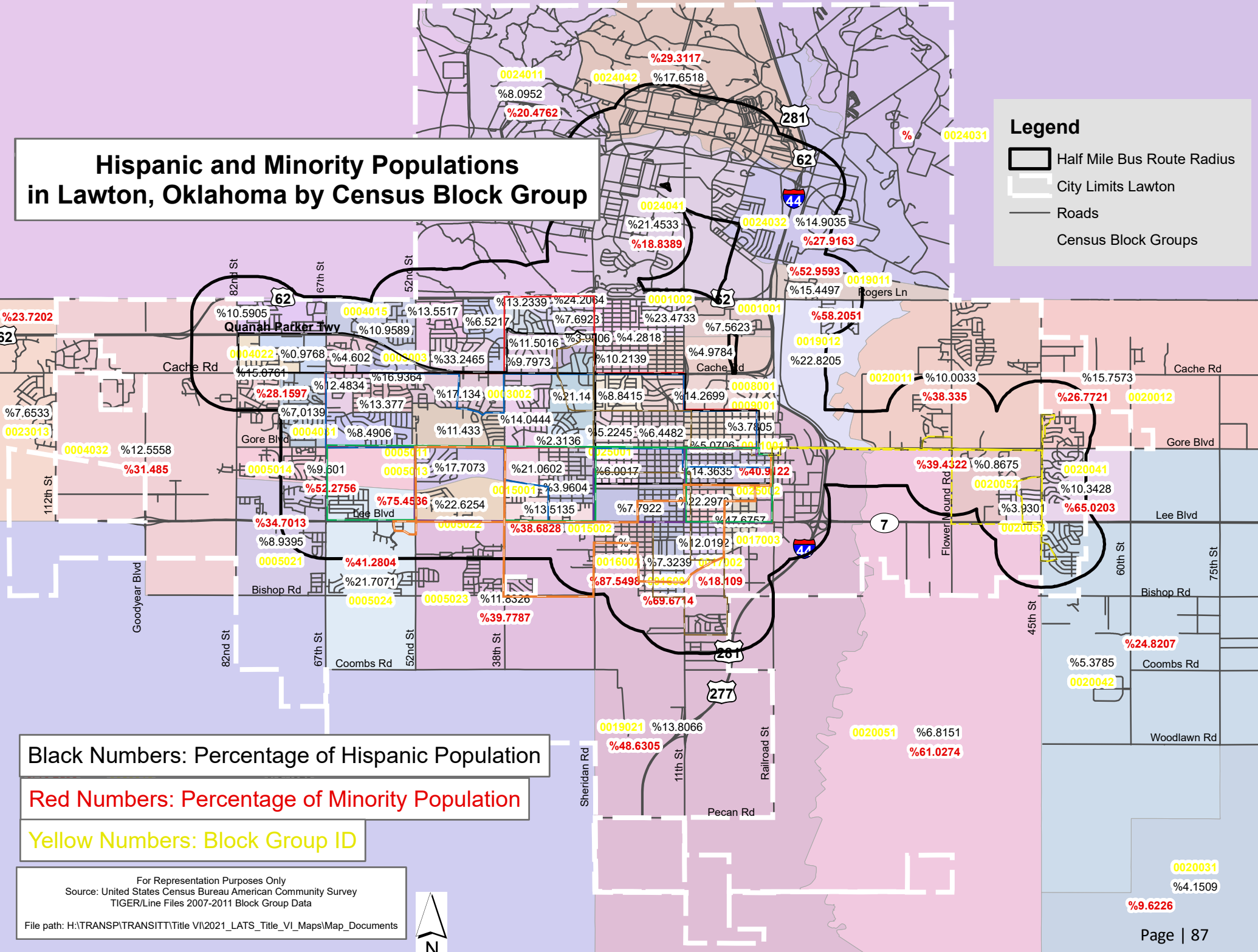
For Representation Purposes Only
 Source: United States Census Bureau American Community Survey
 TIGER/Line Files 2007-2011 Block Group Data
 File path: H:\TRANSP\TRANSITT\Title VI\2021_LATS_Title_VI_Maps\Map_Documents



Hispanic and Minority Populations in Lawton, Oklahoma by Census Block Group

Legend

- Half Mile Bus Route Radius
- City Limits Lawton
- Roads
- Census Block Groups



Black Numbers: Percentage of Hispanic Population

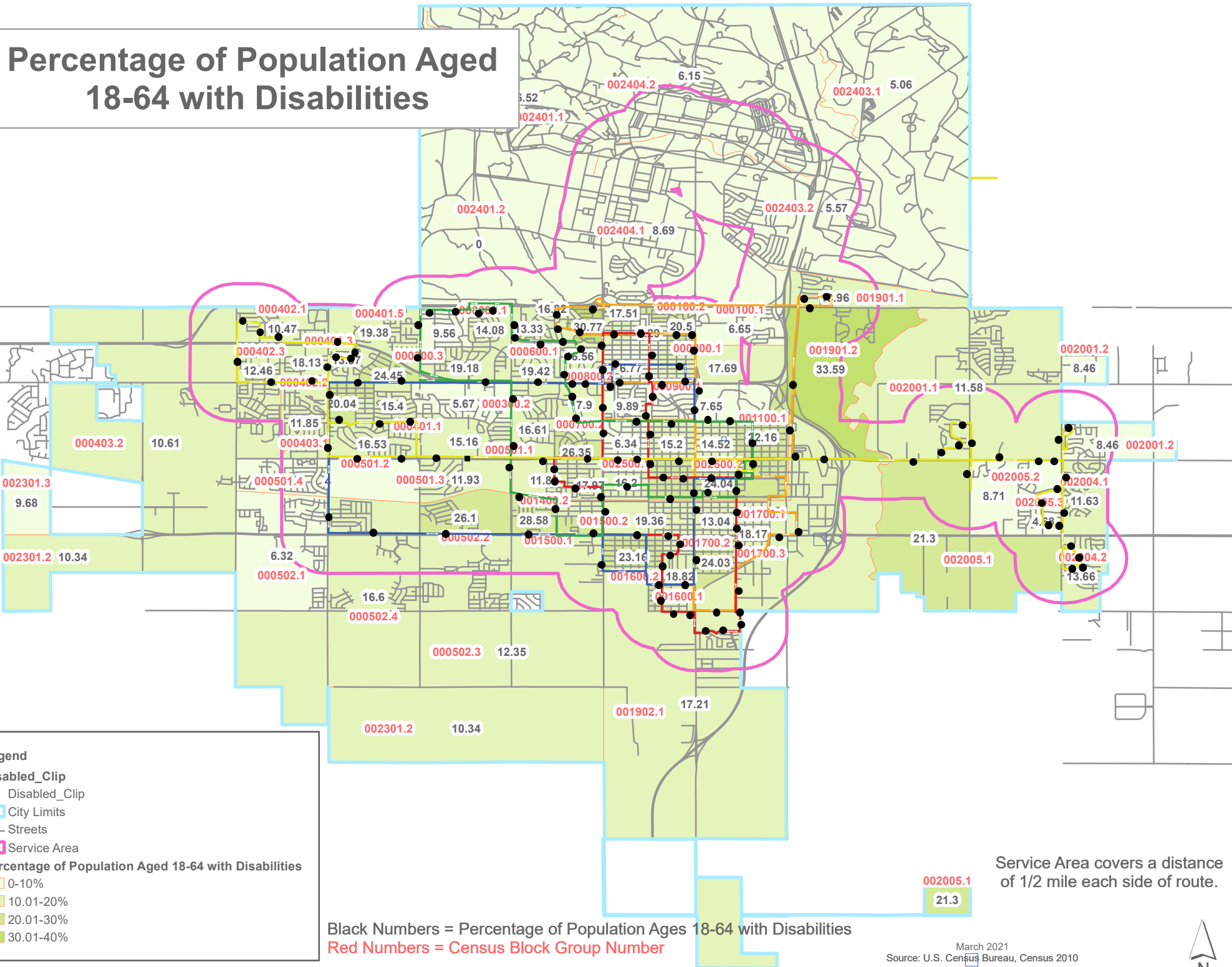
Red Numbers: Percentage of Minority Population

Yellow Numbers: Block Group ID

For Representation Purposes Only
 Source: United States Census Bureau American Community Survey
 TIGER/Line Files 2007-2011 Block Group Data
 File path: H:\TRANSP\TRANSITT\Title VI\2021_LATS_Title_VI_Maps\Map_Documents



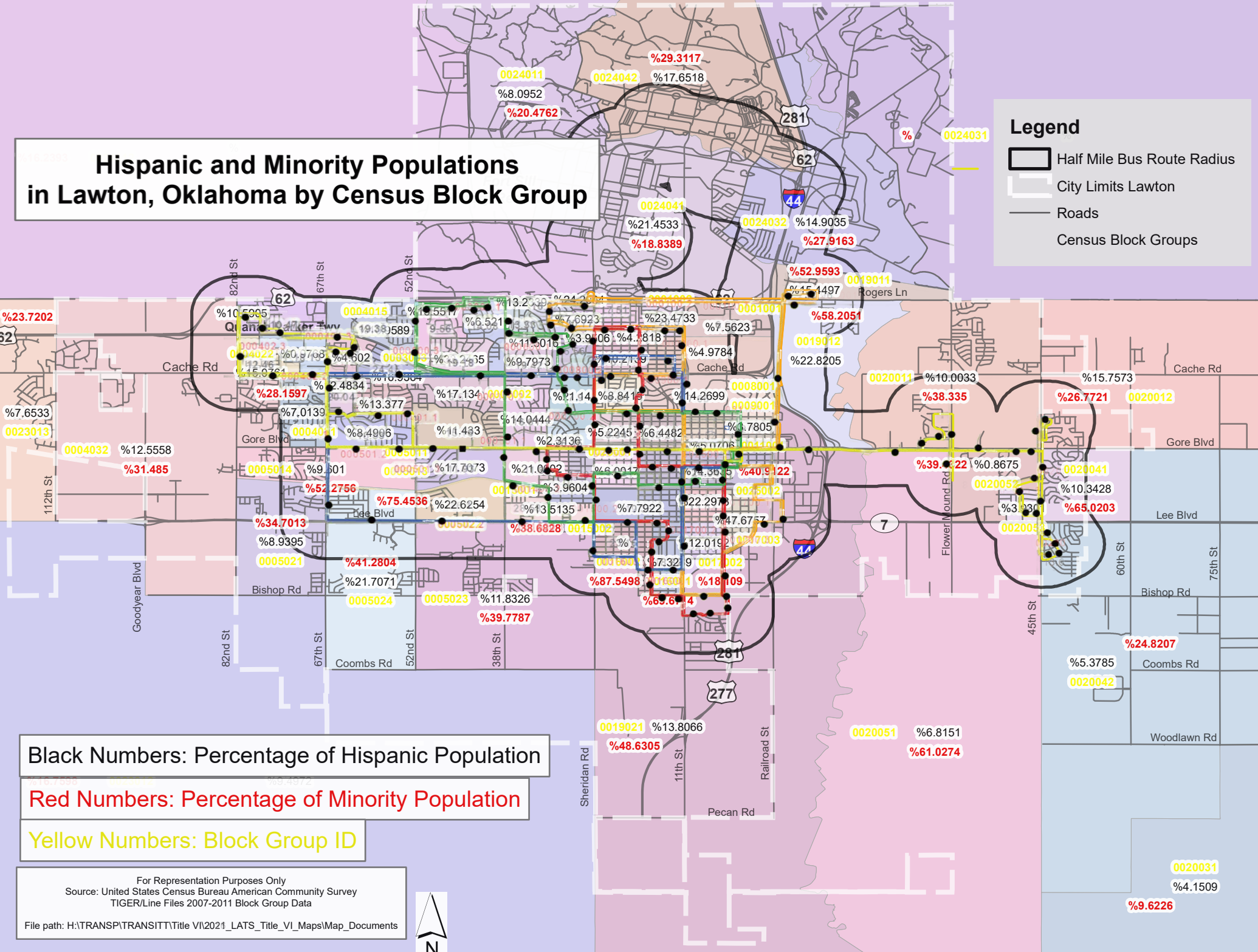
Percentage of Population Aged 18-64 with Disabilities



Hispanic and Minority Populations in Lawton, Oklahoma by Census Block Group

Legend

- Half Mile Bus Route Radius
- City Limits Lawton
- Roads
- Census Block Groups



Black Numbers: Percentage of Hispanic Population

Red Numbers: Percentage of Minority Population

Yellow Numbers: Block Group ID

For Representation Purposes Only
 Source: United States Census Bureau American Community Survey
 TIGER/Line Files 2007-2011 Block Group Data
 File path: H:\TRANSP\TRANSITT\Title VI\2021_LATS_Title_VI_Maps\Map_Documents



LMPO TRANSPORTATION TECHNICAL COMMITTEE AGENDA ITEM COMMENTARY

ITEM TITLE: Provide feedback to Staff on recommended changes to the membership of the LMPO Air Quality Stakeholder Advisory Committee.

INITIATOR: Charlotte Brown, LMPO Director

STAFF INFORMATION SOURCE: Jonathan Stone, LMPO Assistant Director

BACKGROUND: In 2001 the Lawton City Council created the Lawton Metropolitan Area Air Quality Committee (LMAAQC) to recommend actions to help reduce ozone levels in our community. In 2014, the Policy Board created the Lawton Metropolitan Planning Organization Air Quality Stakeholder Advisory Committee (LMPO AQ SHAC) and the City of Lawton dissolved the LMAAQC.

The Planning staff works with the LMPO AQ SHAC each year to develop the air quality awareness campaign. The air quality awareness campaign is funded through the LMPO using the Congestion Mitigation and Air Quality grant.

Staff is recommending changes to the membership of the committee to help ensure that the committee is able to reach a quorum and provide guidance to staff at meetings. Staff will bring back a final proposal for membership changes at the April 2nd meeting.

EXHIBITS: Existing Committee Membership
Staff Proposed Committee Membership

KEY ISSUES: Membership of the LMPO AQ SHAC

FUNDING SOURCE:

RECOMMENDED ACTION: Provide feedback to Staff on recommended changes to the membership of the LMPO Air Quality Stakeholder Advisory Committee.

LMPO AQ SHAC

Organization	Title
KCCU-FM Cameron University	Director of Development
KJMZ-FM 98.1	Station Manager
KLAW, KZCD, KVRW-FM 107.3 Town Square Media	Station Manager
KBZQ-FM	Station Manager
KMGZ-FM Magic 95	Station Manager
Lawton Constitution	Editor
KSWO TV 7	Station Manager
City of Lawton	Director Public Works & Engineering
County	Commissioner
ODOT	MPO & Air Quality Coordinator
ASCOG	Director
Fort Sill	Fort Sill Environmental Director
Lawton Chamber of Commerce	President & CEO
LATS	General Manager
LPS	Superintendent
AEP/PSO	Operations Supervisor
Goodyear	Environmental
Bar S Foods	
FHWA	Community Planner
ODEQ Air Quality Division	Environmental Program Manager
Lawton MPO	Director
City of Lawton	Traffic Engineer
Airport Authority	Manager
Republic Paperboard	
FTA	Community Planner

Staff Recommended Changes to LMPO AQ SHAC	
Organization	Title
KCCU FM Cameron University	Director of Development
KJMZ-FM 98.1	Station Manager-
KLAW, KZCD, KVRW-FM 107.3 Town Square Media	Station Manager-
KBZQ-FM	Station Manager-
KMGZ-FM Magic 95	Station Manager-
* Lawton Constitution	Editor
* KSWO TV 7	Station Manager
City of Lawton	Director Public Works & Engineering
County	Commissioner
* ODOT	MPO & Air Quality Coordinator
ASCOG	Director-
* Fort Sill	Fort Sill Environmental Director
* Lawton Chamber of Commerce	President & CEO
* LATS	General Manager
* LPS	Superintendent
* AEP/PSO	Operations Supervisor
Goodyear	Environmental
Bar S Foods-	
FHWA	Community Planner-
* ODEQ Air Quality Division	Environmental Program Manager
* Lawton MPO	Director
City of Lawton	Traffic Engineer
* Airport Authority	Manager
Republic Paperboard	
FTA	Community Planner-
* Cameron University	
* Lawton Industrial Development Authority (LIDA)	