



**LMPO TRANSPORTATION POLICY BOARD
REGULAR MEETING
May 7, 2024 @ 11:00AM
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 December 5, 2024, February 6, 2024, March 5, 2024, and April 2, 2024, meetings**

BUSINESS

- 5. Consider amending the annual meeting schedule to move Transportation Policy Board meetings to the third Tuesday of the month.**
- 6. Approve change to the bylaws of the LMPO Policy Board moving the regular meeting date from the first to the third Tuesday of each month and authorize the Chairman to sign.**
- 7. Consider approving the Memorandum of Understanding between the Oklahoma Department of Transportation, the City of Lawton Transit Trust, and the Lawton Metropolitan Planning Organization for Transit Performance Measures.**
- 8. Receive Kimley-Horn's update on the status of the 2050 Metropolitan Transportation Plan and results of public involvement efforts to date and provide feedback.**
- 9. Consider receiving a presentation on grant opportunities, highlighting potential avenues for securing additional funding.**

- 10. Reports or Comments.**
 - a. Federal Highways
 - b. ODOT
 - c. Fort Sill
 - d. Lawton Fort Sill Regional Airport
 - e. LMPO Director
 - f. LMPO Finances
 - g. City of Lawton Engineering

- 11. Comments from the public.**

- 12. Adjournment.**

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

MINUTES
LAWTON METROPOLITAN PLANNING ORGANIZATION POLICY BOARD
3RD FLOOR CONFERENCE ROOM
February 6, 2024

Minutes of the Lawton Metropolitan Planning Organization Policy Board meeting held February 6, 2024, in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton, Oklahoma.

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 11:01 am by David Madigan.

ROLL CALL

MEMBERS PRESENT: Stan Booker
David Denham
Jay Earp
George Gill
Steve LaForge
David Madigan

MEMBERS ABSENT: Allan Hampton
Kelly Harris
Johnny Owens

ALSO PRESENT: Madison Aust, Recording Secretary
Charlotte Brown, Director of Community Services/Planning
Jonathan Stone, Senior Transportation Planner
Candace Smith, Transportation Planner I
Jonathan Jernigan, Deputy Director of Community Services
Susan Schlecht, Accountant City of Lawton Finance Department
Devon Westbrook, ODOT
Mike Woodhams, ODOT
Sarah McElroy, ODOT
Joseph Painter, Director of Engineering City of Lawton
David Dold, Fort Sill Department of Public Works
Tim Pagett, Kimley-Horn
Jonathan Whitehurst, Kimley-Horn
Kim McConnel, Lawton Constitution

2. **Verify posting of meeting.**

The meeting was posted on February 6, 2024 by Mandye Gillespie.

3. Introductions.

4. Approval of minutes of the October 3, 2023 meeting.

Motion by Denham, **Second** by Madigan, to approve the minutes of the October 3, 2023 meeting as written. **Aye:** Denham, Earp, Gill, Madigan, Booker **Abstain:** LaForge **Nay:** None **Motion Passed.**

BUSINESS

5. Consider approving a Resolution adopting Amendment No. 3 to the Fiscal Year 2024 Unified Planning Work Program for the Lawton Metropolitan Planning Organization.

Brown stated this is just an amendment to the UPWP that so we're removing the Land Use Plan from the UPWP and reassigning some hours and funds that we had set aside for the Land Use Plan to the MTP. And then they're also removing some hours that we had for writing the MTP since the consultant is going to do that.

Bookers asked questions.

Motion by Madigan, **Second** by Gill, to approve a Resolution adopting Amendment No. 3 to the Fiscal Year 2024 Unified Planning Work Program for the Lawton Metropolitan Planning Organization. **Aye:** LaForge, Earp, Denham, Gill, Madigan, Booker **Nay:** None **Motion Passed.**

6. Consider approving the updated amendment the current Transit Master Plan contract with Hendrickson Transportation Group to reflect changes recommended by Legal.

Brown stated you guys have already seen this and approved this and then once it was sent to legal for review before we sign everything, they had some changes that they wanted made, which mostly just includes some cleaning up of some language and some of the information that Legal likes to put in in our documents. We wanted to bring it back to you guys to approve the Transportation Technical Committee did recommend approval with the changes and this is to add the Micro Transit Study to the existing agreement.

Booker asked are the changes they made marked.

Brown responded no and I didn't even think about that. So those contract amendments, amendment number one is the final document. They wanted a, there was an exhibit referenced in the original contract that wasn't there, and then they just cleaned up some language where we referenced the date of the contract to start and then the date of contract to end. Other than that, it's essentially the same contract that you guys have already approved.

Booker asked questions.

Motion by LaForge, **Second** by Gill, to approve the updated amendment the current Transit Master Plan contract with Hendrickson Transportation Group to reflect changes recommended by Legal. Aye: Booker, Gill, LaForge, Earp, Denham, Madigan. **Nay: None Motion Passed**

7. Receive a report from Staff regarding an update to an item on the FY2024-2027 Transportation Improvement Program.

Booker stated Charlotte,

Brown responded that Stone would be addressing this one.

Stone stated that ODOT had contacted us and requested this for two projects that had changes: the Gore Boulevard project between 67th & 82nd had a revised cost and the Rogers Lane Safety Improvements project had cost changes. This letter revises those costs and was sent out administratively and we are reporting back to the Committee.

Booker stated questions, Joe.

Painter stated that this is the Gore Boulevard project that we are so excited to get done, we have given ODOT the money for the increased cost and it's getting ready to go out for letting.

Booker stated good, any other questions or comments.

Motion by Madigan, **Second** by Denham, to accept the report from staff for an update to an item on the FY2024-2027 Transportation Improvement Program. AYE: Gill, LaForge, Earp, Madigan, Booker, Denham. **Nay: None Motion Passed**

8. Receive a presentation from EST, consider adopting the draft final report for the Traffic Flow Study, and provide feedback as necessary.

This item was stricken from the agenda.

9. Receive Kimley- Horn's Presentation of the project background and Public involvement plan for the 2050 Metropolitan Transportation Plan, answer discussion questions, and provide feedback.

Received a presentation from Kimley Horn for project background and Public Improvement Plan for the 2050 Metropolitan Transportation Plan.

10. Reports or Comments.

Westbrook stated that they are working on the state wide long range transportation plan and will be bringing updates as that moves forward.

Earp stated, I'll be quick Mr. Mayor, we are working on two bridges of I-44 south of the tri-level, we hope to be done in June. We have been doing some pretty extensive deck repair and some sub structure repair and painting on the Carver street bridges. We are going to be bidding the Gore Blvd from 67th to 82nd street in 2 days and also the Rogers Lane safety improvements in 2 days also. There should be on the website I know it's on our website public information regarding the Rogers Lane safety improvements and we mailed out postcards to the people who live in the area. That concludes my report.

Booker stated very good thank you.

Dold stated nothing for Fort Sill.

Madigan stated nothing for Lawton Regional Airport Authority

Brown stated the only thing that I have is that we have found a funding source for the Land Use Plan from the City budget, so we will be bringing an item to City Council for approval of the contract with Garver.

Booker stated alright.

Gill asked on the what.

Denham stated for the Land Use Plan, we are working on the 2030 and it should be the 2050. We are twenty years behind.

Booker stated that I am going to jump over finances and go to Engineering, Joe.

Painter stated that Jay stole my thunder on Gore Blvd. They are paying for a large part of it. The residential 29th Street bridge, had advertised bid and we have contractor. We are setting up a pre-work. The funding went through OWRB which is a little bit different than usual. Getting ready to start construction. The pedestrian bridge over I-44 has been let by ODOT and Haskell-Lemon is the contractor and we will be getting that started.

Booker stated ok, Susan we are ready for a quick financial report.

Lawton Metropolitan Planning Organization Policy Board
February 6, 2024

Susan Schlecht presented the Financial Reports for the months of December 2023 and January 2024. Reports provided for this item are part of these minutes and on file in the City Clerk's office.

Booker asked for some information on anything over 90 days old from ODOT to be brought back to answer why some of them are lapsed.

11. Comments from the public.

None

12. Adjournment

Motion by Gill, **Second** by Earp, to adjourn the meeting. **Aye:** LaForge Madigan, Booker Denham, Earp, Gill **Nay:** None **Motion Passed.**

With no further business the meeting was adjourned at 12:03pm.

MINUTES
LAWTON METROPOLITAN PLANNING ORGANIZATION POLICY BOARD
3RD FLOOR CONFERENCE ROOM
March 5, 2024

Minutes of the Lawton Metropolitan Planning Organization Policy Board meeting held March 5, 2024, in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton, Oklahoma.

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 11:00 am by Stanley Booker.

ROLL CALL

MEMBERS PRESENT: Stan Booker
David Denham
George Gill
Allan Hampton
Kelly Harris (arrived at 11:01am)
David Madigan (arrived at 11:09am)
Johnny Owens
Devon Westbrook

MEMBERS ABSENT: Jay Earp
Steve LaForge

ALSO PRESENT: Madison Aust, Recording Secretary
Charlotte Brown, Director of Community Services/Planning
Jonathan Stone, Senior Transportation Planner
Candace Smith, Transportation Planner I
Jonathan Jernigan, Deputy Director of Community Services
Susan Schlecht, Accountant City of Lawton Finance Department
Mike Woodhams, ODOT
Sarah McElroy, ODOT
Joseph Painter, Director of Engineering City of Lawton
Kim McConnell, Lawton Constitution
Britany Gosney, LATS
Tony Hansley, LATS
Ryan Landers, LATS
Katie Pollock, LATS

2. Verify posting of meeting.

The meeting was posted on March 1, 2024 by Tammy Branstetter.

3. Introductions.

4. Approval of minutes of the November 14, 2023 meeting.

Motion by Denham, **Second** by Hampton, to approve the minutes of the November 14, 2023 meeting as written. **Aye:** Denham, Gill, Hampton, Harris, Owens, Booker; **Abstain:** Westbrook; **Nay:** None **Motion Passed.**

BUSINESS

5. Receive a presentation of the draft Lawton Transit Master Plan, recommend that HTG present the plan to the Transit Trust, and provide feedback as necessary.

Received a presentation of the draft Lawton Transit Master Plan from Landers with HTG-Lawton.

Hampton asked the shelters at the route at the bus stops are they are going to change because some are just benches. Some are glass and aluminum or all of them going to be standardized.

Landers responded some will change.

Hampton stated the protection from the weather and that sort of thing.

Landers responded it just depends on how much money you want to spend on shelters.

Hampton asked would you have 208 I couldn't tell.

Landers responded so the initial is to put all new bus stops in. So, there's about 83 new stops with the new routes then.

Hampton asked what are you going to talk about? Concrete pads.

Landers responded yeah, its concrete pad, putting the pole in. That's just the initial stop. So, our system is what's called a flag stop system. Not every single stop is going to be ADA accessible. And so we try to make every stop, but it it's expensive. And so, there's a lot of systems, especially with small urban systems. It's a flag stop system. If it's safe to do so, you'll pick someone up, but we will have actual bus stops as well. Shelters all that.

Brown stated his existing service with the new routes is 83 new bus stops with the cost of and that's just the flat, that's just the pole and the concrete is \$83,000, 5 new shelters for \$50,000 and then 15 with just benches for 75. It will still be an array of what's out there.

(cannot discern audio)

March 5, 2024

Landers stated it depends. We have to kind of reevaluate, see how old they are, if it can be moved.

Denham asked what if we're moving.

Landers responded oh we're just moving, again, we would have to, we don't go by that bus stop anymore, then yes, we would end up removing.

Denham stated you have no idea how many that will be.

Landers responded I have to get that number to you on how many.

Gill stated when you mentioned you were going out for the grant later this year to the government for the Fed matching funds. What figure are you going to use for the project on asking these funds?

Landers responded that will be introduced hopefully in a couple of weeks.

Gill asked do you have an idea.

Landers responded we have an idea that was given to us, but we are not comfortable with that number.

Gill asked is that this number that is on this paper.

Landers responded that's an estimate that we were given, but it's going to be lower. We just wanted to put a number.

Gill stated okay.

Brown stated yes, and we've taken a look at the plans, and we've got some, we've got some changes that need to happen.

Gill stated and that brings me to my second question. I'm assuming that this morning is just a general overall presentation to this committee, just for knowledge. We certainly do not want to get into the nuts and bolts of the design and the problems and all that that will be for the LATS meeting I assume, which I'm also fortunately on. I'm not going to ask all my other questions.

Brown stated this is just on the plan.

Gill stated then I yield.

Landers stated and so I think by the 15th, we're supposed to get there and then we'll have another transit center committee meeting to go over.

Brown stated the week of the 25th, we'll have a meeting.

Booker stated so something I'd like to see in this report on page 72, which is this operational cost financial plan. I'd really like to see the, I'll call it, new income, but ridership income associated with the expense. I know it's only 5% now, but as you're adding service, if you're not including the capital cost, what percent of operation? That's my question. That's my question. What percent of operational costs are paid for higher ridership fees?

March 5, 2024

Landers responded there should be a graph in there that actually has an expense break down.

Harris stated it's about 5%.

Landers responded typically 5 fair bucks revenue accounts for about 5% of your overall budget.

Booker stated OK, I think that was on the 5% of operational cost because that was on a plan that had some capital on it as well?

Landers responded so how fare box revenue works is that you actually have your operation cost and then fare box revenue lowers that total and then you divide it, you divide it by 50.

Booker stated OK, so basically what you're saying, even when you add service and your operational costs, my guess aren't going up less than incrementally because you already have some services, some of your expenses already in your overhead is 5% still, but the fare box brings in.

Landers responded this is where so a lot of our ridership or a good chunk of it is lot in public schools. And so, because they pay the initial fee up front, they don't have to pay when they get off. And so that that 70,000 that we get that's why it's a separate. You could technically classify it as farebox revenue in some shape or form, but you don't want to use it as fare box revenue because once you use it, it can only be used as operational funds if you have it as a separate entity, you can use that 70,000 for anything. It can be used for capital grants, operational grants, anything. So that's why you want to kind keep it separate.

Booker asked OK, now Norman has gone to 0 fare, is that correct.

Landers responded I don't know if it might be just the service, the extra service they're operating. Embark actually runs their service right now.

Booker stated OK, it's my understanding they've gone to 0 fare and my question revolves around what is the payback to the community when that happens. Now let me explain my question. Seems like a lot of years ago but haven't been that many. I went to something at the Hilton. It was like a state convention, and they were talking about commerce increases when transportation increases. Is there any data on that that you can give us? And I would think you would want that in your financial, in your transit plan of that impact of lats on the economy. Does that make sense?

Landers responded It does. So, the state ended up actually doing statewide plan to show what type of impact of transportation actually had on the overall state and it's close to over a billion dollars that transportation actually puts back into everything. What it came out with is that the main reasons why people take public transportation is to either make money or spend money equally. These are the main things. You do have your doctor's appointments and other things, the main reasons why people take public transportation is to either make money or spend equally. I mean, that's pointing to those things, but that's mainly the reasons for that. And so, transportation does have a direct impact. I think we would probably have to go further in to see exactly what impact City Lawton has actually gotten. That that's definitely something we can look at.

March 5, 2024

Booker stated so I'm going to. I don't want to drag our meeting on, but I'd like to ask you to think about that. See, see what it would take to put that together. I think that might help change in there.

Landers responded I can get that. So just to go to your question about the 0 fares. We have actually looked at going 0 fare. Our Saturday service is actually 0 fare. And so, we don't collect any fare box revenue for Saturdays and we've actually been doing that since COVID just to make sure we maintain ridership and everything.

Booker asked David, did you have another question.

Denham stated you mentioned that you started to go out to Bishop schools. Now are those assuming students that are riding out there.

Landers responded we have to have initial talks with them because they have a whole new policy where you can't walk to school or anything but ironically enough, so my wife actually works there as a teacher. I did not create a route just because of that. One of the reasons because not just at the elementary school, but a long-shared drive is a lower income place that we've never served before and so that was one of the main reasons why.

Denham stated Yeah, no problem with that I'm just wondering if their students going there or are they piggybacking on LPS' fare or they don't ride free.

Landers responded No, they can't. Then they're not part of the LPS, so they have to show an LPS in order to ride free.

Harris stated I actually rode the bus on Saturday on Sheridan Rd. And I hopped on, it was free, and a great ride. That driver is very professional, and I was very impressed.

Booker responded alright very good. I'm really interested in not allowed to walk to school, but don't just go there right now. And so, it looks like you're wanting direction to. You're wanting us to recommend, it says recommend that HTG present plan to the transit trust. We've given you feedback. Is this take action?

Brown responded yes, just to recommend because they are going to present to the Transit Trust.

Stone stated the LMPO is funding the study. So, to present to the transit trust, we would recommend it.

Booker stated OK. So, would somebody like to make a motion directing the staff to present this to the Transit Trust? Is that a motion?

Brown responded yes.

Landers stated Well, so it's already being presented next Tuesday because we have a public hearing next Tuesday and two additional public meetings.

Booker stated so we don't need a motion.

Landers responded no, this is just to present the draft and then the final version. We will basically give you all next month. But the reason for the I guess expedite process is that because

March 5, 2024

of the grant being available and for April we have to have this master plan done 20% of our conceptual design done. And so in order to actually get into this (cannot discern audio)

Denham asked is this like our other funding for transportation. The ways that it's depending on an actual budget from the Congress or is it part of the continuing resolution? Or do we have any ideas?

Landers responded public transit comes out of the highway funding. So, if there was a shutdown or anything would not have any direct impact on us. So, we are okay on that.

Denham asked the grant schedule is going to happen in April regardless of funding.

Landers responded that has already been released And that's part of the Infrastructure Act. And so, this is the third year for that. And so there is a lot of funds to go after, but it's a five-year bill and we did not want to miss out on another year. That's why we're going to go out this year. Hopefully we get the funds, we might get a partial amount to start everything and not the full amount. We just don't know but we just keep trying and that's in this process, but we will go after other there's raised grants out there. There are other grants that we can go after, but right now we do have local funds to be able to do that through CIP and other things as well.

Bookers asked questions before we move on.

No action needed.

7. Receive a presentation from Robert D. Turner, CPA on the LMPO audit for the period beginning July 1, 2022, and ending June 30, 2023, and consider accepting the audit.

Received a presentation from Robert D. Turner on the LMPO audit for the period beginning July 1, 2022, and ending June 30, 2023.

Booker stated so we get a pass.

Turner responded you get a pass.

Booker so we got a path, no scolding. We got scolded a couple years ago. That Susan's done a great job getting this all straightened out. And once again as a citizen, I appreciated the scolding. We are moving in the right direction. Does anybody have any questions for Robert?

Gill stated he did a great job.

Booker stated no questions, just good comments. Thank you so much.

Motion by Owens, Second by Denham, to accept the audit for the period beginning July 1, 2022, and ending June 30, 2023. **Aye:** Booker, Denham, Gill, Hampton, Harris, Madigan, Owens, Westbrook. **Nay:** None **Motion Passed**

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

Brown stated OK, so this is something that Jonathan and Candace have worked on. The existing committee has 25 members, and we are having a lot of problems getting a quorum. Our recommendation is on the 2nd exhibit to remove some of those Members to bring it down to a 13 people.

Stone stated 13 with recommendation from ODOT to include federal highways as a non-voting. And to include in the language changes that these members can also appoint alternates.

Brown stated today we're just looking for feedback from you guys. We will be bringing back an item in April to actually put it into motion.

Denham asked did we strike these specifics due to their lack of attendance or.

Stone responded some, yes, the radio stations and the industries. But we wanted the industries to be included. So, we added LIDA to include the industries perspective on this because we do want their input.

Owens stated is there any language on these boards that if they miss over so many meetings that it's kind of there has to be dismissed, something. I understand, if their excused for the meetings, but I'm talking about just not even contacting anybody.

Brown responded some of the boards have that. It's like this, like policy board has that and like city Planning Commission and LURA. This is a subcommittee of Policy Board, so I'm not sure that that kind of language would be in there or if they missed to many meetings are on, this is a board that only meets twice a year.

Booker asked what is it this board does.

Stone responded this board advises staff on the use of the congestion mitigation air quality grant funds.

Booker asked to advise the staff. Who makes the decision on the use of the grant?

Stone responded policy board makes the final decision.

Booker stated policy board makes the decision, and this is the money that we're going to be discussing at #8 in a minute.

Brown responded yes.

Booker stated I'm more interested in the direction the board gives the staff that I am this committee, but I'm fine with what you're suggesting. We have problems getting quorums and if you think this will help it's worth a try. I think we are fixing to a change right here. You just want to feedback, and you've got your feedback that you want.

Brown responded yes.

Booker asked anybody want to make any kind of comments on 6 before we move on.

8. Discuss LMPO funding for traffic control and provide direction to Staff.

Booker stated we apparently have two traffic studies going on the same area, one is LMPO and the other is the City, from Laurie Tatum to 6th.

Brown stated our is 7th.

Booker stated 7th and they are working together to not duplicate. Not sure how all that works, but they assured us they were not duplicating efforts and paying double. And what came up through that was that for about \$1,000,000 a little bit South of there, we can modernize that stretch with traffic control. So that we have some motion activated, I guess traffic lights for when we're not in peak time, so that you're not having to sit there and wait for a cycle like we used to. And at one time, about three or four years ago, it's hard to remember when we were using, and I think it's in here actually we were using some of these grant funds at Clean Air Funds. I call them to modernize some of our intersections. Now or some reason we stopped doing that and I saw in this report I don't remember that coming through the LMPO that I saw in this report that it looked like, the staff said we were through. Which was odd because it 30 million dollars was what the engineer told us at the Council meeting to upgrade everything. So, I don't think we were through. Now when you get a 34-million-dollar shock that's what we got.

Harris stated it was 39 million.

Booker stated And I'm wondering how we thought we were through, but I'm more interested in what I'd like to see us do is have good discussion to try to determine if we want to set the priority of upgrading. It's about cleaning air. I think we're going to clean the air up if we keep the cars moving instead of idling up the stop lights or traffic control is not bragable. How's that? Did I do okay there? And so, with that, Charlotte, you can say whatever you want to say and then we'll open up for discussion.

Brown stated so in the in the background on the AIC is some explanation on what the CMAQ funds are used for. It's approximately 150,000 every year that we get from ODOT in 2018, funds were set aside to convert traffic signals to actuated signals, the process continued through 21 and converted a total of 16 traffic signals. When the process started for planning the 2022 budget, the traffic engineer at the time notified MPO staff that all the traffic signals that needed upgrading had been upgraded. Currently this funding last year and part of the 22 is we did the alternate fuel study for transit and then it's also what we've been funding the EST traffic flow study for Gore Blvd. But we did set aside some of those funds for some construction after that and we've had mentioned to Joe, Joe is all on jumping on this. Yes, jumping on with he wants our money so.

Booker stated OK, we're using this to do the study and how much a year is this money.

Brown responded it's about \$150,000.

Stone stated that is the entire amount we receive from ODOT. We have a 20% local match, but we also have our air quality awareness campaign that is taken from that total.

March 5, 2024

Brown stated I'm not sure we spent on that in the past do you remember.

Stone responded it's in the range of 40 or so thousand. We end up with 120 or 130,000 that we spend on a project every year.

Booker stated okay, let's talk about that other part. Are you talking about advertising on tv and.

Brown and Stone responded and bus wraps.

Stone stated yes, and that is the awareness campaign.

Booker asked tell me how our campaign actually helps air quality.

Stone stated it helps air quality by informing citizens what steps they can take to reduce air pollution from traffic, for example, carpooling, or taking the bus, and other things like that.

Booker stated so if we were to measure results of putting the money in stop lights that keep traffic moving so, we don't have cars sitting at stop lights idling, polluting the air right versus carpooling increase riding the bus increase. We saw a decrease in ridership over that time. It's come back up a little bit, not close to what it was in 18 if I recall. Where are we getting the biggest bang for our buck and cleaning our air up? Is it through fixing lights or is it through trying to get people to ride the bus, that they're not riding?

Brown responded I would say it's probably the fixing of the lights right now.

Stone stated there is some good that can be done with awareness. For example, a large portion of our traffic lights are timed to close to the speed and informing the public of that would help them to not speed up and hit a red light but go to speed limit and hit green lights. Just general practices that people put into habit of carpooling. But I have no data on that, and we've not done the study on that.

Westbrooks stated if I can interject so I come from a Clean Air cities background part of the awareness campaigns are one we have an air Quality alert day coming up where ozone levels are higher. So it's if you are elderly or you have asthma, maybe you need to be aware that you're going to be outside this day you're going to have a hard time and then on those days, OK, they're going to be really bad maybe don't mow your lawn or don't take unnecessary trips so it is trying to mitigate some adverse air quality as well as it's a public health kind of notification, at least in Oklahoma City. Since we have several a year, I don't know about a lot about Lawton.

Denham stated per COVID we had several of those in the summertime. Since COVID I don't think we've had two maybe.

Brown stated two or three a year maybe.

Stone stated or four since COVID. I think we had two in 2020 and we had two last year.

Denham stated I think we moved the measuring station too and that had a big effect. So, but yeah, that was the deal.

March 5, 2024

Booker asked So what does that cost to notify everybody? And how could we set, should we say reserve back five days' worth of notification for that? Do you see where I'm getting that I am, I am cards on the table I'm trying to divert as much money to traffic lights as I can.

Unidentified voice stated I mean that best conversation we can have with you is.

Brown stated I mean, we're fixing to start working on the budget for next year anyway, so that's something that we can sit down with ODOT on when we work through the UPWP.

Denham stated channel 7 would put that date warning on their weather forecast either the day of.

Brown stated we push it out.

Denham stated the day before, (cannot discern audio) cost anything.

Harris stated Weather bug has it on my phone every day when it pops up it tells them what their quality is.

McElroy stated you can sign up for alerts through DEQ and that's most commonly when we get them out. You can sign up for e-mail notifications. I know. I get them every day the day before. If there's going to be an air quality awareness day. So, through social media, that's another way So maybe next year, instead of doing bus wraps, you know you take that money and move it to the traffic.

Landers stated So that money that you actually spend on the bus wrap actually goes back into your local match, which then you can get other federal grants for that.

Brown stated Tony just also told me that the headboards on the LATS buses also give us the air quality for the day.

Gill asked who makes the final decision on how much of that money is spent on each item. Who makes that final determination?

Stone responded that is done every year when we pass the budget, the budget for the MPO. So that is going to be in May of this year. I have been notified that we will have numbers in time to bring this up in May.

Gill stated so we get all this input through the year and then it goes to budget.

Booker stated Well, I think when we do a budget, we need to justify where the money is going and I don't, I may be the only one that's wanting to divert all the money. Not all of it, but portion to our traffic light situation, but this is an action item, and we can decide what our priority is and direct staff to justify how this money is going to be spent in the upcoming budget. David.

Denham stated Mayor, we talked about this when we funded the study on Gore that we were going to take so much of this money to do other traffic studies because we wanted to go up to Cameron and Memorial. We wanted to do going 38 but it all got cut back because of the cost and there's people wanting to do Cache Road as well, but now I'm hearing not only did we cut back what we wanted to do, but we duplicated it. So, somebody else paid for the same study? So, but I think we have pledged to do more of Gore farther west with CMAQ funds with CMAC funds as well.

March 5, 2024

Harris stated and Sheridan as well.

Brown responded yes, it's Sheridan from Gore to Cache and Gore from Sheridan to 38th St. was the next round. But if my understanding is correct, correct me Sarah if I'm wrong, we have to do an improvement project in between the studies. That was the discussion.

McElroy stated yes because CMAQ funds to be eligible it has to be project construction with it.

Booker stated the study the studies have to lead to the project.

McElroy responded yes.

Denham stated traffic signals, she says are acceptable.

Booker stated but if the city, but we would have that if the city and we and we intend to, I don't know about between studies, but we intend to put that in a CIP extension and the timing might not be between different things, but we intend to do this roughly \$1,000,000 worth of work.

McElroy stated I think it has to do with because it's federal funds that are being used, so it has to be federal funds, if you're using CMAQ for the planning portion, then that also has to lead into a project with CMAQ funding to make a whole thing eligible. It's like there's two pieces of it.

Booker stated so you're saying we have a timing problem.

McElroy responded I'm saying that CMAQ funds have to be used for both pieces of it. It couldn't be you do the CMAQ, you do the planning with the CMAQ and then the City does the traffic signaling portion.

(cannot discern audio)

Westbrooks stated if you do like a cycle of Planning funds like using CMAC and then the next cycle you need to have a project using CMAQ funds and then you can do another planning it has to be kind of.

McElroy stated I believe so, yes.

Denham stated so this year coming up, we go to the signalization changes, 24 or 25 We do plan, I say let the city whoever paid for the second study for the same work do the traffic studies and we can use CMAC funds every year to implement the actions required from those studies.

Stone responded and that would save the City money because the CMAQ funds are matched.

Painter stated can I interject Mayor. We don't need a lot more traffic studies. We're just trying to upgrade the signal equipment as it is because it's trying to get more continuity of what kind of equipment we have and make sure it will all work together and that's what we're trying to do from 2nd to Gore. And we didn't duplicate studies with the EST study was a raw data collection type of information planning type study. And then we did an engineering what are the nuts and bolts, what do you really need to build to make improvements out there.

Denham stated so that can be utilized.

March 5, 2024

Painter responded it would be fitted right into the planning build something planning build something.

Gill asked Do we have any of that money at all when we upgraded those stop lights at Laurie Tatum here this past year, it was like \$80,000 when we did a study to upgrade it, had the traffic engineer come in before Council. We upgraded those lights from in front of public service across the Interstate to Laurie Tatum and put them on cycle, but we had to change the equipment. It was \$80,000. Where did that money come from?

Brown responded that didn't come from the MPO that came from the city.

Gill stated OK, from the city, that's what I thought. That's something that we could have though.

Brown stated that was right before you ended back up with the traffic stuff. When the first conversations were about Laurie Tatum and (cannot discern audio)

Gill stated But that'd be a good example of using that money if we'd done it.

Brown responded yes.

Harris stated I was shocked at the 34 or \$39 million number that we heard. But Joe, I had a question. So recently you upgraded Ferris and 17th St. and there's just a couple little poles stuck to the existing poles, and it works great.

Painter stated that's some of the camera systems that work for a little while, then they go out. That's part of the problem.

Harris asked how much did that cost.

Painter responded I don't have that off the top of my head. That's kind of the older system we're trying to go to a newer, more. They're flat radar control. They're more reliable.

Harris stated but it wasn't half \$1,000,000 per intersection.

Painter responded they had that; I don't know. I recently inherited the traffic deal so public works still maintains they still have a group that goes out and maintenance is the traffic signals and they'll put in stuff and repair stuff.

Harris stated here's my point. There's a number of our signals that are less utilized or have less traffic outside the cemetery would be one of them. Then we just did it outside Coliseum and that seems to work great. I realize it does go sour every once a while, but you guys seem to get out and get it fixed. So 27th and Lee could probably be that way you know the some of the lights on Rogers Lane could be that way without spending half a million on intersections. We could do some pretty serious.

Painter stated the half a million dollars it was 300 for a brand-new blow out everything new poles, new.

Harris responded I get that.

Painter stated we're not talking.

March 5, 2024

Brown stated we're talking the guts.

Painter stated yeah, we're talking about using the existing poles and boxes and we're kind of putting in new equipment.

Harris responded but that's not the number we got at Council budget.

Painter stated no that was the high end if you want to go in and tear out everything in town put everything brand new that was your high-end number.

Harris asked can we get a realistic number of what it would take.

Painter responded we're working on that for you right now. But realistic is how much do you do, right. Do you know which corridors do you do, which is we were talking about, Lee to Gore and Cache, you know, you focus on those main corridors and those improvements.

Harris stated and that's my point.

Painter stated but what we were trying to do with the pilot study we were trying to show what's possible.

Harris responded right. OK. Thank you.

Painter stated we're trying to show you this is the work we did different things at each one of those intersections, one of them was a full blown new lights, the others were new controls. Some of them were actually turning on the controls they had. We're doing something a little bit different, but we're putting in the equipment where they all work together. They all talk together so the signal that second knows what the signal is doing at Laurie Tatum as the traffic's coming through and it's watching everything. Right now, it's all that's ever happened is they've tried to tweak the control in the box, hopefully match the other ones and they drift off. They're not talking to each other and there's none of that technology you think what's going on is going on. They periodically worked for a little while and it wasn't, some of them have cameras some don't.

Harris stated but theoretically, and you're going to bring us that number, we could probably make our system more efficient for seriously less money than what the.

Painter stated I think the point is we need to probably like we do in other Propelled deals is just dedicate a certain amount of money per year for 10 years. They're creating all different, they're all different.

Harris responded I'm all for that, but in the meantime.

Booker stated OK. We're kind of getting to some things that aren't really LMPO and we're running over time. So, I think what I've learned today is from Sarah that we've got a federal funded study and the next phase is to do some federal funded work off of that study. So, it's 150,000 a year coming in from this and we've got a \$990,000 problem it revealed. Can we supplement city funds?

McElroy responded I do not know we can ask.

March 5, 2024

Booker stated OK, so maybe the direction is bring us back more if staff could find that out with Sarah and bring us back all that, so we know.

Painter stated the net pay for like the professional service is part of the project. (cannot discern audio) have paid for the professional services.

McElroy asked professional services for the plan.

Painter responded the design the engineering design, put plans and specs together.

Booker stated lets get the staff get together because we're overtime here. And is everybody OK? That's my suggested motion. Somebody make that motion.

Gill stated I make a motion, so moved.

Denham stated so moved.

Motion by Gill, Second by Denham, to have staff to meet with ODOT to discuss LMPO funding and bring the finding back to the Lawton Metropolitan Organization Policy Board. **Aye:** Hampton, Westbrook, Harris, Gill, Booker, Owens, Denham, Madigan **Nay: None Motion Passed.**

9. Reports or Comments.

Received a report from David Madigan and Allan Hampton with the Lawton Metropolitan Area Airport Authority.

Received a report from Charlotte Brown Director of Community Services & Planning and Director of the Lawton Metropolitan Planning Organization.

Susan Schlecht presented the Financial Reports for the month of February 2024. Reports provided for this item are part of these minutes and on file in the City Clerk's office.

Received a report from Joseph Painter Director of Engineering with the City of Lawton.

10. Comments from the public.

None

11. Adjournment

Lawton Metropolitan Planning Organization Policy Board
March 5, 2024

Motion by Gill, **Second** by Earp, to adjourn the meeting. **Aye:** Owens, Madigan, Booker, Denham, Gill, Hampton, Harris, Westbrook **Nay:** None **Motion Passed.**

With no further business the meeting was adjourned at 12:11 pm.

MINUTES
LAWTON METROPOLITAN PLANNING ORGANIZATION POLICY BOARD
3RD FLOOR CONFERENCE ROOM
April 2, 2024

Minutes of the Lawton Metropolitan Planning Organization Policy Board meeting held April 2, 2024, in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton, Oklahoma.

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 11:00 am by David Madigan.

ROLL CALL

MEMBERS PRESENT: David Denham
 Jay Earp
 George Gill
 Allan Hampton
 Kelly Harris *left meeting early
 Devon Westbrook
 Johnny Owens
 David Madigan

MEMBERS ABSENT: Stan Booker

ALSO PRESENT: Madison Aust, Recording Secretary
 Charlotte Brown, Director of Community Services/Planning
 Jonathan Stone, Senior Transportation Planner
 Candace Smith, Transportation Planner I
 Jonathan Jernigan, Deputy Director of Community Services
 Susan Schlecht, Accountant City of Lawton Finance Department
 Mike Woodhams, ODOT
 Sarah McElroy, ODOT
 Laura Chaney, ODOT
 Joseph Painter, Director of Engineering City of Lawton
 Kim McConnell, Lawton Constitution
 Ryan Landers, LATS
 Issac Akem, Federal Highways
 Sherene Williams, Councilwomen Ward 7
 Caleb Austin, WSB
 Hamideh Etemadnia, WSB
 Saeed Sobhi, WSB

2. Verify posting of meeting.

The meeting was posted on March 28, 2024 at 9:52 am by Amanda Gillespie.

3. Introductions.

BUSINESS

4. Receive a presentation from WSB (formerly EST), consider adopting the draft final report for the Traffic Flow Study, and provide feedback as necessary.

Brown stated EST is the one who we hired to do the traffic flow study along Gore Blvd. Between 7th and Laurie Tatum. They've been here several times. They were at the November 14th meeting and presented a draft report, received some feedback and so now they're here to just present a final report with the comments that they received at that November 14th meeting.

Received a report from Hamideh Etemadnia and Saeed Sobhi with WSB.

Madigan asked do you want to touch on the funding source.

Brown stated this one was funded out of CMAQ funds and then 20% local match so it's typical.

Denham stated as far as the implantation.

Brown responded we've got that further on down the agenda. We got a couple items on that.

Denham stated I remember when we initially went out for this bid or another questions was the necessity of the signal at 4th St. I don't recall seeing anything addressing that. They did address Laurie Tatum.

Brown responded there's been some discussion with TEC, I think through engineering that 4th Street is not warranted.

Painter stated that's not warranted. A signal we could remove that signal.

Harris stated but not until the buses quit meeting outside the library, because that's where the bus is trying to come in. So, but it's typically gets through the bus transfer station, then they can go away pretty easily.

Denham stated right, right, right, right.

Harris stated OK. I have a question about the sidewalks. You went from Railroad to 7th St. was there any consideration going east to I-44 where all of the hotels and stuff are? And we have no transportation corridor for bikes or pedestrians in that area.

Etemadnia responded we also know that those 3 intersections at the east side of the Railroad St. and we know that there is some pedestrian studies being done from the city and we're building that pedestrian bridge is going to be part of that study.

Harris stated but between the pedestrian bridge and 2nd Street right now, zippo.

Etemadnia responded there is nothing there.

Harris stated and so 2nd St. and contains a bike path that goes all the way out to Fort Sill and it's kind of the point where it turns and goes so, and I think there's actually some CDBG money for, it's for the economically disadvantaged area that would actually pay for it. So, it's not, it's not going to be a simple solution because you've got the school over on one side with almost no room and then all the businesses on the South side. So finding that path is going to be difficult but that's something we need to push forward for and the citizens are asking about.

Madigan asked Joe, do you have feedback on that.

Painter responded that bike path. That's a good point. We're trying to fill in those gaps, so any funding we can find if there is CDBG grant money, we need to know about it. So, we can get it as part of our sidewalk improvement projects to pay for some of those backs.

Harris stated I think it's CDGB but it's specifically for disadvantaged neighborhoods, and it's been sitting there for a couple of years, and we haven't touched it,

Painter stated we can.

Harris asked we can touch it.

Painter responded you can touch it.

Harris stated alright.

Madigan stated good suggestions, Kelly. Thank you.

Owens stated is there anything about from I-44 up to the school and that area through there. By the railroad tracks?

Painter no, that wasn't part of looking at any lane geometry changes other than possibly there at Railroad. (cannot discern audio)

Harris asked is there enough room at Railroad to make design changes.

Painter responded that little triangle yeah, there's some right away there. That's most costly. I think the way we're heading now is just signal modernization and that has different, more sophisticated timing and sensing and since traffic better and you work uniformly all the way in that whole corridor, so all this right now, the signals don't talk to each other.

Hampton stated that was upgrading.

Painter stated that's what we're trying to do is upgrade all those signals and getting all of those start with that.

Hampton asked the equipment over there is really antiquated.

Painter responded it's just a hodgepodge stuff. Some is new some is old but just wanted to talk to each other and there's not a lot of traffic. The cameras don't work and it's.

Owens stated dangerous.

Painter stated it is not uniform.

Harris stated that railroad St. intersection it's just a horrible design, right. Because you got to turn and then immediately stop so, same thing at Gore. There's only a couple of car storage there.

Painter responded right. The signal modernization that will help that. It reads the traffic in the queues and right now it's just not finding, you know it's the worst-case scenario.

Hampton asked so we're keeping that Laurie Tatum light that goes to the casino. I went down there yesterday and got stopped twice there at that light. When people come to the casino, is there a switch right there or something?

Painter responded it's just on a timer. Yeah, they just run through, and this rotates around on time.

Harris stated it shows in one of their charts too that that it's one of the longest delays on that whole path.

Painter stated its literally lights hanging on a wire and that's a temporary setup, but what I've been told has been there for a long time.

Hampton stated it wasn't supposed to be.

Painter stated it doesn't warrant a signal. It does have enough traffic, turn movements. It does, you know, or have more sophisticated signal.

Gill asked I've got a question on the Gore going east. When you're in front of the public service building just before you get to it, putting in a, did you look at putting in a right-hand turn lane there? That would be right in front of the public service building at that stop light. I don't know what that street is there?

Harris asked eastbound or westbound. That's railroad.

Gill respond you're going east. And if you put a turn lane in there to go down the Railroad Street it would pick up a lot of traffic there. We could, we could do that. We talked about that once.

Hampton asked when you're traveling east.

Gill responded sure. If you're going east on Gore and you hit Railroad St.

Hampton asked right there where the fire station is.

Gill responded right where the fire station is, you can put a right hand, turn there to go South on railroad. The room is there and that would move cars pretty good in that area.

Sobhi stated at Railroad we did look at a left turn lane.

Gill responded we don't need a left turn there. Really. But you need a right turn. I mean, I don't think you could put a left turn in there, but you could definitely put a right turn in and it would definitely pick up some of the floor traffic.

Hampton asked I think you just said left turn going West, right.

Gill responded You'd be on the north side of the road, though. See, this is going east. You're on the South. So, you go to railroad St. going east and there's a stoplight there, right in front of the fire department. Fire Department is right over there in the new Public Service building. Well, we have a

brand-new building down there if no one notices Public Service Building fire department is in there, the police station is in there. It's right in front of the building on Gore on the South side. I don't know what that street is.

Harris stated those are just some PSO buildings right there, George. I guess there's a little bit of space there.

Denham stated It's enough to park your car there and the right turn lane. There's no lane there to get over.

Madigan asked let me ask the voting members are you comfortable enough to move this forward or do you have other questions.

Painter responded this is just a report, so there's not really.

Madigan responded It says adopting on the agenda so.

Painter responded sorry.

Harris asked so what would we be adopting.

Gill responded we just spent \$80,000 on those lights going from across the bridge down to Laurie Tatum. That's Laurie Tatum. So, we just spend 80,000, we've acted those lots and synchronizing them and it's helped a lot. I take that road two or three times a day, it's helped a whole bunch. That is new equipment.

Harris asked but the Laurie Tatum lights are not, correct.

Gill responded are wired in with the new stuff yes.

Harris stated okay.

Gill stated three lights, Laurie Tatum, eastside of the Interstate, and westside of the Interstate are all synchronized together.

(cannot discern audio to many people are talking at once)

Denham stated I'll make a motion to adopt the final report of the traffic flow study.

Hampton stated second.

Motion by Denham, **Second** by Hampton, to adopt the final report of the Traffic Flow Study.
Aye: Earp, Denham, Madigan, Owens, Gill, Westbrook, Hampton, Harris **Nay:** None **Motion Passed.**

5. Consider approving the Transit Master Plan for Lawton and if needed receive a presentation from HTG of the recent changes to the Plan after public comments over the last month.

Landers stated there are no changes, so unless you want just a presentation again.

Madigan responded it was a very good presentation last time.

Landers stated thank you.

Madigan stated and that's in the packet too. So, if you need to refresh your memory.

Gill stated I did have a question before we left that and I don't want to presentation I know, Charlotte said that they sent that back to the architects because the price was too high. Are we working on that.

Landers responded yes, we should have the final numbers from them this week and that would be presented to the trust next week.

Gill responded okay.

Madigan stated so this item is up for your consideration of approving this transit master plan do I her motion.

Motion by Harris, **Second** by Owens, to approve the Transit Master Plan for Lawton. **Aye:** Hampton, Denham, Earp, Madigan, Harris, Owens, Westbrook, Gill **Nay:** None **Motion Passed.**

6. Receive a presentation of the draft final report for the Downtown Parking Study, consider acceptance of the draft final report, and provide feedback as necessary.

Received a presentation from Candace Smith with City of Lawton Planning Division.

Owens asked let me ask you a question. Have you all taken into consideration about where we're going to take down the Old American, the former American National Bank Building. That will be parking for the courthouse and so I don't know if you've got any of that information from anybody from the courthouse or not, if it makes a difference or not. It hadn't hit the city yet, but it's in the process. I apologize if somebody hasn't let the city know that.

Smith responded I'm glad that you told us that. I will look into that.

Stone stated that's definitely something we can consider. Next year, we're going to be proposing in a later item to do an expansion of this study for the remainder of downtown, so we can include that and update this portion as well.

Madigan state thanks for that info. That's why you're on this board.

Candace Smith continued her presentation.

Owens stated there again, let me say one other thing, if you don't mind. Fista as they, that's why we're working, and we've talked with them because they were talking about the future for security purposes that that would probably be fenced off to. So, we won't be able to use that.

Smith responded this is already fenced off.

Owens stated okay.

Harris stated I think what the Commissioner is saying is that the area and don't you lease that right across the street, east from the courthouse.

Owens responded yes.

Harris stated that they're talking about court so directly east of the courthouse, a lot of the employees park. They're talking about closing that down too. So not just the area over, not just the area over by Sears, but all of there has been talk of really restricting who can park there. We could lose a significant amount of the parking spaces. I think is what Johnny is saying.

Owens stated what was said was it possibly be used maybe for an app parcel or but they were talking about for security purposes, but now they didn't say, well, that's going to be a year or two years from now. They were going to let us know plenty ahead of time.

Gill asked parking over there for the county.

Owens responded we got 60 parking places over there that we leased from Fista.

Gill asked so you are using it now.

Harris stated I had a question about access because you have to go all the way down to 4th St. to be able to get into there, would it help if we created somewhere on C Avenue an easier access, would people be more likely to use that parking if they didn't have to climb over a wall to get out of that parking area.

Smith responded probably. I feel like most people feel like they all think all three is easier access for them to get into the amenities around with the area.

Harris stated and I agree.

Stone stated it would be better if employees use that space and left the on street parking for customers and enforcement of parking times would accomplish that.

Harris asked so we need to push that.

Stone responded yes. Parking time enforcement in downtown area it's a revenue maker. It's a it's a tax generator.

Harris stated so it's a City Manager issue.

Stone responded yes.

Gill asked have you talked with Chief Smith at the Police Department about enforcement of this, because that's going to be a pretty expensive option to have to do. And I know right now we're short on help not taking care of things much more important than parking tickets.

Smith responded yeah, that's actually what he told me it's not a priority.

Gill stated so its not going to work right now.

Smith responded yes, not right now.

Smith continued with her presentation.

Madigan stated we need the stakeholders in the area to provide feedback just like Commissioner Owens. And understand Fista's plans for the mall.

Smith responded yes.

Gill stated I noticed that you're discussing the time limits. That would be something else that that feedback would be pretty necessary for multiple shop owners over there. In case we do get a policeman down there to write tickets or as Johnny suggested, citizens police, if we do have someone running tickets, we want to make sure that the people coming down there to shop with those shops have enough time being able to do their shopping. I've been in cities where you have a 15-minute time limit. That's not good. I understand 8 hours is a little long, but there's a compromise in there somewhere.

Smith continued her presentation.

Denham asked what is the cost of this study. 88/20 match. I just wondered what that was.

Stone responded this is staff time but I can come back to the next meeting, give you the number of nine hours but budgeted for it but that'll be in the UPWP discussion for that we're having at the next meeting anyway, so it'll be in the document.

Denham stated just a reminder to me.

Motion by Denham, Second by Hampton, to accept the draft final report of the Downtown Parking Study. **Aye:** Gill, Earp, Hampton, Denham, Harris, Madigan, Owens, Westbrook **Nay:** None
Motion Passed.

7. Consider approving the updated Memorandum of Understanding between the Oklahoma Department of Transportation, the City of Lawton Transit Trust, and the Lawton Metropolitan Planning Organization.

Stone stated ODOT has come to us with updated agreement. This will include the transit trust, the city's transit trust as a party to the agreement and during the Technical Committee meeting, there were a few minor changes requested mostly typos including City of Lawton Transit Trust everywhere in the document and correcting a couple of typos on the signature lines.

Madigan stated I assume the City's legal counsel reviewed everything.

Stone responded yes, they did approve this and the next document.

Motion by Denham, Second by Owens, to approve the updated Memorandum of Understanding between the Oklahoma Department of Transportation, the City of Lawton Transit Trust, and the Lawton Metropolitan Planning Organization with changes suggested by the Transportation Technical Committee. **Aye:** Hampton, Harris, Westbrook, Owens, Madigan, Denham, Earp, Gill **Nay:** None **Motion Passed.**

8. Consider approving the 5303 agreement with the Oklahoma Department of Transportation and authorize the Chairman to sign.

Stone stated yes, this is the agreement for our 53 or free funds as the Transit Planning Fund. There were no recommended changes to this document and legal has reviewed this document.

Madigan responded excellent.

Motion by Owens, **Second** by Gill, to approve the 5303 agreement with the Oklahoma Department of Transportation and authorize the Chairman to sign. **Aye:** Hampton, Harris, Westbrook, Owens, Madigan, Denham, Earp, Gill **Nay:** None **Motion Passed.**

9. Consider approving changes to the membership of the LMPO Air Quality Stakeholder Advisory Committee.

Stone stated this committee advises the staff on use of our CMAQ funds on specifically our air quality campaign, but also other CMAQ projects funds. Unfortunately, we have not been able to have a quorum for a fairly long period of time. We're hoping these changes will fix that issue. We've removed the radio stations that we advertised with from the committee. We have moved a few city staff and we've removed the individual industries, but we have added the Lawton Industrial Development Authority as well. We have added Cameron University as well.

Denham asked there was no objections to those being dropped.

Stone responded the technical committee did not provide any additional reservations and it came to both boards last month as a discussion item, and it is now coming for approval.

Motion by Denham, **Second** by Gill, to approve changes to the membership of the LMPO Air Quality Stakeholder Advisory Committee. **Aye:** Hampton, Harris, Westbrook, Owens, Madigan, Denham, Earp, Gill **Nay:** None **Motion Passed.**

10. Consider approving boundary changes to the Lawton Metropolitan Area Urbanized Area boundary and authorizing Staff to submit the revised to State and Federal agencies for approval.

Stone stated yes, every 10 years the census on Redraws the urban area boundary and MPO's are providing an opportunity to adjust that based on local information. So the pale yellow is the urbanized area from the census boundary, and the darker orange sections are the areas that we are proposing to add to the urban boundary. Obviously, there are very few people living in this area but the roads that run through it are urban roadways, so they should be included. The guidance also suggests I'm squaring up the boundaries, so we've squared up the area around Fort Sill and we've included this area as well because again, the roads that run through this area are urban roads, even if no one or very few people

live in those areas. And we've also included the entirety of the Interstate 44 through the city from 11th St. onwards because it was not included in a few areas. This impacts whether they are classified as urban or rural roadways. They do function as urban roadways and urban highways and so including in the boundary is an appropriate change to approve.

An identified voice asked so the 112th Street and.

Harris stated with the new Westwin project, it was urban and.

Stone responded we added it to the study area, but we did not add. I mean, there are there are no roads right here at the moment.

Harris stated that's fine.

Brown responded we changed it to add it to the study area. We'll keep an eye on it.

Harris stated because sooner or later we will have to work on those roads.

Brown responded yes.

Motion by Gill, Second by Hampton, to approve boundary changes to the Lawton Metropolitan Area Urbanized Area boundary and authorize Staff to submit the revised to State and Federal agencies for approval. **Aye:** Hampton, Harris, Westbrook, Owens, Madigan, Denham, Earp, Gill **Nay:** None Motion Passed.

11. Select a project or projects for the Carbon Reduction Grant consider providing direction to Staff regarding the local match for the grant, and consider authorizing Staff to pursue the grant for the selected project or projects.

Stone stated Carbon Reduction Grant has allocated specifically funding for each of the six years of the grant. And we do know what the amounts are for FY22, 23 and 24 funds and we have those available to us once we apply for it. We do have to spend the FY22 funds by the end of September of 25. So, we have just about 18 months to spend that those funds this does require 20% local match and we will have to find that somewhere because it does not come out of MPOs staff time. There's not enough of it.

Madigan asked is part of this discussion is finding where the local match will come from.

Stone responded Technical Committee's recommendation was to table this item until you have Staffs recommendations because this the first prioritized project from the December 5th meeting when we first discussed this was to implement projects recommended from the traffic flow study. And since that has been accepted today, the Technical Committee recommended that staff have some time to review it and provide specific recommendations for improvements funded by this on Carbon Reduction Grant.

Denham asked can we use the marijuana tax for sidewalks as our match.

Painter stated we are already using that fund.

Brown stated Ryan says that he can spend the first round like ASAP and has the match already to buy electric vehicles. For Paratransit ADA.

Landers stated and potential service after the industrial park.

Brown responded that's another option. It wasn't one that was originally listed, but that is another option.

Stone stated and it has the local match ready already.

Denham asked and that's for FY22 funds.

Brown responded yes.

Stone asked how much would it be, Ryan.

Landers responded I think it was 40,000 for local match. If you did 200,000 total.

Stone stated so this this would not spend all of them, but it would spend some.

Denham asked is 336 the total amount or the 80%.

Stone responded the 80 percent.

Motion by Denham, Second by Hampton, to table until staff inputs priorities. Aye: Denham, Earp, Gill, Hampton, Westbrook, Madigan, Owens **Nay:** None **Motion Passed.**

12. Receive a presentation from ODOT regarding the allowed uses and intent of CMAQ funds, discuss the use of CMAQ funding allocated to the LMPO and provide direction to Staff.

Received a presentation from Devon Westbrook and Sarah McElroy with ODOT.

Madigan asked so is that the next step is that committee will get together. Do we have one.

Stone responded we just amended the membership a couple of items ago and we hope to get the meeting this month and if we can. Then we can incorporate that in the UPWP that we hope to present next month. If we want to discuss it will be the UPWP item but that can we should be able to do it that way. It may require changing the PWP for the public comment period started. Is that an issue?

Akem asked what projects are we talking about the CMAQ funding.

McElroy responded to use the \$150,000 that they get every year.

Chaney responded they don't know what projects.

Akem stated we are not in an attainment state like we are in attainment area, which means we're not in violation of the air quality national ambient air quality standards. We can flex the funds to any project and we're not, I mean, not necessarily downstate any air quality benefits per se.

No action needed.

13. Consider providing recommendations and direction to Staff regarding projects for the FY25 Unified Planning Work Program.

Stone spoke about items that will appear on the next UPWP.

Denham asked just because it's on there doesn't mean we have to do it. Like Air Quality or we can skip Or we can skip a year for bicycle safety or something like that. If we have other priorities.

Brown responded if it comes down to and we decide not to do it, then we would just do an amendment to remove it.

Stone stated We do have to do the Travel demand model and the micro transit amendment is already in progress, so if we're going to cancel.

Denham responded no, I was looking at 3 and 4.

Stone stated yeah. If we wanted to adjust those we could. The majority of the funds for the air Quality Awareness campaign and the Bicycle Safety Campaign go towards the bus wraps that we purchased from Lats and those funds go to help out and LATS has helped out tremendously with those funds.

Denham stated I'm thinking of all those commercials and stuff that used to run.

Stone responded yes, those are also part of this.

Madigan stated Any other recommendations or directions to staff on this item? Everybody good with it. OK, I believe there's no action there. So we'll go to 14.

Not action needed.

14. Discuss LMPO funding for traffic control and provide direction to Staff.

This item was stricken from the agenda.

15. Reports or Comments.

Received a report from Issac Akem with Federal Highways regarding participating in grants.

Received a report from Sarah McElroy with ODOT regarding the TIP.

Received a report from Jay Earp with ODOT regarding highway construction.

Received a report from David Madigan with the Lawton Fort Sill Regional Airport Authority regarding airport improvements.

Received a report Charlotte Brown regarding approval of the contract with the Consultant with the Land Use Plan, Steering Committee this afternoon, and Council kickoff workshop on Friday.

Susan Schlecht presented the Financial Reports for the month of March 2024. Reports provided for this item are part of these minutes and on file in the City Clerk's office.

Received a report from Joe Painter with City of Lawton Engineering regarding ongoing engineering projects.

16. Comments from the public.

None.

17. Adjournment.

Motion by Owens, Second by Gill, to adjourn the meeting. **Aye:** Denham, Earp, Gill, Hampton, Westbrook, Owens, Madigan **Nay:** None **Motion Passed.**

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Consider amending the annual meeting schedule to move Transportation Policy Board meetings to the third Tuesday of the month.

INITIATOR: Christine James, LMPO Director

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: On April 2, 2024, ODOT recommended to LMPO Staff that LMPO committee meeting schedules be adjusted to allow time for the Policy Board to be fully informed of document changes that may occur during Technical Committee meetings.

Staff's recommendation is to move the Policy Board meetings to the third Tuesday of the month to allow two weeks between Technical Committee and Policy Board meetings.

EXHIBITS: Proposed amended meeting schedule

KEY ISSUES: Meeting dates for the LMPO Policy Board

FUNDING SOURCE:

RECOMMENDED ACTION: Amend the annual meeting schedule to move Transportation Policy Board meetings to the third Tuesday of the month.

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Approve change to the bylaws of the LMPO Policy Board moving the regular meeting date from the first to the third Tuesday of each month and authorize the Chairman to sign.

INITIATOR: Christine James, LMPO Director

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: The Oklahoma Department of Transportation (ODOT) has recommended that the Lawton Metropolitan Planning Organization's (LMPO) Technical Committee and Policy Board not meet on the same date to allow for ample time for any changes the Technical Committee makes to an item be included in the meeting packets for the Policy Board.

Staff is recommending the Policy Board meetings be moved to the third Tuesday of each month.

ODOT has reviewed the bylaw change and concurred.

EXHIBITS: Policy Board Bylaws with meeting date change

KEY ISSUES: N/A

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Approve change to the bylaws of the LMPO Policy Board the regular meeting dates to the third Tuesday of each month and authorize the Chairman to sign.

**BYLAWS
OF THE
LAWTON METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY BOARD**

**Article I
Introduction**

The Lawton Metropolitan Planning Organization, acting through the City of Lawton Planning ~~Division~~ Department, is responsible for cooperative, comprehensive, and continuing transportation planning in the Lawton Metropolitan Area in accordance with Section 134, Title 23, United States Code and applicable federal and state regulations, as amended. The Lawton Metropolitan Area encompasses a majority of the City of Lawton municipal boundaries and a portion of Comanche County.

The MPO produces a series of plans and programs that facilitates the transportation planning process. They include, but are not limited to, the Metropolitan Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, the Annual Listing of Obligated Projects, and the Public Participation Plan. The Metropolitan Transportation Plan identifies the transportation needs of the area for the next 25 years. The Transportation Improvement Program identifies and schedules transportation projects to be implemented within four years. The Unified Planning Work Program describes and schedules transportation planning activities to be undertaken by the MPO staff annually. The Public Participation Plan is a set of procedures designed to provide every opportunity for the involvement of citizens in the transportation planning process. These plans and programs will lead to the development and operation of an integrated, intermodal transportation system that safely and securely facilitates the efficient and economic movement of goods and people.

The Policy Board was redesignated as the Lawton Metropolitan Planning Organization by the Governor of the State of Oklahoma effective November 1, 2013. The Policy Board is the governing body of the Lawton MPO providing both review and policy guidance for transportation planning efforts in the Lawton Metropolitan Area. The Transportation Technical Advisory Committee is composed of City of Lawton staff, ODOT staff, and representatives from local transportation providers, and provides technical analysis and recommendations to the Policy Board. The Policy Board is the approval authority for all transportation documents. These bylaws will govern the actions of the Policy Board.

**Article II
Membership**

Voting Members:

- Mayor of the City of Lawton
- Two members of the Lawton City Council
- Lawton City Transit Trust member
- Board of Comanche County Commissioners, Central District Commissioner
- ODOT District VII Transportation Commissioner
- ODOT Division VII Engineer
- Lawton Metropolitan Area Airport Authority Chairman
- Lawton City Planning Commission Chairman

Ex-Officio (Non-Voting) Members:

ODOT MPO Coordinator

FHWA Division Administrator

FTA Region Administrator

Fort Sill Commanding General

Member of the Oklahoma House of Representatives as determined by those members representing the Lawton Metropolitan Area

State Senator as determined by the State Senators representing the Lawton Metropolitan Area

Voting and non-voting members shall serve on the Policy Board as long as they hold their position as an elected official or their position within their respective organization.

Each voting member may designate an alternate to represent their position. Members must provide the MPO Director with the name and contact information for alternates. Alternates will count toward a quorum and may vote on any matter before the Board.

The Chair of the Policy Board shall be the Mayor of the City of Lawton. The Vice-Chair shall be elected by the members present at the Board's first meeting of each year. The Chair or Vice-Chair shall have the authority to execute documents in the name of the LMPO after approval by the Policy Board.

Article III Meetings

The Policy Board shall meet as necessary to perform its function. Typically, these meetings are held the ~~first~~ third Tuesday of each month at 11:00 a.m. in the Third Floor Conference Room, City Hall, 212 SW 9th Street, Lawton, Oklahoma.

Meetings may be called by the Chair or the MPO Director or any member of the Board may call a meeting by written request to the Chair or the MPO Director.

The MPO Director shall be responsible for establishing the agenda and providing notice of the meeting. Members will be notified of the meetings as soon as the meeting is scheduled, and agenda packets will be provided to the members prior to the meeting. All meetings shall be held in compliance with the Oklahoma Open Meeting Act.

The order of business of meetings shall be as follows:

1. Meeting called to order and roll call.
2. Verify posting of meeting
3. Introductions
4. Approval of minutes of previous meetings.
5. Unfinished business.
6. Business.
7. Consent items.
8. Comments and Reports.
9. Audience Participation.
10. Adjournment.

A quorum shall consist of five (5) voting members and/or alternates. A majority vote of the quorum will be sufficient to authorize action. If there is no quorum, no action may be taken on any item on the agenda.

A roll call vote will be required on all matters under consideration by the Policy Board.

The MPO Director or their designee shall be responsible for recording and transcribing the Policy Board meeting minutes. The minutes will be formally approved by the Policy Board at a subsequent meeting.

Article IV Expenditure of Funds

The MPO Director or their designee shall be responsible for maintaining the financial records of the LMPO. The staff shall follow the LMPO Purchasing Policy in the procurement of services and goods, review all invoices for accuracy, prepare checks, and provide a quarterly financial report to the Board. All checks will require two signatures: one from the Chair or Vice-Chair and one from the MPO Director or MPO Assistant Director.

Article V MPO Director and Staff

The personnel who will perform the day-to-day technical and administrative operations of the LMPO consist of an MPO Director (Planning Director), an MPO Assistant Director (Senior Transportation Planner), one Transportation Planner, a part time admin, and a part time Component Unit Accountant. The MPO Director and staff will:

1. Coordinate the duties of all MPO staff as identified in the Unified Planning Work Program.
2. Maintain necessary staff to continually execute the transportation planning process.
3. Assure compliance with the federal and state transportation planning regulations by providing reports and certifications to the Oklahoma Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.
4. Develop and revise, with cooperation of the Oklahoma Department of Transportation and other participants in the MPO activities, the Long Range Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, and other reports or documents as required by state or federal law for the Lawton Metropolitan Area and obtain their approval.
5. Prepare monthly claims and submit to ODOT for reimbursement of expenditures.
6. Prepare an Annual Listing of Obligated Projects.
7. Assist in the preparation of applications for Transportation Alternatives Program.
8. Take direction from and report to the Policy Board.
9. Provide staff support to the Policy Board.

Article VI Conflict of Interest

Declaration of policy.

The Transportation Policy Board shall operate as a Federal mandated MPO, and any effort to realize personal gain through official conduct is a violation of that trust. Members shall not only be impartial and devoted to the best interests of the LMPO's jurisdiction but also shall so act and conduct themselves both inside and outside the LMPO service as not to give occasion for distrust of their impartiality or of their devotion to the best interests of the citizens they represent.

Definitions. As used in this article:

Financial interest shall mean any interest that shall yield, directly or indirectly, a monetary or other material benefit for services to the LMPO's jurisdiction to the member or other person retaining the services of the member.

Personal interest shall mean any interest arising from blood or marriage relationships or from close business or political associations, whether or not any financial interest is involved.

Confidential information shall mean all information pertaining to MPO interests that is not available to the public in general including but not limited to information pertaining to any claims or lawsuits pending against the LMPO and personnel matters.

Disclosure of interest. No member who has a direct or indirect financial or personal interest in any matter before the Transportation Policy Board shall use his office or position to exert influence on such matter.

To the extent that he knows thereof, any member who participates in the discussion or expresses an opinion to the Transportation Policy Board on any matter before it shall disclose the nature and extent of any direct or indirect financial or other personal interest, he has in such matter to the Transportation Policy Board.

Any member who has a direct financial or personal interest in any question before the Transportation Policy Board shall disclose the fact to it and shall not discuss the matter with other members nor vote thereon.

Disclosure of information. No member shall disclose any information acquired by him in the course of his official duties or use such information to further his or others' financial, personal or political interests. This section shall not prohibit any such member from acquiring and utilizing any information which is available to the public in general so long as such information is obtained in the same manner as it would be obtained by an ordinary citizen.

Securing special privileges. No member shall use or attempt to use his position to secure privileges, financial gain or exemption for himself or others.

No member shall grant any special consideration, treatment or advantage to any citizen beyond that which is available to every other citizen.

**Article VII
Amendments**

These bylaws may be amended by a majority affirmative vote of the Transportation Policy Board at any meeting of the members.

ADOPTED AND APPROVED by the Lawton Metropolitan Planning Organization Transportation Policy Board on the ~~4th day of April 2023~~ 7th day of May 2024.

Stanley Booker, Chairman

~~Charlotte Brown~~ Christine James, MPO Director

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Consider approving the Memorandum of Understanding between the Oklahoma Department of Transportation, the City of Lawton Transit Trust, and the Lawton Metropolitan Planning Organization for Transit Performance Measures.

INITIATOR: ODOT

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: The intent of this Memorandum of Understanding (MOU) is for the Oklahoma Department of Transportation (ODOT), the City of Lawton Transit Trust, and the Lawton Metropolitan Planning Organization (LMPO) to jointly agree and develop provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System.

Transportation Technical Committee will consider this MOU on May 7, 2024, and their recommendation will be provided at the meeting.

EXHIBITS: Memorandum of Understanding

KEY ISSUES:

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Approve the Memorandum of Understanding between the Oklahoma Department of Transportation, the City of Lawton Transit Trust, and the Lawton Metropolitan Planning Organization for Transit Performance Measures.

MEMORANDUM OF UNDERSTANDING

BETWEEN THE LAWTON METROPOLITAN PLANNING ORGANIZATION,
OKLAHOMA DEPARTMENT OF TRANSPORTATION, AND THE
CITY OF LAWTON TRANSIT TRUST

WHEREAS, 23 CFR 450.314(h) requires that the MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS); and

WHEREAS, the Lawton Metropolitan Planning Organization (LMPO) has been designated as the Metropolitan Planning Organization (MPO) for the Lawton Metropolitan Area; and

WHEREAS, the public transportation providers of the City of Lawton Transit are members of LMPO and operate within the LMPO study area; and

NOW, THEREFORE, to ensure consistency to the maximum extent possible the LMPO and the City of Lawton Transit Trust enter into this agreement to carry out the cooperative process within the LMPO study area as detailed below:

1. Transportation Performance Data

- a. The City of Lawton Transit Trust will provide LMPO with the source of the performance data used in developing their Transit Asset Management (TAM) Plans and State of Good Repair (SGR) targets and make the data available upon request.
- b. The City of Lawton Transit Trust will report annual asset inventory module (AIM) data to the National Transit Database (NTD).

2. Selection of Performance Targets

- a. The City of Lawton Transit Trust, in creating their TAM Plan, will coordinate with the Oklahoma Department of Transportation (ODOT) and LMPO when establishing their SGR targets. ODOT and LMPO will be given an opportunity to comment on the transit targets before they are established.
- b. LMPO will coordinate with the City of Lawton Transit Trust providers when establishing their regional SGR targets. LMPO will either establish one set of regional SGR targets that incorporate all public transit agencies within the LMPO study area or choose to support the SGR targets set by the individual transit agencies. LMPO will provide transit agencies the opportunity to respond and comment before targets are established. LMPO will establish performance targets by board action, or as designated by the board.
- c. Coordination methods may include in-person meetings, conference calls, virtual meetings, and/or email communication.

3. Reporting of Performance Targets

- a. The City of Lawton Transit Trust TAM Plans and SGR targets will be reported to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), as applicable. The City of Lawton Transit Trust will provide LMPO with their TAM plans and SGR targets, once submitted, by email.
- b. LMPO's SGR targets will be reported to the City of Lawton Transit Trust and ODOT. SGR targets for the LMPO study area will be updated or reviewed every 5 years, or with every new LMPO's Long-Range Transportation Plan adoption.
- c. LMPO will include information outlined in 23 CFR 450.324(f)(3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326(d) in any transportation improvement program amended or adopted after October 1, 2018.
- d. Reporting of targets and performance by the City of Lawton Transit Trust and LMPO shall conform to 23 CFR 450, 23 CFR 490, 49 CFR 625, and 49 CFR 673.

4. Reporting of Performance to be Used in Tracking Progress Toward Achievement

- a. LMPO will document progress towards achieving performance targets and report that information to ODOT and/or public transportation agencies in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).
- b. Public transportation agencies creating their own TAM Plan will document progress towards achieving transit targets and report that information to ODOT and/or MPOs in their TAM Plan and FTA Annual Report as applicable.

This Memorandum of Understanding has been approved through formal resolution of action between LMPO, ODOT, and the City of Lawton Transit Trust on or before the _____ day of _____, 2024.

Date

Lawton Metropolitan Planning Organization (LMPO)

Date

Oklahoma Department of Transportation (ODOT)

Date

City of Lawton Transit Trust

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Receive Kimley-Horn's update on the status of the 2050 Metropolitan Transportation Plan and results of public involvement efforts to date and provide feedback.

INITIATOR: Christine James, LMPO Director

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: The FY 2024 Unified Planning Work Program includes the task to to hire and monitor a consultant to develop the 2050 Metropolitan Transportation Plan's (MTP) Travel Demand Model and prepare the MTP.

The Transportation Policy Board at their October 3, 2023, meeting selected Kimley-Horn and authorized the Director to negotiate a contract. A contract was signed on January 5, 2024.

At the February 6, 2024, meetings of Technical Committee and Policy Board, Kimley-Horn presented their plan for the MTP public involvement. Kimley-Horn provided an update on the status of the MTP and Travel Demand Mode and provided the results of public involvement efforts to date.

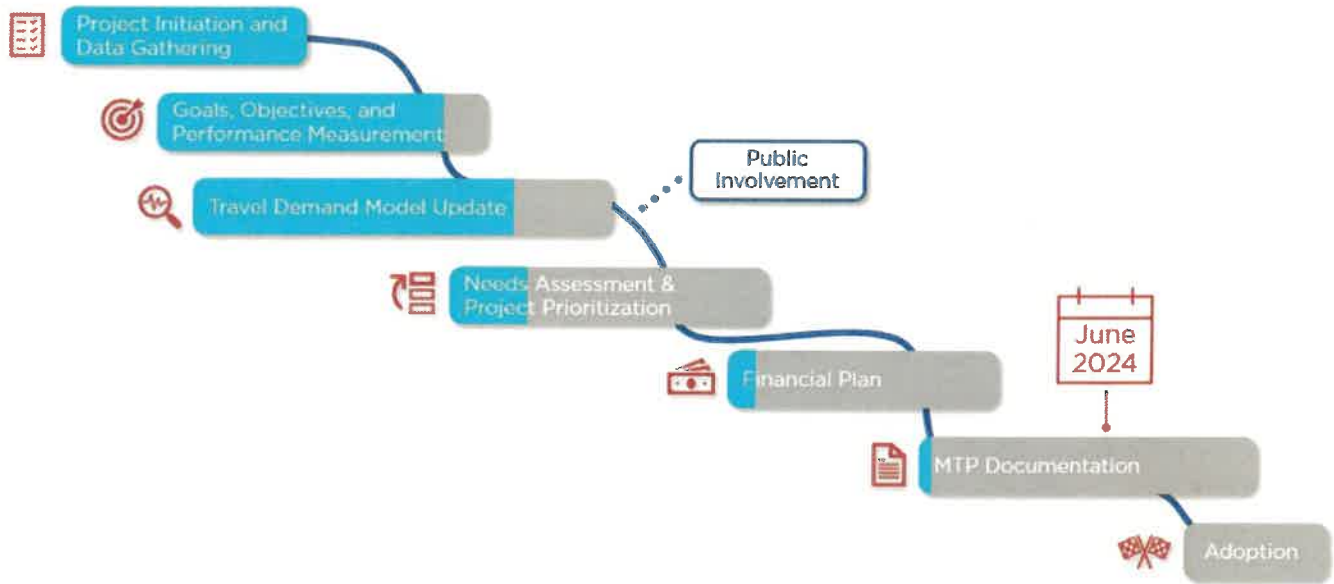
EXHIBITS: Update on Status of MTP

KEY ISSUES: N/A

FUNDING SOURCE: PL Grant 80%; LMPO 20%

RECOMMENDED ACTION: Receive an update on the 2050 MTP and provide necessary feedback.

The **Directions 2050 Metropolitan Transportation Plan (MTP)** is considering all modes of transportation, including motorized vehicles, public transportation, bicycles, walking, freight and goods movement, and air travel. The process is designed to identify the area’s transportation needs, match those needs to with recommended transportation projects, and prioritize the projects for funding. The process began in January and will conclude in the late summer/early fall of this year.



To date, the project team has assembled data, gathered online input, and created a set of draft goals. Work on the updating the travel demand model continues. The project team has updated network attributes and is currently validating the mode choice model and working on socioeconomic data updates.

Online Survey



An online survey was live from February 26th to March 25th. The survey was designed to educate the public about the project and collect feedback using five interactive and visual screens. Participants were asked to prioritize transportation concerns, identify transportation issues and ideas on a map, and evaluate funding trade-offs for different project types. Key takeaways from the input include:

- Emphasis on repairing existing roads, making Lawton more walkable, and improving travel safety.
- Interest in traveling more often in modes other the personal automobiles, especially walking.
- Identification of key locations where attention is needed, such as the intersection of NW Cache Rd @ NW Sheridan Rd, W Gore Blvd @ 38th St, and W Gore Blvd @ 2nd St.

A full summary of the survey will be available soon on Directions2050.com.

Draft Goals

The seven goals identified in the **Directions 2050 MTP** help guide decisions surrounding the Lawton area's transportation system while also reflecting federal planning factors. The goals influence the development of recommendations, priorities, and funding choices. The draft goals are presented in alphabetical order.

Accessibility & Mobility

Make it easier for all modes of transportation to move within and through the Lawton area.

Economic Vitality

Strengthen the Lawton area's economy by making it easier to move people and goods.

Environmental Stewardship

Protect the environment, including our natural, agricultural, scenic, and historic resources.

Land Use & Transportation Integration

Coordinate transportation investments with land use and development decisions.

Livability

Provide a transportation system that promotes safe, healthy, and attractive places.

Safety & Security

Promote a transportation system with fewer crashes, predictable travel times, and faster emergency response.

System Preservation & Preparedness

Create a resilient and future ready transportation system with a focus on maintenance and operational efficiency.

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Consider receiving a presentation on grant opportunities, highlighting potential avenues for securing additional funding.

INITIATOR: Christine James, LMPO Director

STAFF INFORMATION SOURCE: Candace Smith, Transportation Planner

BACKGROUND: At the recent April 2nd meeting, information on grant opportunities was presented by the Federal Highway Administration (FHWA). The Transportation Policy Board has asked Staff to research grants that match the goals of the LMPO.

This presentation will discuss current grant opportunities, and what advantages they could bring to our region.

EXHIBITS: NOFO of grants (Notice of Funding Opportunity)

KEY ISSUES: N/A

FUNDING SOURCE:

RECOMMENDED ACTION: Receive a presentation on grant opportunities and provide direction to staff.



FIND. APPLY. SUCCEED.®

VIEW GRANT OPPORTUNITY

693JJ324NF00012

Active Transportation Infrastructure Investment Program

[Apply](#)

[Subscribe](#)

Department of Transportation

DOT Federal Highway Administration

[SYNOPSIS](#)

[VERSION HISTORY](#)

[RELATED DOCUMENTS](#)

[PACKAGE](#)

Version History

Click on Version Name to view previous versions of this grant opportunity. Modifications from the previous version are highlighted with a light gray background. For more information on versions, see Online Help.

Synopsis History:

Version	Modification Description	Updated Date
Synopsis 2	AMENDMENT 1 TO NOFO issued on 4/15/2024: The purpose of this amendment is to change "Eastern Standard Time" to "Eastern Daylight Time" in the NOFO.	Apr 15, 2024
Synopsis 1		Mar 19, 2024

DISPLAYING: Synopsis 2

General Information

Document Type:	Grants Notice	Version:	Synopsis 2
Funding Opportunity Number:	693JJ324NF00012	Posted Date:	Mar 19, 2024
Funding Opportunity Title:	Active Transportation Infrastructure Investment Program	Last Updated Date:	Apr 15, 2024
Opportunity Category:	Discretionary	Original Closing Date for Applications:	Jun 17, 2024
Opportunity Explanation:		Current Closing Date for Applications:	Jun 17, 2024
Funding Instrument Type:	Cooperative Agreement	Archive Date:	Jul 17, 2024
Category of Funding Activity:	Other (see text field entitled "Explanation of Other Category of Funding Activity" for clarification)	Estimated Total Program Funding:	\$44,550,000
Category Explanation:	Planning, Design and Construction	Award Ceiling:	\$15,000,000
Expected Number of Awards:		Award Floor:	\$100,000
CFDA Number(s):	20.205 -- Highway Planning and Construction		

**Cost Sharing
or Matching
Requirement:** Yes

Eligibility

Eligible Applicants: Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility: Local or Regional Governmental Organizations; Multicounty Special Districts; State; Multistate Group of Governments; or An Indian Tribe.

Additional Information

Agency Name: DOT Federal Highway Administration

Description: This Notice of Funding Opportunity will result in the distribution of up to \$44,550,000 for two different categories of grants: (1) Planning and Design Grants and (2) Construction Grants.

The Active Transportation Infrastructure Investment Program (ATIIP) projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure and help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

The ATIIIP grants will allow communities to identify, prioritize, and implement improvements to the largest barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity through the development of infrastructure that will provide substantial additional opportunities for walking and bicycling. Eligible organizations will be able to create plans or implement active transportation networks that connect destinations within or between communities or create plans or implement an active transportation spine connecting two or more communities, metropolitan regions, or States. The ATIIIP also provides an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.

AMENDMENT 1 TO NOFO issued on 4/15/2024: The purpose of this amendment is to change "Eastern Standard Time" to "Eastern Daylight Time" in the NOFO.

**Link to
Additional
Information:**

**Grantor
Contact
Information:** If you have difficulty accessing the full announcement electronically, please contact:

Kenan Hall
Agreement Specialist 202-366-1533

[ATIIIP preferred](#)

[Return to top](#)

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

DOT-SS4A-FY24-01

USDOT FY24 Safe Streets and Roads for All Funding, Amendment

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation (DOT or the Department)

ACTION: Notice of Funding Opportunity (NOFO), Assistance Listing # 20.939

SUMMARY

SUMMARY OVERVIEW OF KEY INFORMATION: Safe Streets and Roads for All (SS4A)	
Issuing Agency	Office of the Secretary of Transportation, U.S. Department of Transportation
Program Overview	Funds for the fiscal year (FY) 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.
Objective	The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants.
Eligible Applicants	Metropolitan planning organizations; Political subdivisions of a State or territory (e.g., cities, towns, counties); Federally recognized Tribal governments; and A multijurisdictional group of entities described in any of the aforementioned three types of entities.
Eligible Project Types	Develop a comprehensive safety action plan (Action Plan). Conduct supplemental safety planning to enhance an Action Plan. Carry out demonstration activities to inform the development of, or an update to, an Action Plan. Perform planning, design, and development activities for projects and strategies identified in an Action Plan. Implement projects and strategies identified in an Action Plan that address roadway safety problems.
Funding	This Notice makes available up to \$1,261,494,000 \$1,256,687,000 for FY 2024 grants under the SS4A program. Of the funding made available, up to \$780 \$580 million is available to implement projects and strategies. The remainder, \$461,494,000 \$656,687,000 , must be awarded for developing Action Plans; conducting supplemental planning to update existing Action Plans; or carrying out demonstration activities to inform the development of, or updates to, Action Plans.
Deadlines	Planning and Demonstration Grant applicants have three deadlines: <ul style="list-style-type: none"> • Thursday, April 4, 2024, 5:00 PM (EDT) • Thursday, May 16, 2024, 5:00 PM (EDT) • Thursday, August 29, 2024, 5:00 PM (EDT)

SUMMARY OVERVIEW OF KEY INFORMATION: Safe Streets and Roads for All (SS4A)	
	Implementation Grant applications must be submitted by 5:00 PM (EDT) on Thursday, May 16, 2024.
	<u>Funds will be awarded to applications submitted after each deadline. Funding awards in later deadlines will be contingent on the availability of remaining funds.</u>

DATES: This NOFO has multiple application deadlines depending on the grant type. See above under “Deadlines” and in Section D.4.

Late applications received after the deadlines will not be considered under that deadline unless there is a technical issue directly caused by the online submission proposal system (Valid Eval), and the applicant contacts Valid Eval at support@valideval.com describing the technical issue no less than 4 hours before the deadline. Planning and Demonstration Grant applications that are received after the first deadline (and before the second deadline) will be treated as being submitted under the second deadline; Planning and Demonstration Grant applications that are received after the second deadline (and before the third deadline) will be treated as being submitted under the third deadline.

ADDRESSES: Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT, at https://usg.valideval.com/teams/usdot_ss4a_2024_implementation/signup for Implementation Grant applicants and https://usg.valideval.com/teams/usdot_ss4a_2024_planning_demo/signup for Planning and Demonstration Grants. Customer support for Valid Eval can be reached at support@valideval.com.

FOR FURTHER CONTACT INFORMATION: Please contact the SS4A grant program staff via email at SS4A@dot.gov or call Paul Teicher at 202-366-4114. A telecommunications device for the deaf (TDD) is available at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications, as well as schedule information regarding webinars providing additional guidance, on DOT’s website at <https://www.transportation.gov/grants/SS4A>. The deadline to submit technical questions **is April 24, 2024 and, The deadline** to submit pre-application eligibility review requests for Implementation Grants is April 17, 2024. Technical questions applicable to Planning and Demonstration Grant applications made on or before March 13, 2024, will be responded to in advance of the first Planning and Demonstration Grant deadline on April 4. The final deadline to submit technical questions for Planning and Demonstration Grants is April ~~24~~ 17, 2024. The NOFO is listed under opportunity number DOT-SS4A-FY24-01 at [Grants.gov](https://www.grants.gov).

SUPPLEMENTARY INFORMATION: Each section of this Notice of Funding Opportunity contains information and instructions relevant to the application process for SS4A grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

Section	Content
N/A	Summary
N/A	Definitions
A	Program Description
B	Federal Award Information
C	Eligibility Information
D	Application and Submission Information
E	Application Review Information
F	Federal Award Administration Information
G	Federal Awarding Agency Contacts
H	Other Information

Section A (Program Description) describes the Department's goals and purpose in making awards, and Section E (Application Review Information) describes how the Department will select from eligible applications. To support applicants through the process, the Department will provide technical assistance and resources at <https://www.transportation.gov/grants/SS4A>.