

MINUTES
TRANSPORTATION TECHNICAL COMMITTEE REGULAR MEETING
3RD Floor Conference Room
July 2, 2024

Minutes of the Transportation Technical Committee meeting held July 2, 2024 in the 3RD Floor Conference Room, 212 SW 9th Street, Lawton, Oklahoma 73501.

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

The meeting was called to order at 10:00 am by Christine James.

ROLL CALL

MEMBERS PRESENT: Christine James, City of Lawton Planning Director
Mike Woodhams, ODOT Transit Programs Division
Jay Earp, ODOT Division VII Engineer
Ryan Landers, LATS Director
Devon Westbrook, ODOT, MPO Coordinator
Mike Jones, City of Lawton City Engineer
Cindy Bateman, Fort Sill Public Works Department
Tom Zigler, ASCOG
Barbara McNally, Lawton-Fort Sill Regional Airport Manager
Cliff Haggemiller, City of Lawton Public Works

MEMBERS ABSENT: John Michael Montgomery, Lawton-Ft Sill Chamber of Commerce
Isaac Akem, FHWA*
FTA Region VI*
Comanche Tribe, Transportation Director*
Apache Tribe, Transportation Director*
Kiowa Tribe, Transportation Director*

ALSO PRESENT: Christina Ryans-Huffer, Recording Secretary
Jonathan Stone, Transportation Planner
Hope Davis, Transportation Planner
Bryce Lawson, ODOT Division VII
Julie Sanders, SORTPO
Laura Chaney, ODOT
Debbie Dollarhite, LMPO Administrative Consultant
Dona Church, Economic Development Planner SWODA/SORTPO
Kim McConnell, The Lawton Constitution
Craig Moody, Poe & Associates

*Nonvoting member

1. **Consider approving minutes from the regular scheduled meeting held on June 4, 2024.**

Motion by Zigler, Second by Woodhams to approve the minutes from the regular scheduled meeting Held on June 4, 2024 as written **Aye:** Woodhams, Earp, Landers, Westbrook, McNally, Bateman, Haggenmiller, Zigler, James **Nay:** None **Motion passed 10-0**

BUSINESS

2. **Receive a presentation from Craig Moody of Poe and Associates regarding the Functional Classification of roadways.**

The functional classification of roadways defines the role each element of the roadway network plays in serving travel needs. Functional classification carries with it expectations about roadway design, including its speed, capacity, and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification.

The functional classification of roadways should be reviewed every ten years to coincide with the decennial census and the adjusted urban area boundary update cycle. This process should identify roadways that require changes to their functional classification due to changes in transportation network and/or land use patterns.

Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

Poe stated the presentation today is about Functional Classification and its association with the City's open boundaries. The Oklahoma Department of Transportation has evaluated your AADTs and your AADTs have gone up, which in turn your Functional Classification can go up. This gives you help if the LMPO wanted to revise those classifications. The review from ODOT gives you Federal Aid eligibility. The urban area boundary changes after every census, this ensures that the Federal Aid funds will be distributed appropriately. Urban boundaries is defined at 50,000 or greater population. The urban boundary encompasses the entire Census Bureau area. ODOT is working with the Planners and the MPOs to develop these adjusted urban area boundaries in each census defined urban area. Functional Classification is the process by which roads, streets and highways are grouped into classes according to the character of service that they

provide. Individual roads and streets do not serve travel independently but is part of a network your roadway system. Functional classification is used to determine which roads, streets and highways are eligible for Federal Transportation funds, establish design criteria for various road features, and it also serves as a management tool to measure routes importance in project selections and project management. ODOT and local governments are responsible for collaborating and ensuring adjustments and revisions. Metropolitan organizations and County Commissioners are responsible for the revisions within their jurisdictions. ODOT is responsible for the revisions of the State Highway system and US routes outside of the MPO's county jurisdiction. ODOT reviews and acts on all requests for functional classifications. Finally Federal Highway Administration has the review and final process. The MPO is most interested and focused on 4 of the 7 classifications, your minor arterial, your principal arterial, your collector and your local street.

Chaney stated that a explanation is needed to the approved study area that was done last year and what pulling in that adjusted urban boundary and what the implications are on the functional classifications on that.

Poe responded some of it limits your Federal funding. The question would be asked why did you pull some of that back. Also are these boundaries no longer traffic generators. There would be a lot of questions that come with that. The pulling in of those boundaries would give question from the County Commissioners too.

Haggenmiller asked as far as Federal funding goes, does it change anything by upgrading a Principal to an Expressway?

Poe stated yes it does get Federal funding.

3. Consider recommending to the Transportation Policy Board goals and objectives for the 2050 Metropolitan Transportation Plan.

Kimley-Horn has been working to develop the Travel Demand Model and prepare the 2050 Metropolitan Transportation Plan (MTP) since January 2024. Kimley-Horn discussed goals and objectives with the Technical Committee on June 4, 2024, and with the Policy Board on June 18, 2024. Each entity was given 10 days to review the proposed goals and objectives and provide input. Comments from the Technical Committee members and the Policy Board members will be provided at the meeting.

Recommendations on proposed goals and objectives from the Technical Committee will be provided to the Policy Board at its meeting on July 16, 2024.

Motion by Westbrook. Second by McNally to recommend to the Transportation Policy Board goals and objectives for the 2050 Metropolitan Transportation Plan **Aye:** Earp, Landers, Westbrook, McNally, Jones, Bateman, Haggenmiller, Zigler, Woodhams, James **Nay:** None **Motion Passed 10-0**

4. Consider recommending to the Transportation Policy Board construction projects to be included in the 2050 Metropolitan Transportation Plan.

Kimley-Horn has been working on the development of the Travel Demand Model and draft 2050 Metropolitan Transportation Plan (MTP) since January 2024. The model for current conditions has been completed. Kimley-Horn has been working with Staff on a list of recommended construction projects to be included in the 2050 MTP. The list of recommended projects along with a map showing the locations are attached.

Recommendations on proposed construction projects for the 2050 MTP from the Technical Committee will be provided to the Policy Board at its meeting on July 16, 2024.

Motion by Haggenmiller, Second by McNally to recommend to the Transportation Policy Board construction projects to be included in the 2050 Metropolitan Transportation Plan with clerical edits and rephrasing goal 3D to state Support transportation projects that do not create disproportionately negative effects on disadvantaged communities as identified by FHWA and leverage state and federal tools to identify these communities. **Aye:** Landers, Westbrook, McNally, Jones, Bateman, Haggenmiller, Zigler, Woodhams, James, Earp **Nay:** None **Motion Passed 10-0**

5. Discuss possible changes to the bylaws of the Transportation Technical Committee and recommend changes to the Policy Board.

The Transportation Technical Committee bylaws were last updated in 2012. Staff has prepared proposed bylaws which include amending the membership to delete the ODOT Roadway Design Division Engineer, amend the City of Lawton Director of Public Works/Engineering to the City of Lawton City Engineer, and add Southwest Oklahoma Regional Transportation Planning Organization Transportation Director as a nonvoting member. The proposed bylaws also set the meeting dates as the first Tuesday of each month, provide that agenda packets will be sent to members at least one week prior to the meeting, and lists the order of business on agendas.

The Policy Board must approve modification of the membership of the Technical Committee.

Reports or Comments.

Landers stated that the Transit Trust accepted the Master plan last Tuesday.

Earp stated we have a project on Lee Boulevard, Highway 7, the westbound lane, East Cache Creek Bridge . We may have to move that out. The funding budget is being re-worked by the Commission.

Lawson stated the Gore Boulevard project between 82nd Street and 67th Street all traffic, in about 3 (three) weeks will be put on the eastbound lanes, access will be provided to the properties that are impacted during that traffic shut down. This will be posted on all traffic boards. The Gore Pedestrian Bridge will start on July 22nd. There will be lane closures and a barrier will be installed on I-44. The Rogers Lane Safety Improvement project is still on track to start the first part of September.

Woodhams stated the funding years of 2021, 2022 and 2023 funding that you are still waiting on for FTA to approve that for the next grant. We are still trying to pay funds out of the 2020 year grant that is still out there.

McNally stated we are in the final phase of the Terminal Expansion and should be done by January. This includes the Airline Ticket Counter. We have established a sole waiting lot, where people can park and pick up passengers.

Chaney stated we are getting ready to kick off our Long Range Plan for the State. There will be some Stakeholders meetings and definitely need Lawton's involvement in that process.

Jones stated the East Gore Boulevard Bike Lane Project is in preliminary design right now. This goes from Flower Mound to Southeast 45th Street.

Bateman stated Ft. Sill Boulevard and Scott Gates are back open. Apache Gate is now closed as of last week.

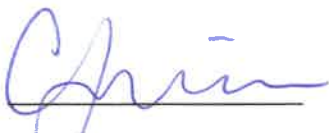
Audience Participation.

None.

Adjournment.

Motion by Earp. Second by Zigler to adjourn the meeting **Aye:** Westbrook, McNally, Jones, Bateman, Haggenmiller, Zigler. Woodhams, James, Earp, Landers **Nay:** None **Motion Passed 10-0**

With no further business meeting was adjourned at 11:16 am.


Christine James
Chairman