

MINUTES
TRANSPORTATION TECHNICAL COMMITTEE

Minutes of the Transportation Technical Committee meeting held February 1, 2022, in the 3rd Floor Conference Room, 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 10:00 a.m. by Richard Rogalski.

MEMBERS PRESENT: Jay Earp
 Ryan Landers
 Barbara McNally
 Sneha Dongre
 Krista Ratcliff
 Janet Smith
 Larry Wolcott
 Tom Zigler

MEMBERS ABSENT: Dontria Davis
 Randy Butler
 Sara McElroy (teleconference call)

ALSO PRESENT: Richard Rogalski, Deputy City Manager
 Alan Hampton, Ward 5 Councilmember
 Jonathon Stone, Planner
 Mike Jones, ADA Coordinator
 Denise Ezell, Recording Secretary

Smith asked Rogalski to run the meeting since this was her first meeting.

Rogalski asked if everyone knew Mike Jones the ADA Coordinator. He stated that Jones has been with the city for a very long time. Rogalski introduced Janet Smith the new Planning Director. We also have Councilman Hampton. He is here to observe this meeting and the Policy Board meeting. There is a vacancy on the Policy Board and Hampton is considering filling that position.

2. Consider recommending to the Transportation Policy Board approve the Request for Proposals for a Traffic Flow Improvement Study for arterial roadways in the MOP Study Area and form a committee of staff and Technical Committee members to review responses to the RFP.

Rogalski stated Jonathon would you describe the base of the RFP.

Stone stated it would be a study of the traffic flow and it will be in four (4) phases. The first phase will be Gore Boulevard from Fort Sill Boulevard to Flower Mound Road using Congestion Mitigation and Air Quality. Hopefully this study will provide us with several improvements.

Rogalski stated so one of the major constituents of pollution in our community is automotive exhaust. The more you can improve reduced congestion the less automotive exhaust there is and the better our air quality is. It will also help to get us to our destination faster. Traffic flow analysis is a good deal Gore Boulevard has some issues especially the east portion near I-44. It would be great if we could come up with ways to improve our traffic flow.

McElroy asked is this currently in the UPWP.

Stone stated yes, it was added on the January 4th meeting.

McElroy stated perfect.

McNally asked are we selecting a firm to do this study.

Rogalski stated the process is to select a firm.

McNally asked is this an RFP or an RFQ.

Smith stated it is an RFP. We want proposals.

McNally asked dollar proposals.

Smith stated yes, like what we are reviewing on the Zero Emissions.

McNally stated there are no dollar amounts associated with that. That is a qualification and then we negotiate with the firm that we select in order to get the dollar amount.

Smith stated Jonathon asked me which one to go with and I think we are looking at the dollar amount. Of course, they would have to substantiate that they knew how to do the study that we are looking for.

McNally stated okay.

Smith stated we have a certain amount of money that we need to spend.

McNally stated okay, that will narrow that down quickly.

Earp stated we need to make certain we are in compliance with the Brooks Act for engineering work. You do fee negotiation once you pick the most qualified.

Smith stated okay.

Rogalski asked who will be doing the work. If this is a professional service then we are not allowed to talk about cost.

Smith asked so does that mean that we need to change that from an RFP to an RFQ.

Rogalski stated that would be my recommendation. You are looking for the most qualified firm especially in this case. If the firm isn't extremely qualified, we will not get a solution because this is a very difficult problem.

McNally stated and if it is cost driven, we would be hard pressed not to take the low bidder who may not be the most qualified.

Smith stated we asked Wolcott to be here to answer any questions since we are doing four (4) phases. Larry has been involved with working with Jonathon on the development of this.

Motion by McNally, Second by Ratliff, to recommend to the Policy Board an RFQ for the traffic flow improvement study.

Rogalski stated reading the text of the RFP it looks as if it is written as an RFQ. The price is not listed in the evaluation criteria, and it is not in the submittal. It says understanding of the project, proposed work plan, company information and references. I'm not certain it even asks for cost. I think it is an RFQ however, we will ask staff to modify anything that references an RFP prior to sending this out.

Stone stated I don't believe there are, but I will double check.

Earp asked does the motion need to state the requested changes or is that understood.

Rogalski stated I thought that was the motion.

McNally stated the motion was to approve it as an RFQ.

Stone stated you will also need to form a committee to review the proposals.

Rogalski stated let's take a vote on the motion and then we will form a committee.

Aye: Earp, Landers, McNally, Dongre, Ratliff, Smith, Wolcott, Zigler. **Nay:** None. **Motion Passed.**

Rogalski asked do we have any volunteers for the committee to review the RFQ's. You will get a booklet of the qualifications and it will be your responsibility to go through all of them and decide who is the most qualified. This is a very important process.

McNally stated I'll be happy to help.

Ratliff stated so will I.

Wolcott stated I'm sure I'll be on it by default.

Rogalski stated you will. You might as well sign up.

Smith stated Jonathon and I will also serve.

Rogalski asked is everyone satisfied with the members.

3. Reports

Rogalski asked Councilman Hampton would you like to make a report. (All indicated they were)

Hampton stated no thanks.

Rogalski stated Larry.

Wolcott stated I have some background on this study. The city had hired TEC out of Oklahoma City last year and they looked at this corridor from Fort Sill Boulevard to Flower Mound Road. They put together some timing changes for the signal lights and those were implemented back in July. That improved the timing sequences and how they are coordinated along that corridor. They didn't make any other modifications to the intersections. So, the time was modified back in July.

McNally asked did it improve the traffic flow.

Wolcott stated it did.

Earp asked is the span wire signal a smart signal. Does it have a box with a computer controlling it? The span wire is the one east of I-44 at Lawrie Tatum Road.

Wolcott stated correct. It is coordinated with the other two (2) intersections at I-44. It doesn't sense traffic volume or change operation with the time of day or anything else.

Earp asked did TEC feel that the span wire signal was the weak point.

Wolcott stated not necessarily. It is part of the issue. When you have randomly spaced intersections through a corridor trying to time all of them and coordinate all of them together from both directions is impossible. You can get the best fit and that is what we are working with so far.

Rogalski asked is the city looking into the SCADA system for our traffic signals.

Wolcott stated we would like a cellular type of system. This is something that this study could look into and give recommendations on how it could be laid out.

Rogalski stated Janet.

Smith stated I'm going to allow Jonathon to give our reports.

Stone stated we have received 5 responses from the Zero Emission Study. Currently the committee is reviewing those. The study before you and the Zero Emission Study are the two (2) big projects we are working on.

Smith stated I have a meeting today with Cameron University and we are looking at the potential of an internship for a transportation planner. We have some projects that we would like to have some boots on the ground to gather information and bring it back. Jonathon doesn't always have the flexibility to go out in the field and we someone to help with that. We will be having a conservation with the university and working with their engineering students to see what we might come up with.

Ratliff stated if you need resources on this, we have set up a program for college credits with Cameron. The intern gets 3 college credit hours. I have all that paperwork if that helps.

Smith stated it will. I'll get with you.

Rogalski stated Tom.

Zigler asked what have we done about the bridge and the **TAP Grant**.

Rogalski stated Mike Jones is working on that project so we will allow him to answer your question.

Jones stated it is in the works. The plans for that project is at 90%. There are some questions on the funding and we are looking into resolving those. At this point that project is still to be constructed.

Rogalski asked do we have any idea when it might go from 90 to 100%.

Jones stated that depends on funding. We are very close.

Zigler stated the only reason for asking is we are about to do another round of **TAP**.

Earp asked do you know what population.

Zigler stated I don't.

Rogalski stated that is a great idea. We have a lot of matching funds. We might want to put west Gore Boulevard in there again.

Jones stated we would be all over that.

Rogalski stated Ryan.

Landers stated the biggest thing right now is our masterplan. We had to put a slight delay on it because we needed to finalize where the transfer station was going to be. We are hoping to finalize

that very soon and restart everything. Hopefully three (3) or four (4) months after that we should have a good plan. We will be working with the consultant on the Zero Emission Study. Both of those should be coming in around the same time. It should be in around midsummer, and we are very excited about that. Ridership is starting to go up. We took a dip due to the pandemic. The next couple of days could be interesting with the weather. We might have some delays.

Rogalski stated Thursday and Friday might be difficult.

Landers stated yes. We are not sure how it will play out, but we will see how it goes. If it is not as bad as last year, we will be okay. We are starting to get some surveys back from the industrial park. I'm hoping to have a meeting in the next couple of weeks with Goodyear and a couple of others so we can understand the time of day for the industrial park. That will be in the masterplan as well.

Earp stated I have three (3) things today. You are going to see white strips on the pavement. That is brine and we are putting it on the highways to help with the storm. Hopefully, you will see a lot of it being put down in this county in addition to our other big counties. Second, if you have gone to Oklahoma City or Medicine Park you have seen a work zone up there. For the Highway 49 exit we are re-decking those two (2) bridges one at a time. We are maintaining traffic and eventually it will be head-to-head on one (1) bridge. We are building the crossover right now. This is a very accelerated project. About ninety (90) days per bridge. That is to take it down, take the piers down, leaving the abutments, rebuild piers and add new beams for a more vertical clearance. Those bridges get hit a lot. This will affect your drive to Medicine Park, Elgin and Oklahoma City and we apologize for that. We have an aggressive schedule, and we will award the contractor \$5000 dollars a day for each day he finishes early, and we like to pay those incentives. The third thing is the consultant has given us a more detail 30% set of plans for the Rogers Lane safety improvement project. We are going to look at it internally this week and then we will share the findings with staff once we get a meeting scheduled.

Rogalski stated Barbara.

McNally stated we are loaded with deicer and are ready for the storm. We will lay that down once it starts to rain or sleet so that there is a layer under whatever else is coming. We are still working on the terminal project. That is our upcoming project. Fly Lawton. We need to keep the service that we have. Our community is so lucky to maintain the service. We have done so without the airlines requesting anything from us. Stillwater started a service with American a couple of years ago and this week they approved to come up with \$2 million for revenue guarantee for the airline to use as they incur losses on that route. They have never asked for anything like that from us, so we have been lucky to be a profitable location. If we don't use it, we are going to lose it so Fly Lawton.

Smith asked what airlines are there.

McNally stated we just have American. We use to have Delta but they were competing with American to Dallas. We did bring them back to fly directly to Atlanta and that was bad timing in 2008 due to the economy and it was not a successful effort. The Oklahoma Aeronautics

Commission is working on a bill that will allow the state to participate in doing incentive for airlines. We would have to file for a grant like the federal government has. It can be used for a revenue guarantee for an airline. So, if we wanted to go after another airline or an additional market with American there may be some state funds.

Earp asked where does Lawton fly to.

McNally stated we only fly to Dallas. Dallas is the major hub in the southwest. Dallas will take you to anywhere in the world or the United States. It is the hub and spoke system. You have the hub in Dallas, and we are a spoke airport. We feed into the major market.

Rogalski stated I'm not sure how this works but sometimes the flight from Lawton is cheaper than flying directly out of Dallas.

McNally stated sometimes Oklahoma City is similar, but you are going to either Oklahoma City or Dallas. Us competing with Oklahoma City is so difficult. They are a medium hub. They move three (3) million people a year where we are lucky to do 100,000 if it is a good year. There is no comparison, and we are geographically handicapped with Oklahoma City being within driving distance. People do check the flights and sometimes it is cheaper out of Oklahoma City, so you lose people that way.

Rogalski stated Krista.

Ratliff stated we are in Phase II of our **LPS strategic planning** for five (5) and ten (10) years. The Chamber is overseeing that. We have thirteen (13) of our **arbor** requests that have moved to the next phase, and we are excited about that. We will have to look at a better traffic flow and signage next year for the Holiday In the Park to make certain people don't get lost coming off the highway. We did have issues with that. We are excited to announce that were able to donate \$8000 back to non-profits within the community out of the Holiday In The Park Fund. The volunteers are from non-profits, and they get part of the profits. This year will be able to donate \$8,000 back to them.

Rogalski stated it was a very successful program this year.

Ratliff stated yes.

Rogalski asked are there any other comments. Seeing none he adjourned the meeting.

4. Comments

5. Adjournment.

There being no further business the meeting adjourned at 10:30 a.m.