

MINUTES
SPECIAL MEETING
TRANSPORTATION TECHNICAL COMMITTEE
April 18, 2013

The meeting was called to order by Richard Rogalski at 10:00 A.M. in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton Oklahoma. Meeting notice and agenda were posted on the City Hall notice board as required by State Law.

MEMBERS PRESENT: Richard Rogalski, Planning Director, City of Lawton
Tom Zigler, ASCOG
Randy Butler, Fort Sill Public Works
Jerry Ihler, Director Public Works, City of Lawton
Gary Rushing, General Manager, LATS
Bob Rose, ODOT Division VII Engineer
Eduardo Elder, ODOT Roadway Design Engineer
Ernestine Mbroh, ODOT Transit Program Division Manager
Sagar Medisetty, Traffic Engineer, City of Lawton*

MEMBERS ABSENT: Barbara McNally, Lawton Fort Sill Regional Airport
Debra Burch, Lawton Chamber of Commerce & Industry
Laura Chaney, ODOT, Planning
Ronald C. Ahtone, Apache Tribe*
Adrian Tehauno, Comanche Nation*
Chuck Tsoodle, Kiowa Tribe*
Robert Patrick, FTA, Region IV Division Administrator*
Isaac Akem, FHWA *
Tom Simpson, Hwy Engineer Anadarko Area, BIA*

ALSO PRESENT: Roger Eaton, ODOT Transit Planning Manager
Debbie Dollarhite, Senior Planner
Ha Vu, Transportation Planner
Debbie Burgamy, Recording Secretary

*Non-Voting

2. APPROVAL OF MINUTES.

Rogalski explained the Minutes from the December 20, 2012 Transportation Technical Committee meeting were not distributed to the members for approval, so he stated that item #2 would be stricken from the Agenda.

3. REVIEW PROPOSED PROJECTS TO BE INCLUDED IN THE FISCAL YEAR 2014 UNIFIED PLANNING WORK PROGRAM AND PROVIDE GUIDANCE TO STAFF.

Title 23 C.F.R., Section 450.314, requires the Metropolitan Planning Organization to annually develop a Unified Planning Work Program (UPWP). The purpose of the UPWP is to provide the Lawton Metropolitan Area Transportation Study (LMATS) area with a work allocation plan that defines transportation planning and related tasks to be accomplished during the fiscal year. The UPWP outlines the objectives to be achieved and the products resulting from each transportation planning work task, as well as anticipated task funding.

The Oklahoma Department of Transportation has advised that Lawton's allocation for transportation planning funds for FY 2014 plus available carryover from previous years is \$310,000. Section 5303 (transit planning) funding remains at \$25,000. Congestion Mitigation and Air Quality funding will be \$150,000.

There are projects that were included in the FY 2013 UPWP that were not able to be accomplished, and those projects will be included in the FY 2014 UPWP. Some projects are to be accomplished as part of the update of the long range transportation plan, i.e., modeling of the transportation network. It is anticipated that the gathering of data such as traffic signals, number of lane miles by classification, speed limits, sidewalks, pedestrian signals and crossings, etc., will be accomplished this fiscal year, but the reports will not be finalized until FY 2014. This information will also be used in the update of the transportation plan.

There are new projects that have been requested by the LATS General Manager. With only \$25,000 in transit planning funds, all of the projects cannot be accomplished. Mr. Rushing has been asked to prioritize his list for discussion at the meeting.

The Committee needs to discuss how to allocate the CMAQ funds. There has been a request from the Public Works Director to use CMAQ funds to equip some of the signalized intersections with video detection systems. The estimated cost per intersection is \$25,000. The LMPO receives \$150,000 in CMAQ funding. This funding is used for the air quality education campaign (which includes media ads), offset of bus passes on air action days, assistance with Try Transit Week, and planting of trees. For the past four years, funding for the Bicycle and Pedestrian Plan construction plans and construction of routes has been included in the CMAQ funding. The construction plans are nearly complete and construction of the routes should begin this summer/fall. Currently, the Bike Trail Fund has \$103,071.29 plus an expected reimbursement of \$22,484.00 from recent payment to the consultant. The City was awarded a Transportation Enhancement grant in the amount of \$400,000 for the construction Phase II of bike routes. The CMAQ funds previously approved for the construction of bike routes is \$155,619. Therefore, there is a total funding of \$681,174.29 available for the construction of the routes. It is anticipated that local matching funds of approximately \$138,900 for construction of Phase II of the bike routes will be in the Bike Trail Fund by the end of June 2013. Also, the City has recently been recommended to receive an additional Transportation Enhancement Grant in the amount of \$400,000 for Phase III.

A table listing projects to be considered was provided to the members in the agenda packet. Staff is requesting assistance in deciding which projects should be included. The table includes the projects, the amount budgeted in FY 2013 (if they were in the FY 2013 UPWP), Staff recommendation of amounts, and a column for the Committee's recommendation.

Dollarhite explained the projects and amounts in the table. The audit had been budgeted at \$5,000; however, the current contract for the audit (which includes audits of FY 2013 and 2014) is for \$3,000. Because of work on a full update of the long range transportation plan (LRTP), the amount for supplies is \$5,000 and printing is \$5,000. Modeling of the transportation network and possibly specialized traffic counts will be required for the update of the LRTP, and \$35,000 is included for a consultant to perform the model and \$5,000 for traffic counts. She stated the consultant may also help manipulate some of the Census data into information that is needed to go into the plan.

Rogalski explained they did not know of any specific counts they need and it is also possible that only a few counts would be needed and the City can do the counts. He added that until they get the modeling consultant on board and he starts looking at the data provided by ODOT, staff really does not know the situation, which is why that money is set aside.

Dollarhite continued and stated that \$20,000 is being kept in the Bicycle Safety Education Program and they hoped they would be able to spend that money this year but are waiting for bike routes to be on the ground before that campaign is started.

Rogalski updated the Committee on the bike routes and said there are a few modifications being made on the plans along the Fort Sill Boulevard route and Elmer Thomas Park. He stated the route is actually being changed from an on-street bike route to an off-street route but stated that there was already an off-street route that would tie into the crossing of Rogers Lane. He added prior to that portion, it was on both sides of the street as a bike lane and near Smith Avenue there is a signal which would be a safer place to cross Fort Sill Boulevard. He stated that it became apparent that it would be much better for the community to have the whole segment as an off-street bike route. He explained that an off-street bike route is much safer for children and families and added that the obvious length of Fort Sill Boulevard and the large neighborhood along Fort Sill Boulevard to Elmer Thomas Park was obvious, so it was decided to change that route which has delayed finalizing the plans about another month or so. He said additionally the Transportation Commission awarded the next phase of the bike routes, but it is not funded yet.

Mbroh added the Commission has approved it and is waiting for senior staff to decide how it is going to be used because it is not programmed yet.

Rose commented it's the \$400,000 Rogalski was talking about.

Rogalski said it is also referring to the Safe Routes To School Grant at Pat Henry Elementary school which is right across the street from the area they were referring to, so there are really good improvements going on in that area.

Dollarhite stated Staff has been notified by ODOT that for the FY 2014 they will have \$310,000 in PL Funds; the annual apportionment of \$120,000 plus carryover from previous years. The Section 5303 Funds will be \$25,000. The previous carryover of Section 5303 funds is being used this fiscal year for the Downtown Transfer Center Study.

Rogalski stated in the past couple of years Staff has prepared the Accessibility/Walkability Report for Elementary Schools and Secondary Schools. The project proposed for next fiscal year is a accessibility/walkability study along arterials and bus routes. He discussed the Bicycle Friendly Community Application and feels that Lawton is working towards having more complete streets and being a more walkable and viable community. He stated that national recognition and bicycle friendly communities are important.

Rose asked if there were any dollar figures for that project.

Rogalski answered it will not be an out-of-pocket expense. He added that it is basically filling out an application. He asked Rushing to explain the Short Range projects.

Rushing explained the Short Range projects included in the table. He said there were three projects submitted to Dollarhite in February of this year. He suggested the first project listed is Paratransit and Headway Study for a flex-route to the West Industrial Park, which he would like to be Priority #1, the Customer Input Study on service hours and headways as Priority #2, and the Rideshare Study as Priority #3 if the Committee agreed on it.

Rogalski asked if these would be out-sourced.

Rushing replied yes they would be out-sourced except the Customer Input Study with Service & Headways could probably be done with regular staff time and not actually program anything and absorb that cost with LATs within the normal operation.

Rogalski asked if Rushing had an estimated budget for the Paratransit and Headway Study to the West Industrial Park.

Rushing replied that he would need a little more time to get a dollar amount and asked if he could have until the next day to get a dollar amount.

Rogalski stated the Committee could agree that whatever dollar amount Rushing comes up with could be programmed and the remaining funding could be shifted to Priority #2 and then on to Priority #3.

Dollarhite stated the next page included the CMAQ funding. She stated Lawton receives \$150,000 in CMAQ funding and the City provides a 20% match of \$37,500. She added that in this current year a little over \$76,000 was programmed into the Bike Route construction, the rest of the money goes to the Outreach Program; including Try Transit, Air Alert offset fee and planting of trees. She stated in the commentary there is a breakdown of how much money is in the Bike Trail Fund.

Rogalski added the Bike Project is going to go into construction, so there will be a total of about \$694,000 when the CMAQ funding, the TE Grant which is \$400,000, and the local match is included. He said the City is going to be focusing on getting the first phase of routes built since the next phase was not quite programmed yet. There was a request from Public Works to use some CMAQ funding for video detection cameras at intersections. He said the staff's recommendation for this Fiscal Year was to continue the outreach program and use the remaining funds for the video detection cameras.

Dollarhite asked if there was a list of priorities of intersections Ihler wanted to do.

Ihler answered the three intersections being considered are: Lee Boulevard and 67th Street, Lee Boulevard and 52nd Street, and Quannah Parker Trailway and 52nd Street. He added the reason Public Works wants to go to video is that the majority of the signals are magnetic loops and the clay soil in Lawton interferes with the function of the signals. When the signals are changed to a sequencing cycle, the City receives a lot of complaints. He gave an example of the editorials in the newspaper related to people coming home from Goodyear at 3 in the morning and sit at 67th and Lee waiting for the cycle and there is nobody around while they are waiting for their light to turn. He added it is a waste of fuel; it is a way to reduce fuel, improve air quality and quality of life.

Dollarhite asked if they will become a standard with new intersections.

Ihler replied that all of the new intersections are video. The City has 80 signals across the community, and the vast majority of them are the older magnetic loop. He added video detection systems have been installed for the last 5 years and in ODOT projects.

Medisetty added that Rogers Lane/Fort Sill Boulevard and Rogers Lane/Sheridan Road were ODOT projects and video was installed; East Gore Boulevard at the Apache Casino has a new traffic light that has video, and the traffic signal to be installed at NW 82nd Street and Gray Warr Avenue will have video detection.

Rose added it is gaining in popularity each year. He directed a question to Rogalski, by virtue of the numbers presented in the latter part of the paragraph from the first page of the agenda packet, referring to the \$103,000, plus \$22,000, plus \$400,000, plus \$155,000, which totals to \$681,179. He asked if the total funding is the \$681,174.29 available for construction for the route, the Bike Route, is that correct.

Rogalski answered yes.

Rose asked if the total comes from adding the \$103,000, plus \$22,000, plus \$400,000, plus \$155,000.

Rogalski replied the way he figured was backwards, he took the \$400,000, which is the TE Grant, plus the \$155,619, which is the CMAQ funding, he explained that those are both 80% match grants and are the 80%. He said to take that and divide by 80 and you get total project cost and that is how the 20% match is figured. He added that the figure comes out a little differently than the \$681,000 and said that is the funding they have; the Federal Grant amounts and at least the 80% available for the project or at least the 20% match. He stated the \$400,000 is for a \$500,000 project even though it is a \$400,000 grant. He believed the \$155,000 came to about \$39,000 or so. He added that the figures are not part of the current year UPWP, it is just an update of what was done in previous years because in the current year there is not any money programmed for the Bike Route other than the Education Program. He explained he took the \$400,000 plus the \$155,619 and divided it by .8, which gives the total project \$694,523.75. So he then subtracted the \$400,000 multiplied by .2; a 20% match is \$138,940.75, which is what ODOT will require as a minimum match for this project. He further explained that is why the minimum project amount, if using the 2 grants, will be the \$694,000 and some change and this will have that funding available at that time.

Rose stated in a minute it will be asked if the committee approves of the idea and from what he has heard and is reading he was having a hard time understanding what Rogalski had presented.

Rogalski informed Rose that the information on the Bike Routes is just for informational purposes. He explained what is being said is that it is something they have done in the past.

Ihler reiterated the funding identified in the paragraph is the \$681,174.29.

Rose asked if part of the CMAQ funds needed to be used for the bike project.

Rogalski replied CMAQ funds were programmed in prior years for construction of bike routes. He explained that the difference this year is that instead of money for the Bike Route, Staff is

recommending funding video detection for three intersections. He added if there is more money put into the Bike Routes then they can build more. He continued that the Bike Route has been programmed for quite a while and the grant had not been programmed yet. He stated the video detection is an important issue with the community and would have air quality benefits.

Rose asked whether there is adequate funding for the Bicycle Project.

Ihler added that when thinking about priorities, he feels the Bike Route would have a higher priority than the video detection cameras for the community because everyone has been waiting so long for the bike paths. Although he made the request for the cameras, he recommended that the money be programmed for the bike paths so that it is guaranteed that the construction of the bike paths could be awarded. He asked if the cameras could be added later if money is available after the construction of the first phase of bike routes is awarded.

Rogalski replied yes.

Zigler asked what is the deadline that the 2014 Budget be done.

Dollarhite answered that the FY 2014 UPWP must be transmitted to Federal Highways Administration and ODOT by mid-June. She explained that the Committee has to look at the final document, as well as the Policy Committee and the LMPO.

Dollarhite added that CMAQ funds are shown in the Transportation Improvement Program (TIP). The TIP can be amended if needed.

Rogalski stated once the bid for the construction of the Bike Routes is awarded, then Staff will know if funds are available and the TIP and UPWP need to be amended to add funding for the video cameras.

Ihler stated he would hate to have to scramble to find money or not award a section of the Bike Routes because the City was short \$70,000 because it has been such an effort and lengthy time trying to get to the end result for the bike path.

Rose questioned the timing of bids versus the availability of funds due to different fiscal years.

Rogalski replied the City's fiscal year starts July 1; however, the federal fiscal year begins October 1. Rogalski agreed that the City could not award the contract with money that they do not have.

Rose cautioned Staff to be sure money is available to preclude having to rebid the project.

Rogalski asked Dollarhite the time frame for the amendment process.

Dollarhite replied it is 15 days.

Rogalski reiterated it is 15 days that adds up to a 30 day process, which is not terrible.

Ihler asked if the Committee wanted to amend it from a potential bike path to detectors or detectors to bike path. He suggested to program the money for the bike paths and if it is not needed, then amend the TIP to use the money for the detectors.

Rose inquired as to the status of the Bike Route project.

Rogalski answered there are a few issues that are being resolved. For example, Staff is still trying to solve an issue with a small section on Fort Sill Boulevard. The City's engineer considered Jersey barriers and thought the City could get some for free from ODOT but was told they were all gone.

Rose replied he believes ODOT does still have the barriers.

Ihler added it is a cost effective alternative to separate the bicycles from the traffic.

Rogalski stated that Fort Sill Boulevard is where the most of the issues to be resolved are located. The other thing that happened is that Lawton Public Schools wanted to modify one of the routes, so modifications to the plans are being done. The City's engineer and surveyors have been working a lot on this project.

Dollarhite asked the Committee if there were any other projects they felt should be added because they have \$310,000 in PL Funds. She also asked if there was anything that could be done on NW 82nd Street as the shopping center opens. That street is part of a truck route with the trucks coming from I-44, Rogers Lane, 82nd Street, Cache Road into the West Industrial Park. She asked if money should be programmed to study a freight route.

Rogalski added that it is so close to the edge of our study area, which has always been a problem. The Industrial area and the new development are right at the edge of the study area. He said he was interested in an alternate freight route, but most of the route is out of the study area. He stated he would like to do some sort of study for an alternate freight route coming down, what he believed was Deyo Mission Road or 112th Street.

Rose replied Deyo Mission Road would be the road he would have been recommending because there is an interchange on U.S. 62 already.

Rogalski agreed and added it was outside of the LMPO study area.

Dollarhite asked if the road improvement recently completed on Lee Boulevard went to Deyo Mission Road.

Rose answered yes it went all the way to Cache.

Ihler asked what the funds can be utilized for and does 112th street qualify.

Rose posed the same question because he would not know.

Dollarhite replied that these funds are planning funds, which cannot be done for engineering or construction; only for studies and plans.

Rogalski added that this is why he brought up the idea of a study on a freight route that just clips through the study area; the whole area cannot be done. He stated they are willing to work within the study area but said he abandoned the prospect because they are limited by the study area.

Rose offered a comment based on what Rogalski stated. He said while he was in Lawton recently attending a breakfast for elected officials to talk about legislation that is being considered, someone had asked him about future plans for improving Goodyear Boulevard up to U.S. 62, which was something he had mentioned before. He said he would offer something for Rogalski to think about--if the industrial area is going to need improved access in the future, then perhaps a study to look at the feasibility of extending Goodyear Boulevard to U.S. 62 should be considered as opposed to an alternative to taking the traffic out to Deyo Mission Road.

Rogalski stated that it can certainly be done but he feels it is going to be hard, if not expensive but anything can work if you have enough money.

Rose said if the Planning funds were used to arrive at a recommendation on how that access should happen in the future then that would be the direction to pursue.

Rogalski said that it is a great idea and it will be added to the list.

Dollarhite asked if there is any kind of estimated cost for this study.

Rose replied no.

Dollarhite asked the Committee if anyone knows of any other areas in the foreseeable future that may need to have a study done.

Rogalski stated in the past he had looked at a freight routes that would loop around Lawton, providing access to I-44 from south of the airport and at US 62.

Ihler agreed a loop to I-44 is needed.

Rose added that it makes more sense to take the traffic down 82nd Street on an industrial road, all the way to Highway 36 to give access to the I-44 interchange.

Ihler added that the City has started moving forward with the 9 Mile Creek sewer line to develop from the Wastewater Plant to the northeast with the idea of an industrial park somewhere in the neighborhood of the Geo Prison. He said it does not have to be looked at right now but felt it is something to think about for the future.

Rogalski asked if there were any more input from the Committee, and there was none. He thanked the members for their guidance in the development of the UPWP

4. REPORTS

Eaton introduced their new division manager to the Committee, Ernestine Mbroh, for the ODOT Transit Programs.

Mbroh added that she wanted to come and introduce herself and meet the Committee. She said she looks forward to working with everyone in the future.

Rushing reported it was good to have a new face at ODOT, referring to Mbroh. He added that he appreciated her and her staff for listening to the transit operators. There was an opportunity for the rural operators and the urban operators to meet, which he said was a very rare type meeting, in Oklahoma City. He said he looked forward to working with and having a continued partnership with ODOT. He informed that LATS is going to be taking a tougher look at some of the parts for the vehicles for the aging fleet, which are over 10 years old. They have exceeded some of the FTA useable life for those but just based on the availability of funding, he stated that the way things are coming out of Washington right now there is not a lot of money for them to look at obtaining a new fleet of buses. He said they are looking at what they can do and coordinating/talking with FTA and ODOT about some sort of lease vehicle option or whatever options they can take within the Federal and State program guidelines, as well as the City Transit Trust. He added LATS has an outstanding preventative maintenance program, but the older the buses get, the preventative maintenance program goes up. He feels at some time the transit operators have to sit down and say enough is enough or they will have to come up with some alternate type of accessible, reliable vehicle.

Rose reported that ODOT is involved in several different locations in Lawton: 112th Street, Rogers Lane from Flower Mound Road to I-44, and 45th Street from East Lee Boulevard to NE Arlington Avenue. He asked if right-of-way acquisition for the 45th Street project is in progress.

Ihler answered Pinnacle is in the process of working on the acquisition.

Rose continued ODOT has projects they are working on as well: I-44/U.S. 62 interchange is still in the pre-construction phase of project development. He added ODOT has identified some Indian parcels that they have to have there for the reconstruction of that interchange and are now bringing it to the attention of the Tribes and are dealing with that. He stated they had the right-of-way scheduled in 2012 and thought they had everything they needed but found out they did not, so the construction letting schedule they had in 2014 will probably not be achievable and will have to slide that project to 2015 because of the unanticipated right-of-way issues. He informed Butler about a strip of land between the two rail lines, that is 50 foot in width on Rogers Lane north approximately 700 feet of the area being used for the right-of-way. He stated it has never had any private ownership. He added that neither of the rail lines have acquired that spot of ground and added that an issue like this leaves them uneasy about how difficult it may be to deal with. He added that the tri-level interchange project is another ODOT project that they are dealing with and they have engaged the services of an artist to look at some beautification they could do on the great structures they are dealing with in that project. He stated that the artist has completed the initial phase of work he was doing, and City Council has dealt with the issue of continuing that contract so they could get deliverables from him to use in the tri-level project.

Rogalski asked if the artist is supposed to get the deliverables to them by the end of this month, April 2013.

Rose replied yes, at the end of April, so they could put it into their design plans for the type of artwork that the City would like to see done in the tri-level, He added that it looks good and it will be a huge benefit for the City.

Butler informed the Committee that Monday is the Army Listening Session on the environmental assessment, which is a national environmental assessment that has been published about changes to Army structure. He said that at this point it is scheduled for Monday. He stated they have just received some additional funding and prioritized with the Garrison Commander that they are going to execute the Apache Gate road project. There is a problem with the separation of the asphalt road when you come in to Apache Gate from State Highway 49 towards Fort Sill, which will be put up for bid through their contract that will go out this year. Fort Sill has concluded the fence project along I-44 reestablishing the security of the installation. He said that there will be more fencing projects as money becomes available to change fences from a 5-strand barbed wire to a full chain link without barbed wire along the boundary. He said that the requirement is a security issue and because of the size of Fort Sill, it will be done in phases.

Zigler reported that this is the time ASCOG starts completing their Community Develop Block Grants (CDBG) for wastewater and right now they are working on six different towns that have needs. He said that those have to be done by May 3rd, and they are waiting on the engineers.

Medisetty reported that the developer for the Target Development project will be installing a traffic light at NW 82nd Street and Gray Warr Avenue soon.

Ihler reported that on Tuesday night Council will be approving the agreement with ODOT for participation in the first mile of the Rogers Lane from I-44 to Flower Mound Road project. The project has been split into two phases: the first phase is from I-44 to Garden Village Drive and ODOT has agreed to participate 75/25% in the project up to \$5.7 million. Council will be executing that agreement Tuesday night. He added that they have looked at plans on 112th Street and preliminary plans have been reviewed and comments made so revisions are being made for 112th Street basically from the railroad tracks to Lee Boulevard and then about 3/10ths of a mile from 112th Street east on Lee Boulevard. He stated this is a joint project between the City and County and ODOT has provided \$950,000 for the surfacing for that project. He reiterated Rose's report, SE 45th Street from Lee Boulevard to north of Gore Boulevard they are continuing to work on the right-of-way acquisition. He advised the Committee to avoid Gore Boulevard between Sheridan Road and 40th Street, which is part of the overlay program because that area between Comanche County Memorial Hospital and 40th Street has been milled and concrete and subgrade improvements are being made. Work will start on the next section from the hospital and east to Sheridan Road soon. He stated that project will probably be completed within the July timeframe.

5. COMMENTS

Rogalski asked if anyone knew how much water was collected in the lakes during the recent rain.

Ihler answered that Ellsworth came up 3.2 feet so far, which is still continuing and Lake Lawtonka came up a little over 3 feet.

Rose added that the water shed for Beaver Creek was not impacted much.

6. ADJOURNMENT

There being no further business, the meeting was adjourned at 11:15 a.m.

RICHARD ROGALSKI, CHAIRMAN

db

MINUTES
SPECIAL MEETING
TRANSPORTATION TECHNICAL COMMITTEE
May 16, 2013

The meeting was called to order by Richard Rogalski at 9:30 A.M. in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton Oklahoma. Meeting notice and agenda were posted on the City Hall notice board as required by State Law.

MEMBERS PRESENT: Richard Rogalski, Planning Director, City of Lawton
Barbara McNally, Lawton Fort Sill Regional Airport
Tom Zigler, ASCOG
Nick Davidson, ODOT Roadway Design Engineer
Randy Butler, Fort Sill Public Works
Jerry Ihler, Director Public Works, City of Lawton
Gary Rushing, General Manager, LATS
Sagar Medisetty, Traffic Engineer, City of Lawton

MEMBERS ABSENT: Bob Rose, ODOT Division VII Engineer
Ernestine Mbroh, ODOT Transit Program Division Manager
Debra Burch, Lawton Chamber of Commerce & Industry
Laura Chaney, ODOT, Planning
Ronald C. Ahtone, Apache Tribe*
Adrian Tehauno, Comanche Nation*
Chuck Tsoodle, Kiowa Tribe*
Robert Patrick, FTA, Region IV Division Administrator*
Isaac Akem, FHWA *
Tom Simpson, Hwy Engineer Anadarko Area, BIA*

ALSO PRESENT: Debbie Dollarhite, Senior Planner
Ha Vu, Transportation Planner
Debbie Burgamy, Recording Secretary

*Non-Voting

2. APPROVAL OF MINUTES FROM DECEMBER 20, 2012 AND APRIL 18, 2013 MEETINGS.

MOTION by Zigler, SECOND by Ihler, to approve the minutes of December 20, 2012 and April 18, 2013. AYES: Unanimous. MOTION CARRIED.

3. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE APPROVAL OF A RESOLUTION ADOPTING THE FISCAL YEAR 2014 UNIFIED PLANNING WORK PROGRAM FOR THE LAWTON METROPOLITAN TRANSPORTATION PLANNING PROCESS.

Title 23 C.F.R., Section 450.314, requires the Metropolitan Planning Organization to annually develop a Unified Planning Work Program (UPWP). The purpose of the UPWP is to provide the Lawton Metropolitan Area Transportation Study (LMATS) area with a work allocation plan that defines transportation planning and related tasks to be accomplished during the Fiscal Year (FY) 2014. The UPWP outlines the objectives to be achieved and the products resulting from each transportation planning work task, as well as anticipated task funding.

On April 18, 2013, the Technical Committee discussed projects to be included in the FY 2014 UPWP. Work products will include:

- Completion of the study on the relocation/design concept of the multi-modal transit transfer center;
- Update of the Long Range Transportation Plan to include specialized traffic counts and modeling of the network;
- Update of the traffic analysis zone boundaries utilizing new census data;
- An assessment of transit and pedestrian accessibility;
- Study of the feasibility of a freight route to the West Industrial Park;
- Converting to GIS maps data collected on sidewalks, bus shelters, traffic signalization, traffic counts, accidents, speed limits, and lane miles of arterial and collector streets;
- Continue the public awareness campaign for air quality,
- Manage the contract for the Bicycle and Pedestrian Plan improvements;
- Continue developing bicycle safety education campaign; and
- Update the Public Participation Plan to ensure it is in compliance with MAP-21.

Funding of the transportation planning process for the LMATS area is from three sources: FHWA PL fund, FTA Section 5303 fund, and the local match. These federal funds will reimburse up to 80% of the work effort (identified in the UPWP) and the remaining 20% of the work effort is provided by the City of Lawton. Through FHWA the ODOT receives federal planning funds for State Planning and Research (SPR); \$15,000 is budgeted for the LMATS area. Based on an agreed upon distribution formula approved by ODOT, annually the LMPO receives \$120,000. For FY 2014, carryover of PL funds from previous years in the amount of \$190,000 is available for a total of \$310,000. The FY 2014 UPWP identifies \$225,957 for projects. Funding for Section 5303 transit planning annually is \$25,000. Total FHWA PL and FTA Section 5303 funds applied for total \$250,957. The LMPO receives \$150,000 in Congestion Mitigation and Air Quality (CMAQ) funds. Total federal funds applied for is \$400,957. There are two Memoranda of Understanding (MOU) between the LMPO and the City of Lawton: one detailing the financial responsibilities of each entity for transportation planning and one detailing the financial responsibilities of each entity for CMAQ funding.

The LMPO will consider approving the FY 2014 UPWP at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsing the FY 2014 UPWP on May 30, 2013.

MOTION by Zigler, SECOND by McNally, to recommend to the Transportation Policy Committee approval of a resolution adopting the FY 2014 UPWP for the Lawton Metropolitan Transportation Planning Process. AYES: Unanimous. MOTION CARRIED.

4. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ENDORSEMENT OF THE ANNUAL AGREEMENT BETWEEN THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE LAWTON METROPOLITAN PLANNING ORGANIZATION FOR TRANSPORTATION PLANNING FOR FISCAL YEAR 2014.

The intent of this Agreement is to provide funding for the metropolitan transportation planning process within the Lawton Metropolitan Area (LMA) as identified in the Fiscal Year 2014 Unified Planning Work Program. This Agreement confirms that the LMPO will continue to maintain the “3 Cs” (comprehensive, continuing and cooperative) transportation planning

process in order to provide the most desirable multi-modal transportation system that is compatible with community goals and at minimum expense.

Funding of the transportation planning process for the LMA is from three sources: FHWA PL fund, FTA Section 5303 fund, and the local match. These federal funds will reimburse up to 80% of the work effort (identified in the Unified Planning Work Program) and the remaining 20% of the work effort is provided by the City of Lawton. Based on an agreed upon distribution formula approved by ODOT, the PL funds are \$120,000 annually. There is a carryover of \$190,000 from previous years which is available for FY 2014. The FY 2014 UPWP identifies \$225,957 in PL funding for projects.. Funding for Section 5303 transit planning annually is \$25,000. Total FHWA PL and FTA Section 5303 funds applied for total \$250,957.

The LMPO will consider approving the agreement at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsing the agreement on May 30, 2013.

MOTION by Ihler, SECOND by McNally, to recommend to the Transportation Policy Committee endorsement of the annual agreement between the ODOT and the LMPO for Transportation Planning for FY 2014. AYES: Unanimous. MOTION CARRIED.

5. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ENDORSEMENT OF THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF LAWTON AND THE LAWTON METROPOLITAN PLANNING ORGANIZATION FOR METROPOLITAN TRANSPORTATION PLANNING FOR FISCAL YEAR 2014.

This Memorandum of Understanding (MOU) between the LMPO and the City of Lawton sets out the process of filing claims against the grant and providing reimbursement to the City of Lawton. The initial costs will be funded by the City of Lawton and/or the LMPO then reimbursed by the Oklahoma Department of Transportation to the LMPO. The LMPO will reimburse the City of Lawton the amount received minus expenses paid by the LMPO.

The LMPO through this MOU agrees to provide the initial funding for transportation planning administration and activities.

The City of Lawton through this MOU agrees to provide the local matching funds

The LMPO will consider approving this MOU at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsing this MOU on May 30, 2013.

MOTION by Zigler, SECOND by Butler, to recommend to the Transportation Policy Committee endorsement of the MOU between the City of Lawton and the LMPO for Metropolitan Transportation Planning for FY 2014. AYES: Unanimous. MOTION CARRIED.

6. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ENDORSEMENT OF THE ANNUAL AGREEMENT FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) BETWEEN THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND THE LAWTON

METROPOLITAN PLANNING ORGANIZATION FOR AIR QUALITY PLANNING
FOR FISCAL YEAR 2014.

The purpose of the CMAQ grant is to continue the ongoing public awareness campaign about the public health and environmental benefits of air pollution prevention, purchase of trees, and to continue the construction of routes listed in the Bicycle and Pedestrian Plan. These funds will reimburse up to 80% of the work effort, and the remaining 20% is the local funding match to be provided by the City of Lawton. Fiscal Year 2014 CMAQ fund allocation totals \$150,000. The Fiscal Year 2014 Unified Planning Work Program provides \$79,802 (\$63,842 grant) for air quality awareness, \$18,750 (\$15,000 grant) for purchase of trees, and \$88,948 (\$71,158 grant) for construction of Bicycle Plan improvements.

The LMPO will consider approving the agreement at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsing the agreement on May 30, 2013.

MOTION by Ihler, SECOND by Zigler, to recommend to the Transportation Policy Committee endorsement of the Annual Agreement for CMAQ between the ODOT and the LMPO for Air Quality Planning for FY 2014. AYES: Unanimous. MOTION CARRIED.

7. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ENDORSEMENT OF THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF LAWTON AND THE LMPO FOR CONGESTION MITIGATION AND AIR QUALITY PROGRAMS AND PROJECTS DURING FISCAL YEAR 2014.

This Memorandum of Understanding (MOU) between the LMPO and City of Lawton sets out the process of filing claims against the grant and providing reimbursement to the City of Lawton. These funds are provided on a reimbursement basis; therefore, the initial cost will be funded by the City of Lawton and/or the LMPO and will then be reimbursed by the ODOT. The LMPO agrees to reimburse the City of Lawton an amount not to exceed \$150,000 in FY 2014 after receipt by the LMPO of the claim funds from the ODOT.

The LMPO through this MOU agrees to the following:

1. Provide the initial funding for meeting rooms, meeting supplies, publication, office supplies, media, equipment and any other expenses necessary to facilitate air quality planning and air quality public awareness efforts as identified in the FY 2014 UPWP.

The City of Lawton through this MOU agrees to the following:

1. Provide the local matching funds of approximately \$15,960 for salaries and overhead for those planners with designated air quality planning duties and any other expenses incurred related to air quality planning and air quality public awareness.
2. Provide initial funding for the Bicycle and Pedestrian Plan improvements and provide local matching funds of approximately \$17,790.
3. Provide local matching funds of \$3,750 for the purchase and planting of approximately 100 trees in City parks and rights-of-way.

Expenses for this project incurred by the LMPO will be subtracted from the monthly grant prior to reimbursement to the City of Lawton.

The LMPO will consider approving this MOU at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsing this MOU on May 30, 2013.

MOTION by Ihler, SECOND by Butler, to recommend to the Transportation Policy Committee endorsement of MOU between the City of Lawton and the LMPO for CMAQ programs and projects during FY 2014. AYES: Unanimous. MOTION CARRIED.

8. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ENDORSEMENT OF THE FEDERAL TRANSIT ADMINISTRATION (FTA) CERTIFICATIONS AND ASSURANCES FOR FISCAL YEAR 2014.

This document is associated with the grant application for FTA Section 5303 funding. The LMPO, by approving this document, agrees to comply with all Federal Statutes, regulations, executive orders, and administrative guidance required for each application it makes to the FTA in FY 2014. Appendix A, Roman Numerals I, II and III specifically apply to the Section 5303 program and are the only categories the LMPO is certifying. This document must be signed by the appropriate officials and submitted to ODOT as part of the application for Section 5303 funding.

The LMPO will consider approving the FTA Certifications and Assurances at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsement on May 30, 2013.

MOTION by Zigler, SECOND by McNally, to recommend to the Transportation Policy Committee endorsement of the FTA certifications and assurances for FY 2014. AYES: Unanimous. MOTION CARRIED.

9. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ENDORSEMENT OF THE ANNUAL JOINT CERTIFICATION STATEMENT FOR THE LAWTON METROPOLITAN TRANSPORTATION PLANNING PROCESS.

Code of Federal Regulations 23, Section 450.334 requires the State and the MPO to annually certify to the Federal Highway Administration and the Federal Transit Administration that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L 109-59) and 49 CFR part 26 regarding the

- involvement of disadvantaged business enterprises (DBEs) in USDOT funded projects;
- 23 CFR part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37 and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The LMPO will consider approving the Joint Certification Statement at its May 16, 2013 meeting. It is anticipated the Policy Committee will consider endorsement on May 30, 2013.

MOTION by Zigler, SECOND by McNally, to recommend to the Transportation Policy Committee endorsement of the Annual Joint Certification Statement for the Lawton Metropolitan Transportation Planning Process. AYES: Unanimous. MOTION CARRIED.

10. REPORTS

Zigler reported that ASCOG has just finished their CDBG Grant applications, which have been submitted. The CEDS will be started up in June as well as the REAP workshops; going to all 8 counties as in the previous year.

Rogalski asked if there is a lot of participation at the workshops.

Zigler replied that on the CEDS it depends because it fluctuates and on the REAP it also fluctuates but this year they have added something to the REAP. He stated that if an elected official of the town shows up to the workshop then they will get an extra 5 points for attending, which is raising excitement. He informed that there are a few changes to the application and if officials do not show up they will not know what the changes are, so they are trying to cover issues during meetings to limit phone call questions. He added that ASCOG will have their REAP application online this year, which will be set up to populate itself with all the information they have about the town and it will automatically grade it when the town name is entered; making it easier for that particular town and ASCOG.

Butler reported funding was received in limited, small portions due to the federal sequestration causing their budget to be limited. He stated that the PW side has typically been funded about 85% of their requirement but were reduced to 35% due to the sequestration. He added that they have received additional funding that has brought them up to about 42%, which will be used towards the Apache Gate Project and the transportation side. The funding they are attacking is utilized for more serious problems such as health and safety, which is taken care of but they still have other pending problems working at this point. He informed that the federal workforce will go through on the DOD side and the furloughs will start on the week of July 8th through to the end of September 2013; all federal employees will be furloughed for 11 days.

Rogalski questioned how the time is determined.

Butler answered the schedule is determined by them and he stated on the DPW and Garrison side they will use a Friday/Monday schedule; half of the workforce will be off on Monday and half will be off on Friday. He added that the schedule is set up this way so there is still support with the training missions while federal employees are furloughed and the soldiers are not.

McNally reported the airport has their air traffic control tower through to September 30th of this year but she stated that it does not mean there is any security in the future for it; smaller contract towers may become a pawn. She informed that during her Washington Chamber trip of the House and the Senate budgets they were told to have proposed funding for 2014 for the contract towers but in the meantime she stated it is good news for them. She added that they are getting ready to start their Runway Light Project; upgrading all of the electrical on the air side: airport beacon, wind socks, runway lights and are redoing their electrical block house. She explained how they will alternate the transformers for the lights in the runway so that if a transformer goes out, they will always have alternate lights still lit up for the length of the runway. She mentioned possibly starting the terminal project next year but they are having issues with the Airport Fire Station so a new fire station may have to come before the terminal project.

Medisetty reported that the 2nd Street Project has shut down 2nd & C Avenue and stated that B Avenue is open.

Rogalski asked if A Avenue was opened.

Medisetty replied no. He informed that the Gore Boulevard Resurfacing Project is down to one lane in each direction, which is taking several cycles to clear traffic.

Rogalski asked when the 2nd Street Project is expected to be done.

Medisetty answered in June or by the first week of July; just the street portion.

Ihler reported on the Gore Boulevard Project that they have gotten the section from Comanche County Memorial Hospital to 38th Street up to four lanes. He stated that project should be completed by the end of June or first week of July. He added that the awarded contract to start the section between the Lawton Country Club and 67th Street will be done in a similar fashion during the summer. He informed that once everything is done it will include everything from 17th Street to 67th Street by the end of this summer.

Rushing reported that on Tuesday evening at the City Transit Trust meeting, they approved approximately \$20,000 to update their DVR's for their security system on their vehicles, which will help extend part of the rest of their ARRA Funds. He stated they are trying to close out grant shortly so that they do not have to continue to report every quarter; extensive report.

McNally asked about the ridership.

Rushing replied it is doing really well. He added they show approximately 35,000 riders per month on the fixed routes and for paratransit, the ridership is about 7,000-9,000 a month.

Dollarhite reported that the LMPO will be reviewing the same items in the afternoon and on May 30, 2013 the Transportation Policy Committee will be taking the final action.

Rogalski reported on the Bicycle Route Project. He informed that there is an agreement with the consultant that the City will carry the project forward with the additional changes that need to be made and completed to get the project moving along.

Ihler added they hope to get the contract terminated at the next Council meeting.

Rogalski added that the feasibility and location study for the Downtown Transfer Center for LATS is currently underway. He stated the transfer center was originally going to be set up on D Avenue by Old City Hall but the facilities are not ideal. He said they are looking at a new, improved situation for the transfer center; taking a look at that proposed site and some other available property.

11. COMMENTS

None.

12. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:01 a.m.

RICHARD ROGALSKI, CHAIRMAN

db

DRAFT MINUTES
SPECIAL MEETING
TRANSPORTATION TECHNICAL COMMITTEE
August 14, 2013

The meeting was called to order by Richard Rogalski at 10:05 A.M. in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton Oklahoma. Meeting notice and agenda were posted on the City Hall notice board as required by State Law.

MEMBERS PRESENT: Richard Rogalski, Planning Director, City of Lawton
Tom Zigler, ASCOG
Gary Rushing, General Manager, LATS
Bob Rose, ODOT Division VII Engineer
Sagar Medisetty, Traffic Engineer, City of Lawton
Barbara McNally, Lawton Fort Sill Regional Airport
Debra Burch, Lawton Chamber of Commerce & Industry

MEMBERS ABSENT: Laura Chaney, ODOT, Planning
Randy Butler, Fort Sill Public Works
Nick Davidson, ODOT Roadway Design Engineer
Jerry Ihler, Director Public Works, City of Lawton
Ernestine Mbroh, ODOT Transit Program Division Manager
Robert Patrick, FTA, Region IV Division Administrator*
Tom Simpson, Hwy Engineer Anadarko Area, BIA*
Adrian Tehauno, Comanche Nation*
Ronald C. Ahtone, Apache Tribe*
Chuck Tsoodle, Kiowa Tribe*
Isaac Akem, FHWA *

ALSO PRESENT: Debbie Dollarhite, Senior Planner
Ha Vu, Transportation Planner
Debbie Burgamy, Recording Secretary

*Non-Voting

2. APPROVAL OF MINUTES FROM MAY 16, 2013 MEETING.

MOTION by Burch, SECOND by Zigler, to approve the minutes of May 16, 2013. AYES: Unanimous. MOTION CARRIED.

3. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE ADOPTION OF THE 2013 FUNCTIONAL CLASSIFICATION MAP.

The functional classification system is a tool used by Federal, State, and local governments to assign jurisdictional responsibility, allocate funds, and establish design standards for streets and highways. The classifications of streets for the 2013 maps include:

Principal Arterial

- Serves the major traffic movements within urbanized areas connecting central business districts, outlying residential areas, major intercity communities, and major suburban centers.
- Serves a major portion of the trips entering and leaving the urban area as well as the

majority of through traffic desiring to bypass the central city.

- Provides continuity for all rural arterials which intercept the urban area.

Minor Arterial

- Serves trips of moderate length at a lower level of travel mobility than principal arterials.
- Provides access to geographic areas smaller than those served by principal arterials.
- Provides intra-community continuity but does not penetrate identifiable neighborhoods.

Major Collector

- Collects traffic from local streets in residential neighborhoods and channels it into an arterial street.
- Provides both land access service and traffic circulation within commercial areas, industrial areas, and residential neighborhoods.
- Operating characteristics include higher speeds and more signalized intersections.

Minor Collector

- Serves both land access and traffic circulation in lower density residential and commercial or industrial areas.
- Penetrates residential neighborhoods often only for a short distance.
- Distributes and channels trips between Local streets and Arterials usually over a distance of less than $\frac{3}{4}$ mile.
- Operating characteristics include lower speeds and fewer signalized intersections.

Local Streets

- Comprises all streets not on any of the higher street classifications.
- Provides direct access to land and to higher street classifications.
- Through traffic usage is discouraged.

Roads functionally classified as collector or above are eligible for federal transportation funding.

The State, in cooperation with local officials, must update the functional classification system after the census urbanized area boundaries are designated. The updated Lawton Metropolitan Area Study Area was approved by the Transportation Policy Committee on June 28, 2013, the Oklahoma Department of Transportation on July 1, 2013, and the Federal Highway Administration on July 12, 2013.

The proposed map was provided to committee members, which Staff had revised in accordance with the guidelines provided by ODOT.

Rogalski provided an overview for committee members. He explained that the map was created using the 2010 Census, so the population was factored in as well as where they were located. He said that connectivity is an important tool in transportation and future planning. The map has been submitted to ODOT Planning with the State and it has been approved.

Dollarhite informed the Committee that Laura Chaney was not able to attend the Transportation Technical Committee, so she came down for a staff meeting the week before.

Rogalski stated that the only streets the Committee is recommending approval on are the streets within the planning area for the LMPO, and the streets outside of that are shown for coordination purposes. He said the County is possibly updating their maps at this time so he believes there will be additional coordination in the future. He reiterated the only area being recommended for approval is the shaded area, which is the Metropolitan Planning Area Boundary.

Dollarhite further explained that once the whole process of recommending the map has gone through the Technical Committee and the Policy Committee, then Gary Howell at ODOT will physically drive the routes to ensure the classifications recommended for the streets are accurate, but ODOT will change them if it is determined they are inaccurate. She stated that she did ask if ODOT could drive the streets before the process of recommending map but was told that was not the process. She added that ODOT will forward the map to Federal Highways for final approval. She stated that she was unsure there would be another chance for Lawton to change the map if it is decided the classifications are inaccurate and needed to have changes made.

Rogalski informed that the final map is produced by ODOT, not by the Lawton Planning Division. The recommendations are made, and ODOT approves the final map. He also pointed out that the background colors are the County Districts: Central, West and East Districts.

Medisetty informed that 82nd is listed as a principal arterial all the way down to Bishop Road. 82nd north of Lee is a five-lane road, but south of Lee it is two lanes and the ODOT traffic counts show the average count to be 2,895 vehicles. Likewise, Gore Boulevard between 67th and 82nd Streets is a two-lane roadway, where the ODOT count is 4,100. He questioned why 82nd to Bishop was shown as a principal arterial street when the count is so much lower than Gore Boulevard, west of 67th Street.

Rogalski answered that what is shown on the map are areas within the City that are in that particular category or they will be, within a reasonable timeframe. He informed that the map is a planning tool, as well as a measurement of where it presently stands. He stated Gore Boulevard, between 67th and 82nd, could arguably be a principal arterial of the City because plans have been in the works to build it up to a five-lane street for a number years. 82nd down to Lee and Bishop is debatable because the feeling was that 82nd is being used by some major truck traffic. He said that it operates similarly to a freight route, which is why it had been labeled as a principal arterial but it could have been labeled as a minor arterial.

Burch asked if the classification of SW 82nd Street south of Lee should be changed.

Rose asked if ODOT indicated if the principal arterial classification on 82nd Street from Lee to Bishop was acceptable or not.

Rogalski replied that it may have been in existing maps but stated that ODOT had not said anything at this point to that particular classification. He added that he would not recommend anything less than minor arterial.

Rose asked if the classification currently shown on the map for 82nd Street between Lee and Bishop conformed to the guidelines. Rose stated that all other classified streets end directly at a principal arterial road or interstate but that particular road ends on a minor arterial.

Rogalski stated that he understood and agreed that it could be changed to a minor arterial.

Rose stated that he felt this Committee needed ODOT Planning Division's insight and recommendation.

Rogalski agreed that it does make more sense that it be changed to minor arterial. He added that Planning was not getting a rigorous review from ODOT at this point. He informed that there are not too many things ODOT will change on this map but there is a solid argument that the roadway in question should be changed to a minor arterial or maybe even a collector.

Medisetty questioned 27th Street between Lee and Gore Boulevard being shown as a major collector and north of Gore, 31st Street splitting into 31st and 34th to go to Cache Road. He added that the City is working on a design for the realignment of the 27th Street/31st Street intersection. He stated that the problem with 31st Street is that it is shown as a major collector but it dead ends at Cache Road and asked, if it is realigned and becomes a major roadway, would it be possible to change the classification at a later time.

Rogalski answered that once the improvements are made the map could certainly be changed to reflect the new classification. He added that 29th Street could have been shown as a collector but stated that it is a very narrow street and they did not want it to operate as a collector.

Medisetty added that as 2nd Street wraps around Central Mall the speed limit is reduced to 25mph. He asked if this could still be considered a principal arterial.

Rogalski replied that it is an issue with connectivity. Also traffic is definitely going to increase because of the development at Gore and 2nd Street.

Rose informed that it would be acceptable that the end points of the principal arterial routes could show as minor arterial for the whole segment of 2nd Street leading to Gore Boulevard.

Rogalski agreed it could be done and does not have an issue with recommending a change to minor arterial, but the hope is that the downtown area will become highly developed, which will have to be addressed in the future.

Dollarhite reiterated the change to a minor arterial of 2nd between Lee and Gore Boulevard.

Medisetty asked about SW D Avenue and SW G Avenue between 11th Street and Sheridan Road becoming classified.

Dollarhite replied that F was always shown to be the collector and at one time it was going to be a big cross town route but did not come to fruition.

Rogalski added that D Avenue would be a reasonable road to put on the map as a collector.

Dollarhite asked if two collectors can run parallel fairly close together.

Rogalski answered yes, as long as the roads function that way with enough traffic on them. He added that D Avenue takes the place of C Avenue because it ends before it gets to Sheridan Road, so he stated that it is appropriate to show it as a collector one way or the other. He stated that F Avenue is more of a transportation collector, whereas D feeds into the downtown area, which is the densest area; both of these operating differently from one another.

Rogalski reiterated the changes recommended: 82nd Street between Bishop and Lee Boulevard from principal arterial to a minor arterial, 2nd Street between Gore and Lee Boulevard from a principal arterial to a minor arterial and adding D Avenue from 11th to Sheridan to a major collector.

Rose asked if anyone has raised an objection to Gore Boulevard from I-44 easterly being classified as a principal arterial, which does not connect to a major arterial; does it fit the criteria.

Rogalski answered no one has because it does connect to cross-traffic on a minor arterial, which fits the criteria.

Rose asked if there is any justification to consider Flower Mound as a principal arterial.

Rogalski answered that Flower Mound and Rogers Lane could go either way north of that area but does not think there is enough traffic to be classified as such. He added that it is a five-lane road, but it reduces to a two-lane.

Rushing asked if ODOT will make an exception to the Gore Boulevard from I-44 easterly classification.

Rogalski replied no but maybe when ODOT does drive through, they may change it but said they did not have a problem when looking at the map.

Rushing asked if there was an idea of the timeframe to when ODOT would be conducting the drive through.

Dollarhite answered no.

Rogalski added that once ODOT comes down to conduct the drive through, they may decide some of the classifications need to be updated. There is just no way of knowing at this point.

Dollarhite informed that with MAP-21, under the new Transportation Regulations, there is an ongoing discussion about all the principal arterials being put on the National Highway System, which would mean a different level of maintenance along with other requirements. She had spoken with ODOT and asked what the pros and cons were with keeping a lot of principal arterials and so far they have said they are not going to participate with all principal arterials being put on the National Highway System.

Rose informed that he also did not know the answer to that question.

Dollarhite added that she did take a look at Norman and they only have three principal arterials in their area. She added that she was not sure if that was a good or bad thing. She said she would like to have the recommended changes made that were expressed in this meeting, try to schedule a meeting to take map up to Gary Howell at ODOT and possibly have him take a look at it without having to drive all the way down before it goes to the Policy Committee.

Rose stated that Dollarhite could use his name because the idea of the committee going through the process without having any recommendations from anyone and an arbitrary decision being made to change it was not right.

MOTION by Burch, SECOND by McNally, to recommend to the Transportation Policy Committee adoption of the 2013 Functional Classification Map. AYES: Unanimous. MOTION CARRIED.

4. REPORTS

Medisetty reported that 82nd Street Market Place contractors have completed striping but stated that there are still more improvements needed to be done at 82nd and Cache Road. He added that the Gore Boulevard resurfacing project is ongoing.

Rose reported that the tri-level interchange project was originally scheduled for August, but it is set to start in September. He added that everyone should familiarize themselves with the current, ongoing Meers Project. When the project was initiated, there was a public involvement meeting with the Meers Community and they agreed to the improvements with exceptions and provisions. One of the agreements was to build a structure they deemed aesthetically pleasing to the community, which was replacing the low water crossing that is immediately north of the Meers Store. He informed the committee that the bridge is set in place but is not finished yet and access up to it was presently restricted. He stated that they tried to make the bridge look like it was made from cobblestone and at this time only the arch and the retaining wall were in place.

Rogalski asked Rose about the railroad right-of-way, if it was resolved or presently getting resolved.

Rose replied that he was traveling up to Oklahoma City to ensure that it was getting done. He informed that at the end of the 30 year purchase agreement there was a mix up to when the title of the rail line was transferred to Union Pacific, based on the original description but something happened that amended ODOT's agreement with them so that the line from Rogers Lane to Douglas, through the heart of Lawton, will remain in ODOT's section instead of being transferred to Union Pacific. Shortly after that, Lawton was given a piece of it, which was from Ferris to Douglas.

McNally reported that the airport is talking about doing some terminal projects but presently there is electrical work that has to be done. The phases of the terminal project will not happen until the spring of 2014 when funding becomes available.

Rogalski reported that as far as the MPO there are a lot of things going on. The Urban Boundary was recently revised. We are finalizing the Functional Classification Map. He added that there is a re-designation process being done for the MPO at the request of the Federal Highway Administration. He stated that it is important to get FHWA approval with the proposal before moving forward because this is going up to a higher level than the normal regional area. The MPO was originally setup and designated by the Governor, through ODOT, but it is currently different, falling out of Federal Guidelines, which is why the request was made. Rogalski continued to explain that primarily the Technical Committee is the same but the MPO Board is supposed to be made up of elected officials, which is the difference. He added that currently the City Planning Commission is operating as part of the MPO and they take care of the day to day operations; approving certain things such as checks and/or contracts. This will not be the case in the new designation; the Technical Committee will be recommending and the Policy Board will approve all the business of the MPO. He stated that the Policy Board will look very different because it is primarily made up of elected officials and significant positions from different agencies but believes the Technical Committee will primarily stay the same besides adding more members and may be meeting semi-monthly.

Rushing stated the regulators do not understand that it is hard to get those elected officials in the same room at the same time.

Rogalski added that if the meetings are more regular it should not be an issue because it is scheduled.

Dollarhite reported that the RFP is getting ready to be sent out for a consultant to do the modeling to update the transportation plan.

Rushing reported on Try Transit Week in September with LATS that will be a scavenger hunt to generate some interest and ridership. He informed that this year LATS is trying to target people who do not ride transit and see that it is actually easy to ride. He stated they are trying to get some local radio stations to do some live remotes as they ride; talking to passengers and maybe some of the drivers to get people's opinion on riding LATS. He added that on East Gore, in front of the Apache Casino that goes down to one lane, is where the casino will be redoing the bus shelter. He stated they are redoing the shelter because there are issues with access for the riders and the casino will be covering the full costs, which helps LATS, due to resources being limited to accommodate some of those needs. He informed that ODOT Public Transportation Division and the Federal Transit Administration Region VI out of Fort Worth had just realized a lot of the systems around the country, due to MAP-21, will have to have DOT's pin the Federal Grants before the designated recipients can pin the grants. This information surfaced in Washington D.C. the week before. He informed that he had been on the phone with DOT to get more information about the rules, but DOT informed him that they are trying to figure out the process because they have never implemented it before. He added that he hopes to have some conceptual drawings of the future intermodal transfer center soon. Jefferson Bus Lines requested to be involved with the process, incorporating a true intermodal center. He stated he hopes to bring in a regional over the road carrier in the facility, where tickets can be sold, bringing people in when they have layovers and a place to station for the rural operators that could come in and people

would be able to transfer over to LATS. He informed that dispatch will be at the facility too and anyone can come in such as: Red River lines, taxis, over the road carriers, some of the shuttles, and LATS; anyone can come in and hub there, as well as pedestrians and bikes to make it a true intermodal transfer center. He stated that it is important to possibly look at bringing in more private sectors to lower costs and bring in more revenue. He added he would like to speak with the Trust to possibly conduct a new route study by the Fort Worth office to be sure LATS is covering the streets and areas of Lawton/Fort Sill that are most frequented.

Rose asked what happened to the idea of providing transit service to the industrial area that was addressed to the committee some time ago.

Rushing replied that the presentation was made last year, and it was then taken to the Transit Trust and the study was accepted. He informed the West Industrial Park Study was well received and is currently waiting for funding. He reiterated the idea of partnering with private industries to get some of these projects done to serve the people.

Rose asked if there was not an answer given for the funding that was necessary during the initial presentation.

Rogalski replied that at one point the Chamber had a loose grasp on some funding to get things started, but it eventually fizzled away and it was a terrible budget year for Lawton; the project went from the front burner to the back burner. He stated he felt there was not enough interest out there because it was not enough of a revenue maker so some FTA funding would be needed but there has been less and less funding available. The City of Lawton had to cut some of the funding for LATS but he added that Gary Rushing has done an excellent job with accommodating and not losing any service during this time when service could not be added. He added that the opening of the commercial centers will end up gaining a net plus in future years.

Rushing stated that Industrial Park would be the best area once funding is secured, possibly from the FTA or local funds to match the federal funds because they are very receptive with the study. He added that it may be in the best interest of the community before implementing this program, from a political and a federal funding standpoint, to pursue this as a pilot program for 12-24 months; secure the funding, do the marketing and implement it.

Burch added that is the way it was approached in the beginning by the Chamber, where the dollars to fund were not sustainable dollars and they were spent before the fiscal year for the multiple studies that needed to be done.

5. COMMENTS

Burch informed that the Chamber had a group together to set a local agenda for following things that may happen and in the transportation area one of the things that came up was that they felt Cache Road, west of 67th Street, was not functioning as well as it could; too much traffic on it.

Rogalski stated that definitely is something that would need to be looked at in the future with the development of Lawton Marketplace.

Burch asked when the pedestrian lights will be put on 82nd Street across Cache Road.

Medisetty replied that the contractor is still working on that issue, and they should be working soon. He added that on Cache Road, west of 82nd Street on the southern property, that some more improvements were going in.

Rose asked what kind of typical section is there on 82nd to 67th on Cache Road.

Medisetty answered that east of 67th Street is a five-lane but west of 67th is a four-lane, undivided and the rest is a two-lane.

Rose asked if there was an interest in expanding it to a five-lane.

Burch answered that the Chamber wants it expanded but does not know if a recommendation has been made and does not feel that it is adequate to handle the traffic.

Rogalski added that a four-lane road in front of a commercial center operates like a two-lane road with two turn lanes, so this is where the issue lies until the fifth lane is added to improve the traffic.

Rose asked if it was needed from 67th to 82nd or from 82nd west past the new shopping center.

Rogalski informed that Medisetty mentioned the south phase to the shopping center, which will add a lane to Cache Road for a short segment and does not feel there is a lot needed beyond that because there is not a lot of traffic running through. He stated that possibly three lanes would be sufficient enough to get traffic out of the way to turn.

Rose added that in past years that access for the Industrial Park area was a concept and would go from Cache Road to 82nd Street and from 82nd Street up to the US 62/Rogers Lane area. He stated the new development out on 82nd may pose different conditions than what existed at the time the concept was first envisioned.

Rogalski stated that a study extending Goodyear Boulevard to Quanah Parker is part of the UPWP for this year, which is in the planning area but if it does not come to fruition then Deyo Mission would be the next, best option.

Burch asked if adding the fifth lane west of 67th Street on Cache Road was in the CIP.

Rogalski replied no but it was a planned project but is not sure where it sits. He stated that Jerry Ihler could answer this question for the Chamber. He added that it takes so much time going through the CIP process that priorities change within that timeframe. He informed that the last CIP was devoted to resurfacing rather than building new roads.

6. ADJOURNMENT

There being no further business, the meeting was adjourned at 11:30 a.m.

RICHARD ROGALSKI, CHAIRMAN

db

MINUTES
SPECIAL MEETING
TRANSPORTATION TECHNICAL COMMITTEE
September 12, 2013

The meeting was called to order by Richard Rogalski at 10:30 A.M. in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton Oklahoma. Meeting notice and agenda were posted on the City Hall notice board as required by State Law.

MEMBERS PRESENT: Richard Rogalski, Planning Director, City of Lawton
Barbara McNally, Lawton Fort Sill Regional Airport
Jerry Ihler, Director Public Works, City of Lawton
Sagar Medisetty, Traffic Engineer, City of Lawton
Gary Rushing, General Manager, LATS
Randy Butler, Fort Sill Public Works
Laura Chaney, ODOT, Planning

MEMBERS ABSENT: Tom Zigler, ASCOG
Bob Rose, ODOT Division VII Engineer
Nick Davidson, ODOT Roadway Design Engineer
Debra Burch, Lawton Chamber of Commerce & Industry
Ernestine Mbroh, ODOT Transit Program Division Manager
Robert Patrick, FTA, Region IV Division Administrator*
Tom Simpson, Hwy Engineer Anadarko Area, BIA*
Adrian Tehauno, Comanche Nation*
Ronald C. Ahtone, Apache Tribe*
Chuck Tsoodle, Kiowa Tribe*
Isaac Akem, FHWA *

ALSO PRESENT: Debbie Dollarhite, Senior Planner
Ha Vu, Transportation Planner
Debbie Burgamy, Recording Secretary
George Keil, Jefferson Bus Lines
Pauline Garrett, LATS, Director of Operations
Darran Scott, Guernsey
Karl Stickley, Guernsey
Brian Piasak, URS

*Non-Voting

2. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY COMMITTEE APPROVAL OF THE MPO REDESIGNATION AGREEMENT TO DESIGNATE THE TRANSPORTATION POLICY BOARD OF THE LAWTON METROPOLITAN AREA AS THE LAWTON METROPOLITAN PLANNING ORGANIZATION IN ACCORDANCE WITH SECTION 134, TITLE 23, UNITED STATES CODE. (**This item was presented before the Guernsey presentation*)

In 2003 the City Planning Commission was designated by the Governor of the State of Oklahoma as the Metropolitan Planning Organization for the Lawton Metropolitan Area. Section 134, Title 23, United States Code requires each MPO to consist of elected local officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials. The MPO must comply with this requirement

within two years of adoption of the new transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), which was adopted July 6, 2012.

The proposed Redesignation Agreement which designates the Transportation Policy Board as the MPO for the Lawton metropolitan area was included in the agenda packet. The Agreement sets out the membership to meet the requirements of Section 134, Title 23, U.S.C. The Agreement must be approved by the Transportation Policy Committee, the Lawton City Council, the Board of County Commissioners of Comanche County, and the Oklahoma Department of Transportation.

It is anticipated the effective date of the re-designation will be November 1, 2013. Once the re-designation has been made by the Governor, assets, bank account, contracts, and agreements will be transferred from the current LMPO.

Dollarhite provided additional information about the re-designation of the current MPO. In 2003, Lawton switched from a Metropolitan Planning Organization to a Municipal Planning Organization but prior to that, the Lawton Metropolitan Area Planning Commission (LMAPC) had been designated as the MPO for Lawton. When it was switched to the Municipal Planning Commission, the Governor was asked to re-designate the MPO to be the Municipal Planning Commission. Now with the adoption of MAP 21, the new transportation bill, Federal Highway Administration is requiring that the current MPO meet the requirements of the membership, which is supposed to be made up of elected and state officials or operators of major modes of transportation. In order to implement the change, with the help of Laura Chaney at ODOT and Issac Akem at FHWA, a new MPO re-designation agreement has been drafted. In this agreement there will be a Transportation Policy Board that will include: the mayor for the City of Lawton, two members from Lawton City Council, one member of the Lawton City Transit Trust, the Central District Commissioner from the Board of County Commissioners, the ODOT District VII Transportation Commissioner, ODOT District VII Engineer, the chairman of the Lawton Fort Sill Airport Authority and the Fort Sill Garrison Commander, which will all be voting members. There are some non-voting members that include: the ODOT Planning Engineer, FHWA Division Administrator, FTA Region Administrator, the State Representative and State Senator, who represent the area. There is an effective date of November 1, 2013 if everything is approved by then, the current Policy Committee will cease to exist and the new Policy Board will become the new MPO for this area. The agreement sets out the duties of the MPO; i.e. anything that has gone to the Policy Committee will now be taken to the Policy Board but the Technical Committee will be slightly adjusted to where some of the current Policy Committee members will become members of the Technical Committee. The re-designation will be taken to the City Council, the Board of County Commissioners and ODOT; all three of the entities need to sign the agreement and then it will be sent to FHWA for their approval, which will bring the MPO into compliance with the new federal regulations.

Rogalski added that the new MPO may have to meet more often than they have had to in the past. Currently, the City Planning Commission meets every 2 weeks, so whenever an MPO item came up that needed an approval, it would be put on the agenda and then it was approved. With the coming change, anything that cannot be approved by staff will have to be approved by the committees. He asked Dollarhite what the expectation would be on how often committees will have to meet.

Dollarhite answered that it will probably be monthly for the MPO Policy Board, but the Technical Committee should not have to meet as often.

Rogalski added that the board will meet for administrative duties to be approved, and the Technical Committee will have technical input on issues with studies, etc.

McNally asked if there will still need to be a quorum met.

Dollarhite replied yes and that every member will be able to designate an alternate.

Rogalski stated that he does not feel there will be too much of a quorum problem once meetings become a regular occurrence. He added that the change has come about to be in accordance with the MAP-21 and with the change, it will be clear on how items are taken care of; ensuring accountability for issues.

Ihler reiterated that at the time the change occurs and items are no longer taken to the Planning Commission that they will just be presented to the Technical and Policy Board.

Rogalski answered yes that the Planning Commission will no longer see any items from transportation but added that there will be members from the Planning Commission on the board.

MOTION by Ihler, SECOND by McNally, to approve recommending to the Transportation Policy Committee approval of the MPO re-designation agreement to designate the Transportation Policy Board of the Lawton Metropolitan Area as the Lawton Metropolitan Planning Organization in accordance with Section 134, Title 23, United States code. AYES: Unanimous. MOTION CARRIED.

3. RECEIVE PRESENTATION FROM GUERNSEY AND ASSOCIATES ON THE DOWNTOWN TRANSFER CENTER LOCATION AND DESIGN CONCEPT AND TAKE APPROPRIATE ACTION.

One of the projects in the FY 2013 Unified Planning Work Program was the study of the location and design concept for the transit transfer center. Guernsey and Associates was selected as the consultant to prepare the study. The consultant has worked with the Downtown Transit Transfer Center Advisory Committee and selected two sites: the Wayne Gilley City Hall site at 4th Street and A Avenue and an area on the east side of Railroad Street between Gore Boulevard and B Avenue. Karl Stickley with Guernsey and Associates gave a presentation of the design concept and discussed the attributes of both sites.

Stickley presented to the committee the study of the location and design concept for the transit transfer center. He explained their Field Survey Observations, which was done on site:

- The majority of passengers time their transfers well and are not waiting very long
- Passengers are satisfied with the current amenities and transfer system
- Passengers mostly prefer to wait outside because they don't want to miss their transfer
- Passengers are very cognizant of who their bus driver is and where they are located

- Most passengers arrive from a bus, but a few walk up from the mall, the library, or another place within walking distance
- Clear sight line to the buses was highly important
- A new transfer facility building would not need to be very large

Stickley explained the next slide that had two tables: Table 1 with counts done from 10am-4pm, which include the number of passengers that were observed within the given time frames and gave a 20%, estimated increase of capacity for when the transfer center is completed. Table 2 shows the total Ridership by days of the week and also includes the 20%, estimated increase of capacity.

Time	Passengers Observed	Observations + 20%
10 am	31	38
11 am	28	34
12 am	34	41
1 pm	36	44
2 pm	35	42
3 pm	47	57
4 pm	34	41
Total	245	297

Day	Total Ridership	Ridership + 20%	Facility Use (est.)	Facility Use + 20%
Monday	1,555	1,866	412	495
Tuesday	1,512	1,815	403	484
Wednesday	1,626	1,952	431	518
Thursday	1,176	1,411	312	375
Friday	1,621	1,946	430	516
Saturday	1,351	1,622	358	430
Total	8,841	10,612	2,346	2,818

Note: The facility use is an estimate based on 26.5% of total passengers arriving at the transfer facility.

Stickley explained the site options and relation of Site #1 and Site #2 to one another: Site #1 would be the old City Hall location and Site #2 would be at the abandoned railroad right-of-way located in between Gore Boulevard and B Avenue, to the east side of Railroad Street.



Site #1-old City Hall:

Stickley explained that there was an environmental analysis but did not find anything that the environmental database had regarding issues with this site.

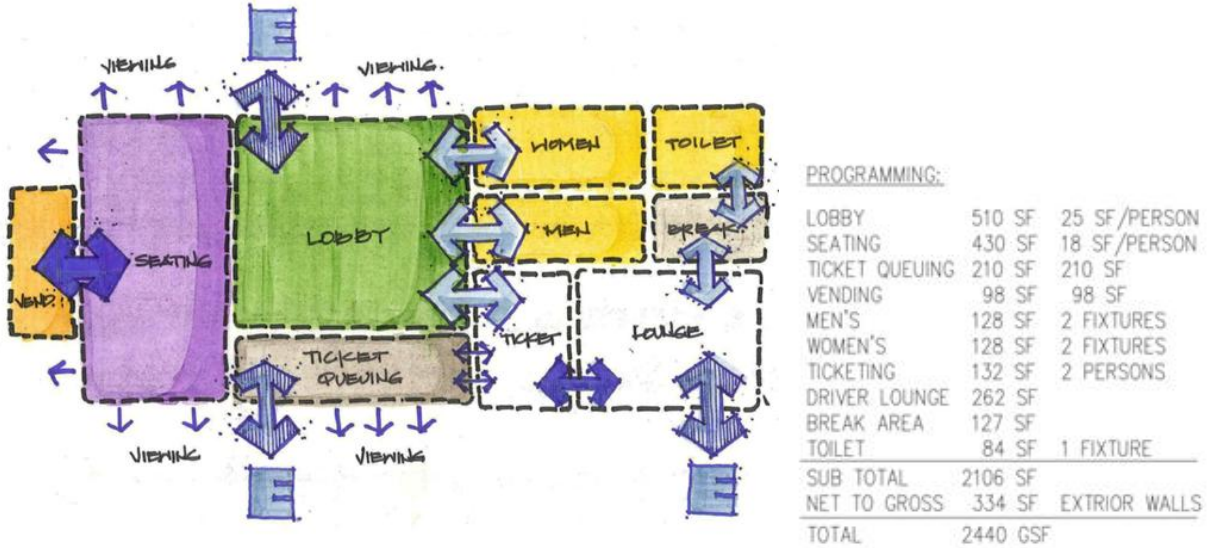


Site #2-Railroad Street:

Stickley explained that there was an environmental analysis but did not find anything that the environmental databases had regarding issues with this site. He further explained that they examined old, aerial photos that looked like an above ground oil tank was located on the premises but is not definite there are any contaminants. He recommended a Phase II environmental assessment be done.

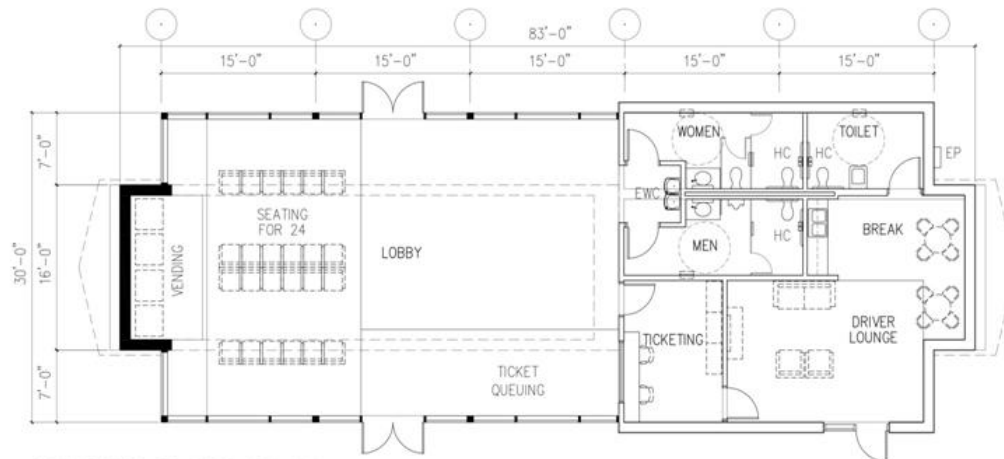


Stickley gave a size breakdown and layout of the proposed transfer facility, using a Bubble Diagram. He explained why each area was assigned a certain square footage; i.e. code requires only 8 square feet of standing space, per person but 25 square feet of space was given, per person, so riders waiting would not feel overcrowded.

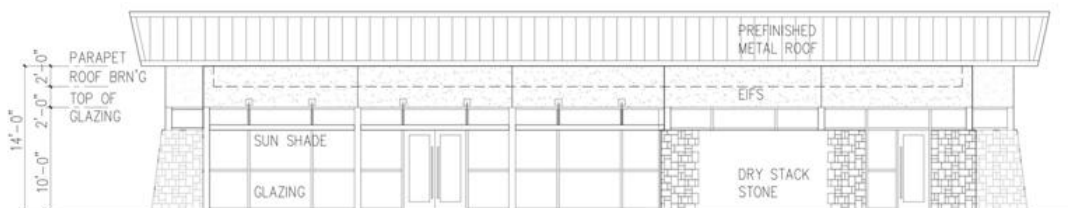


BUBBLE DIAGRAM

Stickley presented a concept drawing of what the facility could look like and gave a description of each potential area; reiterated that this is just a concept.

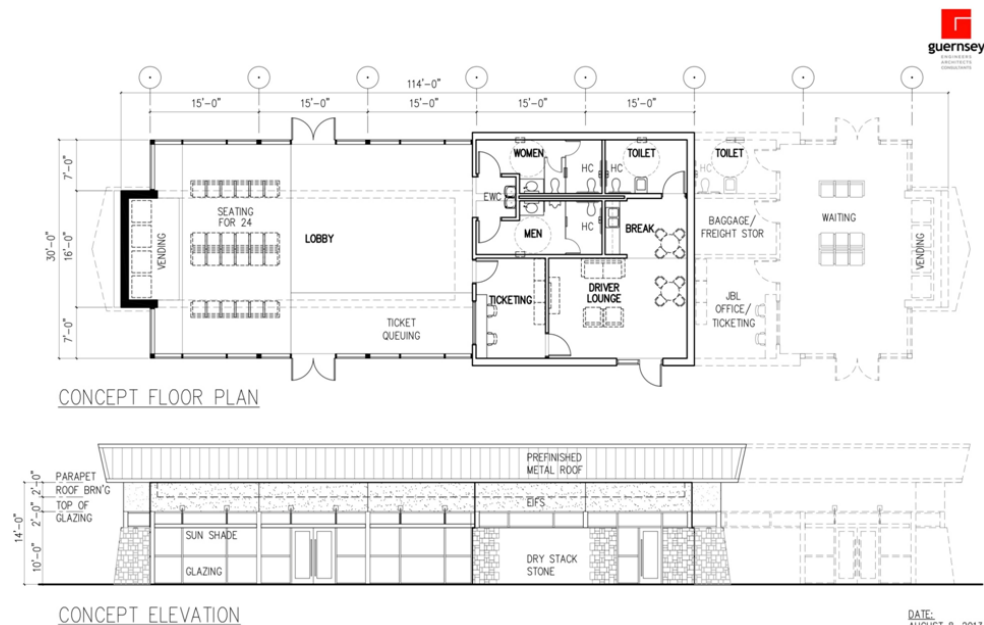


CONCEPT FLOOR PLAN



CONCEPT ELEVATION

Stickley included a concept drawing of what the transfer center could potentially look like if it is integrated with Jefferson Bus Lines.



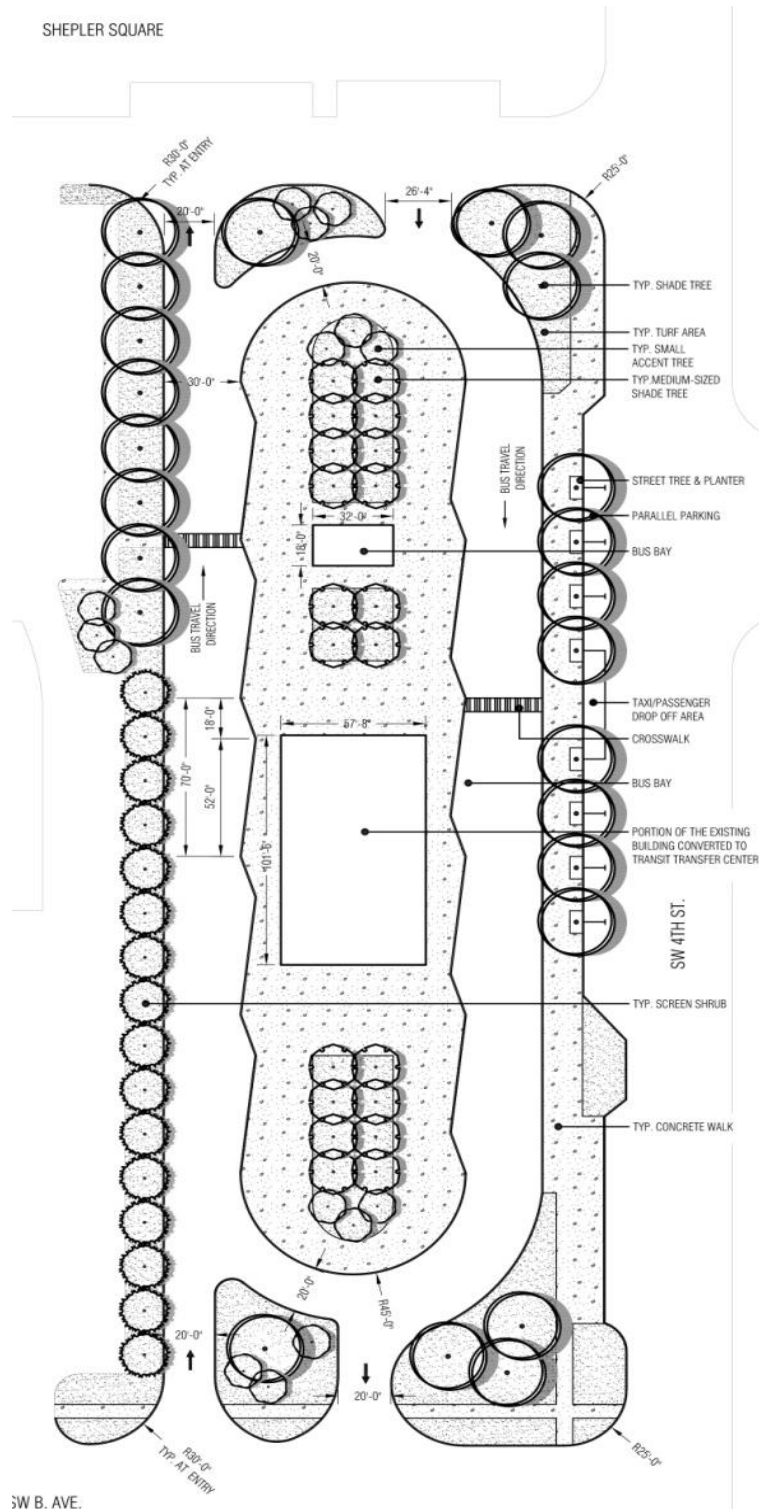
Site Plan - old City Hall:

Stickley showed a detailed Site Plan for the old City Hall site and the Railroad Street location. He explained the reasoning for design and attributes: has a saw tooth design for functionality and creates a more defined space for the buses, instead of a parallel design. The buses come in and go around in a clockwise position. He suggested that some of the attributes can be added in a Phase II type situation in the future, as needed or desired.



Site Plan - City Hall Retrofit:

Stickley explained this site plan was done to show how the old City Hall would look if it was recycled. He stated that he felt this would be a more costly route but created the site plan to include it as an option.



Site Plan - Railroad Street:

Stickley informed the committee that this site is significantly larger; wider and longer than the old City Hall site. This site plan is the same as the old City Hall site plan except for the flipped transfer center building, a new parking area, bike trail/sidewalk and a Compressed Natural Gas Service area; as a suggestion for possible future addition due to the large amount of space at this site. He suggested it could possibly be something the City owns or has privately owned.



Transportation Technical Committee Minutes
 Minutes
 September 12, 2013

Stickley presented and explained an evaluation matrix, which gave an overview with pros and cons of each potential transfer facility site.

Criteria	Railroad St.	City Hall	Ranking Site
Parcel Size	6.8 acres – accommodates facility + additional uses (CNG Station?)	5 acres – accommodates facility	Railroad St.
Zoning	Industrial	Commercial	Equal
Parcel Shape	Rectangle – accommodates site	Rectangle narrower – accommodates site	Railroad St.
Adjacent Land Use	Surrounded by Commercial/Industrial – less concern from neighbors	Library/City Annex/Park – possible concern with formalizing bus presence but buses already there	Equal
Re-Use of Existing Structure/Infrastructure	Requires additional Parking Lot	Structure reuse may be feasible, existing parking can be shared.	Equal
Ownership	City Owned	City Owned	Equal
Impact on LATS O&M	Minimal – probable small increase in bus operating costs	None	City Hall
Site Access/Egress	Possible signalization needed at Gore Blvd.	No Issues	City Hall
Nearby Destinations	Future development North of Gore Only + trails access	Existing + Future	City Hall
Impact on Ridership	Affects change for existing ridership – short term inconvenience potential	Short term inconvenience during construction only	City Hall
Jefferson BL Preference	Better access to I-44 – JBL expressed no preference	Reasonable distance to I-44 – JBL expressed no preference	Railroad St
Environmental Remediation	Oil tanks removed prior to 1967 – Unlikely there was remediation	City Hall Demolition – Asbestos Remediation Probable	Railroad St.
Cost	Lower Cost	Higher Cost	Railroad St
Potential Funding	Federal grant obtainable with identified local match.	Inevitable demolition of City Hall could be used as in-kind local match for federal dollars	City Hall

Rogalski informed the committee that this presentation was given to the Downtown Transfer Center Advisory Committee earlier in the week and informed that they asked about the environmental remediation costs that need to be implemented before moving forward with either site. A letter will be submitted to ODOT to request 5303 Funding to do a Phase I Analysis for each site; costing about \$2500. If there were enough unknowns during the Phase I, then a Phase II would need to be done, which is significantly more expensive. He stated that a pretty good indication or an estimate of what is going on can be gathered from the Phase I Analysis; may be done by Ron Barnett with Guardian Enterprises because there is an existing contract with ASCOG. He stated that additional information about what remediation issues there may be at each site will be the next step in the project's process.

Chaney asked if the Advisory Committee came to a consensus on which site they were leaning towards.

Rogalski replied that the Advisory Committee wanted numbers before making a definitive decision but said they are leaning more towards the old City Hall site, except for the demolition issue. He informed that the personnel in the old City Hall building will be moving out by the 1st of the upcoming year, so it will be vacant, which becomes a liability. He added that the building needs to be occupied and could possibly be leased or needs to be demolished but feels that the demolition will costs more than the required match.

Stickley reiterated to the committee that this is a conceptual study. He informed that if the whole project was looked at, including demolition, 20% of \$2.6 million for the old City Hall site will come out to almost the same as the demolition costs, which is approximately \$500,000. He added after the

Advisory Committee meeting, they went back and found that there is a range between \$250,000 and \$1 million to do the demolition. After they refined everything, it came down to about \$507,000 for demolition that includes taking the building down at \$228,000, about \$198,000 for remediation and the remaining amount, approximately \$80,000, for any miscellaneous demolition that may be needed. He said that the numbers work well for the 20% match, so he would not rule it out.

Rogalski asked about the Railroad Street site costs.

Stickley informed that the Railroad Street site's total costs would be approximately \$2.4 million. He stated the reasoning for the \$2.4 million is because there was extensive landscaping and lighting added to this site.

Ihler asked if that total for the Railroad Street site included the proposed CNG fuel facility.

Stickley replied that it does not but does include the traffic lights that would need to be installed if this site is chosen for the transfer center; \$120,000 for signalization at Gore Boulevard and Railroad Street and \$155,000 for landscaping.

McNally asked if the total for the Railroad Street site included soil testing and possible remediation.

Stickley answered that in this particular case the total does not include the soil testing or remediation. He stated that they are leaning more towards it being a cleaner site due to the Environmental Database not showing anything but reiterated that it does not mean there is not anything there, just that it has possibly never been tested.

McNally commented that the airport had to do some remediation around some of the hangars because they did not have strict regulations for dumping in the past; remediation can get expensive.

Stickley added that those are the type of numbers they are currently presenting. If old City Hall is going to be torn down anyways, then this location looks more attractive as an option for a match versus the Railroad Street site because there is nothing there to lend itself towards a match.

Rogalski stated there have been discussions on the old City Hall site having the potential for a new police station or court building. He added that the current police station and jail are in need of repair, as well as the municipal court, which may be in worse condition than the old City Hall. He informed that more questions that could even be currently answered came up in the Advisory Committee meeting discussions. He commented that it is significant that both of these sites could work and both locations are close in vicinity. The Advisory Committee could not quite decide due to the possible environmental and demolition issues. He said a decision cannot be made until they have direction on what to do with old City Hall.

Stickley stated that they did take a look at retrofitting some of the old City Hall and explained why that becomes more expensive. He informed that most of the building has to be demolished, parts of it needs to be temporarily supported during the demo, the membrane of the roof would need to be replaced, new restrooms are needed that are ADA compliant and given the age of the building he felt that it does not meet seismic requirements. He said that after everything is done, it became more expensive to save the building than it did to demo it.

Rogalski suggested to the committee that a recommendation can be made to just accept the report because it is a valid report for both sites or possibly wait until a recommendation is made when the environmental issues are answered. He stated in the end that they would like to apply for a grant for this transfer facility with this report by Guernsey.

Ihler commented on the traffic light that would be needed at the Railroad Street site and said that it is difficult to get proper timing at that location; coordinating it with the activity that will be occurring at the new shopping center at 2nd Street.

Stickley said that the trail in itself warrants a traffic light but reiterated it is a conceptual study.

Ihler added that the City has been looking at CNG fuel for its vehicles. He stated that because of the potential for a CNG facility, he prefers the Railroad Street location for the transfer center.

Piasak stated that from a funding perspective the old City Hall site lends itself to a potential 5309 Grant, which is a Bus and Bus Facilities Grant and the Railroad Street site lends itself to a TIGER Grant, due to some of the potential air quality savings associated with CNG vehicles and a lot of the economic development in the area would monetize nicely. He stated that both of these options are pretty good.

Stickley added that Piasak brings up a good caveat but it is unknown what the Federal Budget is going to be, so the information presented is based upon what has happened in the past.

Rushing agreed to Piasak's information about the possible 5309 Grant being the best shot, as opposed to the 5307 for the transfer center project. He asked about the 20% match because of the 5309 Grant, if it was possible to do an 83/17 type of deal when the project begins to move forward. He added that a lot of transfer centers are looking to go Green, such as the use of solar paneling and/or wind energy because it would move the request up and carry more weight when applying for certain grants. He informed that there is so much competition for these grants and the money for these types of projects are thin and reiterated the 83/17 split or something similar if they could go Green on either site.

Butler added that on the Green side, Fort Sill utilizes geothermal, instead of wind or solar energy. He suggested that possibly using the park at the old City Hall site would be enough room for some of the energy saving ideas and the Railroad Street site is large enough to incorporate a lot of these ideas easily. He said that Fort Sill has a lot of advantage because they get lead points on those facilities using geothermal.

Stickley added that he felt solar in Lawton is a little iffy but stated that it could be a possibility in the future when project begins to move forward with the design.

Piasak stated that the report has all the bases covered for alternative analysis, which would feed into the National Environmental Policy Act (NEPA) for the new building, so everything is setup to go to the next phase.

Rushing stated that the Lawton Area Transit System (LATS) has been in operation for about 11 years and stated that the first 10 years has seen an increase of ridership, which adds more needs for service and the fixed ridership continues to increase into the 11th year. He informed that route studies

will be something LATS will take a look at in the next few years because the same routes have been running for about 11 years and there has been a lot of change in the neighborhoods. He said regardless of the two potential sites, he asked the committee if they have any suggestions on an alternative site. He added that depending on which site is chosen, there will be some slight time adjustments made to the bus routes prior to doing new route studies.

Stickley stated that there have been a few potential sites suggested but it was not an option.

Rushing commented that from a transit standpoint both sites are workable.

Keil commented that for Jefferson Bus Lines both sites would work because they are both close to the interstate.

Rushing commented that he was glad that Jefferson Bus Lines was being represented and added that he would like to bring in the regional and rural carriers, as well as the taxi and other transportation services. He stated that these aspects help with the application and said that there is a need to find out how to get people to and from Lawton/Fort Sill.

Keil added that Southwest Transit comes into Lawton twice a day from Altus to the Jefferson Bus Lines station. He informed that he visited the new Wichita Falls intermodal facility that is opening October 15th, where they have partnered with Greyhound and said they are partnered with about 5 or 6 different intermodals.

Stickley stated that Keil sent some plans to them for an intermodal facility, which brought about the idea of having a separate space for Jefferson Bus Lines within the proposed transfer center. He added that from Guernsey's point-of-view there are certain areas of the plan that become the keys and said it was shown as a separate space but of course could be integrated if desired.

Piasak suggested that the current discussion should push the decision towards the Railroad Street site because there is a capacity for growth. The 10 bays at the old City Hall site feels squeezed in.

Stickley commented that the existing curb at the old City Hall site could be used and added that some of the parking lot had also been taken up. He briefly commented about the Arts for All Festival that happens within the old City Hall parking lot/park and how it may impact the use of the site.

Rogalski asked the committee about taking action on this report by Guernsey.

Butler answered that because this is the Technical Committee, they tend to lean more towards the technical side. He prefers that they wait to see the environmental analysis before a decision is made. He added that costs may need to be adjusted and would recommend that Phase I be completed, get the additional data and take a look at how it would affect the pros and cons of site 1 and 2.

Rushing agreed and added that the Technical Committee may just accept the report because there are not any actual dollar amounts.

Stickley stated that they anticipated adding conceptual cost estimates to the report and can submit it as it is with a caveat to costs.

Rogalski said that the committee needs to know those numbers to pick a site but can also get that information at a later time and accept the report as it currently is. He added that it is unknown if Planning Funds can be used to get the Phase II Environmental Analysis done and does not know what other funding is available to get it completed. He stated that the analysis is an important piece but reiterated that a grant is not being applied for at this time and that the report is just being presented for both sites to provide input, which has been good. He commented that he personally preferred that multimodal and expansion aspect of the Railroad Street site but added that he is not operational and is more worried about the structure of the site itself.

Medisetty reiterated Ihler's comment about the signal light that will be required for the Railroad Street site in it being so close to the 2nd and Gore Boulevard Lawton Town Center area, which is a concern. He said that the transfer center's driveway in the conceptual plan is too close to Gore Boulevard, which is a major arterial street and becomes an issue when the buses start to arrive at the same time. He suggested moving the driveway further south or it may require a right turn lane on eastbound Gore.

Rogalski suggested that the committee consider accepting the report but with a further recommendation that the Environmental Analysis be performed before any site is selected.

Butler agreed that is where he is leaning and restated that the report is good with the amount of data it presently contains but before moving on to a final recommendation on what to do with the report they needed additional information.

Rogalski reiterated that the committee would not have to meet again when the data is received but if a recommendation is not made and the report is tabled, then it cannot move on to the Policy Committee and the Technical Committee would have to meet again. He suggested accepting the report with a caveat that the numbers are looked over before the final decision is made, so they would not have to meet again.

Butler asked if the report would go to the Policy Committee without the numbers.

Rogalski answered that the Policy Committee may make the same determination and want to see the numbers before moving forward but said that it has to do with funding.

Butler stated that the Policy Committee may lean towards the technical issues and because they have not seen any numbers on the environmental side, he felt that it would put them in a position to have to table the report. He added that until there is a solid answer that it is just aesthetics or something else, it needs to be understood what the solution and cost would be. He asked if the environmental data can be acquired before it goes to the Policy Committee.

Rogalski answered that he cannot answer that question yet but he said they will definitely have the environmental data before selecting a site and applying for a grant. He stated that the Advisory Committee has already determined that the sites have been looked at adequately, except the environmental piece that needs to be added. He said that the environmental piece will be added but felt that the study can be accepted with a caveat or recommendation that the environmental costs are thoroughly investigated prior to any site being selected. He reiterated that the site will not be selected until the environmental has been done, which is when the grants will be applied for. He

posed a question about the analysis, whether or not all the different angles have been looked at and all the recommendations made that are necessary to be able to choose a site.

Butler asked who goes back to make the decision on a site recommendation.

Rogalski answered whoever is willing to approve the grant. He gave an example of a grant being applied for by the City Council; staff will take the numbers in the report, the environmental data will come in, Guernsey's guess is out and the exact numbers are then added to the report. It will have to go back to City Council and present them with all of the gathered information, the application for the 5309 Grant is presented to construct the transfer center on this particular site, which then they will approve both the site selection and application at the same moment.

Butler stated that he just wanted to be sure they have the right body, making the final site selection after getting the technical data in, which is when a site selection can be made and then be able to proceed with the grant process. He felt that if it is City Council, it is the City Council but felt that it will come back to the Technical Committee for clarification.

Rogalski added that if it is not clear to City Council and there are still questions, then that is when it will be kicked back to a committee to get a recommendation from someone to be sure the site is the right selection and why. He reiterated that Guernsey is just making suggestions with the site, the site plans and other aspects of the report.

Rushing commented that if the committee accepted the report, it will give the General Manager of LATS more latitude to approach the FTA with formal conversations about the transfer center and it will help open the door to building a relationship and give them a heads up to possibly aide with this project and can help guide them as this becomes more formalized. He said he does not feel comfortable speaking with the FTA about this project until there is a formal action taken.

Piasak stated that it is a good idea to maximize the competitiveness for the grants with some preliminary design ahead of time. A project that has been environmentally cleared through NEPA and is ready to go, will have more priority.

Rogalski said that maybe the report will not be finalized without the environmental, which is a valid decision but once the environmental is done, then the committee would have to meet again but there is no way to know timeframe of how soon it will be done. He added that Phase I is not costly but if it comes back indeterminate that is when a Phase II would have to be implemented, which is more costly.

Stickley stated that they do have an abundance of documentation that can be used towards a Phase I. He suggested not going forward with a Phase I Analysis until they are able to give all of the information they have gathered for this report.

Dollarhite informed that the Advisory Committee did not take a vote but there was a consensus towards the old City Hall site, unless the remediation cost turned out to be more than at the Railroad Street site that is when the recommendation would change.

Ihler asked if this committee preferred the Railroad Street site over the old City Hall site and also asked how the Advisory Committee would feel about the preference.

Dollarhite replied that every committee has its own recommendation.

MOTION by Ihler, SECOND by Butler, to accept report given by Guernsey and Associates on the Downtown Transfer Center location and design concept with a caveat to evaluate environmental issues. AYES: Unanimous. MOTION CARRIED.

4. REPORTS

Rushing commented on the 4th Annual Try Transit Week that is starting September 16-21, which LATS has been working closely with the Planning Department on. He informed the committee that there will be round-trip passes in various newspapers to ride LATS for free. He stated that the last few years of Try Transit Week have been successful and the numbers have been increasing every year. There will also be a scavenger hunt, KSWO Channel 7 is producing and running the commercials and the BREEZE radio station is going to do a live remote to kickoff the event. There will be prizes for the scavenger hunt winners, a free monthly bus pass for LATS. He urged anyone that sees anything to help make LATS more efficient to let them know so they can improve their service.

Butler reported that funding has been released and that they have been able to get into a bidding process for a series of internal projects that will improve a few streets, not including any of the major arteries because that funding level is not presently available. He made an update about the Apache Gate road project being awarded but that it would not start construction until the tail end of October/beginning of November.

5. COMMENTS

None.

6. ADJOURNMENT

There being no further business, the meeting was adjourned at 12:01 p.m.

RICHARD ROGALSKI, CHAIRMAN

db

MINUTES
SPECIAL MEETING
TRANSPORTATION TECHNICAL COMMITTEE
November 7, 2013

The meeting was called to order by Richard Rogalski at 11:00 A.M. in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton Oklahoma. Meeting notice and agenda were posted on the City Hall notice board as required by State Law.

MEMBERS PRESENT: Richard Rogalski, Planning Director, City of Lawton
Debra Burch, Lawton Chamber of Commerce & Industry
Jerry Ihler, Director Public Works, City of Lawton
Sagar Medisetty, Traffic Engineer, City of Lawton
Bob Rose, ODOT Division VII Engineer
Gary Rushing, General Manager, LATS
Randy Butler, Fort Sill Public Works
Laura Chaney, ODOT, Planning
Tom Zigler, ASCOG

MEMBERS ABSENT: Barbara McNally, Lawton Fort Sill Regional Airport
Ernestine Mbroh, ODOT Transit Program Division Manager
Robert Patrick, FTA, Region IV Division Administrator*
Tom Simpson, Hwy Engineer Anadarko Area, BIA*
Adrian Tehauno, Comanche Nation*
Ronald C. Ahtone, Apache Tribe*
Chuck Tsoodle, Kiowa Tribe*
Isaac Akem, FHWA *

ALSO PRESENT: Ha Vu, Transportation Planner
Jonathan Stone, Transportation Planner
Debbie Burgamy, Recording Secretary

*Non-Voting

2. APPROVAL OF MINUTES OF AUGUST 14, 2013 AND SEPTEMBER 12, 2013 MEETINGS.

Rose clarified a comment he had made in the August 14, 2013 Minutes about the routing of traffic from Industrial Park up to U.S. 62. He stated that a route was proposed by ODOT Transportation Commissioner Gibson to see traffic from the Industrial Park use either Lee Boulevard or Old Cache Road to move from Goodyear Boulevard over to 82nd Street and from there to U.S. 62.

Rogalski thanked Rose and stated that it does make sense to look at that area again.

MOTION by Zigler, SECOND by Rushing, to approve the minutes of August 14, 2013 with the correction and September 12, 2013. AYES: Unanimous. MOTION CARRIED.

3. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY BOARD APPROVAL OF A RESOLUTION ADOPTING AMENDMENT NO. 1 TO THE

FISCAL YEAR 2014 UNIFIED PLANNING WORK PROGRAM FOR THE LAWTON
METROPOLITAN TRANSPORTATION PLANNING PROCESS.

Title 23 C.F.R., Section 450.314, requires the Metropolitan Planning Organization to annually develop a Unified Planning Work Program (UPWP). The purpose of the UPWP is to provide the Lawton Metropolitan Area Transportation Study (LMATS) area with a work allocation plan that defines transportation planning and related tasks to be accomplished during the FY 2014. The UPWP outlines the objectives to be achieved and the products resulting from each transportation planning work task, as well as anticipated task funding.

One of the projects included in the FY 2014 UPWP is the hiring of a consultant to prepare the travel demand model for the update of the long range transportation plan. The proposals received from consultant firms exceeded the budgeted amount by approximately \$30,000.

Another project was the completion of the relocation/design concept study for the multi-modal transportation transfer center. The study was completed; however, a Phase II Environmental Assessment is needed for both potential sites for the center. It is anticipated the cost of the assessment will be \$10,000.

Another task added is the preparation of the RFP and contract for management of the transit system. The LMPO does not fund the contract, but the MPO staff will prepare the administrative duties to secure a contract.

The amendment to the UPWP, which was included in the packet for the members, includes funding necessary to accomplish these projects. Staff was able to modify the costs associated with projects and remain within the amount of transportation planning and Section 5303 grants (\$250,957). The FY 2014 UPWP was designed basically for a full-time Senior Transportation Planner and two Transportation Planners. The Senior Transportation Planner position was deleted during the City's budget process, and one of the Transportation Planners has resigned effective November 8, 2013. It is anticipated that position will not be filled until March at the earliest.

The UPWP has also been amended to reflect the new study area and the redesignation of the Transportation Policy Board as the MPO.

Chaney stated that the name of the Planning & Programs Division has been changed to the Strategic Asset and Performance Management Division.

Rose asked if the Environmental Assessment Phase I was completed with the study.

Rogalski replied Phase I was completed but it was not very conclusive. He added that the sites need to be tested so that definitive costs of cleaning up either site can be done. He stated that Phase II would include actual material testing, which would be the building material at Old City Hall site and ground testing at the Railroad right-of-way site.

MOTION by Butler, SECOND by Zigler, to recommend to the Transportation Policy Board approval of a resolution adopting amendment No.1 to the Fiscal Year 2014 Unified Planning

**Work Program for the Lawton Metropolitan Transportation Planning process. AYES:
Unanimous. MOTION CARRIED.**

4. REPORTS

Rogalski informed the committee that Ha Vu was leaving the City of Lawton after 18 ½ years of employment and thanked her for her service. He introduced the Committee to Jonathan Stone who is a Transportation Planner.

Rushing reported that LATS Try Transit Week went well and thanked the Planning Division for assisting with the event. He added that LATS is waiting for the next step for the transfer center project and has presented some information to the FTA, informing them on current actions that have been taken thus far. He informed that FTA Region VII is aware of the study but he has not heard anything further after the initial contact.

Ihler reported about current projects: Gore Boulevard from Lawton Country Club west to 67th Street, the section between 50th to 58th Street in front of Eisenhower High School and Eisenhower Middle School is now complete. The section that is currently being worked on is from 58th Street west to 67th Street, which is a mill and overlay project. He added that when the first part of the project was being milled, it was discovered that the curbing for the median was not doweled into anything, which caused it to just sit on top of the asphalt. He stated that all of the curbing is being replaced, which is causing the project to take a little longer than expected. He stated that he hopes to have that section of the project completed by Thanksgiving and the small area between the Country Club and 50th Street will be completed shortly after that. The other joint project with ODOT and Pinnacle is not in construction yet but will be on Southeast 45th Street from Lee Boulevard north to Bell Avenue. He stated that the design is complete and they are currently in the process of acquiring right-of-way. He added that there are about 88 parcels of property that need to be acquired and so far they have acquired about 30.

Butler reported there are about 13 road projects that have been awarded year end funding on Fort Sill, these projects will include mill and overlay. He informed that Thomas Road will be rejuvenated all the way from Sheridan towards Sill, which includes the LATS route.

Rogalski asked if the roads would be closed entirely or detoured during the mill and overlay.

Butler replied that it will be detoured or brought down to single lane traffic that will be controlled by a flag man because they typically do not shut down entire road sections. This is due to the abundance of inner traffic. He informed the major project that includes the 13 roads should start within the next week or so. The Apache Gate project will possibly start at the end of November or beginning of December. This project is estimated to take 8-10 months with traffic being detoured during this timeframe.

Rogalski asked if there will be some bicycle proof gating at the Apache Gate location.

Butler answered that there has been ongoing discussions on how to accommodate bicycling with security. Currently, security is stating that bicyclists would have to come onto Fort Sill at an approved gate: Sheridan Road and Sill. He informed the 52nd Street Gate will not be an approved gate and added that is the reasoning for going from a pole gate to a chain link. He stated that over the last few years the perimeter of security has been continuously upgraded from barbed wire to chain link fence; along State Highway 49 extending the fence all the way from Apache Gate to the west where LETRA is located.

Medisetty reported implementing the flashing, yellow arrow signal at 11th and Lee Boulevard to improve the efficiency of the intersection, to move more traffic. He said to try and reduce traffic and confusion, the new signal will replace the green ball, which is supposed to be an understood yield in turn lanes. Currently, there is a new signal in place at 2nd Street.

Rogalski questioned if adding the new signal light at the Aldi's intersection on Sheridan would solve the issues there.

Medisetty replied that the lane configuration has been changed at that location.

Ihler added that the huge issue is that there used to be 2 left turns coming out of Wal-Mart and now one is a left turn and the other is right or straight ahead but drivers are still using them both as left hand turns. He stated that there are signs and pavement markings in place, but it does not stop drivers from making that prohibited turn.

Burch reported about the two items on the Local Legislative Agenda: a tax review for the community will have a small group of people get together to review all the taxes in the County and the City; i.e. sales tax, hotel/motel tax. This group will take into consideration what is coming up, what is being renewed for the years that follow to best coordinate these things for the success of the community. The other group will look into the permitting process, addressing any concerns received from the businesses coming in, to ensure they are understanding the elements that are needed to get the certificate of occupancy. She stated Ken Easton will be the point of contact to Byran Long to find people to sit on that group. She invited everyone to come out for 3-Mile Thursdays and informed the Committee that General McDonald will be leading the walk/run on November 7, 2013. She informed that there is a Live Well program on Fort Sill that expands out into the community, where an abundance of the military community lives.

Zigler reported the REAP Grants will be scored within two weeks and the announcement on who gets the funding will be in December.

Chaney reported there have been organizational changes at ODOT, mainly at the central office. John Bowman has moved up into senior staff, David Ooten is now the Division Engineer and the assistant is now Randy Lee.

Rose reported that the title to the old railroad right-of-way glitch that showed up has been resolved, as well as the portion given to the City of Lawton located by Ferris. He stated that a different railroad right-of-way is creating some issues for the continuation of preconstruction activities for the I-44 and U.S. 62 Interchange Project. He stated that it is a 50 foot strip between two old rail lines in no man's land that was discovered during the development of the project and there has not been any success in locating who holds the title to that 50 foot portion. He added that he has appealed to Butler to find contacts for more information on the issue. He asked Butler for an update.

Butler stated that there is going to have to be some more investigation. He said that for some reason that section has been left out and they still need to find out who owns it.

Rose informed the committee about the Tri-Level Interchange Project: bids were taken in September but they were not satisfied with the way the bidding had turned out. The bid was higher than what the engineers originally had estimated and it was determined that there may be some things they are needing to change in general, for future bids to eliminate glitches. He felt the volume of bridges, well over 54 bridges, which were included in the same letting, may have overwhelmed the contracting capacity with the September letting. He informed that the bids will reopen on November 21st and if the bidding is successful, the awarded contract will be made by the commission in December. He added that the effective date of work order will be early February 2014, extending through most of the summer and fall. He stated that plans and special provisions will be given another look to try to eliminate any glitches that may come up in bidding and to try and project interest for bidders.

Rogalski stated that he had spoken to the engineer and asked if incentives were being considered.

Rose replied yes and stated that there were incentives included initially with the project but they want to ensure the incentives are crystal clear in the proposal for the next bid. He stated that upwards of up to \$150,000 could be earned if the contractor is able to restore two lanes of traffic on I-44 within 150 calendar days. He added that Cache Road east bound traffic, going down Southwest 2nd Street will remain open throughout the entirety of the project, so traffic should not be an issue and I-44 south bound traffic will be allowed to turn onto west bound Cache Road throughout the duration of the project as well. He stated that the other phases of the project will have milestones, as opposed to incentive payments.

Medisetty reiterated the timeframe of the tri-level project being from February 2014 through the summer into late fall and asked if the Spirit of Survival marathon in early October, which goes down a portion of Ferris, down 2nd Street and east bound down Gore Boulevard, will be affected by the construction.

Rose answered that if the project is still active then, traffic should be restored to both expressways on I-44, so it should not be an issue but if the project is not completed during the earlier phases of the project, there may be more traffic than usual on Gore Boulevard. He stated that he feels it should be minimized by the time of the run.

5. COMMENTS

None.

6. ADJOURNMENT

There being no further business, the meeting was adjourned at 11:35 a.m.

RICHARD ROGALSKI, CHAIRMAN

db