



City of Enid  
301 South Independence Avenue  
Enid, Oklahoma 73701  
580-234-0400

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## Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization

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### Notice of Meetings

Notice is hereby given that the Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization will meet in special session at 1:30 PM on Wednesday, September 18, 2024, in Room 403/404 of the Stride Bank Center, located at 301 South Independence Avenue, Enid, Oklahoma, pursuant to notice provided to the Clerk of the City of Enid no less than forty-eight hours prior to the meeting, and the agenda for said meeting is as follows:

### - AGENDA -

#### Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization

	Page
1. Call to Order/Roll Call.	
2. Minutes.	
1. Consider approval of minutes of the August 7, 2024 Technical Committee Special Meeting.	2 - 5
<a href="#">Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization - August 7, 2024 - Minutes - Pdf</a>	
3. Business.	
1. Discuss and make recommendations on the Transportation Improvement Program (TIP).	6 - 29
<a href="#">FFY 2024-2027 Chisholm Trail MPO - TIP</a>	
4. Adjourn.	

**City of Enid**  
**Transportation Technical Committee of the Chisholm Trail Metropolitan**  
**Planning Organization**  
**Minutes**

The Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization of the City of Enid, County of Garfield, State of Oklahoma, met in special session at 1:30 PM on Wednesday, August 7, 2024, in Room 403/404 of the Stride Bank Center, located at 301 South Independence Avenue, pursuant to notice provided to the Clerk of the City of Enid no less than forty-eight hours prior to the meeting, and which notice was posted no later than 1:30 PM on the 6th day of August, 2024. The minutes for said meeting are as follows:

**1. CALL TO ORDER/ROLL CALL.**

Chairman Jerald Gilbert called the meeting to order with the following members present and absent:

PRESENT: Enid City Manager Jerald Gilbert, Enid City Engineer Jason Unruh, Treasurer of the Enid Public Transportation Authority Erin Crawford, Aviation Director of Woodring Airport Keston Cook, Representative of the Town of North Enid Jason Dockins, Executive Director of the Greater Enid Chamber of Commerce Jon Blankenship, Representative of NORTPO Brock Spencer, ODOT Government Affairs Planning Branch Manager Laura Chaney, and ODOT Multimodal Division Office of Mobility and Public Transit Designee Veronica Ross.

ABSENT: Enid Community Development Director Leroy Alsup, ODOT District IV Rural Construction Engineer Ted Zachary

Others present were Enid City Attorney Carol Lahman, ODOT Transportation Manager Travis Rigdon, Enid City Clerk Summer Anderson, Enid Assistant City Clerk Jessica Gilbert, and ODOT Multimodal and Planning Division Planning Coordinator Sarah McElroy.

**2. MINUTES.**

1. Consider approval of minutes of the May 21, 2024 MPO Technical Committee meeting.

Moved by Jon Blankenship, seconded by Brock Spencer, to approve minutes of the May 21, 2024 MPO Technical Committee meeting.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross  
Nays:

**3. BUSINESS.**

1. Discuss and make recommendations on the First Amendment to the Bylaws of the Chisholm Trail Metropolitan Planning Organization.

City Attorney Carol Lahman explained that minor revisions needed to be made to the MPO's Bylaws. The first was to change the "Technical Board" to "Technical Committee" based off of feedback received from the FHWA and FTA. The second was a correction to an alphabetical issue under Article III, Section B-1, Membership of the Technical Committee. Keston Cook also proposed a correction under Article II, Section B-6, to delete a duplicate "to".

Moved by Jon Blankenship, seconded by Keston Cook, to recommend approval of the First Amendment to the Bylaws of the Chisholm Trail Metropolitan Planning Organization, with the above revisions.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross

Nays:

2. Discuss and make recommendations on the Title VI Public Notice.

Moved by Keston Cook, seconded by Jason Dockins, to recommend approval of the Title VI Public Notice.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross

Nays:

3. Discuss and make recommendations on the Title VI Complaint Form.

Moved by Brock Spencer, seconded by Erin Crawford, to recommend approval of the Title VI Complaint Form.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross

Nays:

4. Discuss and make recommendations on the Title II Public Notice.

Moved by Keston Cook, seconded by Jason Unruh, to recommend approval of the Title II Public Notice, with a revision to correct a capitalization error in the "Employment" section.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross

Nays:

5. Discuss and make recommendations on the Title II Complaint Process and Form.

Moved by Keston Cook, seconded by Brock Spencer, to recommend approval of the Title II Complaint Process and Form.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross  
Nays:

6. Discuss and make recommendations on the Title II & VI Assurances.

Moved by Keston Cook, seconded by Jon Blankenship, to recommend approval of the Title II & VI Assurances.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jason Dockins, Jon Blankenship, Brock Spencer, Laura Chaney, Veronica Ross  
Nays:

7. Discuss the next steps of the MPO's efforts to meet federal and state objectives concerning transportation and transit planning, civil rights, safety and reporting.

Discussion was held regarding the Title II and Title VI documentation. About half had been completed, and they were working to complete the remaining requirements. This included the Limited English Proficiency (LEP) Plan and the Environmental Justice (EJ) Plan. For the LEP, it was possible they would need to include the Marshallese community in the future, as they were close to the population threshold which, if surpassed, would make it a requirement. This would require additional research.

Discussion was also held regarding the Transportation Improvement Program (TIP). The TIP was going through review by staff, and included construction projects and transit funded projects. Once reviewed, it would be presented to the Technical Committee and the Policy Board for approval after a public comment period. Construction projects, including locally funded projects that were considered regionally significant, as well as ODOT projects that fell within the MPO's boundaries should be included in the TIP. The TIP would include projects which were actually scheduled to take place over the next four years, that had federal funding tied to them. Additionally, it was noted that the TIP could be amended, if needed, to include additional projects or change the scope of existing projects as priorities changed. However, the TIP was financially constrained to the funding awarded. The TIP was also tied to the Long-Range Transportation Plan (LRTP). This plan should include projects that they were looking at over the next twenty years. This plan would guide which projects ended up in the TIP.

Following further discussion over the Bylaws and membership of the Technical Committee and Policy Board, the item concluded.

8. Discuss upcoming meeting schedule.

It was discussed that meetings would generally be held on the first Wednesday of every month for the Technical Committee and the second Wednesday of

every month for the Policy Board. However, for September, the meeting may be adjusted to allow for a consultant to attend and provide a presentation over the Urban Area Boundary Adjustment.

**4. ADJOURN.**

There being no further business to come before the Committee at this time, the meeting adjourned at 12:29pm.

Table of Contents

INTRODUCTION..... 1

NEW PROJECTS..... 1

METROPOLITAN PLANNING ORGANIZATION ..... 1

DEFINITION OF STUDY AREA..... 2

TRANSPORTATION PLANNING PROCESS ..... 2

TRANSPORTATION EQUITY ..... 2

LONG RANGE TRANSPORTATION PLAN COMPLIANCE..... 3

ENID AREA TRANSIT SYSTEM ..... 3

INDIAN RESERVATION ROAD (IRR) PROGRAM ..... 3

PERFORMANCE MEASURES ..... 3

FUNDING SOURCES..... 7

LOCAL FUNDED PROJECTS ..... 8

    CITY OF ENID..... 8

    TOWN OF NORTH ENID..... ERROR! BOOKMARK NOT DEFINED.

PUBLIC PARTICIPATION PROCESS ..... 8

AMENDMENTS ..... 8

GROUPING OF PROJECTS ..... 9

List of Tables

TABLE 1: TIP FOUR YEAR SUMMARY OF FUNDING .....11

TABLE 2: FEDERAL FISCAL YEAR 2024 TIP PROJECTS .....12

TABLE 3: FEDERAL FISCAL YEAR 2025 PROJECTS.....14

TABLE 4: FEDERAL FISCAL YEAR 2026 PROJECTS.....16

TABLE 5: FEDERAL FISCAL YEAR 2027 PROJECTS .....18

TABLE 6: FEDERAL FISCAL YEAR 2024 TRANSIT PROJECTS .....20

TABLE 7: FEDERAL FISCAL YEAR 2025 TRANSIT PROJECTS .....21

TABLE 8: FEDERAL FISCAL YEAR 2026 TRANSIT PROJECTS .....22

TABLE 9: FEDERAL FISCAL YEAR 2027 TRANSIT PROJECTS .....23

List of Figures

FIGURE 1: CHISHOLM TRAIL MPO METROPOLITAN PLANNING AREA .....10

## Introduction

The Transportation Improvement Program (TIP) is a cooperatively developed four-year program outlining roadway, bicycle, pedestrian, and transit improvements within the Chisholm Trail Metropolitan Planning Organization (MPO) Metropolitan Planning Area (MPA).

The TIP is developed in accordance with Federal law that requires all metropolitan planning organizations prepare a TIP for their designated study area. The Infrastructure Investment and Jobs Act (IIJA) is the most recent transportation bill and builds upon the previous transportation acts establishing federal transportation policy and funding authorizations.

Capital and non-capital projects funded by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are required to be listed in the TIP to be eligible for obligation of federal funds. The TIP will include descriptions (type of work, termini, length, etc.) of each project, the estimated total cost of the project, the amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for the project.

One of the key requirements is that the TIP be a financially constrained document with the amounts of funds being programmed equal to the total funds available. This is included to ensure that the transportation projects committed for funding in the various years of the TIP have funds available to allow them to start construction. In addition, the TIP places emphasis on the need for the various local and state entities to work together to ensure that a particular project has all the necessary preliminary work completed by the program year.

In cooperation and coordination with the Oklahoma Department of Transportation (ODOT) and the Enid Public Transportation Authority (EPTA) the Chisholm Trail MPO biennially updates the TIP.

## New Projects

The Chisholm Trail MPO does not receive a dedicated revenue source for transportation projects. New roadway projects are added to the TIP when ODOT notifies the Chisholm Trail MPO that federal funds are committed. New transit projects for the public transit system are added to the TIP when EPTA notifies ODOT of award.

## Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 required the formation of a MPO for an urbanized area with a population greater than 50,000. MPO's were created to ensure that the existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing (3-C) planning process.

On December 29, 2022, the U.S. Census Bureau released 2020 urban area data, showing Enid's urban area population at 50,194. Federal regulations require any urban area exceeding 50,000 in population to be designated by the Governor as a Metropolitan Planning Organization (MPO). The Infrastructure and Investment and Jobs Act (IIJA) continues the requirements introduced in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) for the membership of MPOs to consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials. To meet these federal requirements, the Transportation Policy Board was established by the City of Enid in collaboration with the Oklahoma Department of Transportation and local governments within the MPA. The Governor, through the Oklahoma Department of Transportation, designated the Transportation Policy Board as the Chisholm Trail MPO on December 29, 2023.

There are six core functions of the MPO:

- Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.
- Identify and evaluate alternative transportation improvement options.
- Develop and maintain a Metropolitan Transportation Plan (MTP) for the metropolitan area covering a planning horizon of at least twenty years that fosters mobility and access for people and goods, efficient system performance and preservation, and good quality of life.
- Develop and maintain a Transportation Improvement Program (TIP) based on the long-range transportation plan.
- Involve the general public and other affected constituencies in the four essential functions listed above.
- Identify performance measure targets and monitor whether implemented projects are achieving targets.

## Definition of Study Area

The MPA is in northern Oklahoma within Garfield County. Most of the land area in the MPA is under the jurisdiction of the City of Enid. See Figure 1.

Biennially, the Chisholm Trail MPO in coordination with the ODOT, EPTA and other interested parties prepare the TIP. ODOT provides the list of highway projects and statewide projects to be included in the TIP, while the EPTA General Manager provides a listing of transit projects. When the draft TIP is completed, it is sent to ODOT for review and comment. The final draft is distributed to affected public agencies, local government, public and private transportation providers, and other interested parties twenty one days prior to the Chisholm Trail MPO public hearing. The document is also available for review on the Chisholm Trail MPO's website.

## Transportation Planning Process

There are two main products Chisholm Trail develops through the transportation planning process. The first is an MTP, and the second is the TIP. Both the MTP and the TIP must be approved by the Chisholm Trail MPO. As the Governor's Designee, ODOT has final approval of the TIP. The MTP is updated every five years, while the TIP is updated biennially.

A major responsibility of the Chisholm Trail MPO is the development of an MTP for the MPA. The Chisholm Trail MPO will begin the development of its first MTP in FY 2025.

The Chisholm Trail MPO assists the local governments and transit agency providers of the region in implementing projects of the TIP by programming federal funding for the projects. ODOT administers Surface Transportation Block Grant (STBG) funds for the MPA. STBG funds may be used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction. The EPTA administers Federal Transit Administration (FTA) funds for the MPA.

## Transportation Equity

Transportation equity includes environmental justice and Title VI requirements. Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination. Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving federal assistance. It also provides for active and meaningful involvement of the public in the development of transportation plans and programs.



## Long Range Transportation Plan Compliance

The Chisholm Trail MPO will develop its first MTP by December 29, 2026.

### Enid Area Transit System

The Enid Public Transportation Authority (EPTA) offers transit service through an affordable curb-to-curb ride share service to bring residents to and from any destination in Enid and surrounding areas.

EPTA operates Monday – Saturday, 6 am – 7 pm.

Many of the capital projects are funded with 80% FTA Section 5307 and/or 5339 funds and matched with 20% City of Enid funds. Accessible vehicles are funded by FTA at 83% and the local match is 17%. The Section 5307 urbanized area program funds are apportioned by a statutory formula based on population and population density. Tables 6 through 9 provide information on the funding by federal fiscal year for the EPTA.

FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance through ODOT that serve the specialized transportation needs of the elderly and persons with disabilities. The amount of Section 5310 funding spent within the MPA varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds available to the state. Entities that provide demand responsive public transportation in the study area are: Cherokee Strip Transit, MAGB Transportation Inc, and Enid Public Transportation.

The Chisholm Trail MPO staff will review the application to ensure the applicant has developed the application in coordination among federally assisted public and private transportation operators within the area. A newspaper notice will be placed in *local newspaper* fifteen days prior to the Chisholm Trail MPO meeting in which the application will be considered. The Chisholm Trail MPO will hold a public hearing to consider the application and solicit comments. Approval of the application by the Chisholm Trail MPO will be considered a part of this TIP, as required for federal funding eligibility, pursuant to the line item in the tables.

### Tribal Transportation Improvement Program

Tribal Governments and the Bureau of Indian Affairs (BIA) work in partnership with the Federal Highway Administration of Tribal Transportation to achieve Tribal Transportation Program (TTP) planning on Tribal lands. The Tribal transportation planning process includes the development of a long-range transportation plan (LRTP) that is approved by the Tribal Government. Tribal Governments develop a financially constrained year-by-year plan, detailing projects and activities with funding sources expected to be carried out over the next four years, known as a Tribal Transportation Improvement Program (TTIP). The TTIP must be consistent with the Tribe's LRTP, updated as necessary by the Tribal Government, and be changed only by the Tribal Government. FHWA approval of the TTIP authorizes the Tribal Government to expend TTP funds for the projects and activities shown in the TTIP.

### Performance Measures

The IIJA continued the requirement that state DOTs, MPOs, and transit planning agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance based approach is intended to ensure the most efficient use of transportation funds, facilities improved investment decision-making, and increase accountability and transparency. The Chisholm Trail MPO must demonstrate that the TIP makes progress toward achieving the performance targets and that the TIP includes to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

ODOT is required to set performance targets, and the Chisholm Trail MPO has the option to adopt ODOT's performance targets or establish its own targets. On May 28, 2024, the Chisholm Trail MPO voted to support ODOT's Safety Performance Measures and ODOT's performance targets for Pavement, Bridges, and System categories. The TIP supports the accomplishment of the established performance targets, and the Chisholm Trail MPO intends to achieve positive outcomes as a result of these data-driven initiatives.

Safety Performance Targets		
Performance Measure	ODOT 2024 Targets	Chisholm Trail MPO Targets
Number of Fatalities	755	Support ODOT's Target
Number of Serious Injuries	2,011	Support ODOT's Target
Fatality Rate	1.69	Support ODOT's Target
Serious Injury Rate	4.53	Support ODOT's Target
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	297	Support ODOT's Target

Pavement & Bridge Condition Targets			
Performance Measure	ODOT 2-Year Target	ODOT 4-Year Target	Chisholm Trail MPO Target
% of Interstate System Pavements in Good Condition	59.0%	56.0%	Support ODOT's Target
% of Interstate System Pavements in Poor Condition	3.0%	4.0%	Support ODOT's Target
% of Non-Interstate Pavements in Good Condition	41.0%	40.0%	Support ODOT's Target
% of Non-Interstate Pavements in Poor Condition	5.0%	6.0%	Support ODOT's Target
% of NHS Bridges Classified in Good Condition	43.0%	40.0%	Support ODOT's Target
% of NHS Bridges Classified in Poor Condition	3.0%	5.0%	Support ODOT's Target

System Performance Targets			
Performance Measure	ODOT 2-Year Target	ODOT 4-Year Target	Chisholm Trail MPO Target
% of Interstate NHS with Reliable Travel Times	90.0%	90.0%	Support ODOT's Target
% of Non-Interstate NHS with Reliable Travel Times	90.0%	90.0%	Support ODOT's Target
Truck Travel Time Reliability (TTTR) Index	1.33	1.33	Support ODOT's Target

Transit providers that receive Federal Transit Administration (FTA) funding are also required to incorporate performance measurement into their planning and programming process. On May 28, 2024, the Chisholm Trail MPO voted to support the performance targets as set in the Transit Asset Management Plan for the EPTA.

Transit Asset Management Targets				
Asset Category	Asset Class	Performance Measure	FY 2024 Target*	Chisholm Trail MPO Target
Rolling Stock	Automobile (AO)	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	83.33	Support ODOT's Target
	Bus (BU)		33.33	Support ODOT's Target
	Over the Road Bus (OTR)		50	Support ODOT's Target
	Cutaway (CU)		30.32	Support ODOT's Target
	Minivan (MV)		14.65	Support ODOT's Target
	School Bus (SB)		0	Support ODOT's Target
	Sport Utility Vehicle (SV)		80	Support ODOT's Target
	Van (VN)		6.72	Support ODOT's Target
Equipment	Automobile (AO)		50	Support ODOT's Target
	Trucks (TR)		38	Support ODOT's Target
Facilities	Administrative and Maintenance	Percentage of facilities within asset class rated below condition 3 on the TERM Scale	10	Support ODOT's Target
	Passenger and Parking		33.33	

## Funding Sources

The TIP is developed in compliance with joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations. Projects that use federal funds that are shown within the TIP follow these regulations:

- Bridge Maintenance Program - This program provides funding for small scale bridge improvements such as painting, minor repair, seal coat/waterproofing, etc.
- Congestion Mitigation Air Quality Funds (CMAQ) - These funds are for projects to educate the community about the harmful health effects of transportation related ozone and for projects that help reduce ozone-contributing elements.
- Enhancement Activity - All projects must be related to the intermodal Transportation System. The required relationship must be one of function, proximity or impact and meet at least one of the enhancement categories.
- Federal Transit Administration Section 5303 - This funding is for MPO to perform transit related planning.
- Federal Transit Administration Section 5307 - This fund can be used for capital funds for eligible preventive maintenance costs. The funding is distributed annually by apportionment based on population, population density and bus revenue miles of service. The City Transit Trust applies directly to FTA for these funds.
- Federal Transit Administration Section 5310 - This program provides funding to private nonprofit agencies for capital improvements for the provision of transportation services to elderly and disabled persons.
- Federal Transit Administration Section 5339 - This program provides discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. The City Transit Trust applies to ODOT to receive these funds.
- Interstate Maintenance Program - These funds can be used only by ODOT for resurfacing, restoration, and rehabilitation of the Interstate Highway System.
- National Highway System (NHS) - This funding category can only be used by ODOT and includes all interstate and other major U.S. routes and state highways.
- Railroad Crossings - These funds may be spent on railroad crossings statewide for modernization and safety improvements.
- Recreational Trails - These funds can only be used by ODOT.
- Right-of-Way Clearance - These funds can only be used by ODOT for the demolition, removal and disposal of obstructions on public right-of-way that require removal prior to utility relocation or project startups.
- Safety Projects - This funding category can only be used by ODOT for small scale traffic/safety improvement to include traffic signals, intersection modification, lighting, interconnecting systems, guardrail, delineation, etc.
- Surface Transportation Block Grant (STBG) - STBG funds may be spent on roads that are functionally classified as a collector or higher for urban streets and as a major collector or higher for rural areas.
- Transportation Alternative Program (TAP) – TAP funds programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

## Local Funded Projects

### City of Enid

The residents of the City of Enid have approved local funding for the following road projects:

Randolph Ave, N Van Buren to N Washington	\$2,000,000
Randolph Ave, 16 <sup>th</sup> to 25 <sup>th</sup> , Mill & Overlay	\$2,000,000
Garland, US 412 to Randolph	\$5,000,000
Garland and Randolph Intersection	\$3,000,000
Grand Ave, US 412 to Maine	\$2,000,000

## Public Participation Process

Federal transportation law requires MPOs to provide opportunities for the public to participate in all phases of the transportation planning process. Citizen input is an important step in the development of plans and programs that meet the area's transportation needs while minimizing any negative environmental or social impact.

Consistent with the intent of IIJA, it is the policy of the Chisholm Trail MPO to support proactive public involvement at all stages of project planning and development. The performance standards are early and continuous involvement; public availability of technical information; and open public meetings where matters related to Federal-Aid Highway and transit programs are being considered. In order to afford the public an opportunity to review major plans in detail and to solicit public opinion, a newspaper notice is placed in the local newspaper at least ten calendar days prior to a Chisholm Trail MPO meeting soliciting comments on the TIP or amendments. The Chisholm Trail MPO provides access to all information pertinent to transportation projects and programs. The public may review the documents on the Chisholm Trail MPO's website.

## Amendments

The TIP represents a best estimate of the projects that are planned for advancement during the next four years. However, there must be some flexibility to change the TIP during the two-year interval between the publications of successive TIPs. Conditions will change, such as changes in priorities and funding availability, which will dictate modifications such as adding a new project, expanding the scope and/or funding level, changing the source of federal funding, or changing the phasing of a project.

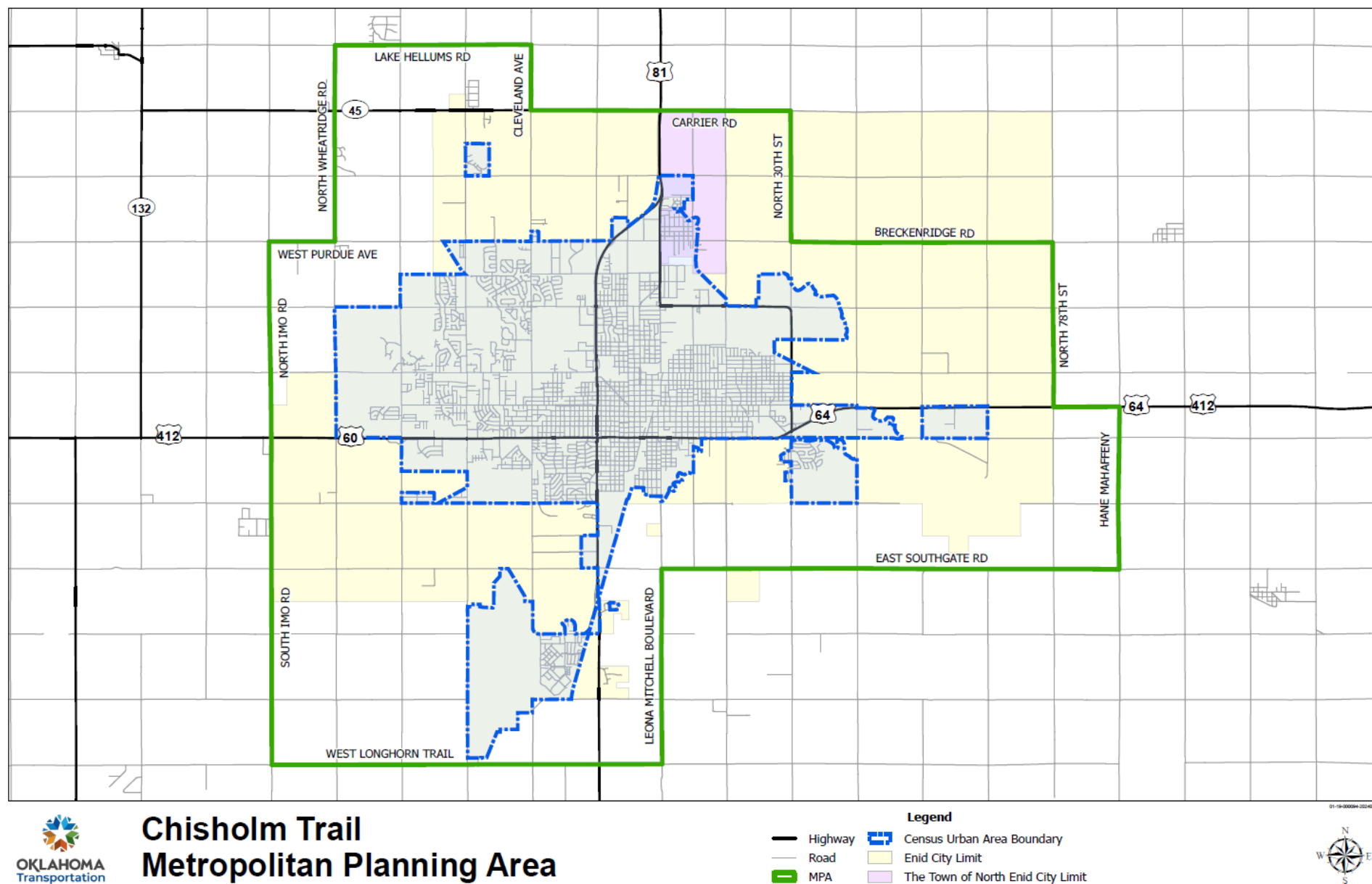
A public hearing is required for TIP amendments and will be held in accordance with the Chisholm Trail MPO's adopted public participation process. An amendment to the TIP must be approved by the Chisholm Trail MPO Transportation Policy Board.

## Grouping of Projects

A summary of expenditures by funding categories can be found in Table 1. Tables 2 through 9 list projects and expenditures for individual fiscal years. Tables 2 through 5 identify expenditures and projects for surface transportation projects. Tables 6 through 9 identify transit funding categories. Some projects in the program are considered to be inappropriate in scale for individual identification in the TIP. These include signalization, traffic engineering, safety, noise abatement, modernization projects that do not change the use or scale of existing facilities, and certain small- scale highway and transit projects. These types of projects are grouped together under a line item category, with the type of project, funding source, and programming agency.

DRAFT

Figure 1: Chisholm Trail MPO Metropolitan Planning Area





**Table 1: FFY 2024-2027 Summary of Funding**

<b>Transportation Improvement Program Projects</b>					
	2024	2025	2026	2027	Total
Federal Funds	\$8,204,876	\$885,500	\$1,473,000	\$997,000	\$11,560,376
State Funds	\$3,000,000	\$254,500	\$212,000	\$218,000	\$3,684,500
Other Funds	\$0	\$0	\$0	\$0	\$0
Local Funds	\$8,166,740	\$31,250	\$4,031,250	\$31,250	\$12,260,490
Total	\$19,371,616	\$1,171,250	\$5,716,250	\$1,246,250	\$27,505,366

<b>Transit Projects</b>					
	2024	2025	2026	2027	Total
FTA 5307 Funding	\$960,000	\$960,000	\$960,000	\$3,840,000	
FTA 5339 Funding	\$397,472	\$397,472	\$0	\$0	\$794,944
Local Funding	\$658,332	\$658,332	\$558,964	\$558,964	\$2,434,592
Fares	\$74,848	\$70,000	\$70,000	\$70,000	\$284,848
State Funding	\$91,240	\$91,240	\$91,240	\$91,240	\$364,960
Total	\$2,181,892	\$2,177,044	\$1,680,204	\$1,680,204	\$7,719,344

Source: City of Enid, EPTA, and ODOT

**Table 2: Federal Fiscal Year 2024 TIP Projects**

<b>ODOT JOB PIECE NO.</b>	<b>PROJECT</b>	<b>FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>OTHER FUNDS</b>	<b>LOCAL FUNDS</b>	<b>TOTAL</b>
11771(12)	Metropolitan Planning	\$100,000	\$0	\$0	\$25,000	\$125,000
15612(64)	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
26374(04)	US 60: From Chestnut Ave. in Enid N. approx. 4.4 miles to the SH-45 JCT	\$5,461,847	\$3,000,000	\$0	\$0	\$8,461,847
17020(06)	Cleveland Street Beg at Randolph & Extend to Chestnut	\$1,000,000	\$0	\$0	\$1,000,000	\$2,000,000
17020(08)	Enid: N. Cleveland St from Willow RD south 1/2 mile to S. side of RR tracks	\$428,683	\$0	\$0	\$6,838,154	\$7,266,837
37999(04)	Trail on W. Willow Rd. from Prairie View Elementary to N. Oakwood Rd.	\$1,189,346	\$0	\$0	\$297,336	\$1,486,682
36331(05)	Statewide Electric Vehicle Charging Station Buildout	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17049(30)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(30)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(30)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(30)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(27)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(25)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
20780(24)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(24)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(24)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(24)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(24)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(24)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(24)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2023 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2023 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129( )	FTA Section 5339(a) – Bus and bus facilities (FY 2023 nonurbanized area apportionment)	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
<b>TOTAL</b>		<b>\$8,204,876</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$8,166,740</b>	<b>\$19,371,616</b>

Source: ODOT

**Table 3: Federal Fiscal Year 2025 Projects**

<b>ODOT JOB PIECE NO.</b>	<b>PROJECT</b>	<b>FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>OTHER FUNDS</b>	<b>LOCAL FUNDS</b>	<b>TOTAL</b>
11771(13)	Metropolitan Planning	\$100,000	\$0	\$0	\$25,000	\$125,000
15612(51)	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
32688(06)	US-412: From Garland in Enid, extend east 6.0 miles to the US-64 junction (ROW for 04)	\$400,000	\$100,000	\$0	\$0	\$500,000
32688(07)	US-412: From Garland in Enid, extend east 6.0 miles to the US-64 junction (UT for 04)	\$360,500	\$154,500	\$0	\$0	\$515,000
36331(06)	Statewide Electric Vehicle Charging Station Buildout	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17049(30)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(30)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(30)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(30)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(27)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(25)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(24)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(24)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
21016(24)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(24)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(24)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(24)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(24)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2024 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2024 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129( )	FTA Section 5339(a) – Bus and bus facilities (FY 2024 nonurbanized area apportionment)	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
<b>TOTAL</b>		<b>\$885,500</b>	<b>\$254,500</b>	<b>\$0</b>	<b>\$31,250</b>	<b>\$1,171,250</b>

Source: ODOT

**Table 4: Federal Fiscal Year 2026 Projects**

<b>ODOT JOB PIECE NO.</b>	<b>PROJECT</b>	<b>FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>OTHER FUNDS</b>	<b>LOCAL FUNDS</b>	<b>TOTAL</b>
11771( )	Metropolitan Planning	\$100,000	\$0	\$0	\$25,000	\$125,000
15612( )	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
28679(04)	CO Rd Ns-282, From US-412, Extend South 3.0 Miles to Ew-46 D2	\$500,000	\$0	\$0	\$4,000,000	\$4,500,000
32688(12)	US-60: from JCT US-412 EXT. North approx. 7 MI to Oak AVE (RW for 11)	\$424,000	\$106,000	\$0	\$0	\$530,000
36316(05)	US-81: From Approx. 5.5 Miles N. of SH-51 (Lucien Rd) Extend N. to Asphalt/Concrete Interface S. of Southgate Dr in Enid	\$424,000	\$106,000	\$0	\$0	\$530,000
36331(07)	Statewide Electric Vehicle Charging Station Buildout	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17049(30)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(30)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(30)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(30)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(27)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(25)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
20780(24)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20781(24)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(24)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(24)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(24)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(24)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(24)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2025 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2025 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129( )	FTA Section 5339(a) – Bus and bus facilities (FY 2025 nonurbanized area apportionment)	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
<b>TOTAL</b>		<b>\$1,473,000</b>	<b>\$212,000</b>	<b>\$0</b>	<b>\$4,031,250</b>	<b>\$5,716,250</b>

Source: ODOT

**Table 5: Federal Fiscal Year 2027 Projects**

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11771( )	Metropolitan Planning	\$100,000	\$0	\$0	\$25,000	\$125,000
15612( )	FTA Section 5303 Planning	\$25,000	\$0	\$0	\$6,250	\$31,250
32688(13)	US-60: from JCT US-412 EXT. North approx. 7 MI to Oak AVE (UT for 11)	\$436,000	\$109,000	\$0	\$0	\$545,000
36316(06)	US-81: From Approx. 5.5 Miles N. of SH-51 (Lucien Rd) Extend N. to Asphalt/Concrete Interface S. of Southgate Dr in Enid	\$436,000	\$109,000	\$0	\$0	\$545,000
36331(08)	Statewide Electric Vehicle Charging Station Buildout	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17049(30)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(30)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(30)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(30)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
18262(27)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(25)	Right-of-way Clearance	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
20780(24)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP



<b>ODOT JOB PIECE NO.</b>	<b>PROJECT</b>	<b>FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>OTHER FUNDS</b>	<b>LOCAL FUNDS</b>	<b>TOTAL</b>
20781(24)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(24)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(24)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(24)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(24)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(24)	Safe Routes to School	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2026 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2026 apportionment	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
29129( )	FTA Section 5339(a) – Bus and bus facilities (FY 2026 nonurbanized area apportionment)	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
<b>TOTAL</b>		<b>\$997,000</b>	<b>\$218,000</b>	<b>\$0</b>	<b>\$31,250</b>	<b>\$1,246,250</b>

Source: ODOT

Table 6: Federal Fiscal Year 2024 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	5307 FEDERAL SHARE	5339 FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL & OPERATING		(Fed/Local Share)				
	A. Preventative Maintenance	FTA 5307 (80/20)	\$35,716	\$0	\$8,929	\$44,645
	B. Operating Assistance	FTA 5307 (50/50)	\$423,686	\$0	\$423,686	\$847,372
	C. Project Administration	FTA 5307 (80/20)	\$158,214	\$0	\$40,753	\$198,967
	D. 5307 Transit Bus Purchase - 3	FTA 5307 (80/20)	\$298,104	\$0	\$74,526	\$372,630
	SUBTOTAL - CAPITAL & OPERATING		\$915,720	\$0	\$547,894	\$1,463,615
II. PLANNING PROJECTS		(Fed/Local Share)				
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	\$44,280	\$0	\$11,070	\$55,350
	SUBTOTAL - PLANNING		\$44,280	\$0	\$11,070	\$55,350
III. 5339 CAPITAL PROJECTS		(Fed/Local Share)				
	A. Transit Bus Purchase - 4	FTA 5339 (80/20)	\$0	\$397,472	\$99,368	\$496,840
	SUBTOTAL - 5339 CAPITAL PROJECTS		\$0	\$397,472	\$99,368	\$496,840
		FFY 2024 TOTAL	\$960,000	\$397,472	\$658,332	\$2,015,805

Source: EPTA General Manager

Table 7: Federal Fiscal Year 2025 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	5307 FEDERAL SHARE	5339 FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL & OPERATING		(Fed/Local Share)				
	A. Preventative Maintenance	FTA 5307 (80/20)	\$35,716	\$0	\$8,929	\$44,645
	B. Operating Assistance	FTA 5307 (50/50)	\$423,686	\$0	\$423,686	\$847,372
	C. Project Administration	FTA 5307 (80/20)	\$158,214	\$0	\$40,753	\$198,967
	D. 5307 Transit Bus Purchase - 3	FTA 5307 (80/20)	\$298,104	\$0	\$74,526	\$372,630
	SUBTOTAL - CAPITAL & OPERATING		\$915,720	\$0	\$547,894	\$1,463,615
II. PLANNING PROJECTS		(Fed/Local Share)				
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	\$44,280	\$0	\$11,070	\$55,350
	SUBTOTAL - PLANNING		\$44,280	\$0	\$11,070	\$55,350
III. 5339 CAPITAL PROJECTS		(Fed/Local Share)				
	A. Transit Bus Purchase - 4	FTA 5339 (80/20)	\$0	\$397,472	\$99,368	\$496,840
	SUBTOTAL - 5339 CAPITAL PROJECTS		\$0	\$397,472	\$99,368	\$496,840
		FFY 2025 TOTAL	\$960,000	\$397,472	\$658,332	\$2,015,805

Source: EPTA General Manager

Table 8: Federal Fiscal Year 2026 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	5307 FEDERAL SHARE	5339 FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL & OPERATING		(Fed/Local Share)				
	A. Preventative Maintenance	FTA 5307 (80/20)	\$35,716	\$0	\$8,929	\$44,645
	B. Operating Assistance	FTA 5307 (50/50)	\$423,686	\$0	\$423,686	\$847,372
	C. Project Administration	FTA 5307 (80/20)	\$158,214	\$0	\$40,753	\$198,967
	D. Dispatch Software	FTA 5307 (80/20)	\$320,000	\$0	\$80,000	\$400,000
	SUBTOTAL - CAPITAL & OPERATING		\$937,616	\$0	\$553,368	\$1,490,985
II. PLANNING PROJECTS		(Fed/Local Share)				
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	\$22,384	\$0	\$5,596	\$27,980
	SUBTOTAL - PLANNING		\$22,384	\$0	\$5,596	\$27,980
III. 5339 CAPITAL PROJECTS		(Fed/Local Share)				
		FTA 5339 (80/20)	\$0	\$0	\$0	\$0
	SUBTOTAL - 5339 CAPITAL PROJECTS		\$0	\$0	\$0	\$0
		FFY 2026 TOTAL	\$960,000	\$0	\$558,964	\$1,518,965

Source: EPTA General Manager

Table 9: Federal Fiscal Year 2027 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	5307 FEDERAL SHARE	5339 FEDERAL SHARE	LOCAL SHARE	TOTAL
I. CAPITAL & OPERATING		(Fed/Local Share)				
	A. Preventative Maintenance	FTA 5307 (80/20)	\$35,716	\$0	\$8,929	\$44,645
	B. Operating Assistance	FTA 5307 (50/50)	\$423,686	\$0	\$423,686	\$847,372
	C. Project Administration	FTA 5307 (80/20)	\$158,214	\$0	\$40,753	\$198,967
	D. EPTA Building Upgrades	FTA 5307 (80/20)	\$340,000	\$0	\$85,000	\$425,000
	SUBTOTAL - CAPITAL & OPERATING		\$957,616	\$0	\$558,368	\$1,515,985
II. PLANNING PROJECTS		(Fed/Local Share)				
	A. Planning Activities of the UPWP	FTA 5307 (80/20)	\$2,384	\$0	\$596	\$2,980
	SUBTOTAL - PLANNING		\$2,384	\$0	\$596	\$2,980
III. 5339 CAPITAL PROJECTS		(Fed/Local Share)				
		FTA 5339 (80/20)	\$0	\$0	\$0	\$0
	SUBTOTAL - 5339 CAPITAL PROJECTS		\$0	\$0	\$0	\$0
		FFY 2027 TOTAL	\$960,000	\$0	\$558,964	\$1,518,965

Source: EPTA General Manager