

March 6, 2024

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The Oklahoma Department of Transportation (ODOT) is requesting joint approval to amend the FFY 2024 – FFY 2027 Statewide Transportation Improvement Program (STIP) to include the Chisholm Trail Metropolitan Planning Organization’s (MPO) Transportation Improvement Program (TIP). ODOT held a public comment period from 11/01/2024 to 11/15/2024 and received no comments. The TIP has been approved by ODOT on 11/22/2024.

If you have any questions concerning this amendment request, please contact ODOT STIP Coordinator Michael Flynn (405) 534-0739.

APPROVAL OF AMENDMENT:

**SOUZAN
BAHAVAR**

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Souzan Bahavar or Delegate
Federal Highway Administration

Date

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Federal Transit Administration

March 6, 2025
Date



**CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION'S
TRANSPORTATION IMPROVEMENT PROGRAM**

Approved on September 18, 2024

RESOLUTION

A RESOLUTION ADOPTING THE CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEARS 2024, 2025, 2026, 2027 FOR THE CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION'S METROPOLITAN PLANNING AREA.

WHEREAS, Section 134 of Title 23 of the United States Code requires a Transportation Improvement Program (TIP) to be adopted and approved by Metropolitan Planning Organizations;

WHEREAS, the Chisholm Trail Metropolitan Planning Organization's Designation Agreement was executed and effective on December 29, 2023;

WHEREAS, the Tip is a four year prioritized program of transportation projects receiving federal funding;

WHEREAS, the Chisholm Trail Metropolitan Planning Organization in accordance with its Public Participation Plan posted the Draft TIP on the Chisholm Trail MPO's website on August 27, 2024 for public review and comment and published a notice of the Public Notice in the Enid Newspaper on August 28, 2024 that the Chisholm Trail MPO's Transportation Technical Committee and the Chisholm Trail MPO's Transportation Policy Board would hear and take action on the TIP at their meetings on on September 16, 2024.


WHEREAS, the Chisholm Trail MPO's Transportation Technical Committee recommended approval of the TIP at its meeting on September 16, 2024; and,

WHEREAS, the Chisholm Trail MPO's Transportation Policy Board hear and approved the TIP at its September 16, 2024 meeting.

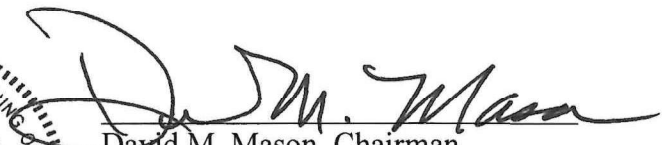
NOW THEREFORE, BE IT RESOLVED BY THE CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION BY AND THROUGH ITS TRANSPORTATION PLANNING BOARD:

That the Chisholm Trail Metropolitan Planning Organization's Transportation Improvement Plan for Federal Fiscal Years 2024 through 2027 is adopted.

Approved and Adopted on November 13, 2024


Jessica Gilbert, Secretary
Chisholm Trail MPO




David M. Mason, Chairman
Transportation Policy Board

Approved as to form and legality:

Carol Lahman

Carol Lahman, City Attorney

**CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION'S
SELF-CERTIFICATION STATEMENT OF THE CHISHOLM TRAIL MPO's
METROPOLITAN TRANSPORTATION PLANNING PROCESS**

In accordance with Section 450.336 of 23 CFR part 450, the Oklahoma Department of Transportation (ODOT) and the Chisholm Trail Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Chisholm Trail Metropolitan Planning Area and it is being conducted in accordance with all applicable requirements of: following laws and regulations are to govern the MPO transportation planning:

1. 23 U.S.C. 134 and 49 U.S. C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S. C. 2000d-1) and 49 CFR part 21;
3. 49 U.S. C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment of business opportunity;
4. 1101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26, regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 1201 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older American Act, as amended (42 U.S.C.6101), prohibiting discrimination on the basis of age in programs and activities receiving federal financial assistance;
8. Section 324 of Title 23 U.S.C. regarding the prohibition based upon gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disability.

Chisholm Trail MPO


David M. Mason, Chairman

11/13/24
Date

Oklahoma Department of Transportation


Dawn Sullivan, Deputy Director, ODOT

11/22/2024
Date

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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 21st 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

These below projects are locally funded and are regionally significant:

Randolph Ave, N Van Buren to N Washington	\$2,000,000
Randolph Ave, 16 th to 25 th , 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.

Figure 1: Chisholm Trail MPO Metropolitan Planning Area

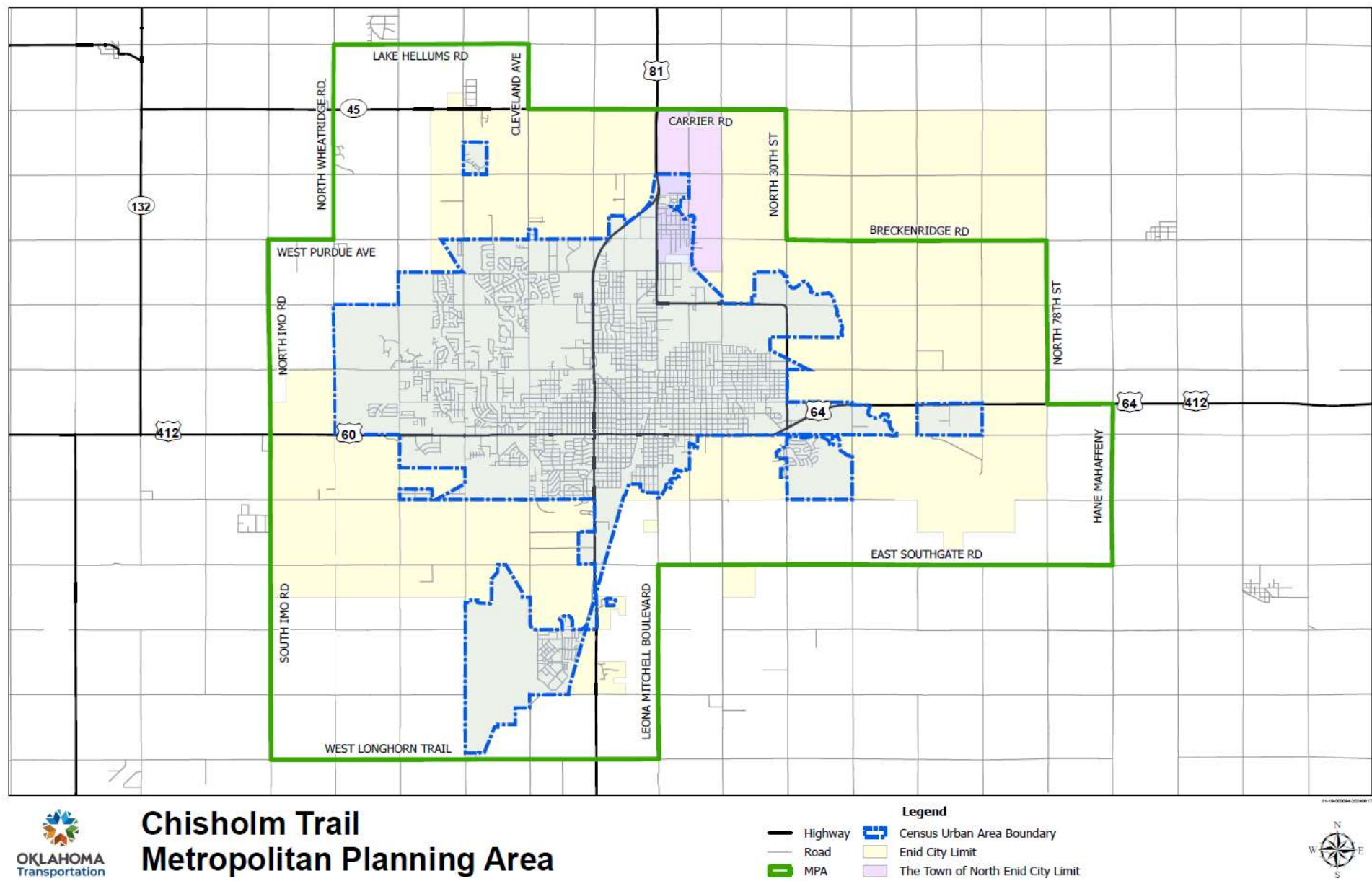


Table 1: FFY 2024-2027 Summary of Funding

Transportation Improvement Program Projects					
	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

Transit Projects					
	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

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
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
TOTAL		\$8,204,876	\$3,000,000	\$0	\$8,166,740	\$19,371,616

Source: ODOT

Table 3: Federal Fiscal Year 2025 Projects

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
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
TOTAL		\$885,500	\$254,500	\$0	\$31,250	\$1,171,250

Source: ODOT

Table 4: Federal Fiscal Year 2026 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
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
TOTAL		\$1,473,000	\$212,000	\$0	\$4,031,250	\$5,716,250

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

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
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
TOTAL		\$997,000	\$218,000	\$0	\$31,250	\$1,246,250

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

Signature: 

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