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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 regular session at 1:30 PM on Wednesday, November 5, 2025, in Room 403/404 of the Stride Bank Center, located at 301 South Independence Avenue, Enid, Oklahoma, 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 October 1, 2025 Transportation Technical Committee meeting.	3 - 6
<a href="#"><u>Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization Regular Meeting - October 1, 2025 - Minutes - Pdf</u></a>	
3. Business.	
1. Update on the financials for the Chisholm Trail MPO.	7 - 14
<a href="#"><u>Chisholm Trail MPO Financial Presentation</u></a>	
2. Presentation from ODOT on setting Safety Targets - Marty Farris, ODOT Traffic Division.	
3. Discuss and make recommendations on supporting ODOT Safety Targets.	15 - 16
<a href="#"><u>2026 ODOT Safety PM Targets</u></a>	
<a href="#"><u>2026 Safety Targets Letter</u></a>	
4. Hold a public hearing, discuss and make a recommendation on approving a resolution adopting the Chisholm Trail MPO's TIP.	17 - 43
<a href="#"><u>DRAFT FFY 2026-2029 Chisholm Trail MPO TIP</u></a>	
5. Discuss and make a recommendation on the Self-Certification Statement.	44
<a href="#"><u>Chisholm Trail MPO Self Certification</u></a>	
6. Discuss and take action the 2026 Schedule of Regular Meetings.	45

2026 Schedule - TTC

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.
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 regular session at 1:30 PM on Wednesday, October 1, 2025, in Room 403/404 of the Stride Bank Center, located at 301 South Independence Avenue, Enid, Oklahoma, in said city, and 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, Enid Chief Financial Officer Erin Crawford, Enid Woodring Regional Airport Director Keston Cook, Enid Community Development Director Jacquelyn Porter, Representative of NORTPO Vicki Eggers, ODOT Multimodal & Planning Division Planning Coordinator Sarah McElroy, ODOT Multimodal Division of Office of Mobility and Public Transit Manager Designee Veronica Ross

ABSENT: Representative of the Town of North Enid Jason Dockins, Executive Director of the Greater Enid Chamber of Commerce Jon Blankenship, ODOT District IV Rural Construction Engineer Ted Zachary.

Others present were Enid City Clerk Summer Anderson, Enid Assistant City Attorney Mandy Schroeder, Transportation Planner Taylor Massey, Enid Senior Accountant Mandi O'Dea, ODOT Transportation Manager Tanner Mikles, and Ex-Officio Member - FHWA Division Community Planner Viplav Reddy.

**2. MINUTES.**

1. Consider approval of minutes of the June 4, 2025 Transportation Technical Committee meeting.

Moved by Jacquelyn Porter, seconded by Keston Cook, to approve minutes of the June 4, 2025 Transportation Technical Committee meeting.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jacquelyn Porter, Vicki Eggers, Sarah McElroy, Veronica Ross

**3. BUSINESS.**

1. Update on the Fiscal Year 2025-2026 Financials for the Chisholm Trail MPO.

Senior Accountant Mandi O'Dea provided an overview of the Fiscal Year 2025-

2026 Financials for the Chisholm Trail MPO. The grant limit total was \$188,700.00, including PL (Planning) Funds and 5303 Funds. Year-to-date claims amount to approximately \$11,893.00, representing about six percent of the grant claimed so far. Approximately \$176,000.00 remained available for FY26 expenditures. The total match expected was about \$47,000.00, with approximately \$3,000.00 matched so far, leaving \$44,000.00 in matching funds available. The total combined grant and match equaled \$235,875.00, with total spending of \$14,866.00, leaving roughly \$221,000.00 remaining. The financial overview excluded state planning and research funds, which currently showed no activity. Claims for September were not yet submitted, as claims are submitted at the end of the month or soon afterward.

Ms. O'Dea presented detailed breakdowns of funding by elements, grant types and match. Additional reports break down remaining funds by budget categories, aligning with the Unified Planning Work Program (UPWP) for FY26. It was noted that there was a purchase order in place for \$200,000.00, with one claim in the amount of \$4,246.24. Some funds remained available in FY25 purchase orders through ODOT, though these were not reflected in the current FY26 financial statements. In the future, a financial overview will be presented at each meeting, allowing stakeholders to track expenditures and activities regularly.

2. Discuss and make a recommendation on supporting ODOT Transit Asset Management Targets.

Discussion was held regarding the ODOT Transit Asset Management Targets. This process was similar to the safety targets and occurred alongside updates to the Transit Asset Management (TAM) Plan. The most recent update to the TAM Plan was in December 2024.

Moved by Erin Crawford, seconded by Keston Cook, to make a recommendation to support ODOT Transit Asset Management Targets.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jacquelyn Porter, Vicki Eggers, Sarah McElroy, Veronica Ross

3. Discuss and make a recommendation on the Federal Highway Administration Functional Classification Map Update.

Discussion was held regarding proposed updates to the functional classification of five roads in Enid, upgrading their classification from minor arterial to principal arterial. This change aligned with observed traffic volumes and future planning goals. Key roads included:

- North Garland from Willow to West Rupe
- Cleveland from Willow to West Rupe
- Willow from Garland to 30th

- Randolph Avenue, including portions from Garland to 30th
- West Rupe from Garland to Van Buren

The upgrade reflected the need for controlling access, improved surface treatments and accommodating higher traffic volumes. Principal arterial designation limits driveway access and supports wider lanes to handle greater traffic demand. These changes aligned with long-range planning efforts and future land use intentions, including commercial and higher-density residential development.

Moved by Jason Unruh, seconded by Jacquelyn Porter, to make a recommendation to approve the Federal Highway Administration Functional Classification Map Update.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jacquelyn Porter, Vicki Eggers, Sarah McElroy, Veronica Ross

4. Update on Transportation Improvement Plan.

Transportation Planner Taylor Massey explained that the Transportation Improvement Plan (TIP) was out for the twenty-one-day public comment period, which ended October 21. Public hearings would be scheduled in November during the regular Technical Committee and Policy Board meetings. The plan had been submitted to the ODOT for review, with comments being received and addressed, and the plan resubmitted before going out for public comment.

5. Update on the Metropolitan Transportation Plan from Poe & Associates.

Project Manager Craig Moody of Poe & Associates addressed the Committee, providing an update on the Metropolitan Transportation Plan (MTP). The plan aimed to develop a strategic transportation vision for Enid through 2050. It would address mobility, safety, connectivity, sustainability and fiscal responsibility. The plan aligned with local, state and federal policies and was designed to be multi-modal, community informed and data driven. The MTP is updated every five years, with amendments being made as needed.

The scope included project management, public engagement, web portal updates, documenting existing conditions, data analysis, revenue forecasting, fiscal constraint identification, project priorities and policy recommendations. The timeline was approximately one year, beginning mid-2025 and concluding mid to late 2026, with the plan's adoption.

Public engagement would include a blend of in person and virtual tools, such as online surveys and interactive mapping platforms. Coordination with Enid's Communications Department was planned to optimize outreach.

Mr. Moody reviewed the key stakeholders of the MTP:

- Oklahoma Department Transportation (ODOT)
- Federal Transit Authority (FTA)
- Federal Highway Administration (FHWA)
- Vance Air Force Base
- Tyson Enterprises
- City of Enid, Town of North Enid and Garfield County
- Enid Public Transportation Authority (EPTA)
- Northern Oklahoma Development Alliance
- Regional stakeholder, such as health services, EMS, education and industry

Additionally, they were developing a GIS-based web portal using the Arc-GIS Online Platform. The portal would integrate city, MPO, and state data, including live feeds from ODOT and federal sources. Features include interactive maps, dashboards with graphs and charts, and query tools designed for both technical staff and the public. The dashboard would allow for ongoing data updates without manual curation.

Emphasis was placed on clear messaging that the interactive reporting tool was for planning and not immediate repair requests. The tool could help identify issues to be incorporated into future work programs and funding cycles. It was suggested that language be added to the dashboard to manage public expectations regarding timelines and repairs.

Discussion was also held regarding next steps for the MTP. They would need to finalize the project management plan, continue data collection and incorporate Streetlight data, launch the first round of public engagement, develop and release the draft plan chapters for review, and present the plan to federal partners for adoption by late summer or early fall 2026. It was noted that the plan would include costs estimates for capital projects and maintenance, reflecting current construction cost inflation.

#### 4. **ADJOURN.**

Moved by Keston Cook, seconded by Vickie Eggers, to adjourn the meeting.

Carried by the following votes:

Ayes: Jerald Gilbert, Jason Unruh, Erin Crawford, Keston Cook, Jacquelyn Porter, Vicki Eggers, Sarah McElroy, Veronica Ross

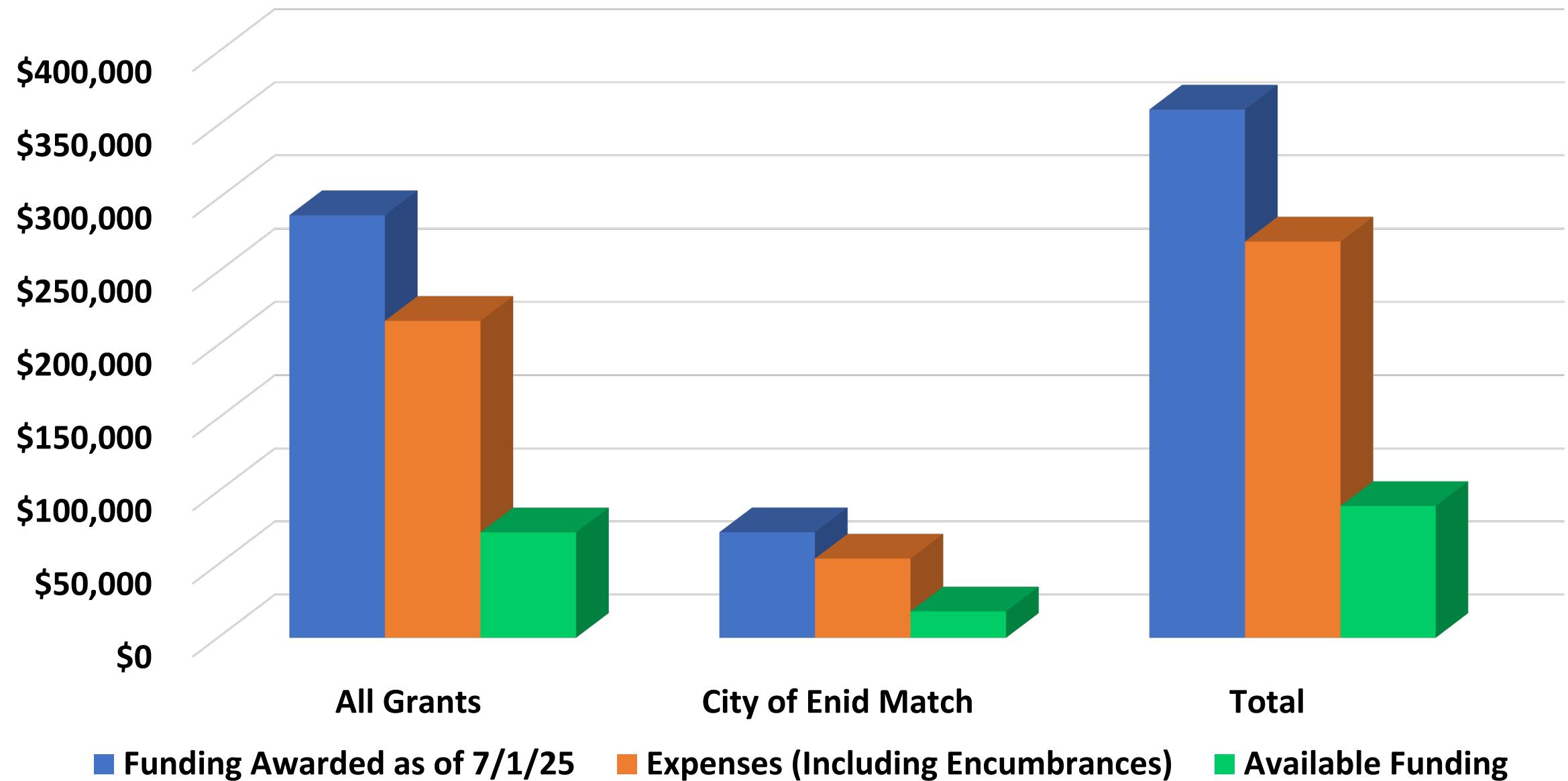
The meeting adjourned at 2:24pm.



## Financial Update

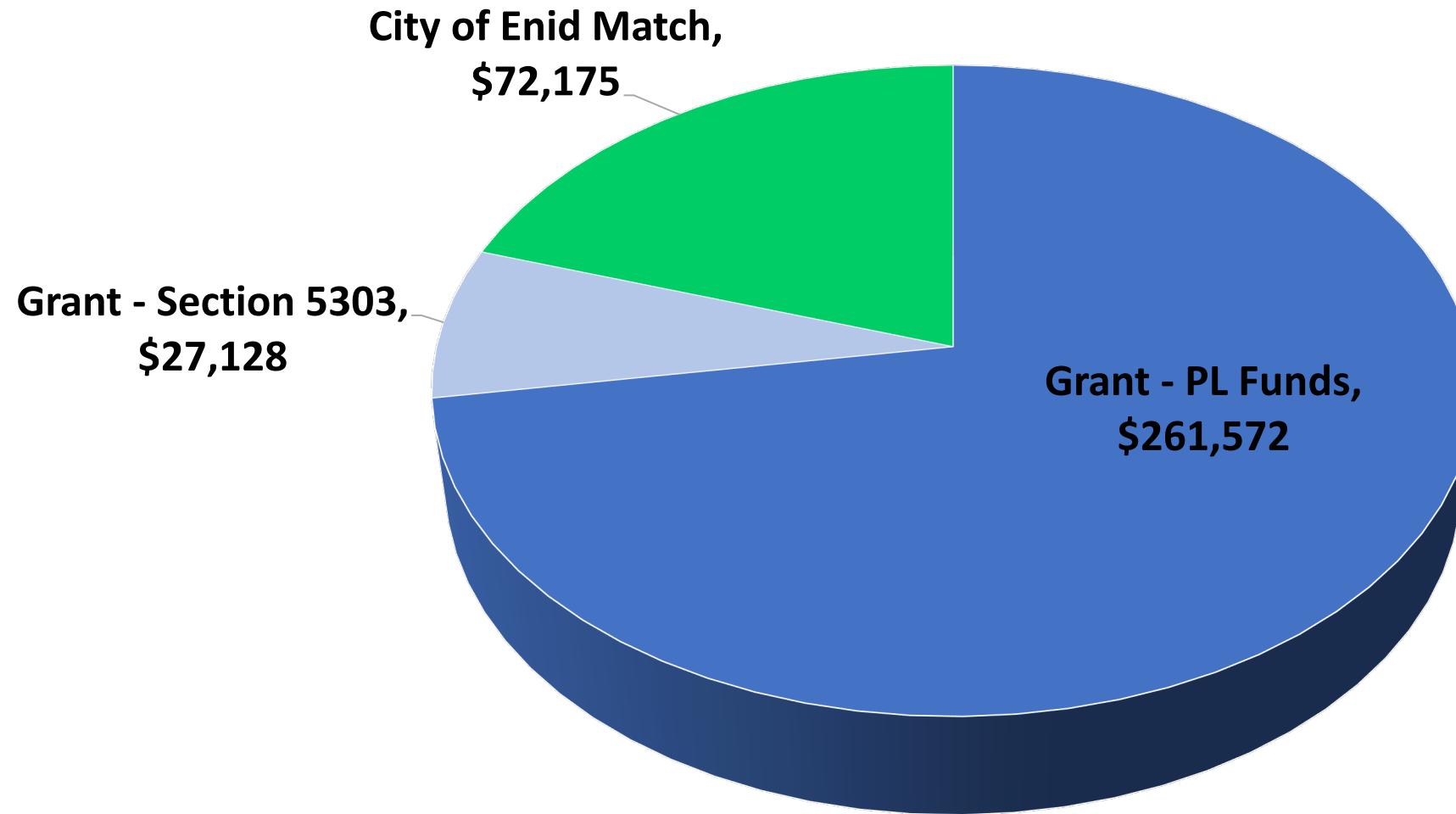
September 30, 2025

# Chisholm Trail MPO Financial Update as of 9/30/2025

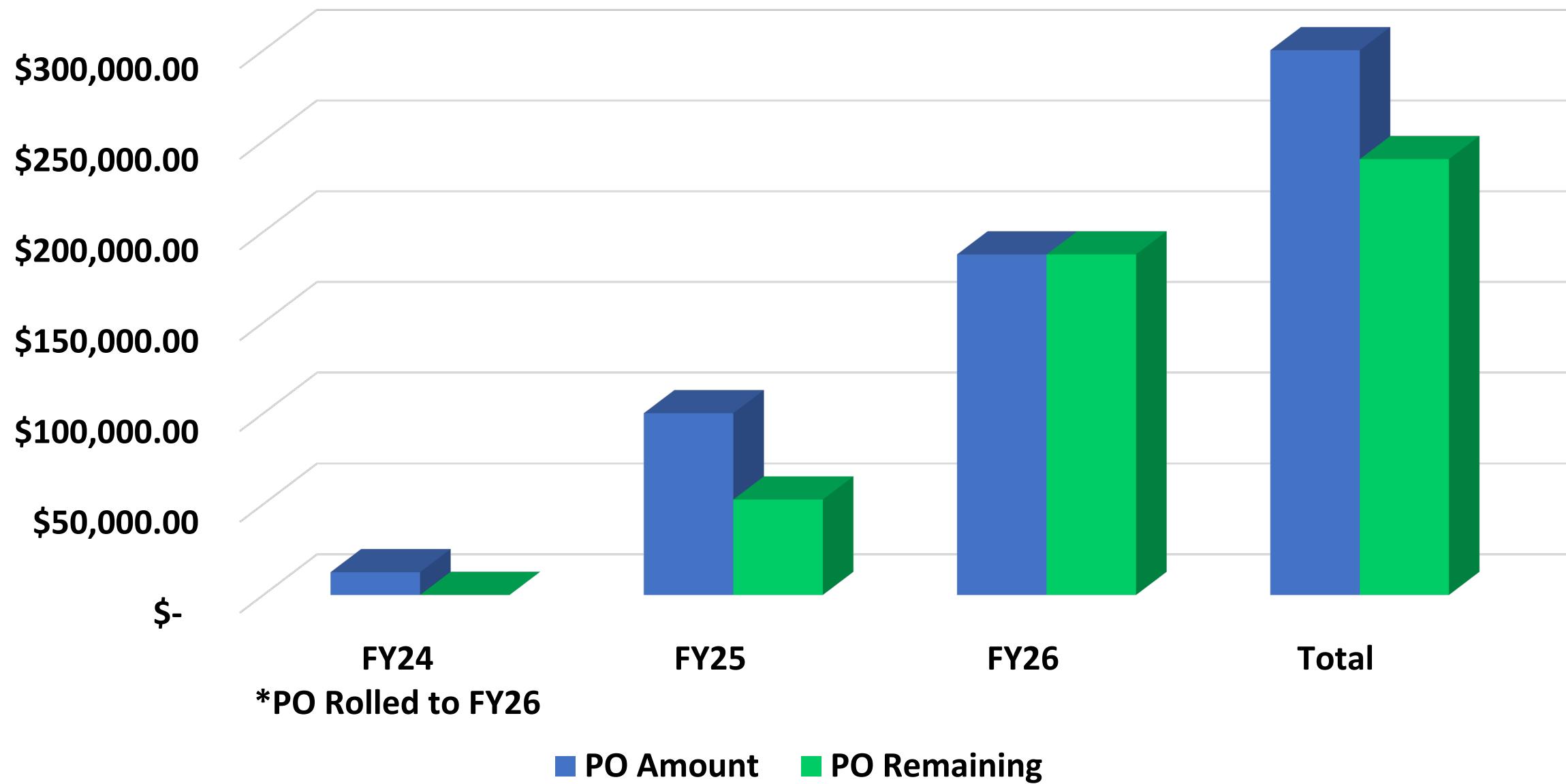


# Chisholm Trail MPO Funding Sources

**\$360,875**



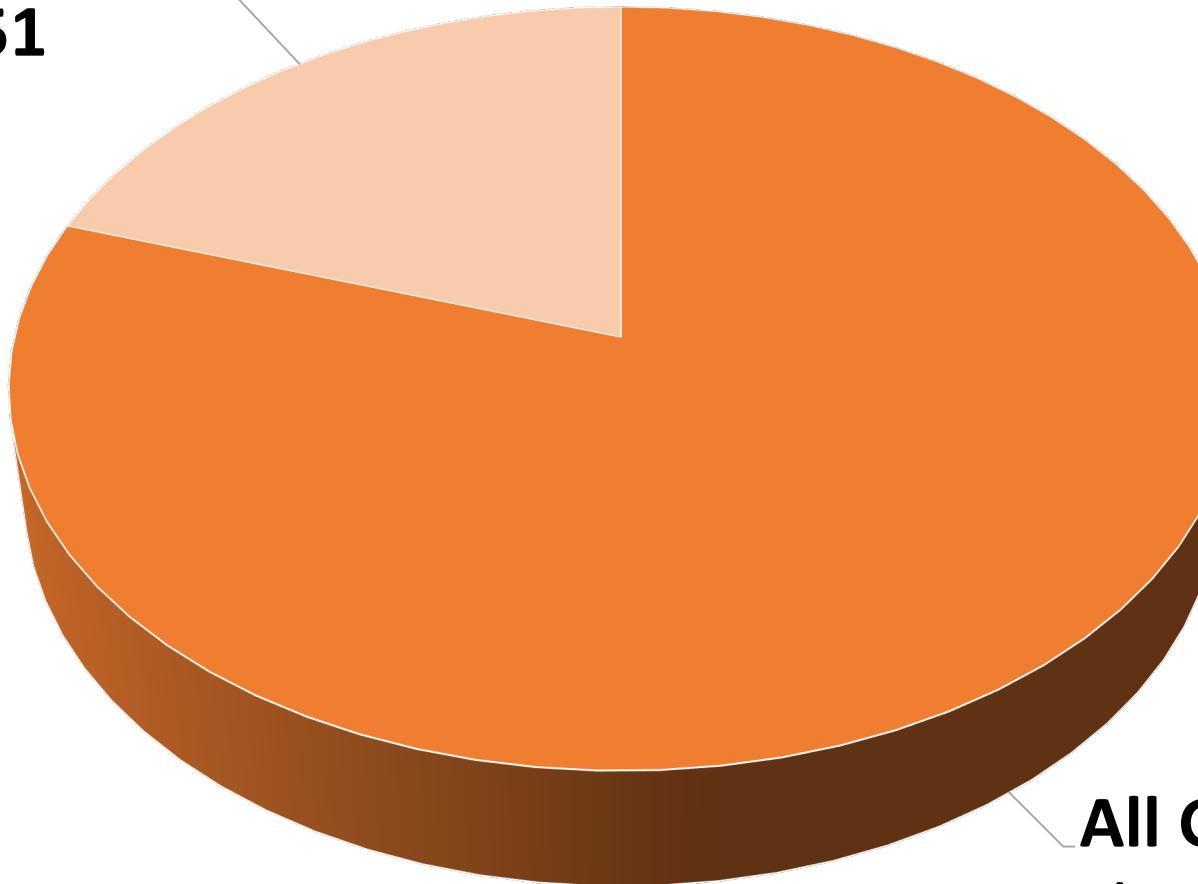
# ODOT Purchase Orders



# Chisholm Trail MPO Spending

**\$270,754**

**City of Enid Match,**  
**\$54,151**

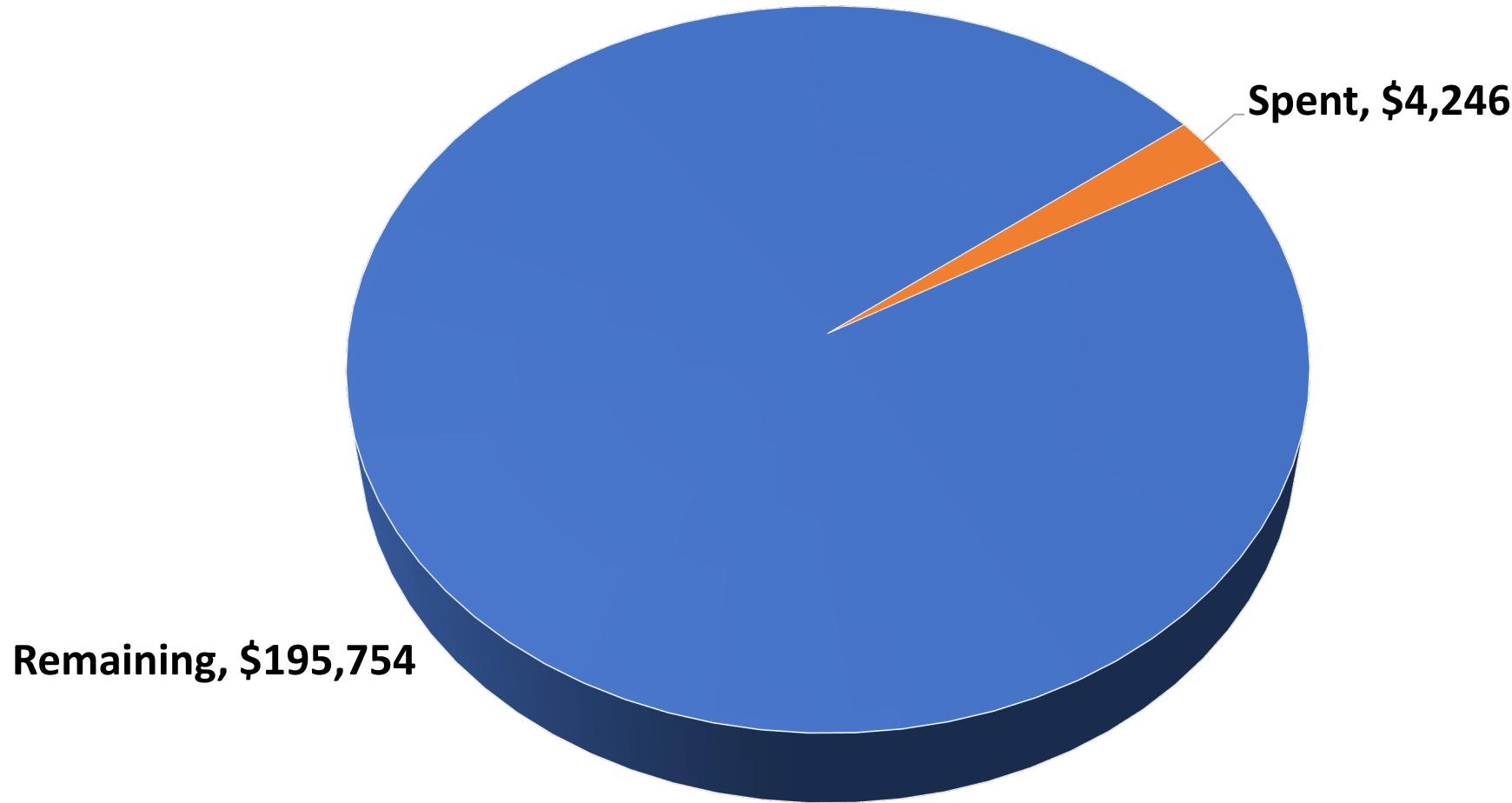


**All Grants,**  
**\$216,603**

Includes Poe & Associates Remaining Encumbrance of \$195,754.

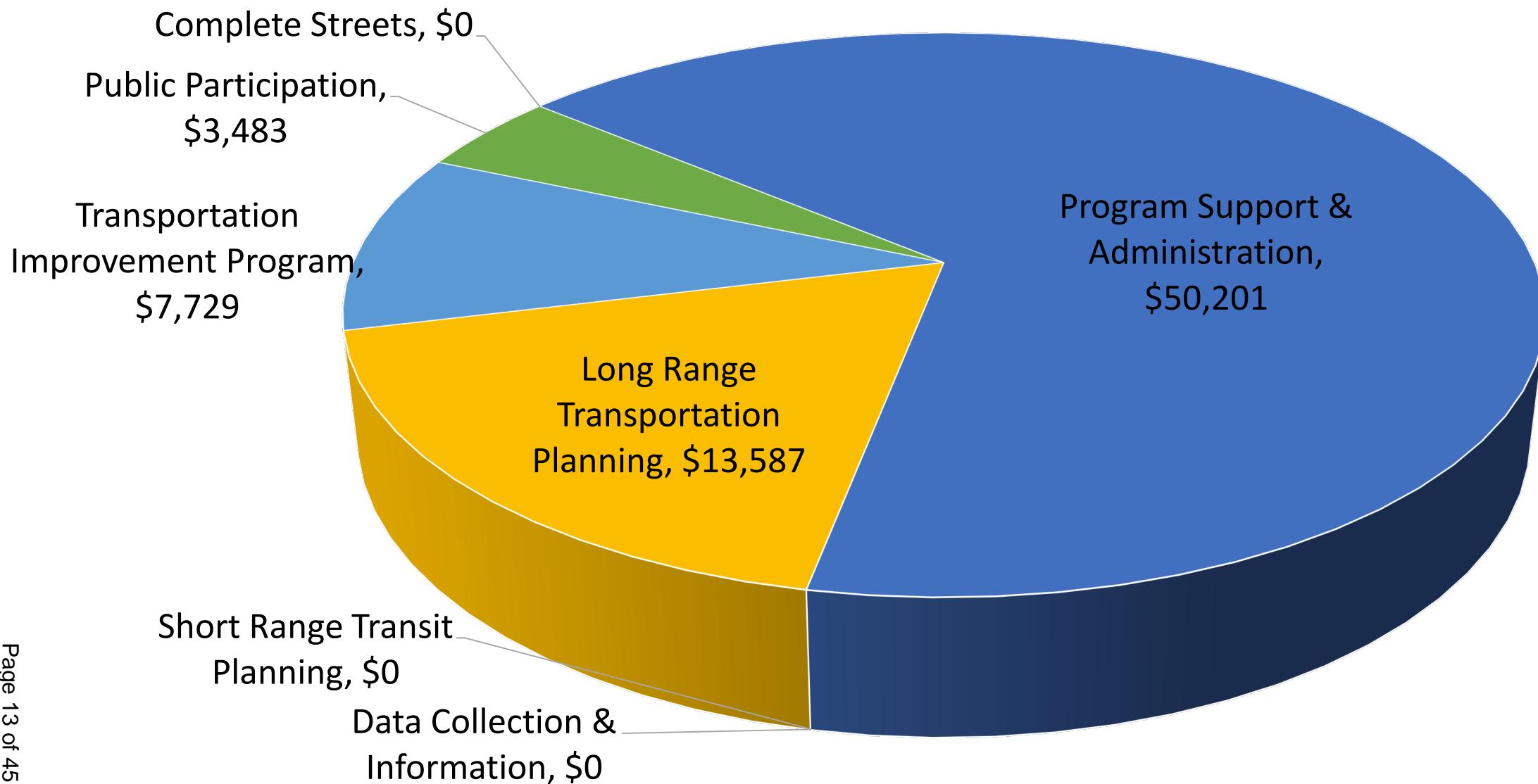
# Poe & Associates Contract as of 9/30/2025

## \$200,000



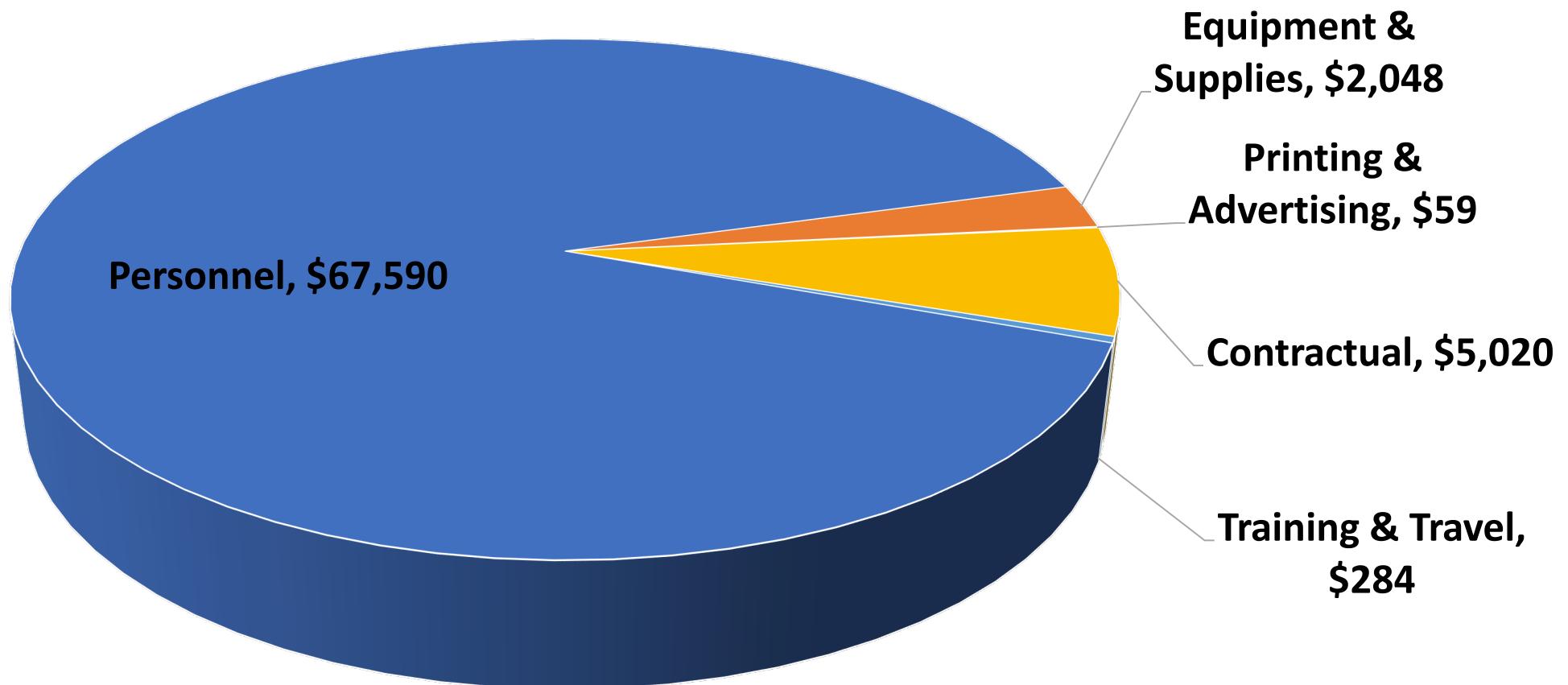
# Spending by Elements

**\$75,000**



# Spending by Budget Category

**\$75,000**



**PM 1 – Safety Targets**

<b>Calendar Year 2026 Safety Performance Targets</b>	
<b>Number of Fatalities</b>	<b>772</b>
<b>Fatality Rate per HMVMT</b>	<b>1.71</b>
<b>Number of Serious Injuries</b>	<b>2011</b>
<b>Serious Injury Rate per HMVMT</b>	<b>4.46</b>
<b>Total Number of Non-Motorized Fatalities and Serious Injuries</b>	<b>298</b>

For more information on Transportation Performance Management visit

<https://www.fhwa.dot.gov/tpm/>



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November 12, 2025

Ms. Sarah McElroy  
 Oklahoma Department of Transportation  
 200 NE 21<sup>st</sup> Street  
 Oklahoma City, OK 73105

Ms. McElroy,

The Chisholm Trail Metropolitan Planning Organization has chosen to support the numbers generated by the Oklahoma Department of Transportation in regards to safety target setting and performance measure analysis for 2026. These numbers are as follows:

Calendar Year 2026 Safety Performance Targets	
<b>Number of Fatalities</b>	<b>772</b>
<b>Fatality Rate per HMVMT</b>	<b>1.71</b>
<b>Number of Serious Injuries</b>	<b>2011</b>
<b>Serious Injury Rate per HMVMT</b>	<b>4.46</b>
<b>Total Number of Non-Motorized Fatalities and Serious Injuries</b>	<b>298</b>

Sincerely,

David M. Mason  
 CTMPO Policy Board Chairman



# TRANSPORTATION IMPROVEMENT PROGRAM

**RESOLUTION****A RESOLUTION ADOPTING THE CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEARS 2026, 2027, 2028, 2029 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 October 1, 2025 for public review and comment and published a notice of the Public Notice in the Enid Newspaper on October 1, 2025 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 November 5, 2025 and November 12, 2025.

WHEREAS, the Chisholm Trail MPO's Transportation Technical Committee recommended approval of the TIP at its meeting on November 5, 2025; and,

WHEREAS, the Chisholm Trail MPO's Transportation Policy Board hear and approved the TIP at its November 12, 2025 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 2026 through 2029 is adopted.

Approved and Adopted on November 12, 2025

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David M. Mason, Chairman  
Transportation Policy Board

Approved as to form and legality:

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Summer Anderson, Secretary  
Chisholm Trail MPO

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Melissa Blanton, City Attorney

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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 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.

## Metropolitan 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, improve 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 March 12, 2025, the Chisholm Trail MPO voted to support ODOT's Safety Performance Measures. On May 28, 2024, the Chisholm Trail MPO voted to support 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	770	Support ODOT's Target
Number of Serious Injuries	2,054	Support ODOT's Target
Fatality Rate	1.70	Support ODOT's Target
Serious Injury Rate	4.55	Support ODOT's Target
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	299	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 2025 Target*	Chisholm Trail MPO Target
Rolling Stock	Automobile (AO)	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	80%	Support ODOT's Target
	Bus (BU)		28.89%	Support ODOT's Target
	Over the Road Bus (OTR)		50%	Support ODOT's Target
	Cutaway (CU)		21.24%	Support ODOT's Target
	Minivan (MV)		16%	Support ODOT's Target
	School Bus (SB)		0%	Support ODOT's Target
	Sport Utility Vehicle (SV)		58.33%	Support ODOT's Target
	Van (VN)		7.66%	Support ODOT's Target
Equipment	Automobile (AO)	Percentage of facilities within asset class rated below condition 3 on the TERM Scale	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%	

\*These are the most recently available targets with the update of the Group TAM Plan in December 2024.

## 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	\$4,000,000
Randolph Ave, 16 <sup>th</sup> to 25 <sup>th</sup> , Mill & Overlay	\$2,500,000
Garland, US 412 to Randolph	\$6,000,000
Garland and Randolph Intersection	\$3,500,000
Garland, US 412 to Rupe	\$5,000,000
Grand Ave, US 412 to Maine	\$3,000,000

## 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

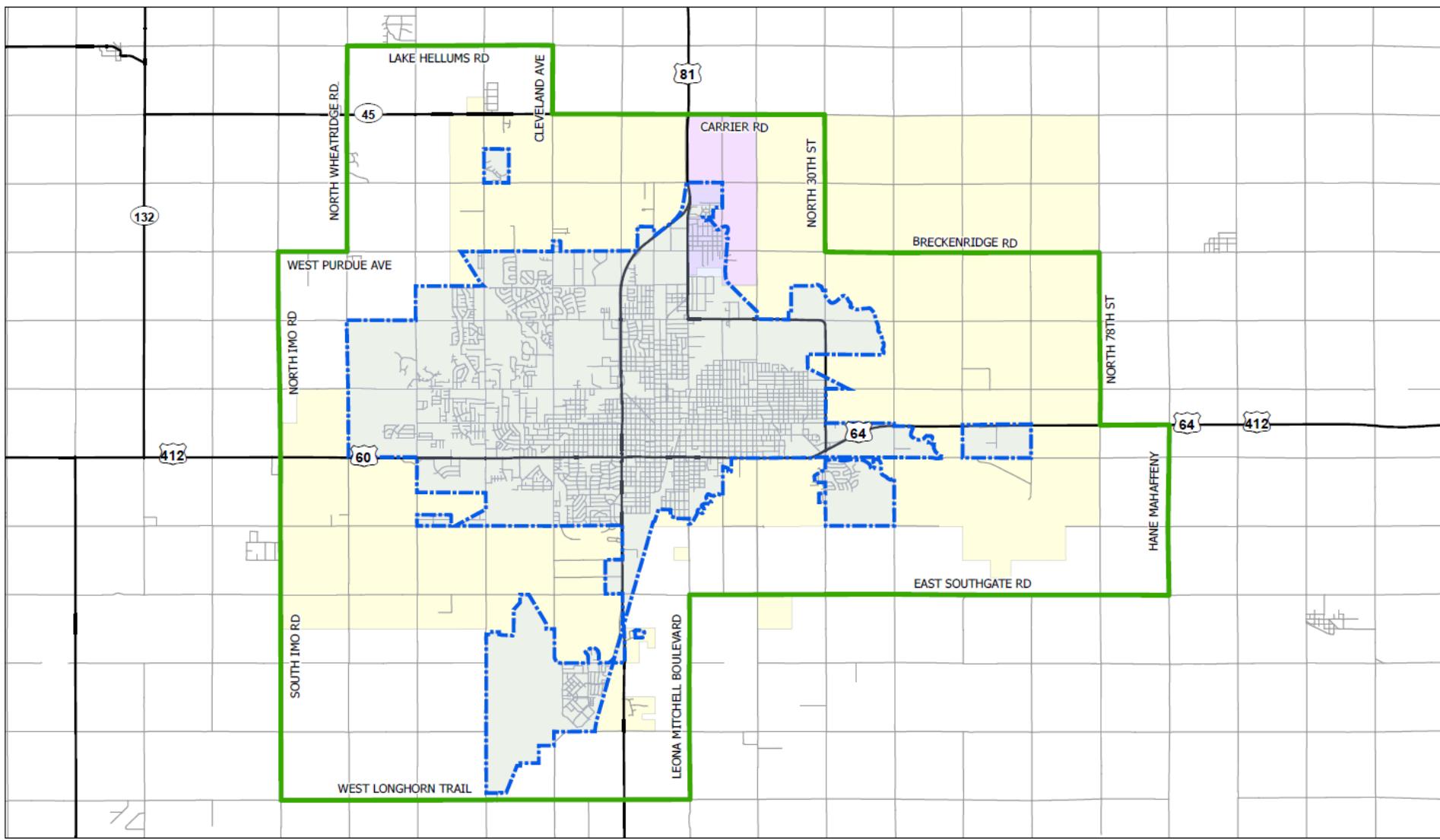
The TIP represents a best estimate of the projects that are planned for advancement during the next four years. However, there must be some flexibility to change the TIP during the two-year interval between the publications of successive TIPs. Conditions will change, such as changes in priorities and 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



## Chisholm Trail Metropolitan Planning Area

Legend

- Highway
- Road
- MPA
- Census Urban Area Boundary
- Enid City Limit
- The Town of North Enid City Limit



**Table 1: FFY 2026-2029 Summary of Funding**

<b>Transportation Improvement Program Projects</b>					
	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
<b>Federal Funds</b>	\$3,226,297	\$127,688	\$125,000	\$9,157,000	\$12,635,985
<b>State Funds</b>	\$400,000	\$0	\$0	\$2,258,000	\$2,658,000
<b>Other Funds</b>	\$0	\$0	\$0	\$0	\$0
<b>Local Funds</b>	\$406,575	\$31,922	\$31,250	\$31,250	\$500,997
<b>Total</b>	\$4,032,872	\$159,610	\$156,250	\$11,446,250	\$15,794,982

<b>Transit Projects</b>					
	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>Total</b>
<b>FTA 5307 Funding</b>	\$999,227	\$999,227	\$999,227	\$999,227	\$3,996,908
<b>FTA 5339 Funding</b>	\$93,157	\$93,157	\$93,157	\$93,157	\$372,628
<b>Local Funding</b>	\$615,407	\$615,407	\$615,407	\$615,407	\$2,461,628
<b>Fares</b>	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
<b>State Funding</b>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
<b>Total</b>	\$1,882,791	\$1,882,791	\$1,882,791	\$1,882,791	\$7,531,164

Source: City of Enid, EPTA, and ODOT

**Table 2: Federal Fiscal Year 2026 TIP Projects**

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
11771(14)	Metropolitan Planning	\$187,500	\$0	\$0	\$46,875	\$234,375
15612( )	FTA Section 5303 Planning	\$27,128	\$0	\$0	\$6,782	\$33,910
32688(06)	US-412: FROM GARLAND IN ENID, EXTEND EAST TO JCT OF US-81	\$800,000	\$200,000	\$0	\$0	\$1,000,000
32688(07)	US-412: FROM GARLAND IN ENID, EXTEND EAST TO JCT OF US-81	\$800,000	\$200,000	\$0	\$0	\$1,000,000
38646(04)	TRAIL FROM S TAYLOR ST & RICHLAND AVE S TO SOUTHGATE RD THEN W ON SOUTHGATE RD TO KINCADE THEN RUNS S ON KINCADE TO VANCE AFB	\$1,411,669	\$0	\$0	\$352,918	\$1,764,587
36331(07)	Statewide Electric Vehicle Charging Station Buildout	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17049(32)	Statewide Rail Crossing	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17050(32)	Small Scale Bridge Improvement	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17051(32)	Small Scale Traffic Safety	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
17663(32)	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(29)	Recreational Trails	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
19720(27)	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(26)	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(26)	3B Bridge	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
21016(26)	Preliminary Engineering	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23612(26)	County Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23613(26)	County Road Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
23614(26)	Small City Road & Bridge Program	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
25625(26)	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>\$3,226,297</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$406,575</b>	<b>\$4,032,872</b>

Source: ODOT

**Table 3: 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	\$27,688	\$0	\$0	\$6,922	\$34,610
36331(08)	Statewide Electric Vehicle Charging Station Buildout	Included in STIP				
17049(33)	Statewide Rail Crossing	Included in STIP				
17050(33)	Small Scale Bridge Improvement	Included in STIP				
17051(33)	Small Scale Traffic Safety	Included in STIP				
17663(33)	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP				
18262(30)	Recreational Trails	Included in STIP				
19720(28)	Right-of-way Clearance	Included in STIP				
20780(27)	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP				

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
20781(27)	3B Bridge	Included in STIP				
21016(27)	Preliminary Engineering	Included in STIP				
23612(27)	County Bridge Program	Included in STIP				
23613(27)	County Road Program	Included in STIP				
23614(27)	Small City Road & Bridge Program	Included in STIP				
25625(27)	Safe Routes to School	Included in STIP				
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2027 apportionment	Included in STIP				
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2027 apportionment	Included in STIP				
29129( )	FTA Section 5339(a) – Bus and bus facilities (FY 2027 nonurbanized area apportionment)	Included in STIP				
<b>TOTAL</b>		<b>\$127,688</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,922</b>	<b>\$159,610</b>

Source: ODOT

**Table 4: Federal Fiscal Year 2028 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
36331( )	Statewide Electric Vehicle Charging Station Buildout	Included in STIP				
17049( )	Statewide Rail Crossing	Included in STIP				
17050( )	Small Scale Bridge Improvement	Included in STIP				
17051( )	Small Scale Traffic Safety	Included in STIP				
17663( )	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP				
18262( )	Recreational Trails	Included in STIP				
19720( )	Right-of-way Clearance	Included in STIP				
20780( )	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP				

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
20781( )	3B Bridge	Included in STIP				
21016( )	Preliminary Engineering	Included in STIP				
23612( )	County Bridge Program	Included in STIP				
23613( )	County Road Program	Included in STIP				
23614( )	Small City Road & Bridge Program	Included in STIP				
25625( )	Safe Routes to School	Included in STIP				
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2026 apportionment	Included in STIP				
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2026 apportionment	Included in STIP				
29129( )	FTA Section 5339(a) – Bus and bus facilities (FY 2026 nonurbanized area apportionment)	Included in STIP				
<b>TOTAL</b>		<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,250</b>	<b>\$156,250</b>

Source: ODOT

**Table 5: Federal Fiscal Year 2029 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( )	US-412: FROM 0.1 MI EAST OF US-81 EXT APPROX 3 MI EAST TO US-64 (PH I)	\$8,160,000	\$2,040,000	\$0	\$0	\$10,200,000
36316( )	US-81: FROM JCT SH-51 EXT NORTH APPROX 17 MI TO SOUTHGATE DR. IN ENIDROW FOR (04)	\$436,000	\$109,000	\$0	\$0	\$545,000
36316( )	US-81: FROM JCT SH-51 EXT NORTH APPROX 17 MI TO SOUTHGATE DR. IN ENID UT FOR (04)	\$436,000	\$109,000	\$0	\$0	\$545,000
36331( )	Statewide Electric Vehicle Charging Station Buildout	Included in STIP				
17049( )	Statewide Rail Crossing	Included in STIP				
17050( )	Small Scale Bridge Improvement	Included in STIP				
17051( )	Small Scale Traffic Safety	Included in STIP				

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
17663( )	Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc.	Included in STIP				
18262( )	Recreational Trails	Included in STIP				
19720( )	Right-of-way Clearance	Included in STIP				
20780( )	3R/3P simple pavement preserve/restore, asphalt overlay strip sign	Included in STIP				
20781( )	3B Bridge	Included in STIP				
21016( )	Preliminary Engineering	Included in STIP				
23612( )	County Bridge Program	Included in STIP				
23613( )	County Road Program	Included in STIP				
23614( )	Small City Road & Bridge Program	Included in STIP				
25625( )	Safe Routes to School	Included in STIP				
25928( )	FTA Section 5311/5340 – Nonurbanized area formula grant program, FY2027 apportionment	Included in STIP				

ODOT JOB PIECE NO.	PROJECT	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	LOCAL FUNDS	TOTAL
34000( )	FTA Section 5310 Transportation program for elderly & person with disabilities, FY 2027 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 2027 nonurbanized area apportionment)	Included in STIP	Included in STIP	Included in STIP	Included in STIP	Included in STIP
<b>TOTAL</b>		<b>\$9,157,000</b>	<b>\$2,258,000</b>	<b>\$0</b>	<b>\$31,250</b>	<b>\$11,446,250</b>

Source: ODOT

Table 6: Federal Fiscal Year 2026 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. OPERATIONS		(Fed/Local Share)			
	A. Operating Assistance	Federal/Local (50/50)	\$456,414	\$563,015	\$1,006,367
		<b>SUBTOTAL - OPERATIONS</b>	<b>\$456,414</b>	<b>\$563,015</b>	<b>\$1,006,367</b>
II. CAPITAL		(Fed/Local Share)			
	A. Preventative Maintenance	Federal/Local (80/20)	\$35,716	\$12,771	\$49,220
	B. Program Support Administration	Federal/Local (80/20)	\$260,922	\$93,293	\$359,574
	C. 5307 Transit Bus Purchase - 3	Federal/Local (80/20)	\$204,946	\$73,279	\$282,436
	D. 5339 Transit Bus Purchase	Federal/Local (80/20)	\$93,157	\$33,308	\$128,379
	E. Dispatch Software	Federal/Local (80/20)	\$41,228	\$14,740	\$56,816
		<b>SUBTOTAL - CAPITAL</b>	<b>\$635,970</b>	<b>\$227,391</b>	<b>\$876,424</b>
		<b>FFY 2026 TOTAL</b>	<b>\$1,092,384</b>	<b>\$790,407</b>	<b>\$1,882,791</b>

Source: EPTA General Manager

Table 7: Federal Fiscal Year 2027 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. OPERATIONS		(Fed/Local Share)			
	A. Operating Assistance	Federal/Local (50/50)	\$456,414	\$563,015	\$1,006,367
		<b>SUBTOTAL - OPERATIONS</b>	<b>\$456,414</b>	<b>\$563,015</b>	<b>\$1,006,367</b>
II. CAPITAL		(Fed/Local Share)			
	A. Preventative Maintenance	Federal/Local (80/20)	\$35,716	\$12,771	\$49,220
	B. Program Support Administration	Federal/Local (80/20)	\$260,922	\$93,293	\$359,574
	C. 5307 Transit Bus Purchase - 3	Federal/Local (80/20)	\$204,946	\$73,279	\$282,436
	D. 5339 Transit Bus Purchase	Federal/Local (80/20)	\$93,157	\$33,308	\$128,379
	E. Dispatch Software	Federal/Local (80/20)	\$41,228	\$14,740	\$56,816
		<b>SUBTOTAL - CAPITAL</b>	<b>\$635,970</b>	<b>\$227,391</b>	<b>\$876,424</b>
		<b>FFY 2027 TOTAL</b>	<b>\$1,092,384</b>	<b>\$790,407</b>	<b>\$1,882,791</b>

Source: EPTA General Manager

Table 8: Federal Fiscal Year 2028 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. OPERATIONS		(Fed/Local Share)			
	A. Operating Assistance	Federal/Local (50/50)	\$456,414	\$563,015	\$1,006,367
		<b>SUBTOTAL - OPERATIONS</b>	<b>\$456,414</b>	<b>\$563,015</b>	<b>\$1,006,367</b>
II. CAPITAL		(Fed/Local Share)			
	A. Preventative Maintenance	Federal/Local (80/20)	\$35,716	\$12,771	\$49,220
	B. Program Support Administration	Federal/Local (80/20)	\$260,922	\$93,293	\$359,574
	C. 5307 Transit Bus Purchase - 3	Federal/Local (80/20)	\$204,946	\$73,279	\$282,436
	D. 5339 Transit Bus Purchase	Federal/Local (80/20)	\$93,157	\$33,308	\$128,379
	E. Dispatch Software	Federal/Local (80/20)	\$41,228	\$14,740	\$56,816
		<b>SUBTOTAL - CAPITAL</b>	<b>\$635,970</b>	<b>\$227,391</b>	<b>\$876,424</b>
		<b>FFY 2028 TOTAL</b>	<b>\$1,092,384</b>	<b>\$790,407</b>	<b>\$1,882,791</b>

Source: EPTA General Manager

Table 9: Federal Fiscal Year 2029 Transit Projects

PROJECT DESCRIPTION		FUNDING SOURCE	FEDERAL SHARE	LOCAL SHARE	TOTAL
I. OPERATIONS		(Fed/Local Share)			
	A. Operating Assistance	Federal/Local (50/50)	\$456,414	\$563,015	\$1,006,367
		<b>SUBTOTAL - OPERATIONS</b>	<b>\$456,414</b>	<b>\$563,015</b>	<b>\$1,006,367</b>
II. CAPITAL		(Fed/Local Share)			
	A. Preventative Maintenance	Federal/Local (80/20)	\$35,716	\$12,771	\$49,220
	B. Program Support Administration	Federal/Local (80/20)	\$260,922	\$93,293	\$359,574
	C. 5307 Transit Bus Purchase - 3	Federal/Local (80/20)	\$204,946	\$73,279	\$282,436
	D. 5339 Transit Bus Purchase	Federal/Local (80/20)	\$93,157	\$33,308	\$128,379
	E. Dispatch Software	Federal/Local (80/20)	\$41,228	\$14,740	\$56,816
		<b>SUBTOTAL - CAPITAL</b>	<b>\$339,332</b>	<b>\$121,327</b>	<b>\$467,630</b>
		<b>FFY 2029 TOTAL</b>	<b>\$795,746</b>	<b>\$684,343</b>	<b>\$1,473,997</b>

Source: EPTA General Manager

**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

\_\_\_\_\_  
Date

Oklahoma Department of Transportation

Dawn Sullivan, Deputy Director, ODOT

\_\_\_\_\_  
Date

## **2026 SCHEDULE OF REGULAR MEETINGS**

### **TRANSPORTATION TECHNICAL COMMITTEE OF THE CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION**

<b><u>Date</u></b>	<b><u>Time</u></b>	<b><u>Place of Meeting</u></b>
January 7, 2026	1:30 PM.	Room 403/404, Stride Bank Center
February 4, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
March 4, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
April 1, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
May 6, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
June 3, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
July 1, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
August 5, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
September 2, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
October 7, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
November 4, 2026	1:30 P.M.	Room 403/404, Stride Bank Center
December 2, 2026	1:30 P.M.	Room 403/404, Stride Bank Center

All Meetings will be held in the Stride Bank Center, located at 301 South Independence Avenue, Enid, Oklahoma, 73701.

Filed in the Office of the City Clerk at \_\_\_\_\_ on \_\_\_\_\_, 2025.

\_\_\_\_\_  
City Clerk