



Transportation Policy Board of the Chisholm Trail Metropolitan Planning Organization

Notice of Meetings

Notice is hereby given that the Transportation Policy Board of the Chisholm Trail Metropolitan Planning Organization will meet in regular session at 11:30 AM on Wednesday, February 11, 2026, 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 Policy Board of the Chisholm Trail Metropolitan Planning Organization

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1. Call to Order/Roll Call.	
2. Minutes.	
1. Consider approval of minutes of the November 12, 2025 Transportation Policy Board meeting.	2 - 6
Transportation Policy Board of the Chisholm Trail Metropolitan Planning Organization Regular Meeting - November 12, 2025 - Minutes - Pdf	
3. Business.	
1. Update on the financials for the Chisholm Trail MPO.	7 - 14
Chisholm Trail MPO Financial Presentation as of 12-31-2025	
2. Discussion on the newly installed Purple Air Quality Sensor.	
• Purple Air Map	
3. Update on the 2025 Metropolitan Transportation Plan (MTP).	15 - 17
CTMPO MTP Survey Questions	
4. Discuss and take action on approving the 2025 Metropolitan Transportation Plan (MTP) Goals & Objectives.	18 - 20
CTMPO Goals Objectives Final Draft 1_26	
5. 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 Policy Board of the Chisholm Trail Metropolitan Planning
Organization
Minutes**

The Transportation Policy Board of the Chisholm Trail Metropolitan Planning Organization of the City of Enid, County of Garfield, State of Oklahoma, met in regular session at 6:00 PM on Wednesday, November 12, 2025, in the Council Chamber of the Administration Building of the City of Enid, located at 301 South Independence Avenue in said city, and the minutes for said meeting are as follows:

1. CALL TO ORDER/ROLL CALL.

David Mason called the meeting to order 11:30AM with the following members present and absent:

PRESENT: Enid Mayor David Mason, North Enid Mayor Jason Dockins, Enid City Commissioner Rob Stallings, Executive Director of NODA Jonathon Cross, District IV Transportation Director or Designee Sarah McElroy, ODOT District IV Engineer Matt Mitchell and Enid Public Transportation Authority General Manager Demetria Dixon

ABSENT: Enid City Commissioner Derwin Norwood, Chairman of the Garfield County Commissioners Reese Wedel, Aviation Advisory Board Chairman Ken Girty

Others present were: Transportation Planner Taylor Massey, City Clerk Summer Anderson, Enid City Attorney Melissa Blanton, Enid Assistant City Attorney Mandy Schroeder, Enid Director of Engineering or Designee Jason Unruh,

2. MINUTES.

- 1. Consider approval of minutes of the October 8, 2025, Transportation Policy Board meeting

Moved by Demetria Dixon, seconded by Rob Stallings, to approve the October 8, 2025 Transportation Policy Board Meeting Minutes.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

3. BUSINESS.

- 1. Update on the financials for the Chisholm Trail MPO.

Transportation Planner Taylor Massey discussed the financial updates for the

Chisholm Trail MPO as of September 30, 2025. Grants are 80% with the City matching 20%. The grant funding awarded as of July 1, 2025 was \$288,700.00 and expenses are currently at \$216,603.00, leaving \$72,097.00 in available funding. The City's match was \$72,000.00 for funding, a little over \$54,000.00 for expenses and around \$18,000.00 remaining in available funding. The Chisholm Trail MPO funding sources broke down are the City's match of \$72,175.00, Grant Section 5303 of \$27,128.00 and Grant PL Funds of \$261,572.00, for a total of \$360,875.00. The ODOT purchases orders from FY24, FY25 and FY26 combined total has around \$239,500.00 currently remaining. The encumbrances include Poe & Associates and Street Light Data, with \$195,754.00 remaining on their contract.

Ms. Massey also presented a couple slides breaking down the spending by element and budget category. The spending by elements were broken down into seven categories of which only four categories had money spent so far. The Program Support & Administration in the amount of \$50,201.00, Long Range Transportation Planning in the amount of \$13,587.00, Transportation Improvement Program in the amount of \$7,729.00 and Public Participation in the amount of \$3,483.00 for a total of \$75,000.00. The \$75,000.00 spent was then broken down by each budget category and their amounts, which included personnel in the amount of \$67,590.00, contractual in the amount of \$5,020.00, equipment and supplies in the amount of \$2,048.00, training and travel in the amount of \$284.00 and printing and advertising in the amount of \$59.00.

There was also some discussion that the PL funds are for the planning activities including the MTP of the MPO. Eventually once the City has established the MPO they can apply for construction grant funds.

Moved by Rob Stallings, seconded by Jason Dockins, to approve the financials.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

2. Presentation from ODOT on setting Safety Targets - Marty Farris, ODOT Traffic Division.

State Safety Engineer Marty Farris spoke about how the safety targets were set year over year around the serious injury and fatality rates in conjunction with the Oklahoma State Highway Safety Office, which are the leaders of the process, and with another partner, a professor from UCO who helps run the statistical analysis of an ARIMA model which is an autoregressive integrated moving average model. The ARIMA is one of the systems allowed to determine the safety targets. Mr. Farris presented charts with the fatalities and serious injuries that occurred year over year, a 5-year moving average, the

projected expected average from the model and prediction target with a 95% target level boundary from the forecast of the remainder of Fiscal Year 2024. The trend for serious injury was reflected in the charts as moving downward which was what they wanted to see. In 2023, for Fiscal Year 2024, the Highway Safety Plan process, which was run by NHTSA, moved from a yearly plan to a triennial plan so the goals were set for three fiscal years. Due to this new triennial plan that included Fiscal Year 2025 & 2026 goals in the Fiscal Year 2024 plan, all the data that was being used currently was from Fiscal Year 2024 goals. During the recent HSIP (Highway Safety Improvement Program) the data for 2026 was reported. The goals were set based off existing historical trends. The next triennial plan for Fiscal Year 2027, should include data from 2025 due to the movement with electronic data being

3. Discuss and take action on supporting ODOT Safety Targets.

Moved by Jason Dockins, seconded by Rob Stallings, to adopt the ODOT Safety Targets.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

4. Hold a public hearing, discuss and take action on the Transportation Improvement Program (TIP) and a resolution adopting the Chisholm Trail MPO's TIP.

Taylor Massey discussed that there were no public comments for the TIP, so there would be nothing to consider for a hearing.

Moved by Rob Stallings, seconded by Jason Dockins, to approve a resolution adopting the Chisholm Trail MPO's TIP.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

5. Discuss and take action on the Self-Certification Statement.

ODOT Multimodal & Planning Division Planning Coordinator Sarah McElroy advised that the Self-Certification Statement went along with the TIP to state that there was compliance with Federal regulations in regard to the TIP documents. If approved, it would be signed off on by the City and ODOT's Deputy Director. Then it will be forwarded with the STIP to FHWA and the FTA Transportation Policy Board of the Chisholm Trail Metropolitan Planning Organization

November 12, 2025

for approval.

Moved by Jason Dockins, seconded by Rob Stallings, to approve the Self-Certification Statement.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

6. Discuss and take action on the 2026 Schedule of Regular Meetings.

Transportation Planner Taylor Massey mentioned the 2026 Schedule of Regular Meetings would continue to be the second Wednesday of each month at 11:30AM.

Moved by Rob Stallings, seconded by Jason Dockins, to approve the 2026 Schedule of Regular Meetings.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

7. Discuss cancellation of the December 10, 2025 Transportation Policy Board meeting.

Transportation Planner Taylor Massey mentioned there are no actionable items to discuss coming up.

Moved by Jason Dockins, seconded by Rob Stallings, to approve cancellation of the December 10, 2025 Transportation Policy Board meeting.

Carried by the following votes:

Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

8. Discuss the next steps of the MPO's efforts to meet federal and state objectives concerning transportation, transit planning, civil rights, safety, reporting, financial reimbursement, or any operational or planning issues related to the MPO.

District IV Transportation Director or Designee Sarah McElroy discussed that the next step is to complete the MTP with Poe & Associates and that it should

be completed sometime between July and September in 2025. Then after that the City will have the FY 27 funding to do any additional planning activities the City is interested in completing. Transportation Planner Taylor Massey mentioned the link on the MTPO website to allow the public access to the data and the City's communications department is supposed to provide a link on the City's website as well. There was also discussion on doing some training on the MTPO so the Mayor, Commissioners and some City employees can be more knowledgeable about the entire process and program to be able to provide better information to the public.

4. ADJOURN.

Moved by Rob Stallings, seconded by Jason Dockins, to adjourn the meeting.

Carried by the following votes:

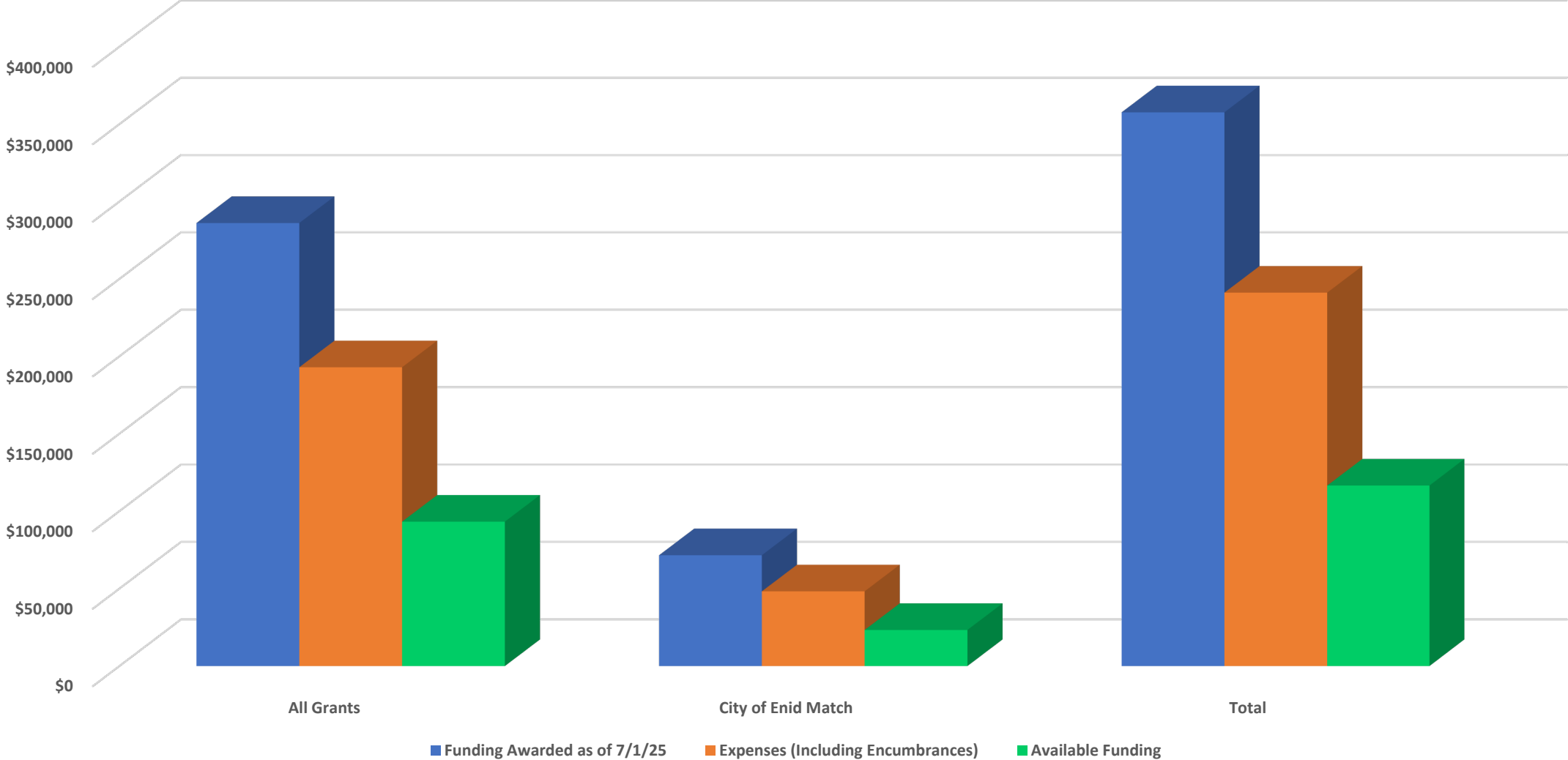
Ayes: David Mason, Rob Stallings, Jason Dockins, Jonathon Cross, Sarah McElroy, Matt Mitchell, Demetria Dixon

The meeting was adjourned at 12:03PM.

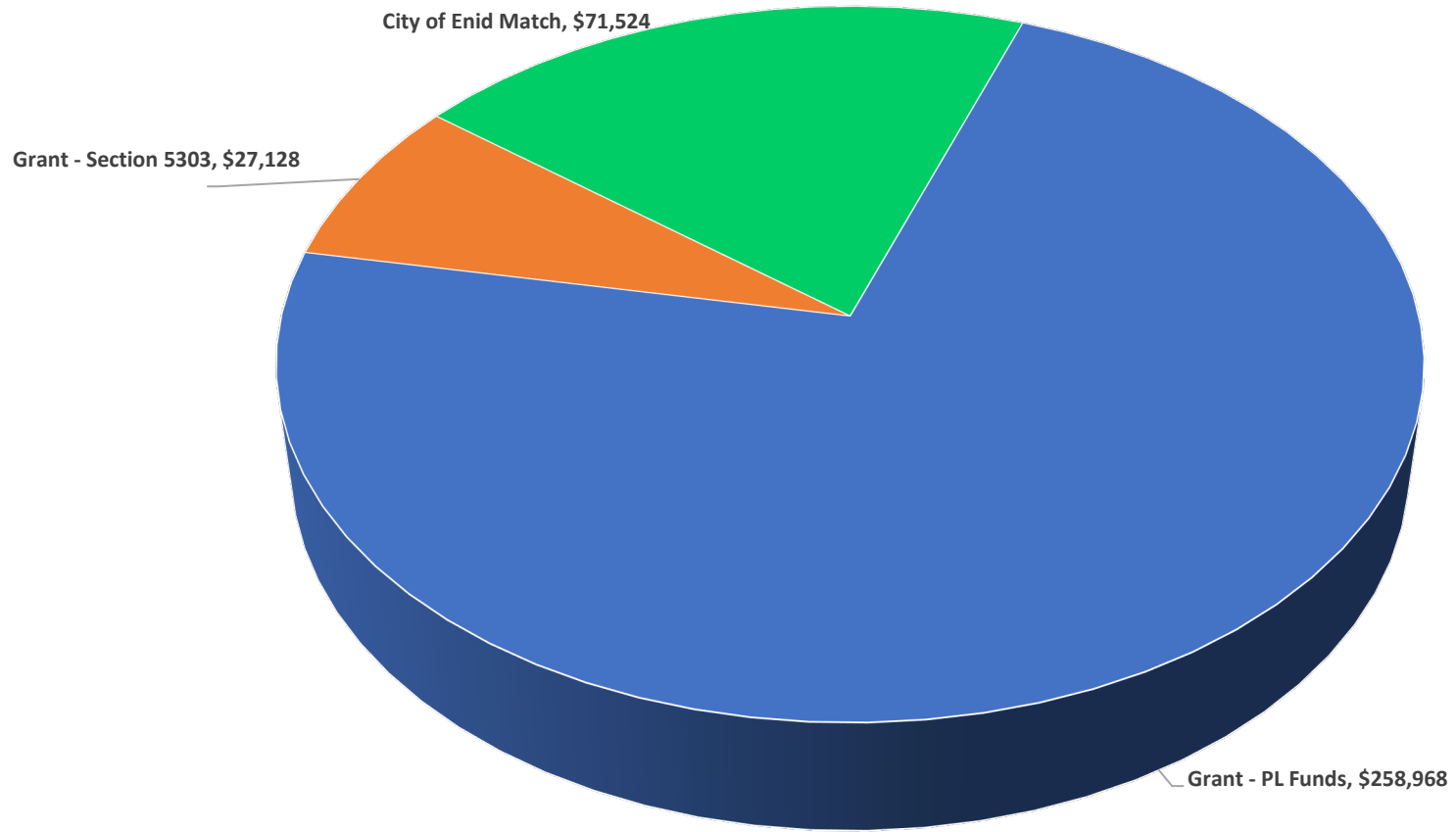


Financial Update

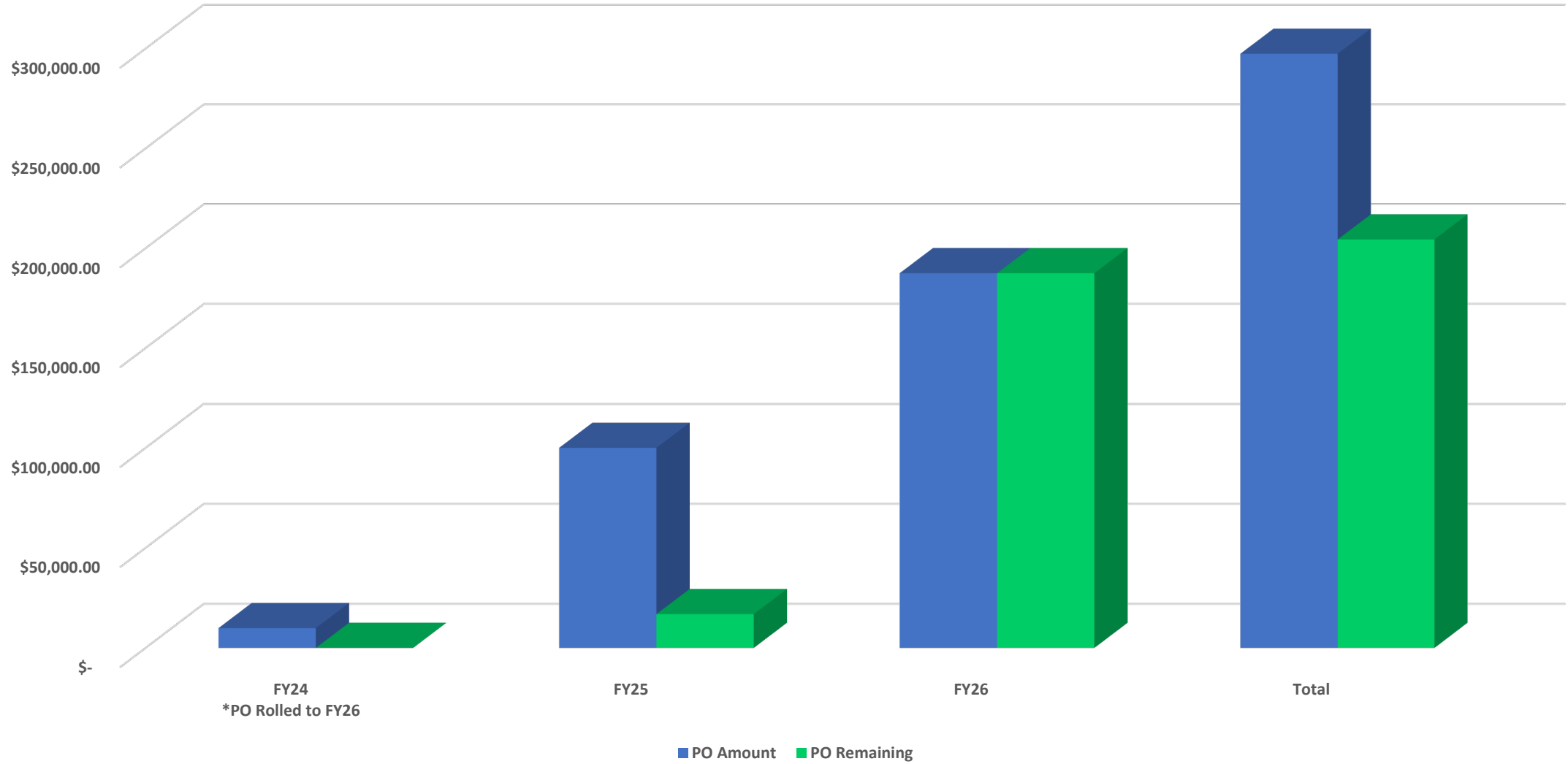
Chisholm Trail MPO Financial Update as of 12/31/2025



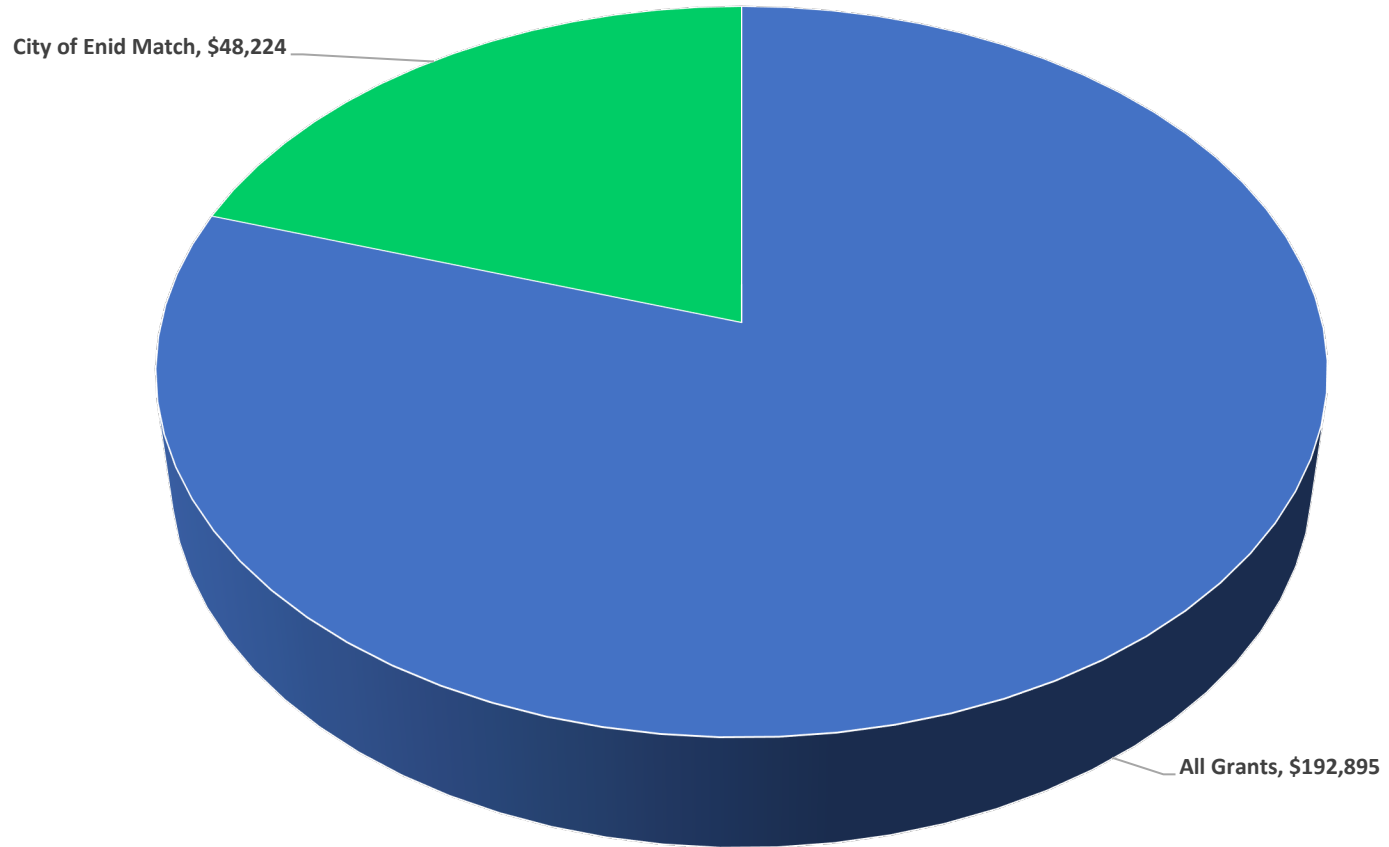
Chisholm Trail MPO Funding Sources
\$357,620



ODOT Purchase Orders

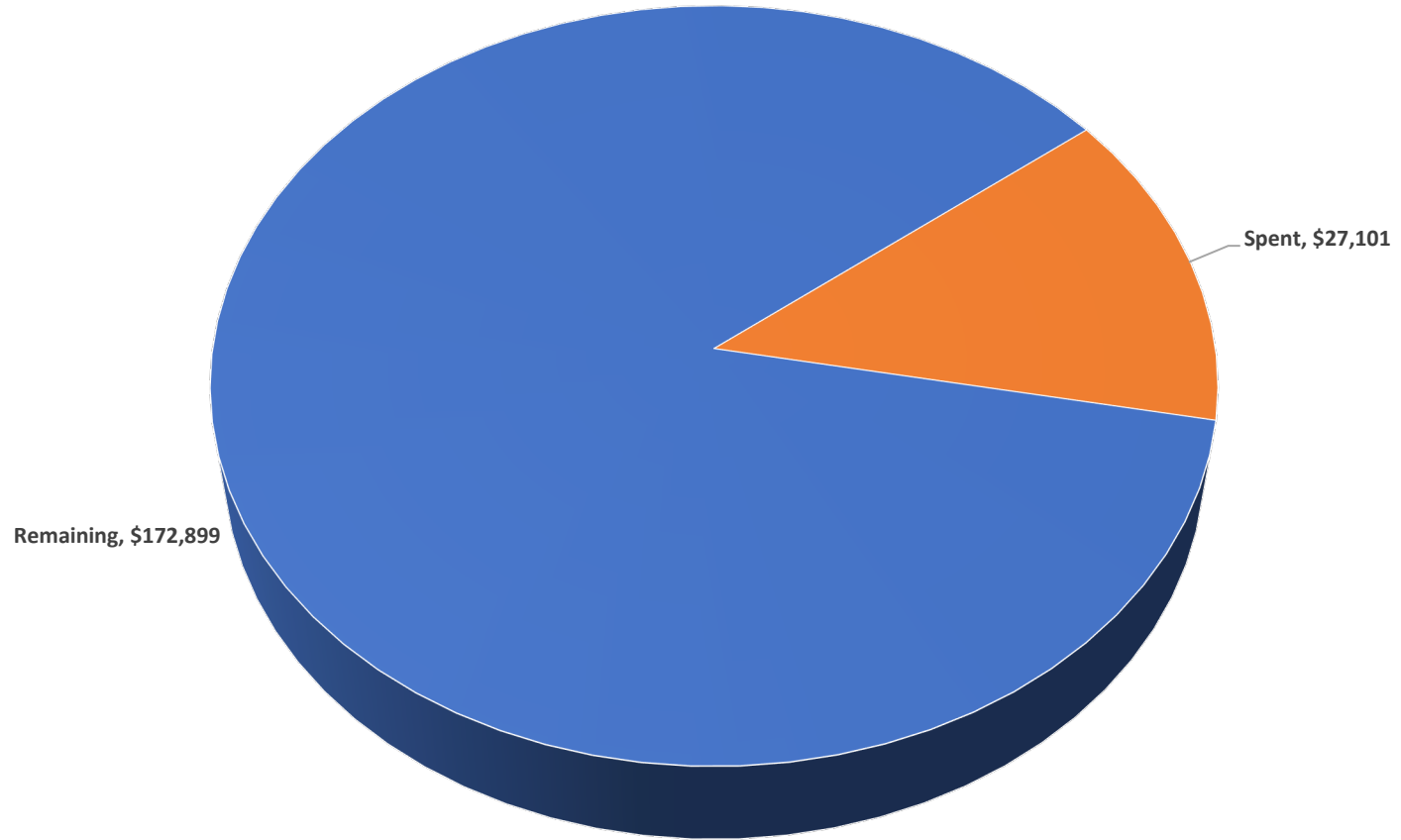


**Chisholm Trail MPO Spending
\$270,754**



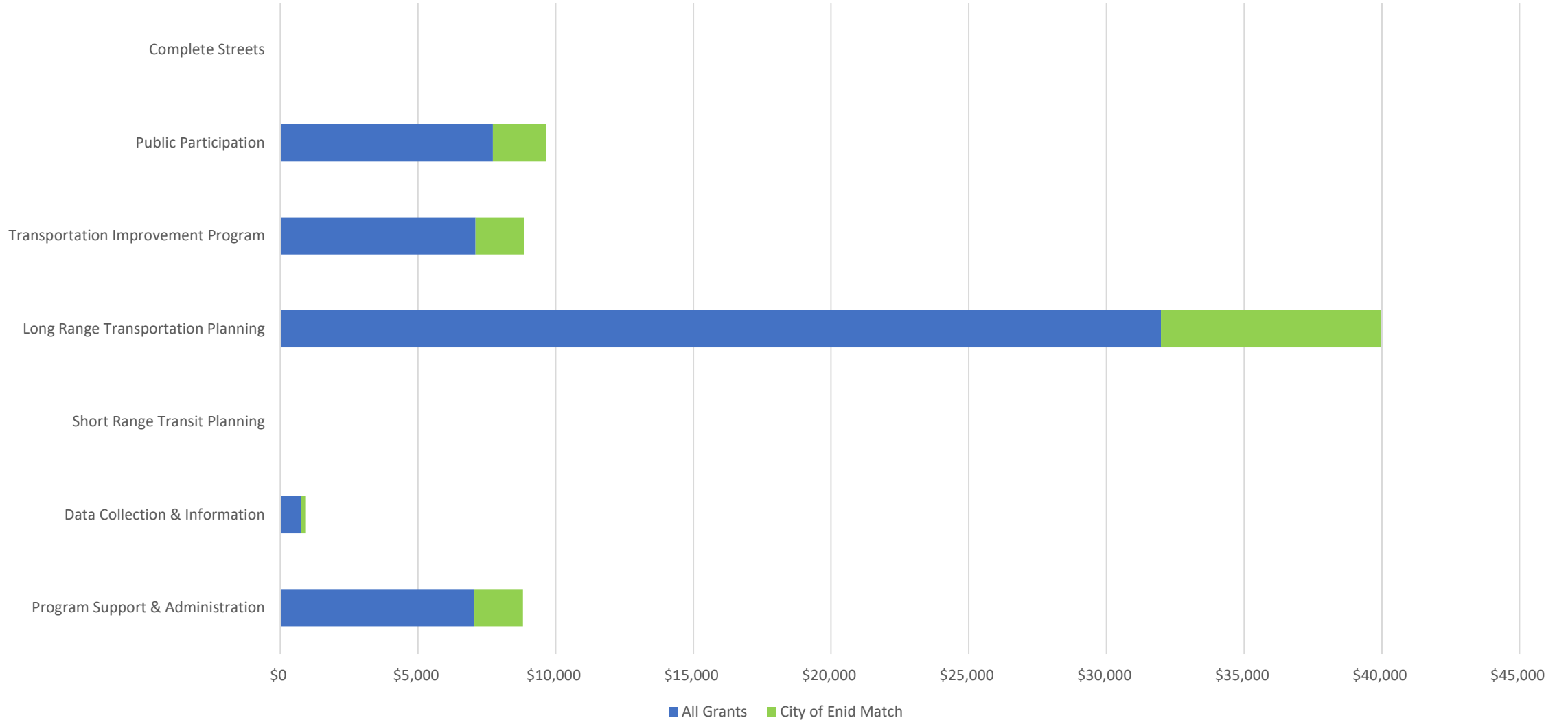
Includes Poe & Associates Remaining Encumbrance of \$172,899.

**Poe & Associates Contract as of 12/31/2025
\$200,000**

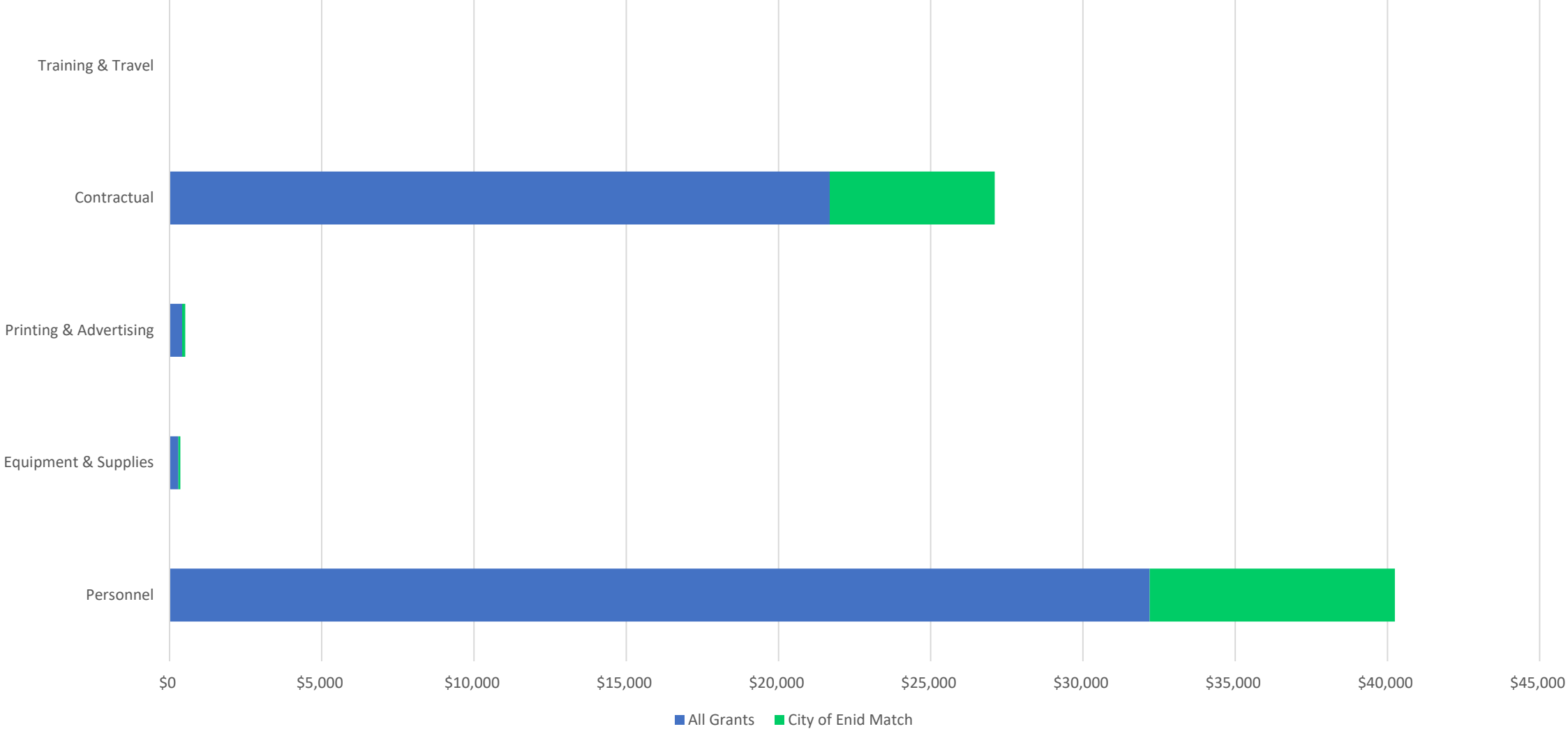


Includes Poe & Associates Remaining Encumbrance of \$172,899.

Spending by Element



Spending by Category



CTMPO MTP Draft Questions for Public Survey

Date: January 2026

The Chisholm Trail Metropolitan Planning Organization (CTMPO) is developing a long-range transportation plan to guide future roads, transit, and safety improvements in the Enid area.

Your feedback matters. How you travel, where you see challenges, and what improvements you value most will help shape transportation decisions that reflect community needs.

This survey includes 7 topic areas with 20 questions. Thank you for taking a few minutes to help plan the future of transportation in the Enid area.

A. About You & Travel Patterns

1. **Where do you live or work most often?**

Enid North Enid Garfield County (outside Enid) Visit Enid regularly Other _____

2. **How do you usually travel around Enid? (Select all that apply)**

Drive alone Carpool Walk Bicycle Transit Rideshare Other

3. **What is your primary reason for traveling in the Enid area?**

Work School Shopping Medical Recreation Freight/Business Other

B. Transportation Concerns & Needs

4. **What transportation issues concern you most in the Enid area? (Rank in order - 1 Highest to 8 Lowest)**

Traffic congestion Road condition Safety Sidewalk gaps
 Bike facilities Transit access Freight movement Drainage/flooding

5. **How safe do you feel traveling in Enid today?**

Very safe Somewhat safe Neutral Somewhat unsafe Very unsafe

6. **Which road users need the most safety training/ improvements?**

Drivers Pedestrians Bicyclists Older adults Children Freight trucks

C. Walking, Biking & Accessibility

7. **How easy is it to walk to everyday destinations in your area (stores, schools, parks)?**

Very easy Somewhat easy Difficult Very difficult Not possible

8. **What would make walking or biking more appealing in Enid?** *(Select all that apply)*
- Sidewalks Safer crossings Trails Bike lanes
- Lighting Shade Traffic calming ADA improvements
9. **Do sidewalks, crossings, and signals meet the needs of people with disabilities?**
- Yes Somewhat No Not sure

D. Transit & Mobility Options

10. **How familiar are you with local transit or mobility services in Enid?**
- Very familiar Somewhat familiar Heard of them Not familiar
11. **What improvements would encourage you to use transit or shared mobility?**
- More routes Longer hours Better reliability
- Safer stops Easier scheduling Lower cost
12. **Which groups most need better mobility options?** *(Select all that apply)*
- Seniors People with disabilities Low-income households
- Students Veterans Workers without cars Does not apply

E. Freight, Economy & Growth

13. **How important is freight movement (trucks, rail, industry access) to Enid's future?**
- Very important Important Neutral Not important
14. **What transportation investments best support Enid's economic growth?** *(Rank in order)*
- Industrial access roads Highway connections
- Rail improvements Downtown mobility
- Workforce access Airport access

F. Resilience, Technology & Future Vision

15. **Have flooding, weather, or drainage issues affected your travel in Enid?**
- Frequently Occasionally Rarely Never
16. **Which future transportation technologies should Enid plan for now?** *(Rank in order)*
- Traffic signal coordination Real-time traffic info
- Safer intersections EV charging locations
- Smart work zones Transit technology

G. Priorities & Vision

17. If Enid could focus on ONE transportation priority over the next 20–25 years, what should it be? (Rank in order)

- Safety Road condition Walkability
 Transit access Economic development Freight movement
 Other _____

18. Do you feel your transportation needs are being heard in planning decisions?

- Yes Somewhat No Not sure

19. What is one transportation improvement you would most like to see in Enid?

(Open-ended response or map comment)

20. Are there specific intersections or corridors you consider unsafe?

- Yes (please mark on the map) No Not sure

Provide Map Link

Optional Add-Ons (Highly Recommended)

- **Interactive Map Prompt:**

“Please mark locations where you experience safety concerns, congestion, flooding, missing sidewalks, or other issues.”

*An online map link will be provided with simple to navigate icons for adding comments.

January 2026

Goals and Objectives for the Chisholm Trail Metropolitan Planning Organization (CTMPO) Metropolitan Transportation Plan

The Chisholm Trail Metropolitan Planning Organization (CTMPO), established in late 2023 as the federally designated MPO for the Enid Urbanized Area following the area's population exceeding 50,000 in the 2020 Census, is tasked with developing a long-range Metropolitan Transportation Plan (MTP) to guide transportation investments through 2050. Being the first official CTMPO specific MTP, the following synthesizes a tailored set of goals and objectives based on sources, including Oklahoma's 2025-2050 Long Range Transportation Plan (LRTP), the Enid Trails Master Plan, and comparative frameworks from other Oklahoma MPOs such as the Association of Central Oklahoma Governments (ACOG) and the Indian Nations Council of Governments (INCOG). This approach ensures alignment with federal mandates under 23 U.S.C. §134 and 49 U.S.C. §5303.

The tailored framework adopts six (6) core goals, which provide a foundation emphasizing safety, preservation, and economic support. These are augmented with objectives from the Enid Trails Master Plan to promote multimodal connectivity, particularly for active transportation, and adapted to CTMPO scale focusing on cost-effective, resilient strategies rather than high-capacity urban systems. With targets scaled from state baselines to reflect CTMPO's smaller jurisdiction.

Coordination and Partnerships: CTMPO will implement the MTP through ongoing coordination with Garfield County; the City of Enid; the Town of North Enid; surrounding counties and jurisdictions that influence travel patterns in the Enid Urbanized Area; the Northern Oklahoma Regional Transportation Planning Organization (NORTPO); the Oklahoma Department of Transportation (ODOT); and relevant federal partners, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), to help ensure planning, project development, and investment decisions are consistent across plans and jurisdictions.

Goal 1: Safety and Security – Ensure a Safe and Secure Transportation System for All Users

This goal prioritizes reducing fatalities and injuries, with a focus on rural roads and agricultural vehicles, military traffic, and pedestrians.

Objectives: include enhancing design and technology use (e.g., Intelligent Transportation Systems or ITS for real-time alerts); enforcing work zone safety; maintaining infrastructure to minimize crashes; advocating for seat belt usage; addressing distracted

driving through public awareness campaigns and improving emergency preparedness, response, and recovery, particularly around Vance Air Force Base (Vance AFB) and high-risk intersections like those on US-81 and US-412. Additional tailoring incorporates Enid Trails Plan elements, such as safe crossings, lighting in secluded areas, and user education to reduce conflicts on multimodal paths. Implementation will be coordinated with Garfield County, the City of Enid, the Town of North Enid, ODOT, NORTPO, and relevant federal partners to address safety priorities on facilities and corridors that cross jurisdictional boundaries, including the US-81 and US-412 corridors.

Goal 2: Infrastructure Preservation – Preserve and Maintain CTMPO Transportation System in Good Condition

Focusing on asset longevity amid fiscal constraints, objectives include improving bridge and roadway conditions, enhancing public transit vehicles, equipment, and facilities and maintaining the freight rail system. For CTMPO, this extends to preserving trails and sidewalks as per the Trails Master Plan. Implementation will be coordinated with ODOT, Garfield County, the City of Enid, and the Town of North Enid to support consistent asset management practices and programming decisions across jurisdictions.

Tools like Pavement Quality Index (PQI) and bridge inventories guide monitoring.

Goal 3: Economic Vitality – Provide an Efficient and Well-Connected Transportation System to Support a Healthy and Competitive Economy

Objectives: Align improvements with community plans; enhance intermodal connections for freight (e.g., agricultural/oil routes); and support tourism through trails. For CTMPO, this means linking employers, retail, and education facilities (e.g. Northwestern Oklahoma State University). Coordination with Garfield County, the City of Enid, the Town of North Enid, surrounding counties, NORTPO, and ODOT will support regionally consistent investment decisions that strengthen freight movement and access to key employment and education destinations.

Goal 4: Mobility, Accessibility, and Quality of Life – Enhance Connected, Transportation Options that Improve Daily Life for All Residents

Objectives: Provide a transportation system that improves quality of life by ensuring safe, reliable, and convenient mobility options for all users, regardless of age, ability, income, or location. This includes expanding multimodal access, strengthening connections within the CTMPO's boundary and to surrounding areas, and improving access to jobs, education, healthcare, and essential services. Coordination with Garfield County, the City of Enid, the Town of North Enid, surrounding counties, NORTPO, and ODOT will support

connections within the CTMPO boundary and to adjacent jurisdictions for work, services, and regional travel.

This goal prioritizes improved connections between Vance AFB, industrial and employment centers, educational institutions, residential neighborhoods, and community destinations. Implementation of Enid’s proposed 89-mile trail network is a key component, supporting active transportation, recreational access, and first/last-mile connectivity. The goal also supports flexible and door-to-door transit options for low-income, elderly, and mobility-limited populations. These strategies align with statewide efforts to strengthen rural and urban connectivity while improving overall system efficiency and community well-being.

Goal 5: Environment – Protect Natural Resources and Public Health While Supporting Transportation Choices

Objectives: Lower the negative effects of transportation on air quality, water, ecosystems, and cultural sites, while encouraging practices that protect the environment and public health.

Environmental considerations include protecting wetlands and drainage corridors, improving air quality through expanded walking and bicycling options, and integrating environmental best practices into transportation projects. CTMPO will coordinate with ODOT and relevant federal partners to integrate environmental best practices into planning-level screening and subsequent project development.

Goal 6: Resiliency and Reliability – Ensure the Reliability of Movement for People and Goods by Enhancing Resiliency and Adaptability

Objectives: Improve the reliability, safety, and continuity of the transportation system by strengthening resilience to extreme weather, infrastructure failures, and evolving operational demands, while using technology to enhance system performance, monitoring, and response.

This goal emphasizes the strategic use of technology to improve system awareness, response, and adaptability. Strategies include deploying Intelligent Transportation Systems (ITS) such as traffic detection, signal coordination, and real time traveler information; expanding data driven asset management and condition monitoring; and using technology to support emergency management, evacuation routing, and incident response. Cybersecurity, backup communications, and reliable power for critical infrastructure are also important. CTMPO will coordinate with ODOT, local jurisdictions, NORTPO, and relevant federal partners to support data sharing, ITS consistency, and aligned emergency management and incident response planning across jurisdictions.