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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, February 4, 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 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 November 5, 2025 Transportation Technical Committee meeting.	2 - 5
<a href="#">Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization Regular Meeting - November 5, 2025 - Minutes - Pdf</a>	
3. Business.	
1. Update on the financials for the Chisholm Trail MPO.	6 - 13
<a href="#">Chisholm Trail MPO Financial Presentation as of 12-31-2025</a>	
2. Discussion on the newly installed Purple Air Quality Sensor.	
• <a href="#">Purple Air Website Link</a>	
3. Update on the 2025 Metropolitan Transportation Plan (MTP) by Poe & Associates.	14 - 16
<a href="#">CTMPO MTP Survey Questions Draft 1.0</a>	
4. Discuss and make recommendations on the 2025 Metropolitan Transportation Plan (MTP) Goals & Objectives.	17 - 19
<a href="#">CTMPO Goals Objectives Final Draft 1_26</a>	
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 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, November 5, 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 at 1:30PM with the following members present and absent:

PRESENT: Enid City Manager Jerald Gilbert, Director of Engineering Services Murali Katta, Enid Chief Financial Officer Erin Crawford, Enid Community Development Director Jacquelyn Porter, ODOT District IV Engineer Matt Mitchell, Representative of NORTPO Brock Spencer, 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, Enid Woodring Regional Airport Director Keston Cook

Others present were Enid City Clerk Summer Anderson, Enid Assistant City Clerk Madelyn Barber, Enid City Attorney Melissa Blanton, Enid Assistant City Attorney Mandy Schroeder, Transportation Planner Taylor Massey, Enid City Engineer Jason Unruh, ODOT Transportation Manager Tanner Mikles, and State Safety Engineer Marty Farris.

**2. MINUTES.**

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

Moved by Jacquelyn Porter, seconded by Brock Spencer, to approve minutes of the October 1, 2025 Transportation Technical Committee meeting.

Carried by the following votes:

Ayes: Jerald Gilbert, Murali Katta, Erin Crawford, Jacquelyn Porter, Matt Mitchell, Brock Spencer, Sarah McElroy, Veronica Ross

**3. BUSINESS.**

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

Enid Chief Financial Officer Erin Crawford presented slides with updates of the Chisholm Trail MPO financials for Fiscal Year 2025-2026. The Chisholm Trail MPO Funding sources included grant PL Funds in the amount of \$261,572.00, grant Section 5303 funds in the amount of \$27,128.00 and the City of Enid Match funds in the amount of \$72,175.00, for a total of \$360,875.00. The expenses or encumbrances totaled \$270,754.00 with the remaining available funds being \$90,121.00. The Fiscal Year 2024 purchase order was closed out, and the remaining funds were rolled into the Fiscal Year 2026 funds. The purchase order funds for Fiscal Year 2025 were being drawn down and the current total remaining to draw against was \$240,000.00 of the \$300,000.00 total purchase order funds. The total amount of the Chisholm Trail MPO Spending included all the grants in the amount of \$216,603.00 and the City of Enid Match in the amount of \$54,151.00 for a total spending of \$270,754.00, which included the Poe & Associates remaining encumbrance of \$195,754.00. As of September 30, 2025, Poe & Associates had been paid \$4,246.00 of their \$200,000.00 contract. The UPWP spending by elements was 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.

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 were 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 used.

3. Discuss and make recommendations on supporting ODOT Safety Targets.

Moved by Murali Katta, seconded by Erin Crawford, to support ODOT Safety Targets.

Carried by the following votes:

Ayes: Jerald Gilbert, Murali Katta, Erin Crawford, Jacquelyn Porter, Matt Mitchell, Brock Spencer, Sarah McElroy, Veronica Ross

4. Hold a public hearing, discuss and make a recommendation on approving 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 Murali Katta, seconded by Jacquelyn Porter, to approve a resolution adopting the Chisholm Trail MPO's TIP.

Carried by the following votes:

Ayes: Jerald Gilbert, Murali Katta, Erin Crawford, Jacquelyn Porter, Matt Mitchell, Brock Spencer, Sarah McElroy, Veronica Ross

5. Discuss and make a recommendation 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 for approval.

Moved by Brock Spencer, seconded by Jacquelyn Porter, to approve the Self-Certification Statement.

Carried by the following votes:

Ayes: Jerald Gilbert, Murali Katta, Erin Crawford, Jacquelyn Porter, Matt Mitchell, Brock Spencer, Sarah McElroy, Veronica Ross

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

The 2026 Schedule of Regular Meetings was scheduled for the first Wednesday of each month. There was discussion if there is a necessity to

meet monthly or if there was a possibility of meeting less frequently in the future. The discussion included the possibility of cancelling meetings if not needed or the possibility of scheduling a special meeting if the schedule did not include monthly meetings. It was also mentioned that if there are projects in the MPO area requiring amendments that need to be made to the TIP and STIP that have to go through the Transportation Technical Committee of the Chisholm Trail Metropolitan Planning Organization Board, not having a monthly meeting could potentially delay projects.

Moved by Jacquelyn Porter, seconded by Erin Crawford, to approve the 2026 Schedule of Regular Meetings

Carried by the following votes:

Ayes: Jerald Gilbert, Murali Katta, Erin Crawford, Jacquelyn Porter, Matt Mitchell, Brock Spencer, Sarah McElroy, Veronica Ross

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

Discussion included the need to focus on the MTP with Poe & Associates and looking into the data provided by Street Light that is collected through satellite. There was discussion about the link on the MTPO website to allow the public access to the data and ensuring the link was available on the City's website as well. There was also discussion of some FTA funding issues being held up by the Department of Labor due to the government shutdown. It was discussed that the City was currently in month 14 of waiting on funding approval for the City's transit and that some of the ODOT members present would see if they could do anything to get some answers for the City or the process moving along.

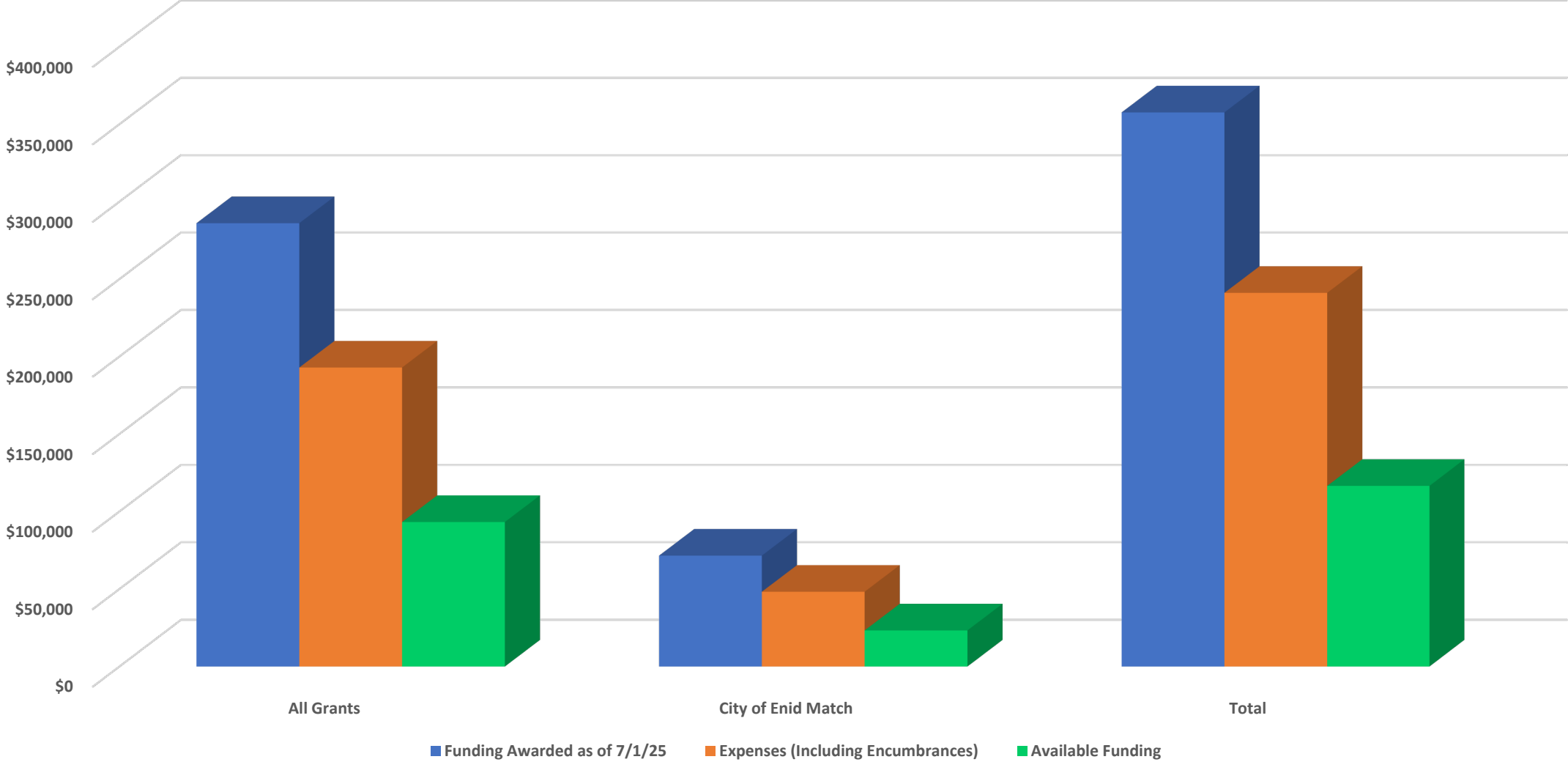
#### 4. **ADJOURN.**

Chairman Jerald Gilbert adjourned the meeting at 1:58pm.

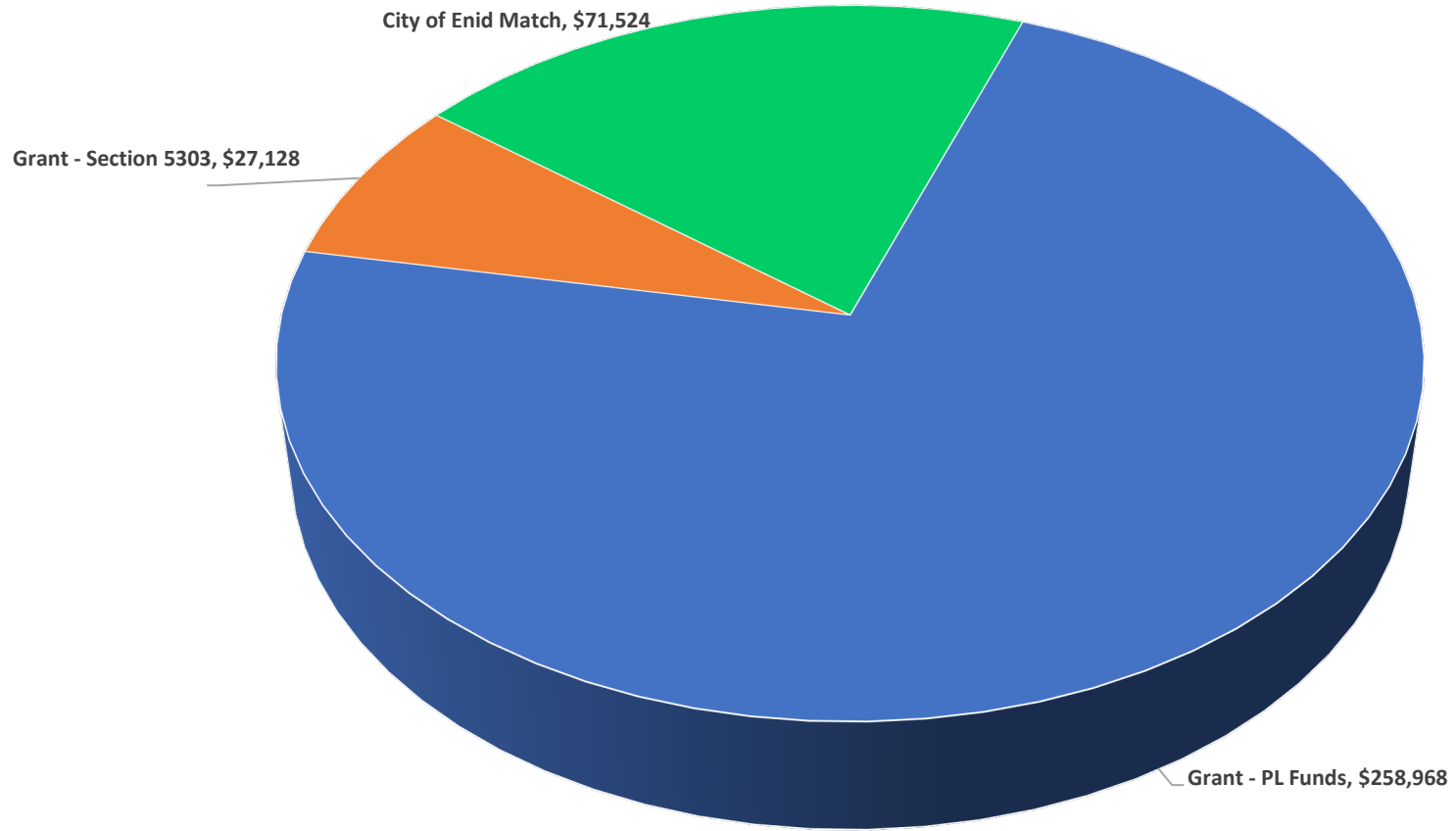


## **Financial Update**

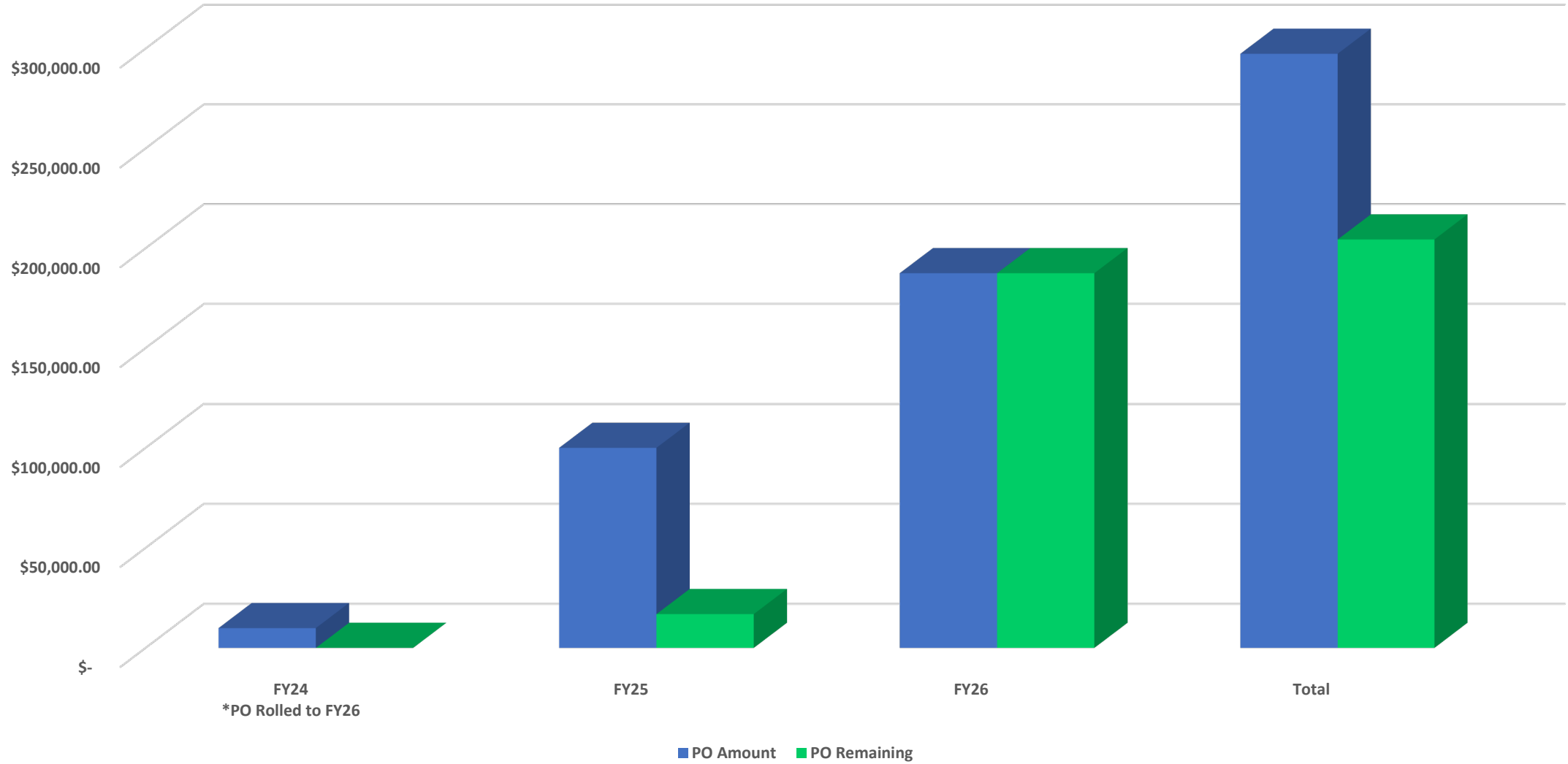
### Chisholm Trail MPO Financial Update as of 12/31/2025



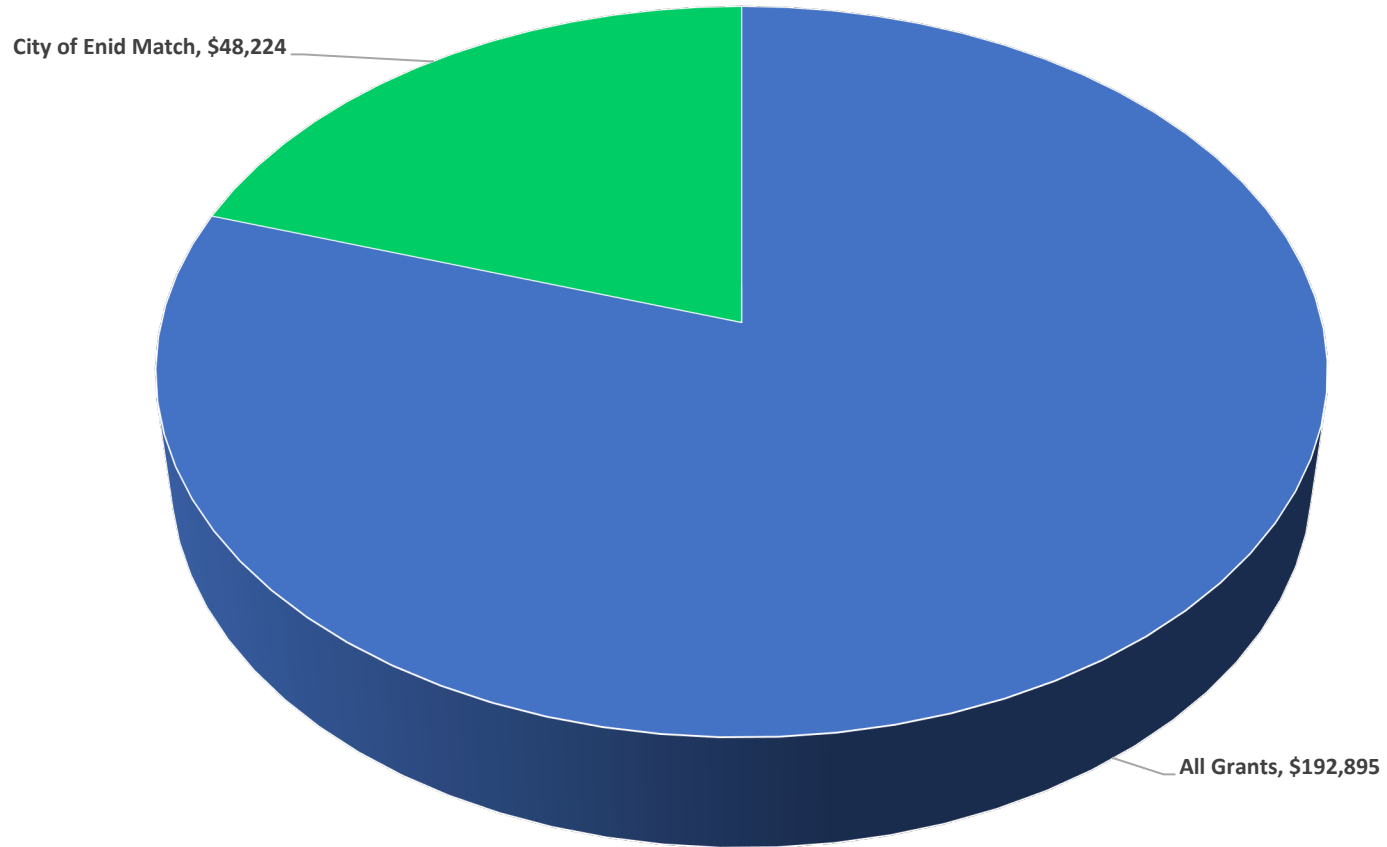
**Chisholm Trail MPO Funding Sources**  
**\$357,620**



### ODOT Purchase Orders

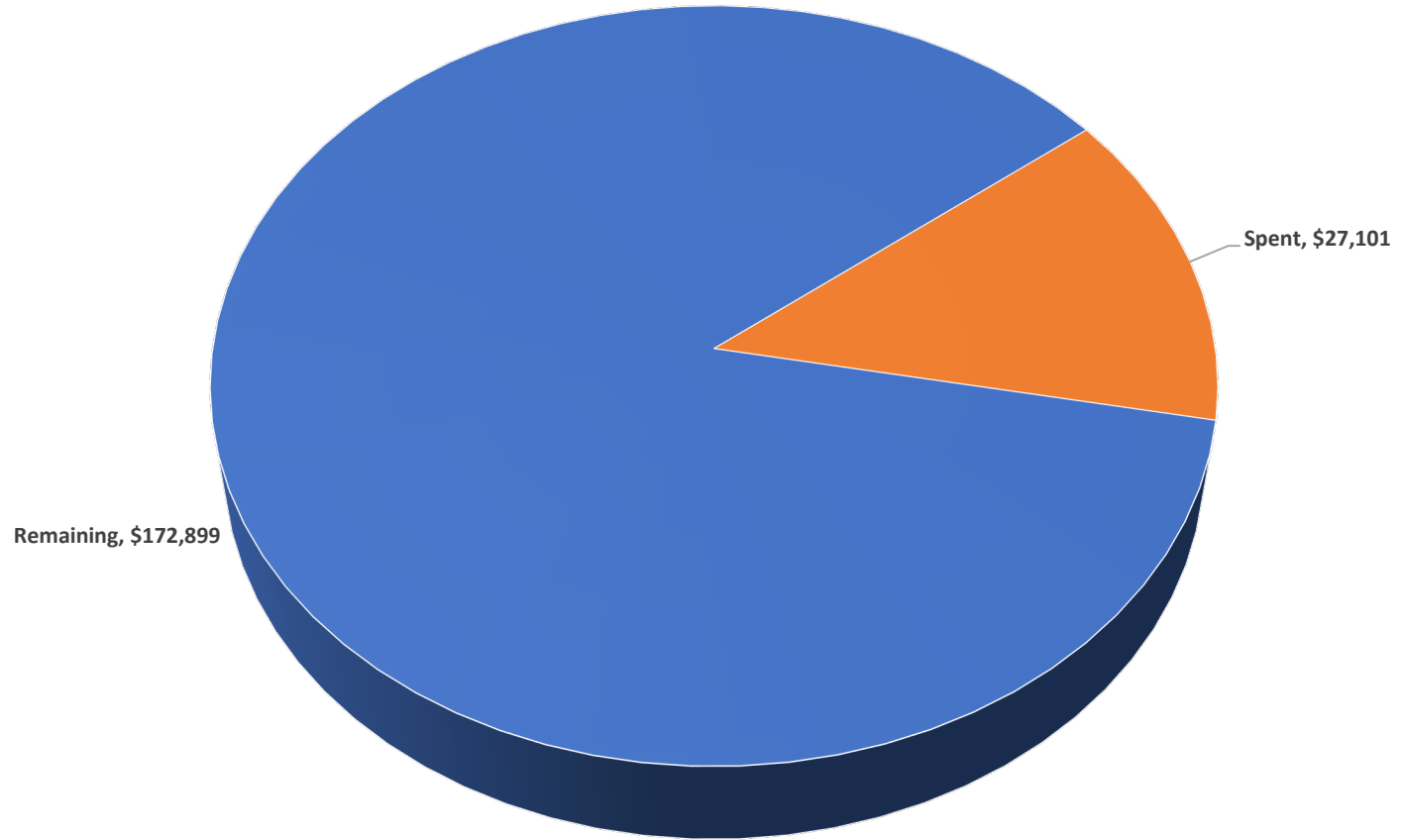


**Chisholm Trail MPO Spending  
\$270,754**



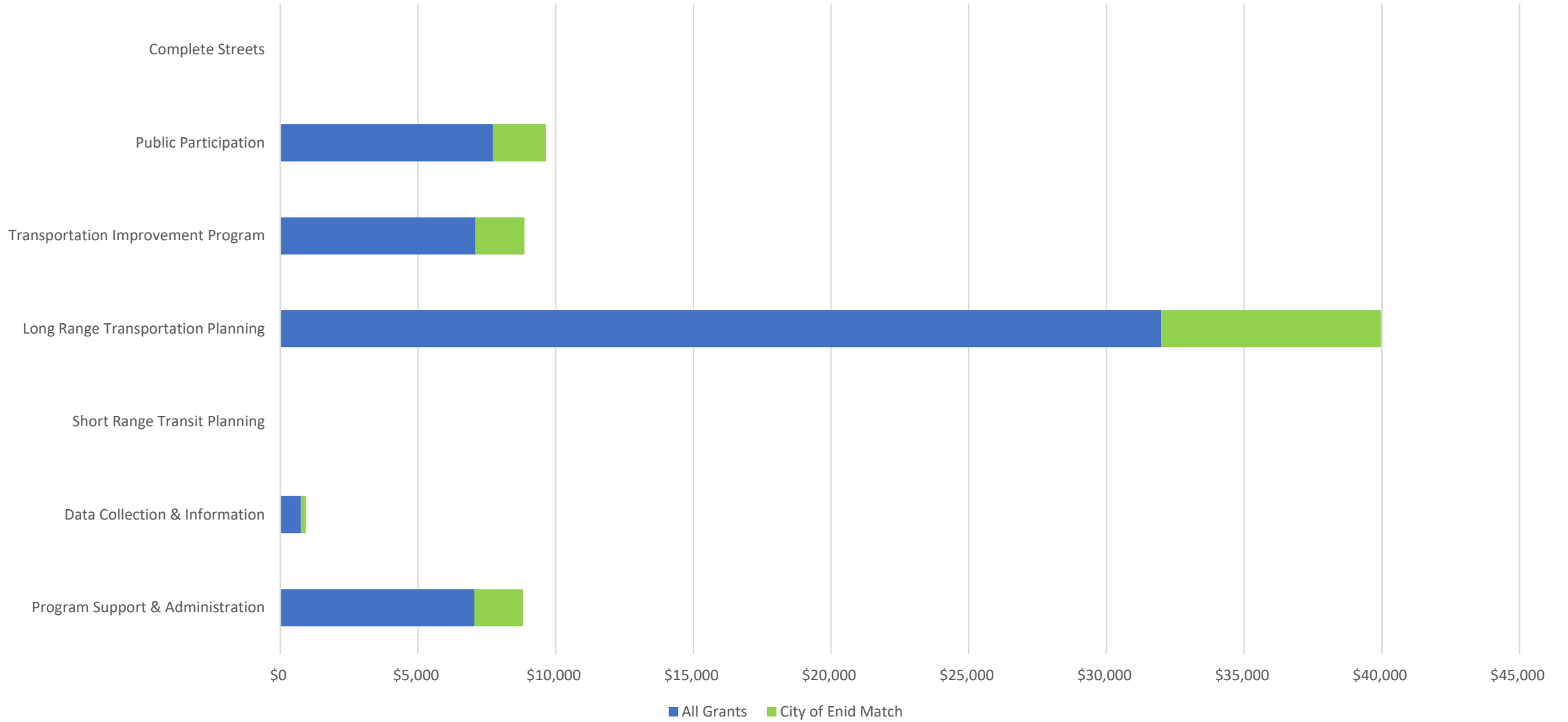
**Includes Poe & Associates Remaining Encumbrance of \$172,899.**

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

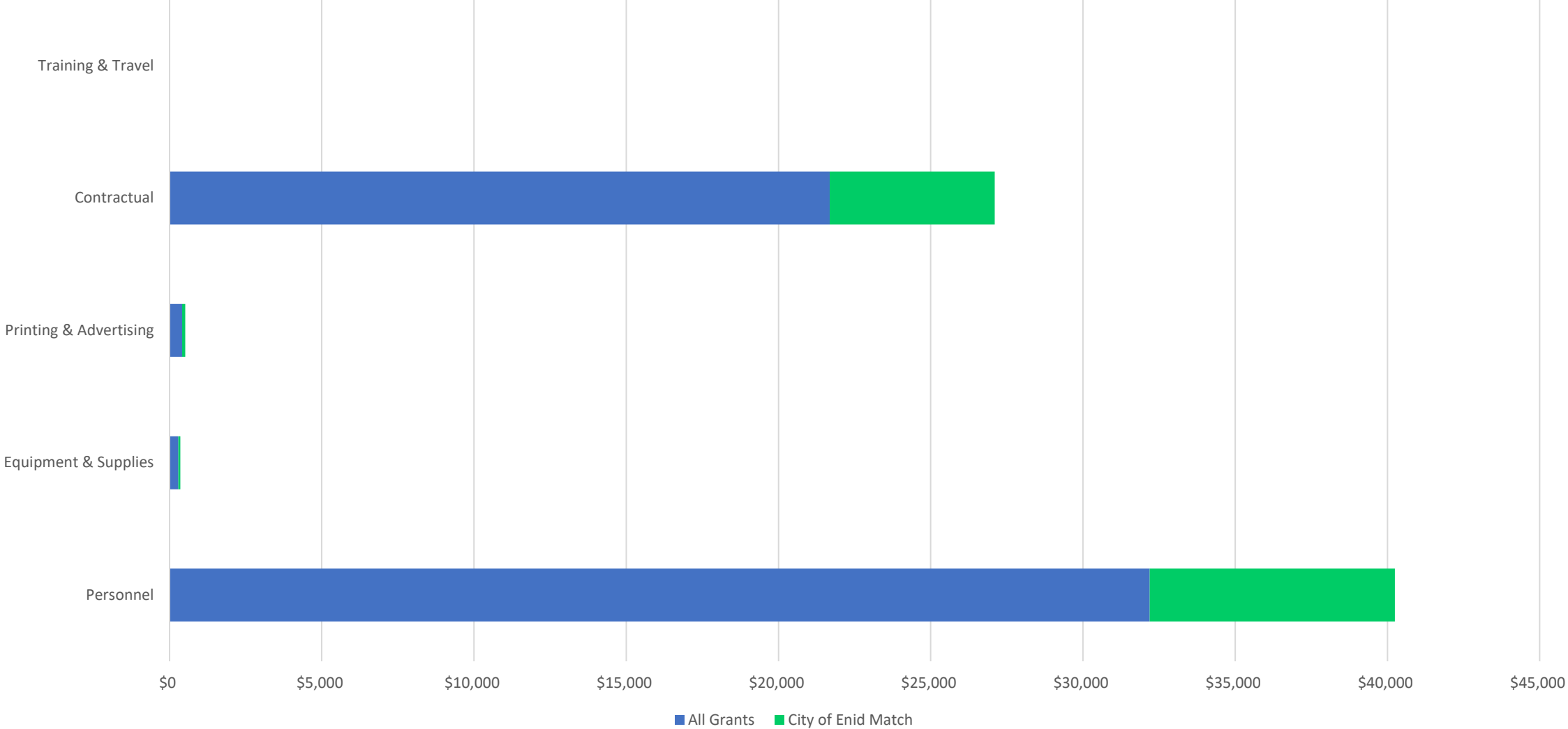


**Includes Poe & Associates Remaining Encumbrance of \$172,899.**

### Spending by Element



### Spending by Category



## CTMPO MTP Draft Questions for Public Survey

Date: January 2026

### 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? (Select up to three)**  
 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
7. **Are there specific intersections or corridors you consider unsafe?**  
 Yes (please mark on the map)  No  Not sure  
*Provide Map Link*

### C. Walking, Biking & Accessibility

8. **How easy is it to walk to everyday destinations in your area (stores, schools, parks)?**  
 Very easy  Somewhat easy  Difficult  Very difficult  Not possible
9. **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
10. **Do sidewalks, crossings, and signals meet the needs of people with disabilities?**  
 Yes  Somewhat  No  Not sure

#### D. Transit & Mobility Options

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

#### E. Freight, Economy & Growth

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

#### F. Resilience, Technology & Future Vision

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

#### G. Priorities & Vision

18. **If Enid could focus on ONE transportation priority over the next 20–25 years, what should it be?**  
 Safety  Road condition  Walkability  
 Transit access  Economic development  Freight movement
19. **Do you feel your transportation needs are being heard in planning decisions?**  
 Yes  Somewhat  No  Not sure

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

*(Open-ended response or map comment)*

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**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.