



2050 Metropolitan Transportation Plan

Chisholm Trail Metropolitan
Planning Organization

September 2026

DRAFT

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Executive Summary

The Chisholm Trail Metropolitan Planning Organization (CTMPO) 2050 Metropolitan Transportation Plan (MTP) establishes the long-range framework for transportation planning and investment within the Enid metropolitan area through 2050. As the federally designated Metropolitan Planning Organization for the area, CTMPO provides a regional forum for coordinating transportation decisions among the City of Enid, Town of North Enid, Garfield County, Oklahoma Department of Transportation (ODOT), public transportation providers, federal transportation agencies, and other regional partners. The MTP provides the foundation for those decisions by documenting existing conditions, evaluating transportation needs, establishing regional goals and policies, identifying transportation strategies and improvements, and providing a framework for funding and implementation.

The plan addresses transportation as an interconnected system. Roadways and bridges remain the foundation of regional travel, but the MTP also considers freight and rail transportation, public transportation, pedestrian and bicycle facilities, accessibility, infrastructure preservation, land use, economic activity, system reliability, and connections among transportation modes. The intent is not to establish a construction program for a single agency, but to provide a coordinated regional framework that can guide transportation investment as projects move from long-range planning into programming, project development, and implementation.

Regional Transportation System

The CTMPO planning area is centered on Enid and North Enid and is connected to the broader state and national transportation system by US-60, US-64, US-81, and US-412. These highways accommodate local and regional passenger travel, commercial activity, freight movement, and access to employment and services. The metropolitan roadway system contains approximately 525.77 centerline miles and 1,173.77 lane miles, including principal and minor arterials, collectors, and local streets. The planning area also contains 46 bridges, consisting of 13 on-system and 33 off-system structures.

The transportation network supports an economy influenced by agriculture, manufacturing, healthcare, education, government, retail activity, and major regional employers. Vance Air Force Base, healthcare facilities, educational institutions, industrial employers, and other major destinations generate passenger, freight, service, and commuter travel throughout the area. Regional travel patterns also extend beyond the metropolitan area, reinforcing the importance of reliable highway and freight connections.

Freight transportation is supported by the regional highway system, Enid's designated truck routes, industrial access routes, and an extensive rail presence. BNSF Railway, Union Pacific Railroad, and Grainbelt Corporation provide rail connections serving agricultural and industrial activity and linking the Enid area with broader freight markets. Highway-rail crossings and other locations where the roadway and rail systems interact remain important considerations for safety, operations, emergency response, and freight mobility.

Public transportation provides another important component of the regional system. Enid Transit provides demand-response service within Enid, supplemented by regional and specialized transportation providers serving Garfield County and surrounding areas. Transit is particularly important for access to healthcare, employment, shopping, public services, and other essential destinations. The MTP recognizes that effective mobility also depends on coordination among providers and on safe and accessible connections between passengers, transportation services, and their destinations.

Walking and bicycling are incorporated into the transportation system through sidewalks, trails, bicycle routes, shared-use facilities, roadway crossings, and accessibility improvements. Existing facilities provide a foundation for active transportation, while ongoing City and ODOT investments are expanding pedestrian and trail connections and incorporating ADA-accessible pedestrian improvements into roadway projects. Current efforts include pedestrian improvements associated with US-412 and US-81, the South Enid/Vance Air Force Base trail connection, Prairie Ridge sidewalk improvements, and the City's ongoing Sidewalk Repair Partnership Program.

Transportation Needs and Priorities

The MTP evaluates transportation needs using available transportation data, socioeconomic and development trends, existing plans and programs, agency coordination, and the metropolitan planning process. The assessment identifies needs related to transportation safety; roadway operations and mobility; pavement, bridge, and infrastructure preservation; freight and rail transportation; public transportation and mobility; pedestrian and bicycle connectivity; accessibility; and coordination between transportation and land development.

Safety remains a fundamental consideration. Available ODOT crash information identifies fatal and serious-injury crashes at multiple locations across the transportation network, reinforcing the need for continued data-driven evaluation rather than if a single roadway or improvement type will address regional safety concerns. Transportation projects should consider crash history, roadway characteristics, traffic conditions, intersections, pedestrian and bicycle activity, railroad crossings, and other location-specific factors when improvements are developed.

Preservation of the existing transportation system is also a central long-range responsibility. Pavements, bridges, traffic-control systems, drainage infrastructure, sidewalks, trails, and other transportation assets require continued maintenance and reinvestment. The MTP emphasizes preservation alongside new capital improvements so that existing infrastructure can continue to provide reliable service while future transportation needs are addressed.

Roadway operations should similarly be evaluated according to documented conditions. Traffic volume alone does not establish the need for additional capacity. Intersection operations, turning movements, traffic signals, access, freight activity, railroad crossings, surrounding development, safety conditions, and other factors should be considered before determining whether an operational, intersection, access-management, technology, reconstruction, or capacity improvement is appropriate.

Active transportation planning emphasizes improving connections between existing facilities and destinations, integrating pedestrian and bicycle accommodations into roadway projects where appropriate, improving safety and accessibility, maintaining existing facilities, and coordinating planning and funding among CTMPO and its transportation partners.

Goals and Policy Direction

The MTP establishes six goals that provide the policy foundation for transportation decision-making through 2050:

1. **Safety and Security** – Ensure a safe and secure transportation system for all users.
2. **Infrastructure Preservation** – Preserve and maintain the CTMPO transportation system in good condition.
3. **Economic Vitality** – Provide an efficient and well-connected transportation system that supports a healthy and competitive economy.
4. **Mobility, Accessibility, and Quality of Life** – Enhance connected transportation options that improve daily life for all residents.
5. **Environment** – Protect natural resources and public health while supporting transportation choices.
6. **Resiliency and Reliability** – Ensure reliable movement of people and goods by improving the transportation system’s resiliency and adaptability.

These goals are supported by policies addressing transportation safety, infrastructure condition, freight movement, accessibility, multimodal connectivity, transportation system operations, economic development, environmental considerations, resilience, emergency response, technology, and data. Together, they establish a consistent basis for evaluating future transportation investments and coordinating decisions among CTMPO and its partners.

Projects, Funding, and Implementation

Implementation of the MTP will occur incrementally through local, state, federal, transit, and other transportation programs. The financial framework recognizes that projects within the plan are at different stages of development. Some improvements have established programs, schedules, or funding, while others remain planning-level concepts requiring additional study, engineering, environmental review, right-of-way or utility coordination, funding, and public involvement. The MTP therefore does not assign unsupported costs or imply that planning-level projects are funded commitments.

Appendix A – Transportation Project Inventory and Implementation Program provides the project-level connection between the MTP and future implementation. It includes transportation improvements identified through local and state programs together with planning-level priorities developed through the MTP. Projects are organized as Near-Term, Mid-Term, Long-Term, or Ongoing to communicate their general implementation horizon while recognizing that actual schedules will depend on funding, project readiness, agency priorities, engineering requirements, and coordination.

The project inventory includes City of Enid roadway reconstruction, widening, pavement preservation, and local street improvements; North Enid transportation priorities; and CTMPO planning-level priorities addressing major corridors, railroad crossings, freight access, safety, transportation system operations, resiliency, active transportation, transit accessibility, and regional connectivity. Inclusion in the MTP does not constitute project approval, environmental clearance, funding authorization, or a commitment to construction. Planning-level improvements must advance through the appropriate project-development process before implementation.

The MTP also establishes a continuing process for monitoring transportation conditions and implementation progress. Future Transportation Improvement Programs, local capital programs, ODOT programming, corridor and safety studies, transportation data, performance measures, and subsequent MTP updates will provide opportunities to refine priorities and move projects toward implementation.

Moving Toward 2050

The CTMPO 2050 MTP provides a practical framework for managing the metropolitan transportation system while preparing for future needs. Its central direction is to preserve and improve the transportation system already in place, address documented safety and operational needs, maintain reliable regional and freight connections, improve accessibility and transportation choices, coordinate transportation with community and economic development, and make investment decisions that can be supported by available resources and defensible transportation information.

Public and stakeholder involvement remains part of this process. CTMPO's adopted public participation procedures provide the framework for public access, review, and comment on the MTP. The formal public meeting and final public review associated with the draft 2050 MTP will be documented as that process is completed, with supporting public involvement documentation included in Appendix B.

Ultimately, the MTP is intended to be a living regional transportation framework rather than a fixed list of construction commitments. Transportation conditions, project priorities, available funding, technology, development patterns, and community needs will continue to change between now and 2050. Through continued coordination among CTMPO, local governments, ODOT, public transportation providers, federal agencies, railroads, and other regional partners, the plan provides the foundation for making future transportation decisions in a coordinated, financially responsible, and performance-based manner.



Introduction and Planning Context

Introduction

The Chisholm Trail Metropolitan Planning Organization (CTMPO) is the federally designated Metropolitan Planning Organization for the Enid metropolitan area in north-central Oklahoma. The 2020 Census identified the Enid, Oklahoma Urban Area with a population of 50,194, placing the area above the federal population threshold for metropolitan transportation planning. CTMPO provides the regional forum through which local governments, the Oklahoma Department of Transportation (ODOT), public transportation providers, and other transportation partners coordinate long-range transportation planning and investment decisions.

The CTMPO 2050 Metropolitan Transportation Plan (MTP) establishes the long-range framework for the metropolitan transportation system through 2050. The plan documents existing transportation conditions, evaluates demographic and economic trends, identifies transportation needs, establishes regional goals and policies, and identifies strategies and proposed improvements intended to support safe and efficient movement of people and goods. The MTP addresses roadway, freight, rail, public transportation, active transportation, system preservation, accessibility, economic vitality, and other transportation considerations within the metropolitan planning area.

Development of the MTP is grounded in the continuing, cooperative, and comprehensive metropolitan transportation planning process established by federal law. The plan is intended to guide regional transportation decision-making while maintaining consistency with applicable federal requirements, ODOT planning and programming processes, local plans, available financial resources, and community priorities. The sections that follow describe the metropolitan planning process, the CTMPO planning area and regional role, the federal planning framework, coordination with local planning efforts, and the public involvement process used to support development of the MTP.



Metropolitan Transportation Planning Process

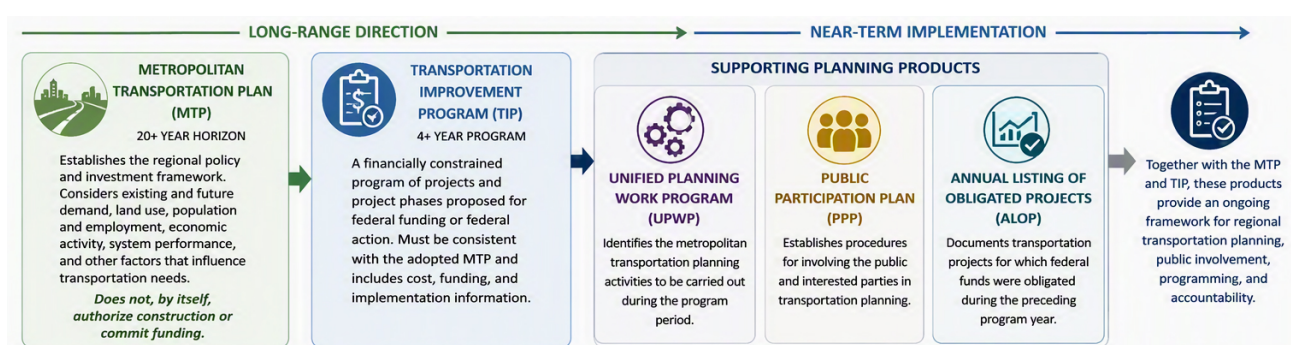
Metropolitan transportation planning is a continuing, cooperative, and comprehensive process that links long-range transportation needs with shorter-term programming and investment decisions. CTMPO carries out this process in coordination with ODOT, local governments, public transportation providers, federal transportation agencies, and other regional partners. The process considers all modes of transportation and provides the framework for developing plans and programs that respond to current conditions and anticipated future needs.

The Metropolitan Transportation Plan is the principal long-range transportation planning document for the CTMPO area. Federal regulations require the MTP to address a planning horizon of at least 20 years and to consider existing and future transportation demand, land use, population and employment, economic activity, system performance, and other factors that influence transportation needs. The MTP establishes the regional policy and investment framework; it does not, by itself, authorize construction or commit funding to an individual project.

Near-term implementation is addressed through the Transportation Improvement Program (TIP). The TIP is a financially constrained program covering at least four years and must be consistent with the adopted MTP. It identifies transportation projects and project phases proposed for federal funding or federal action, together with applicable cost, funding, and implementation information. Through this relationship, the MTP establishes the long-range direction, and the TIP provides the shorter-term programming mechanism for projects that are ready to advance.

CTMPO also maintains other federally required planning products that support this process. The Unified Planning Work Program (UPWP) identifies the metropolitan transportation planning activities to be carried out during the program period; the Public Participation Plan (PPP) establishes procedures for involving the public and interested parties in transportation planning; and the Annual Listing of Obligated Projects documents transportation projects for which federal funds were obligated during the preceding program year. Together with the MTP and TIP, these products provide an ongoing framework for regional transportation planning, public involvement, programming, and accountability.

The CTMPO Transportation Technical Advisory Committee and Transportation Policy Board provide the principal organizational structure for the metropolitan planning process. The Technical Advisory Committee coordinates transportation issues at the technical level, reviews transportation plans and studies, develops the TIP, and provides recommendations to the Policy Board. The Transportation Policy Board serves as the final approval authority for CTMPO transportation planning and approves the MTP, TIP, UPWP, and other major metropolitan planning actions. This structure provides a clear connection between technical analysis, agency coordination, public involvement, and regional policy decisions.



CTMPO Planning Area and Regional Role

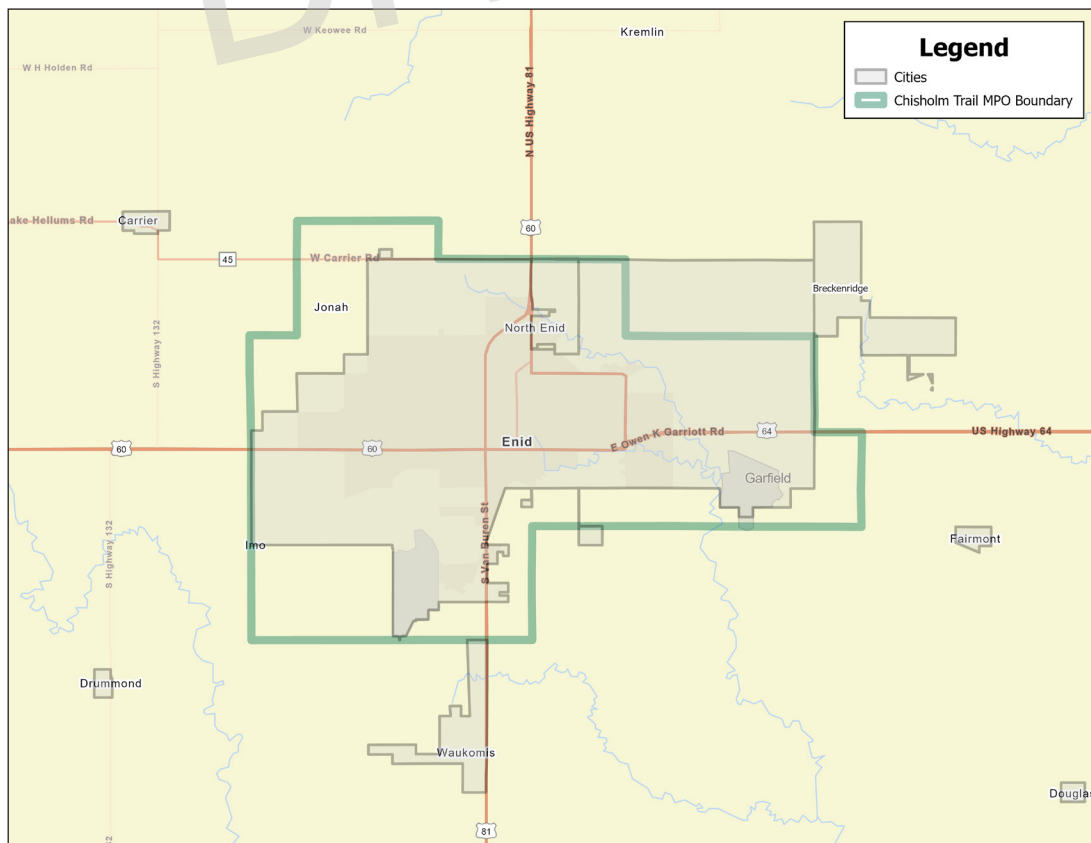
The CTMPO provides regional transportation planning for the Enid area in Garfield County. The CTMPO planning area includes the communities and transportation facilities that are considered together when evaluating regional travel needs, future improvements, and transportation investments. This boundary provides the geographic basis for the transportation analysis and recommendations presented throughout the MTP.

Enid is the primary population and activity center within the planning area. The 2020 Census recorded 51,308 residents in the City of Enid, while the Census-defined Enid Urban Area had a population of 50,194. These figures represent different geographic areas. The City population applies to the Enid city limits, while the Urban Area reflects the developed area identified by the U.S. Census Bureau. CTMPO uses its adopted planning-area boundary for regional transportation planning.

The regional transportation network is anchored by several U.S. and state highways that connect Enid with communities and economic activity throughout north-central Oklahoma and beyond. US-60, US-64, US-81, and US-412 are the primary highway corridors serving Enid and Garfield County, supplemented by state highways that provide additional regional connections. Together, these corridors support local and regional passenger travel, freight movement, access to employment and services, and connections between the metropolitan area and the statewide transportation system.

Transportation within the CTMPO area also includes local streets, public transportation, rail and freight facilities, sidewalks, bicycle and trail connections, and other supporting infrastructure. Looking at these transportation elements together allows CTMPO and its partners to identify needs and consider improvements from a regional perspective.

FIGURE 1-1: CTMPO METROPOLITAN PLANNING AREA BOUNDARY



SOURCE/DATA: CTMPO/CITY OF ENID OFFICIAL METROPOLITAN PLANNING AND BOUNDARY AND GIS DATA.

The planning-area boundary shown in Figure 1-1 establishes the geographic context for the transportation system inventory, socioeconomic analysis, needs assessment, and project evaluation presented in subsequent chapters. The next section describes the federal planning framework and requirements that guide development and maintenance of the MTP.

Federal Planning Framework

Federal transportation requirements provide the overall framework for metropolitan transportation planning while allowing each MPO to develop a plan that reflects local and regional needs. For CTMPO, the 2050 MTP must look at least 20 years into the future and consider both current conditions and expected changes in population, development, employment, travel, and economic activity. The plan must also address transportation as an interconnected system that includes roadways, public transportation, freight, walking, bicycling, and other travel needs.

Federal planning requirements identify several broad topics that MPOs are expected to consider when developing transportation plans and programs. These include economic vitality, safety and security, access and mobility for people and freight, environmental quality and quality of life, connections between transportation modes, efficient system operation, preservation of existing infrastructure, system reliability and resilience, and travel and tourism. These topics are reflected throughout the CTMPO MTP rather than treated as separate stand-alone requirements.

The federal planning process also emphasizes the use of measurable information to support transportation decisions. CTMPO coordinates with ODOT and public transportation providers on applicable transportation performance measures and targets and uses available information on safety, infrastructure condition, system performance, and transit to help identify needs and evaluate progress. This approach supports investment decisions that respond to documented transportation conditions while remaining appropriate for the size and needs of the CTMPO planning area.

The CTMPO Policy Framework translates these broader planning requirements into goals and policies that are specific to the Enid metropolitan area. Those goals and policies provide the common direction used throughout the MTP to evaluate transportation needs, consider proposed improvements, guide investment priorities, and monitor progress over time.

Coordination with Local & Regional Plans

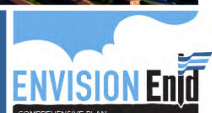
The CTMPO 2050 MTP is designed to work alongside existing local and regional plans rather than replace them. Transportation decisions are closely connected to land use, development, public services, economic activity, recreation, and community investment. Reviewing these related plans helps CTMPO understand where transportation improvements can support broader community goals and where future growth may create new transportation needs.

The City of Enid maintains several plans and studies that provide useful context for the



Envision Enid
Comprehensive Plan

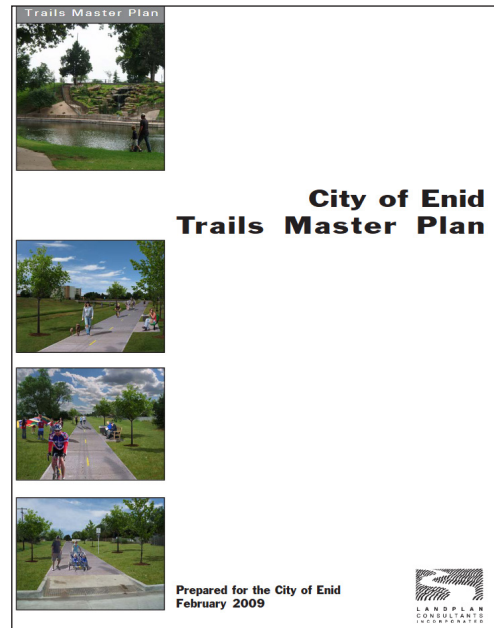
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MTP. Envision Enid, the City's comprehensive plan, establishes a broad framework for future growth and development and includes recommendations related to transportation and future land use. The City also maintains an Enid Trails Master Plan that addresses recreational and transportation trail needs, as well as road improvement programs used to guide reconstruction, widening, resurfacing, and other street investments. These documents provide local context for the transportation conditions and needs evaluated in later chapters of this MTP.

Coordination also extends beyond City plans. ODOT planning and programming activities affect state and federal highways within the CTMPO area, while Enid Transit provides public transportation service within Enid. North Enid, Garfield County, and other regional partners also have transportation interests that may affect travel within the planning area. CTMPO provides a forum for these agencies and communities to coordinate transportation priorities and consider how individual projects fit within the broader regional system.

Related plans are used as supporting information, but the MTP does not automatically carry forward every recommendation from an earlier plan or study. Projects and strategies included in this MTP are considered in light of current transportation conditions, documented needs, available information, regional goals, and the CTMPO Policy Framework. This allows the 2050 MTP to build on previous planning work while reflecting the needs and priorities identified through the current planning process.



Public and Stakeholder Involvement

Public involvement is an important part of the metropolitan transportation planning process because transportation decisions affect residents, businesses, travelers, public agencies, and transportation providers throughout the CTMPO area. CTMPO's Public Participation Process is intended to provide reasonable opportunities for people and organizations to participate in the development of transportation plans, programs, and projects and to comment on the decisions that shape the regional transportation system.

For the 2050 MTP, public and stakeholder input is used alongside transportation data, local and regional plans, agency coordination, and technical analysis to help identify transportation concerns and priorities. Input received through the planning process helps provide local context for issues such as roadway safety and condition, mobility and accessibility, public transportation, walking and bicycling, freight movement, and other transportation needs.

CTMPO's Transportation Technical Advisory Committee and Transportation Policy Board also provide ongoing opportunities for coordination and public discussion as the MTP is developed and considered for adoption. The Policy Board is responsible for ensuring that established public involvement procedures are carried out for major transportation planning activities. CTMPO's adopted Public Participation Process provides for public notice, review, and comment on the MTP, including a 30-day public review and comment period for plan adoption.

Public input is one part of the overall decision-making process and is considered together with documented transportation conditions, project needs, available funding, and the goals and policies established for the MTP. This approach allows community priorities to inform the plan while maintaining a clear connection to the transportation analysis presented in later chapters.

[INSERT PROJECT-SPECIFIC PUBLIC INVOLVEMENT SUMMARY HERE]

summarize the outreach methods used for the 2050 MTP, include dates, participation totals, survey response counts,

Together, the planning framework, regional coordination, and public involvement described in Chapter 1 establish the foundation for the transportation system and community conditions evaluated in the chapters that follow.

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Existing Transportation System

Transportation System Overview

The CTMPO transportation system includes roadways, bridges, public transportation services, freight and rail facilities, and pedestrian and bicycle connections that support travel throughout the metropolitan area. Together, these facilities provide access to neighborhoods, employment, schools, businesses, services, and regional destinations.

The transportation system serves both local and regional travel needs. Major highways and rail corridors connect Enid and North Enid with communities and economic activity throughout north-central Oklahoma and beyond, while the local street network provides access throughout the metropolitan area. Public transportation provides an additional mobility option, and sidewalks, trails, and bicycle facilities support shorter trips and connections between neighborhoods and destinations.

This chapter describes the transportation system as it exists today. The sections that follow address the roadway and bridge network, traffic volumes and roadway use, freight transportation, rail, public transportation, and pedestrian and bicycle transportation. These existing conditions provide the foundation for identifying transportation needs and evaluating potential improvements later in the MTP.

Roadway System

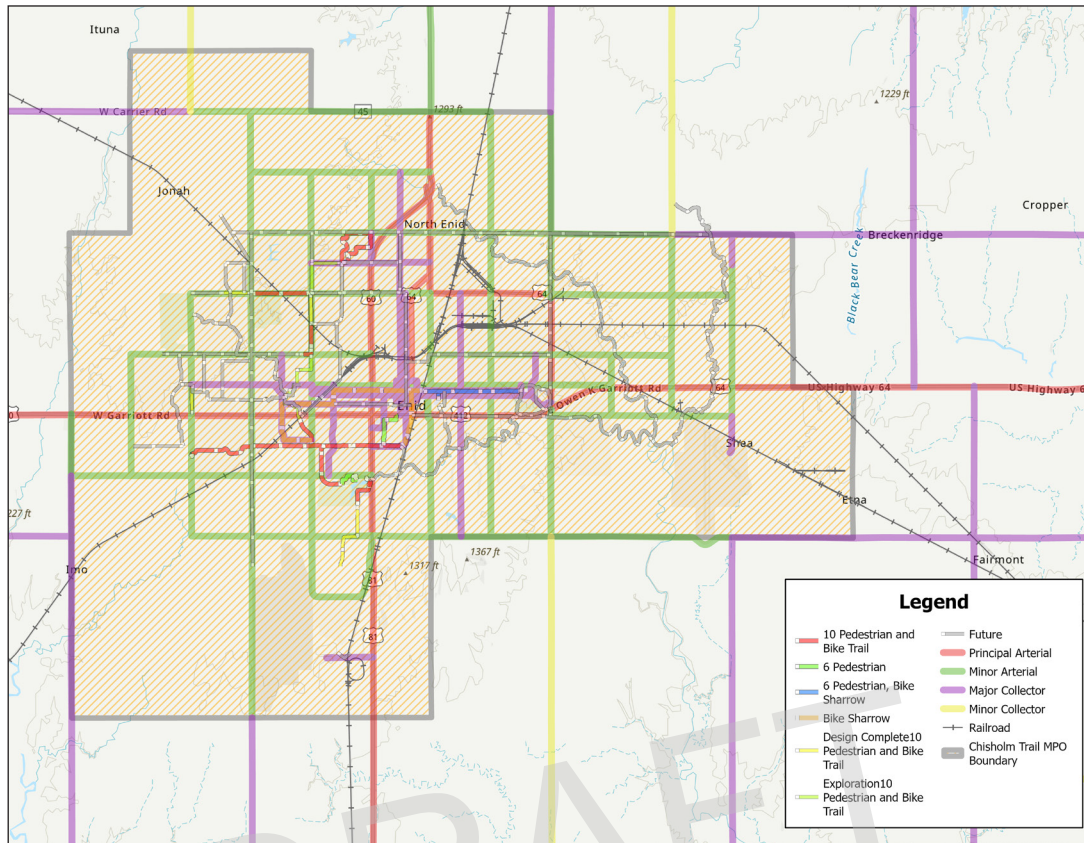
The CTMPO roadway network includes regional highways and arterial, collector, and local streets that support travel throughout Enid and North Enid and provide connections to the surrounding region. U.S. 60, U.S. 64, U.S. 81, and U.S. 412 provide the primary connections to the regional and statewide highway system, while the local roadway network provides access to neighborhoods, businesses, employment, services, and other destinations.

Functional Classification and Roadway Mileage

Functional classification identifies the role a roadway serves within the transportation network. Arterials generally accommodate regional and cross-town travel, collectors connect local streets and activity areas with the arterial system, and local streets primarily provide access to adjacent properties and nearby destinations. **Figure 2-1** shows the existing roadway network and functional classification within the CTMPO planning area.



FIGURE 2-1: EXISTING TRANSPORTATION NETWORK AND FUNCTIONAL CLASSIFICATION



SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION FUNCTIONAL CLASSIFICATION DATA.

The functional classification of a roadway generally reflects the balance between moving traffic and providing access to adjacent property. Principal and minor arterials serve a larger share of cross-town and regional travel, collectors connect neighborhoods and activity areas with the arterial system, and local streets primarily provide access to individual properties and nearby destinations.

TABLE 2-1: ROADWAY FUNCTIONAL CLASSIFICATION - GENERAL ROLE

Functional Classification	General Role in the Roadway Network
Principal Arterial	Carries major regional and cross-town travel and connects important activity areas and major routes.
Minor Arterial	Supports travel across the community and connects principal arterials with collectors and important local destinations.
Major / Minor Collector	Distributes traffic between local streets, neighborhoods, activity areas, and the arterial network.
Local Street	Primarily provides direct access to adjacent homes, businesses, and other properties.

SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION FUNCTIONAL CLASSIFICATION DATA; FEDERAL HIGHWAY ADMINISTRATION FUNCTIONAL CLASSIFICATION GUIDANCE.

The CTMPO roadway network includes 525.77 centerline miles and 1,173.77 lane miles. Local streets account for the largest portion of the network, with 331.48 centerline miles, followed by minor arterials, principal arterials, and collectors.

TABLE 2-2: CTMPO ROADWAY MILEAGE BY FUNCTIONAL CLASSIFICATION

Functional Classification	Centerline Miles	Lane Miles
Principal Arterial	49.17	192.36
Minor Arterial	101.86	220.82
Major Collector	42.26	95.87
Minor Collector	1.00	2.00
Local	331.48	662.72
Total	525.77	1,173.77

SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION ROAD DATA.

Bridge Inventory

The CTMPO planning area contains 46 bridges, including 13 on-system bridges and 33 off-system bridges. On-system bridges are associated with the state highway system, while off-system bridges are located on roadways outside the state highway system.

TABLE 2-2: CTMPO ROADWAY MILEAGE BY FUNCTIONAL CLASSIFICATION

Bridge System	Number of Bridges
On-System	13
Off-System	33
Total	46

SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION BRIDGE DATA.

Bridge condition and preservation needs are evaluated in Chapter 4 as part of the transportation needs assessment.

Roadway Maintenance and Improvement

Responsibility for maintaining and improving the roadway system is shared among the agencies and jurisdictions responsible for individual facilities. Within Enid, the city addresses roadway improvements through its arterial and local street programs, including roadway reconstruction and widening, mill-and-overlay projects, local street improvements, and concrete point repairs.

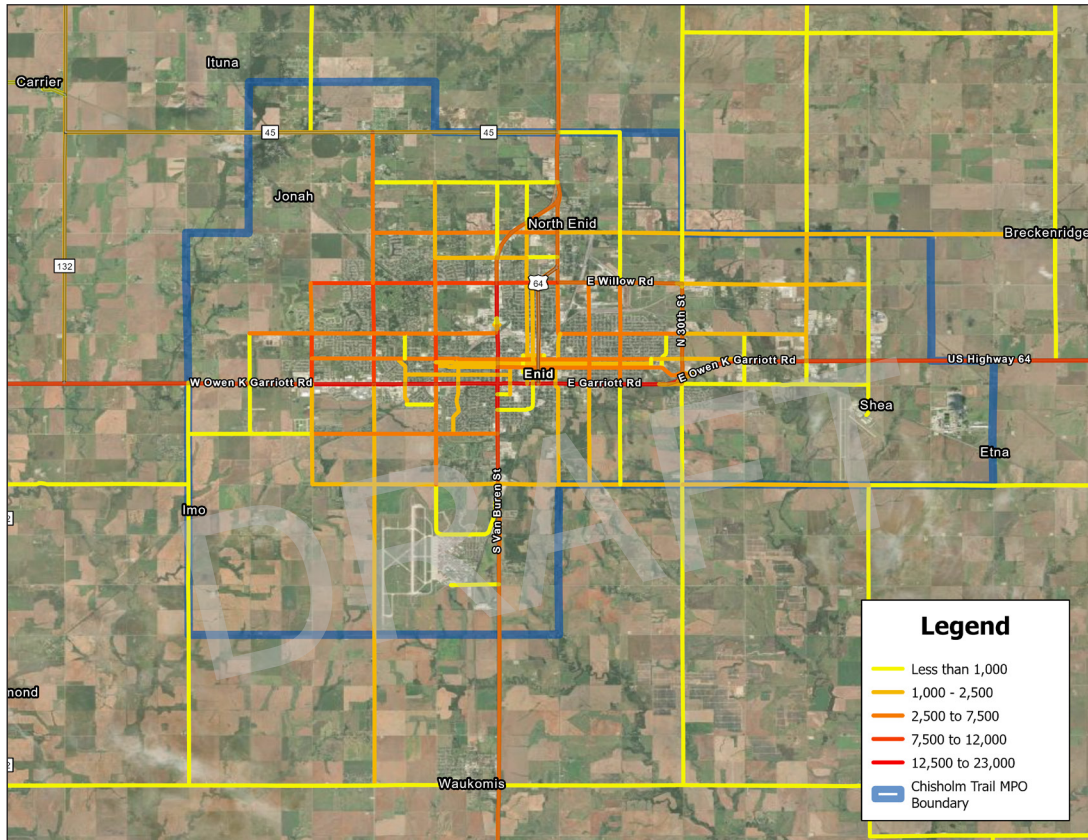
Existing roadway and bridge conditions, traffic operations, and roadway safety are evaluated in Chapter 4 to identify transportation needs and help inform future investment priorities.



Traffic Volumes and Roadway Use

Traffic volumes provide a useful measure of how the roadway network is used and help identify the corridors carrying the greatest levels of daily travel. ODOT's 2023 Annual Average Daily Traffic (AADT) map for Garfield County shows that the highest traffic volumes in the CTMPO planning area are concentrated on the U.S. highway system through Enid and North Enid. These routes serve a combination of local trips, regional travel, commercial access, and freight movement. Figure 2-2 shows the distribution of 2023 AADT across the CTMPO planning area.

FIGURE 2-2: ANNUAL AVERAGE DAILY TRAFFIC (AADT), 2023



SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION, 2023 ANNUAL AVERAGE DAILY TRAFFIC - GARFIELD COUNTY.

The map identifies several locations in the Enid area with AADT values above 20,000 vehicles per day. The highest published values include 23,000 vehicles per day on the U.S. 81/Van Buren corridor, 22,900 on a segment in the North Enid area, 22,700 on the U.S. 60/U.S. 412 corridor through west-central Enid, 22,000 on U.S. 412 in east Enid, and 21,500 on U.S. 81 in south Enid. These counts confirm that the principal U.S. highway corridors carry the largest concentrations of daily traffic within the metropolitan area.

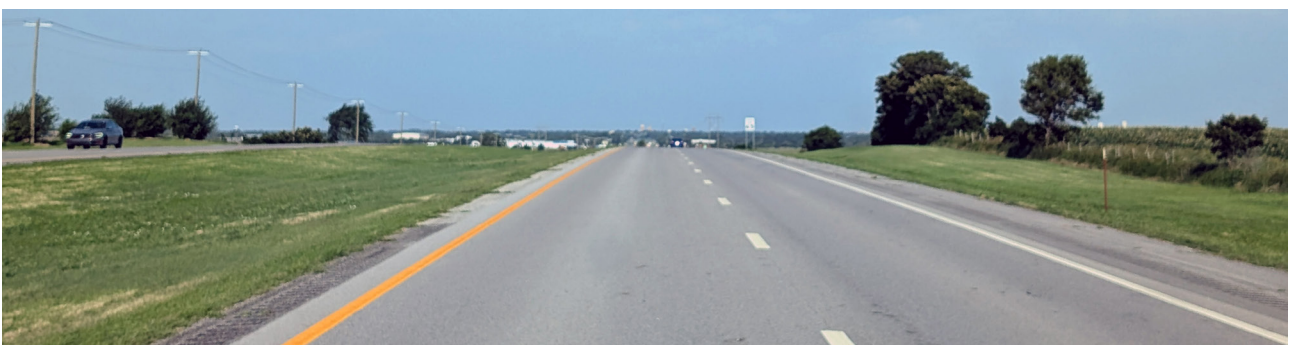


TABLE 2-4: SELECTED HIGH-VOLUME ROADWAY LOCATIONS IN THE CTMPO PLANNING AREA (2023)

Roadway / General Location	2023 AADT	Existing-System Context
U.S. 81 / Van Buren corridor	23,000	Major north-south travel corridor through Enid
North Enid Highway area	22,900	Regional highway connection serving Enid and North Enid
U.S. 60 / U.S. 412, west-central Enid	22,700	Major east-west corridor serving regional and local travel
U.S. 412, east Enid	22,000	Regional east-west corridor and freight connection
U.S. 81, south Enid	21,500	Major north-south regional connection

SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION, 2023 ANNUAL AVERAGE DAILY TRAFFIC - GARFIELD COUNTY.

Traffic volume alone does not determine whether a roadway has an operational need. Intersection configuration, turning movements, access spacing, traffic control, railroad crossings, adjacent development, and the mix of passenger and heavy vehicles also affect how a corridor operates. Those considerations are evaluated later in the MTP where the plan addresses transportation needs and potential improvements.

The concentration of traffic on the major highway corridors also reflects their importance to commercial and freight movement. The next section examines the freight transportation network and the routes that connect Enid-area businesses, industries, agricultural activity, and rail facilities with regional and national markets.

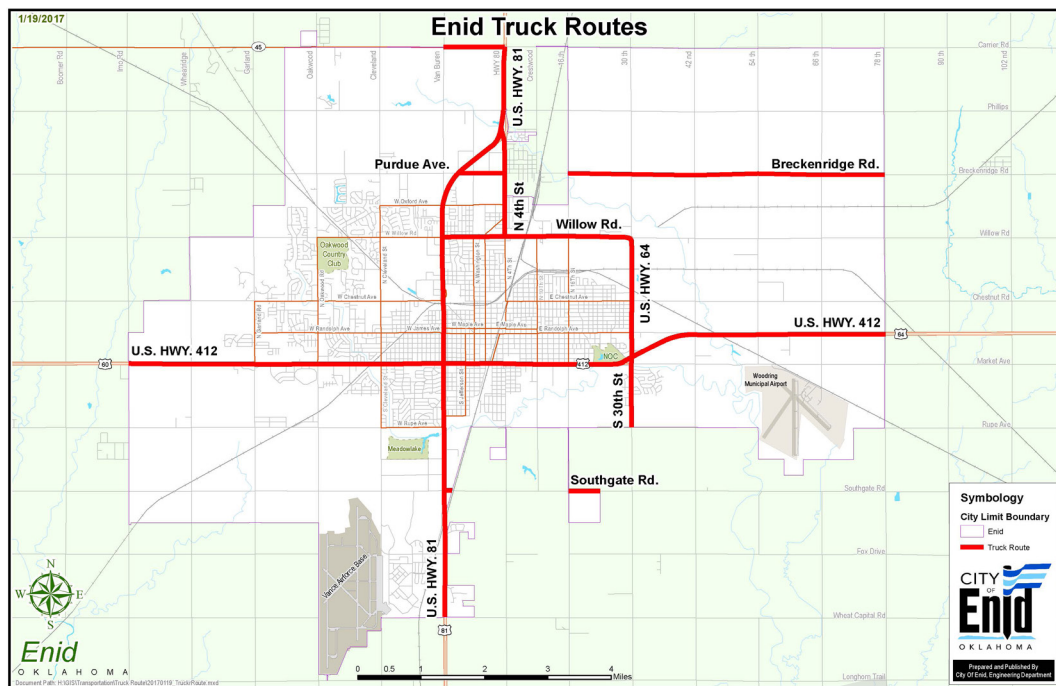
Freight Transportation Network

Freight movement is an important component of the CTMPO transportation system, supporting the movement of agricultural products, manufactured goods, construction materials, consumer products, equipment, and other shipments serving Enid and the surrounding region. Highway freight movement relies on the regional highway system and local truck routes that provide access to industrial areas, commercial destinations, and rail-served properties.

The City of Enid maintains a designated truck-route network to direct commercial vehicle travel to roadways intended to accommodate truck movement. The City's published truck-route map identifies designated routes along portions of U.S. 81, U.S. 412, U.S. 64, North 4th Street, Willow Road, Purdue Avenue, Breckenridge Road, South 30th Street, and Southgate Road, among other connecting facilities.

Figure 2-3 shows the designated truck-route network together with the major highway corridors, rail lines, and key industrial or freight-oriented areas.

FIGURE 2-3: FREIGHT TRANSPORTATION NETWORK AND DESIGNATED TRUCK ROUTES



SOURCE/DATA: CITY OF ENID TRUCK ROUTES MAP AND ENID TRANSPORTATION GIS; OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY AND FREIGHT PLANNING DATA.

The roadway and freight systems are closely connected. Major highway corridors carry both passenger and commercial traffic, while the designated truck routes provide connections to destinations away from the highway system. This shared use places different demands on the roadway network, particularly where heavy vehicles make frequent turning movements, cross railroad tracks, or travel between industrial areas and regional highways. These conditions are considered later in the MTP when transportation needs and potential improvements are evaluated.

ODOT's statewide freight planning process considers goods movement by highway, rail, and other freight modes and uses freight data to help identify mobility, infrastructure, safety, and economic needs. For the CTMPO MTP, the statewide freight plan provides regional context, while City truck-route and GIS information provides the more detailed local picture of freight access within Enid.

Rail transportation is an important part of this freight system and provides an additional connection between Enid-area businesses and broader markets. The next section describes the existing rail network and its interaction with the roadway system, including highway-rail crossings and other locations where rail infrastructure affects local travel.

Rail Network

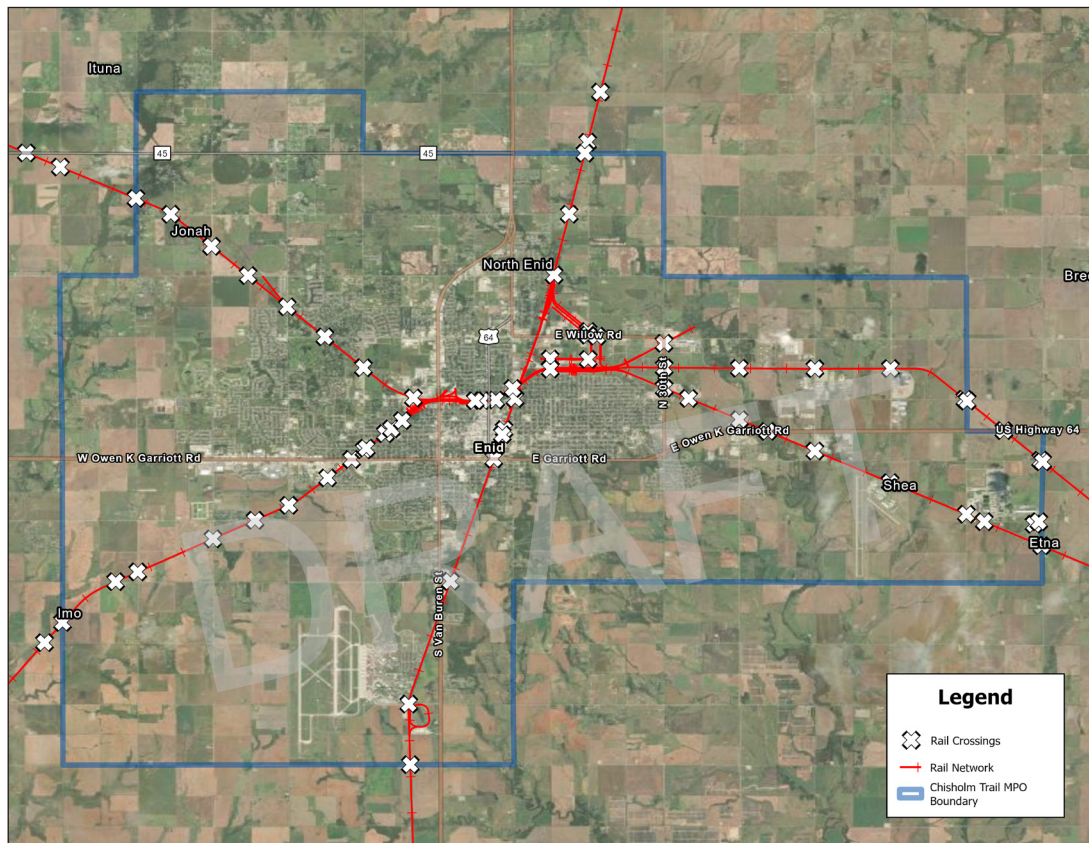
Rail transportation is an important part of Enid's freight system and provides connections between local businesses, agricultural facilities, industrial areas, and broader freight markets. The existing rail network also interacts directly with the roadway system at public crossings and grade-separated locations, making rail infrastructure an important consideration for both freight movement and local travel.

The Enid area is served by BNSF Railway, Union Pacific Railroad, and Grainbelt Corporation (GNBC). GNBC, part of the Farmrail System, operates a north-south route from Enid to Frederick and connects

with BNSF and Union Pacific at Enid. These connections link the local and short-line rail network with larger Class I railroad systems and support the movement of freight into and out of the region.

The relationship between rail service and the local economy is especially visible at grain-handling, industrial, and other rail-served properties. Rather than assigning specific freight volumes or economic impacts where local data is not available, the MTP recognizes the existing rail network as transportation infrastructure that supports freight access and provides an alternative to moving all goods by highway.

FIGURE 2-4: RAIL NETWORK AND HIGHWAY-RAIL CROSSINGS



SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION STATE RAIL PLAN AND RAILROAD MAPPING, CITY OF ENID TRANSPORTATION GIS.

Rail lines cross the Enid street network at a number of locations. These crossings are part of the existing transportation system and can affect roadway operations when trains and roadway traffic use the same location. Grade-separated crossings allow rail and roadway traffic to operate on separate levels, but the design and clearance of older structures can also create roadway constraints.

A notable example is the BNSF railroad bridge over East Maine Street in downtown Enid. The structure, located in the 200 block of East Maine Street, has a posted vertical clearance of 11 feet 4 inches. The low clearance limits the height of vehicles that can pass beneath the railroad and requires taller trucks and other high-profile



vehicles to use an alternate route. Because the structure is part of the existing transportation network and directly affects roadway access, it is identified as an existing physical constraint.

Rail capacity and crossing improvements have also been identified in statewide freight planning. ODOT's 2023–2030 Freight Transportation Plan identifies potential improvements to overall rail capacity in Enid and a potential grade separation of US-64 and BNSF in Enid. These statewide planning concepts provide useful context but are not presented in this chapter as committed CTMPO projects.

Enid Transit Transportation

Public transportation is a small but critical part of the region's transportation network, as riders often use these services for essential trips such as medical appointments, grocery shopping, and other basic needs. While there is currently no fixed-route transit service in the region, demand-response service is provided by a mix of public and private operators. This report summarizes the individual providers serving the region, including key service characteristics and available performance and funding information. It concludes with a discussion of the primary gaps and challenges identified for transit in the region.

The primary transit service in the region is Enid Transit, operated by the City of Enid through the Enid Public Transportation Authority (EPTA). Enid Transit operates demand-response services within the City of Enid. Rides can be scheduled by phone or via the agency's website. Service is operated Monday to Saturday, and rides cost \$2 if scheduled at least a day in advance, or \$5 for same-day rides.¹ As of 2024, the agency operates a fleet of 17 revenue vehicles, including 10 cutaway buses and 7 minivans.²

Ridership has grown each year since experiencing a significant decline during the COVID-19 pandemic. The agency provided 45,571 unlinked passenger trips (UPT) in 2024. This represents a 33% increase from 2020 but is still short of the 53,671 UPT the agency completed in 2018 (Figure 1). Vehicle Revenue Miles (VRM) have followed a similar trajectory, with the 2024 total of 212,772 miles representing a 26% increase from 2020, but still short of pre-COVID levels (Figure 2).

Funding for Enid Transit comes from a variety of sources. 2024 operating expenses totaled nearly \$870,000. Federal sources (including FTA section 5307 funding for urban agencies) accounted for 45% of this total, while local government funding made up 36%. Operating revenues of \$75,500 accounted for 9% of total spending.³

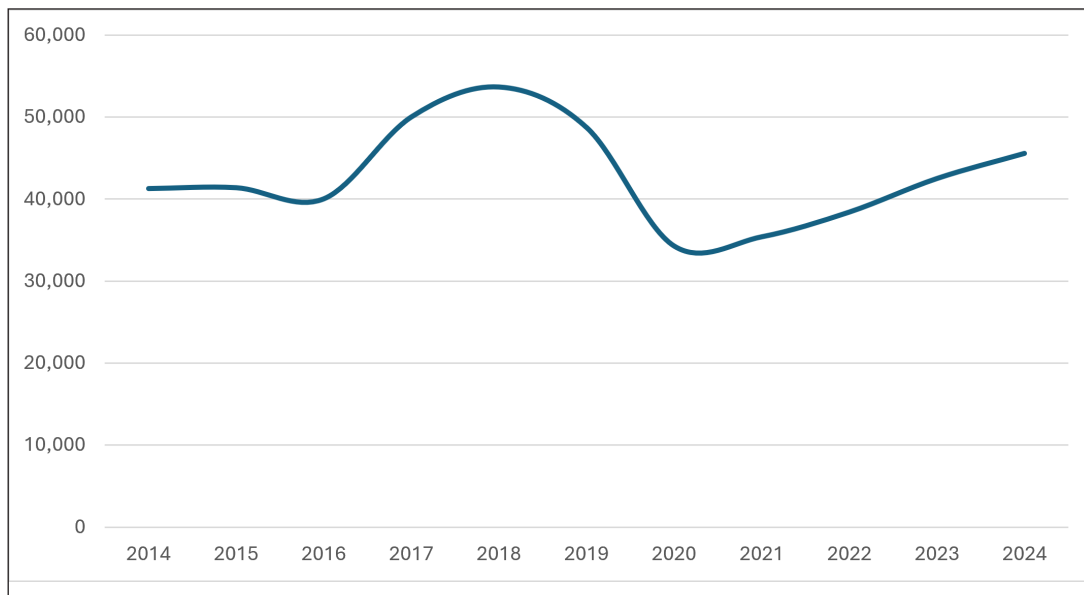


¹City of Enid, Enid Public Transportation Authority. Accessed March 23, 2026.

²Oklahoma Department of Transportation, Tier II Group Transit Asset Management Plan. 2024

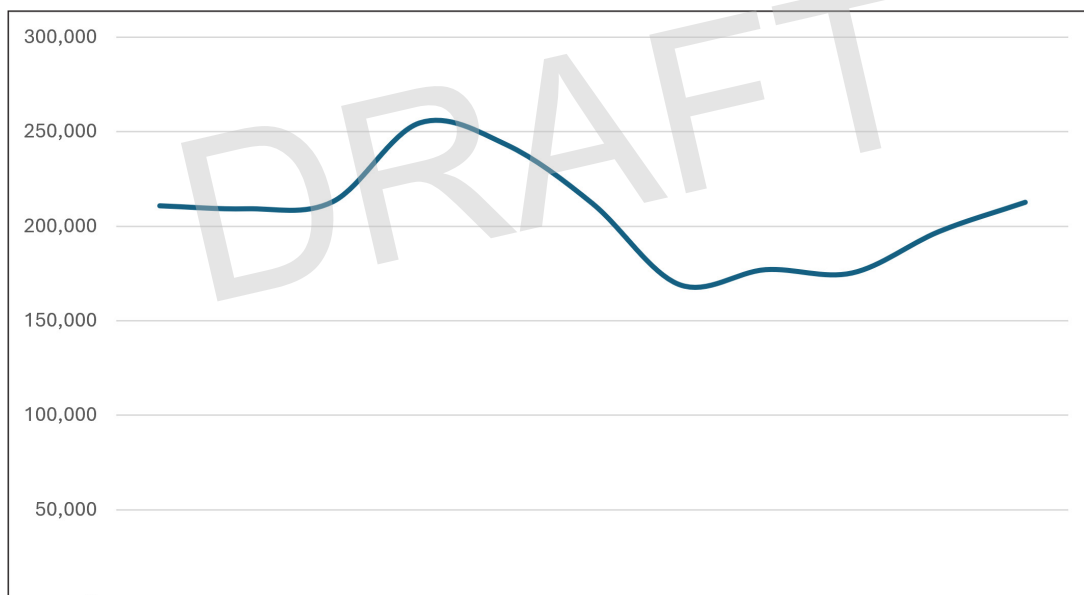
³Federal Transit Administration, 2024 Annual Agency Profile - City of Enid (NTD ID 60227). 2025

FIGURE 2-5: EPTA ANNUAL UNLINKED PASSENGER TRIPS



SOURCE/DATA: FEDERAL TRANSIT ADMINISTRATION.

FIGURE 2-6: EPTA ANNUAL VEHICLE REVENUE MILES



SOURCE/DATA: FEDERAL TRANSIT ADMINISTRATION.

Regional Carriers

Garfield County is also included as part of the larger service areas for two rural carriers in the region. The Northern Oklahoma Development Authority (NODA) operates the Cherokee Strip Transit (CST) service. Based in Garber, its core service area covers eight counties in northern Oklahoma. CST offers demand-response service within Garfield County (except for trips beginning and ending in Enid), as well as out of town trips from Enid to other parts of the region, and select



cities outside the region, including Oklahoma City, Tulsa, and Stillwater. CST operates a fleet of 47 revenue vehicles, including 41 minivans, 3 cutaways, and 3 vans. MAGB Transportation Inc. offers demand-response service in 16 counties across northwest Oklahoma using a fleet of 14 minivans.⁴

Ridership data specific to the Enid area for these agencies is not available. Systemwide, CST completed 46,713 UPT in 2024,⁵ while MAGB completed 26,546. As primarily rural agencies, both receive FTA section 5311 funding.⁶

Other Services

Several other agencies offer limited service in the region for specific purposes or populations. Several services focus on improving access to healthcare services. These include SoonerRide and RideCARE, state-operated services that provide transportation to medical care and mental health services, respectively. Some services also focus on serving seniors and individuals with disabilities under FTA section 5310.⁶



To help coordinate transit services in the region, the Northern Oklahoma Regional Transportation Planning Organization (NORTPO) offers a mobility management service. Riders can contact the service for help with organizing rides on Enid Transit, CST, MAGB, and other operators serving the region. The mobility management staff uses its expertise in local programming to connect residents with transportation services that meet their needs, based on varying eligibility requirements, hours of operation, service areas, and demand. In some cases, NORTPO can also help cover fares (or coordinate with outside programs that do) for low-income riders. The service acts as an important community resource, working to understand the transportation needs of vulnerable residents, and coordinating the array of programs available to help them.

Gaps

Despite the variety of providers and wide coverage area, several key gaps were identified in the region's transit offerings:

- There is limited awareness of transit offerings among the public. Some residents may be aware of one or two agencies, but not others. Residents may also be unfamiliar with the demand response model, making them less likely to use it.
- Most of the agencies in the region require rides to be scheduled in advance, often up to three days, and schedules often fill up. This makes it very difficult to rely on transit for emergencies and last-minute appointments.
- Service hours are often limited, making it difficult to get to early morning appointments.
- Trip costs can be high, and some residents cannot afford the cost of services. This is especially true for out-of-town trips, which can cost \$100 or more.
- Some agencies operate aging vehicles with poor reliability. This limits the number of rides they are able to complete.

⁴Oklahoma Department of Transportation, Tier II Group Transit Asset Management Plan. 2024.

⁵Federal Transit Administration, 2024 Annual Agency Profile - Northern Oklahoma Development Authority (NTD ID 60226). 2025.

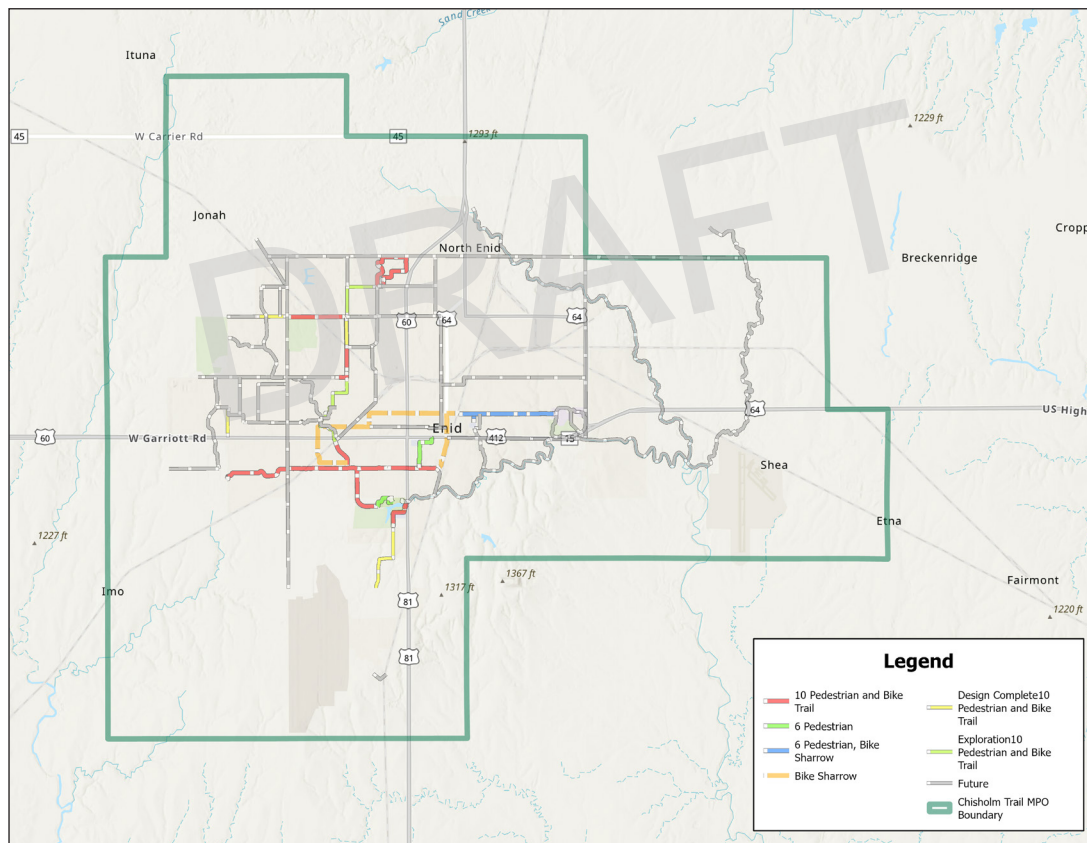
⁶Federal Transit Administration, 2024 Annual Agency Profile - MAGB Transportation, Inc. (NTD ID 66274). 2025

Pedestrian and Bicycle Transportation

Walking and bicycling are important parts of Enid’s transportation system, providing connections between neighborhoods, schools, parks, businesses, public facilities, and other community destinations. The existing active transportation network includes sidewalks, pedestrian and bicycle trails, designated bicycle routes, and accessibility improvements. These facilities support both transportation and recreation and help extend the reach of the roadway and public transportation systems described earlier in this chapter.

Enid’s pedestrian and bicycle network includes facilities that are already in place as well as improvements at different stages of development. Figure 2-6 provides the clearest overall view of this network within the CTMPO planning area. The map distinguishes pedestrian and bicycle trails, pedestrian facilities, bicycle sharrows, combined pedestrian/bicycle sharrows, and facilities identified as design complete, under exploration, or future. Maintaining these distinctions is important so that planned or developing connections are not presented to the public as completed facilities.

FIGURE 2-6: EXISTING PEDESTRIAN AND BICYCLE NETWORK



SOURCE/DATA: CITY OF ENID PEDESTRIAN TRAIL MAP DATED FEBRUARY 28, 2024; CITY OF ENID BIKE ROUTE MAP; CITY OF ENID TRANSPORTATION GIS

The mapped network shows that pedestrian and bicycle facilities extend across several parts of Enid and are being developed through a combination of trails, on-street bicycle treatments, shared facilities, and individual improvement projects. The map also illustrates that the network is not represented by a single facility type. Some connections are separated trails, while others use the existing street system or are being advanced through future project development. This combination is important to understanding how walking and bicycling currently function within the larger transportation network.

Enid's active transportation planning has developed over a number of years. The City's Trails Master Plan established a long-range framework for expanding pedestrian and bicycle connections and identified 33 corridors for potential development over a 15-year period. Because that plan includes long-range concepts, those proposed corridors should not be interpreted as completed facilities. For the existing-system discussion in this MTP, the current CTMPO and City mapping in Figure 2-6 provides the more appropriate basis for distinguishing facilities that exist today from those that remain in development or are planned for the future.

Recent projects also demonstrate continued investment in the network. The Prairie View Trail project extends a ten-foot-wide walking trail from the North Oakwood Road area toward Prairie View School, including the connection near Liberty Lane and West Willow Road. City budget information identifies the project as an 80/20 funded program with an estimated project cost of \$1,249,065, and construction activity at Liberty Lane and Willow Road was documented in November 2025.

The City has also continued development of the Oakwood walking trail. In November 2025, the City announced the second phase of the project extending from South La Mesa Drive to West Randolph Avenue. City budget information also identified ADA improvements along the Oakwood Trail between Randolph Avenue and the Oakwood trailhead. These improvements expand the trail system while also improving pedestrian accessibility along the corridor.

Sidewalks provide the most direct pedestrian connection for many everyday trips and are an important part of the active transportation network even where they are not emphasized on a regional trail map. The City administers Residential and Commercial Sidewalk Repair Partnership Programs to assist with repair or replacement of qualifying deteriorated sidewalks. Under the current program, the City and participating property owner generally share eligible sidewalk repair costs equally, while the City covers qualifying corner nodes and accessible ramps. This program provides an ongoing mechanism for improving sidewalk condition and accessibility at individual locations.

The combination of trails, bicycle accommodations, sidewalks, accessibility improvements, and projects in development provides the existing foundation for walking and bicycling in Enid. Network gaps, difficult crossings, accessibility needs, connections between destinations, and future pedestrian and bicycle priorities are evaluated later in the MTP.

These modes reflect the CTMPO Mobility goal of improving transportation for pedestrians, cyclists, cars, transit, and freight. How the transportation system is used is also influenced by where people live, where jobs and services are located, and how development occurs across the planning area. Chapter 3 examines the population, employment, land use, and development conditions that shape current and future transportation demand.



TABLE 2-5: ACTIVE TRANSPORTATION SYSTEM - KEY COMPONENTS

Component	Existing-System Role	Identified Facility Classification
Pedestrian Trails	Provide separated or designated walking connections for transportation and recreation.	Existing facilities are shown on Figure 2-6 according to current City/CTMPO mapping.
Bicycle Routes and Sharrows	Provide on-street bicycle connections using designated routes and shared-lane treatments.	Shown according to the facility classifications identified on Figure 2-6.
Pedestrian/Bicycle Shared Facilities	Provide connections intended to serve both walking and bicycling.	Shown as a separate facility type where identified by the source mapping.
Sidewalks and Accessible Connections	Support everyday pedestrian access along streets and to homes, businesses, schools, parks, transit, and other destinations.	Discussed as part of the existing pedestrian system and supported through City repair and accessibility programs.
Design-Complete / Developing Facilities	Represent improvements that have advanced beyond the initial planning stage but should not automatically be treated as constructed.	Visually distinct from existing facilities.
Exploration / Future Facilities	Represent longer-range connections or corridors under consideration.	Planning concepts only; not presented as completed facilities.

SOURCE/DATA: CITY OF ENID AND CTMPO PEDESTRIAN AND BICYCLE MAPPING; CITY OF ENID MASTER TRAILS PROJECT; SIDEWALK REPAIR PARTNERSHIP PROGRAM.



Socioeconomics

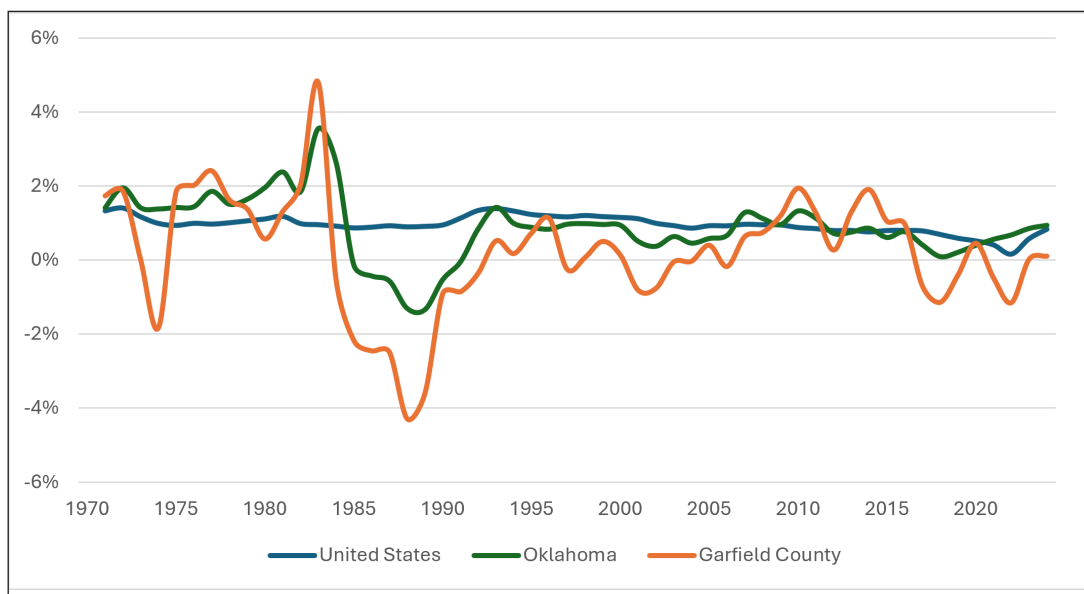
As part of the development of CTMPO’s 2050 Metropolitan Transportation Plan (MTP), existing conditions and trends were analyzed. Documenting current economic and demographic trends is essential for CTMPO, as it provides a foundation necessary for developing goals and objectives, and aligning policies and investments with growth patterns and transportation needs of the region. By analyzing data on population changes, age distribution, income levels, and employment rates, the report aims to offer insights into the factors influencing the MPO’s growth and development, with a focus on impacts on the transportation system. Understanding these patterns is crucial for local leaders, policymakers, and residents during the development of the LRTP.

Because CTMPO is a newly re-designated MPO, most sources do not report data on the Enid area as defined by the MPO. For this reason, this report uses Garfield County for most of its analysis. Because CTMPO is entirely within the county, this approach ensures that the analysis addresses conditions across the entire region.

Demographics

Garfield County is home to over 62,000 people, making it the 12th largest county and the 8th largest metro area in Oklahoma.⁷ As shown in **Figure 3-1**, the area has experienced uneven rates of population change in recent years, swinging between periods of strong growth and moderate decline over the last ten years. For most of that time, the rate of population growth in Garfield County has been lower than the national and state rates. Cumulatively, the county’s population has fallen by 1.3 percent since 2013, while Oklahoma’s population increased by 5.6 percent over the same time. **Figure 3-2** breaks out the components of population change for the county since 2011. While natural change and international migration have remained relatively stable over that time, swings in domestic migration rates have had a larger influence on overall population change.

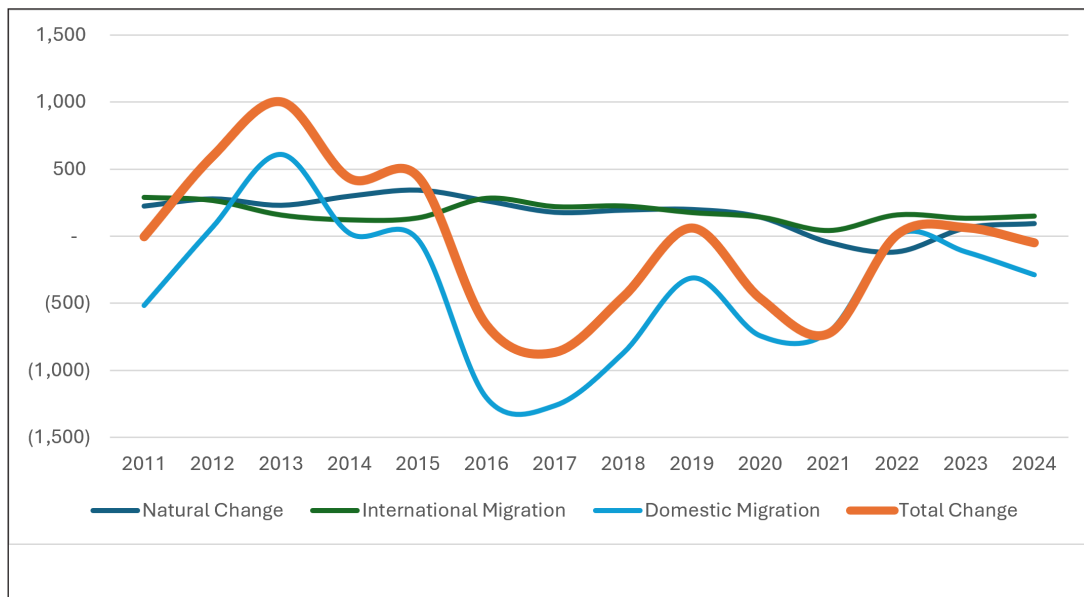
FIGURE 3-1: ANNUAL RATE OF POPULATION CHANGE, 1970-2023



SOURCE/DATA: WOODS & POOLE ECONOMICS, INC. 2025.

⁷U.S. Census Bureau, 2024 American Community Survey, 5-Year Estimates.

FIGURE 3-2: COMPONENTS OF POPULATION CHANGE, 2011-2024

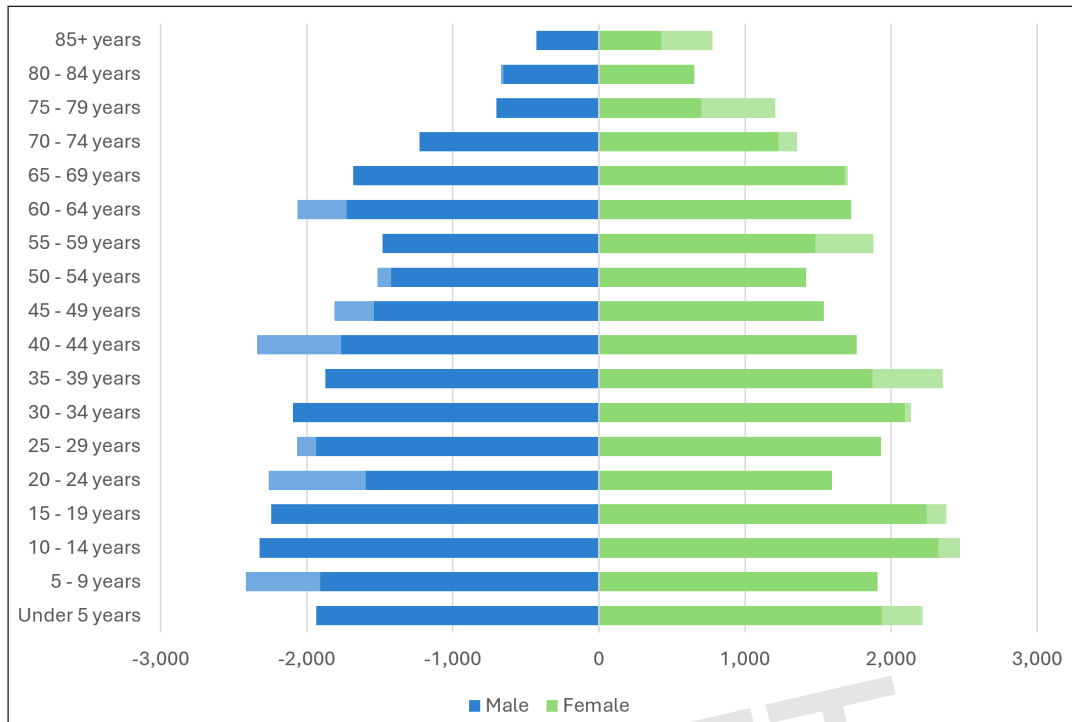


SOURCE/DATA: US CENSUS BUREAU, ANNUAL AND CUMULATIVE ESTIMATES OF THE COMPONENTS OF RESIDENT POPULATION CHANGE FOR THE UNITED STATES, REGIONS, STATES, DISTRICT OF COLUMBIA, AND PUERTO RICO.

Figure 3-2 also shows that natural change, which accounts for population change due to births and deaths in the county, has trended slightly downward in recent years. The age pyramid in **Figure 3-3** suggests an underlying cause of this trend. The narrow bars at the bottom, especially in the zero-to-five age range, indicate that families in the area are choosing to have fewer children. At the same time, the wider bars in the 60 to 64 and 65 to 69 ranges represent the Baby Boomer generation. As this large group continues to age, the number of deaths will increase. The combination of lower birth rates and higher mortality rates results in falling rates of natural growth. These trends are not unique to the Enid area, with communities across the country grappling with falling populations.



FIGURE 3-3: GARFIELD COUNTY AGE PYRAMID

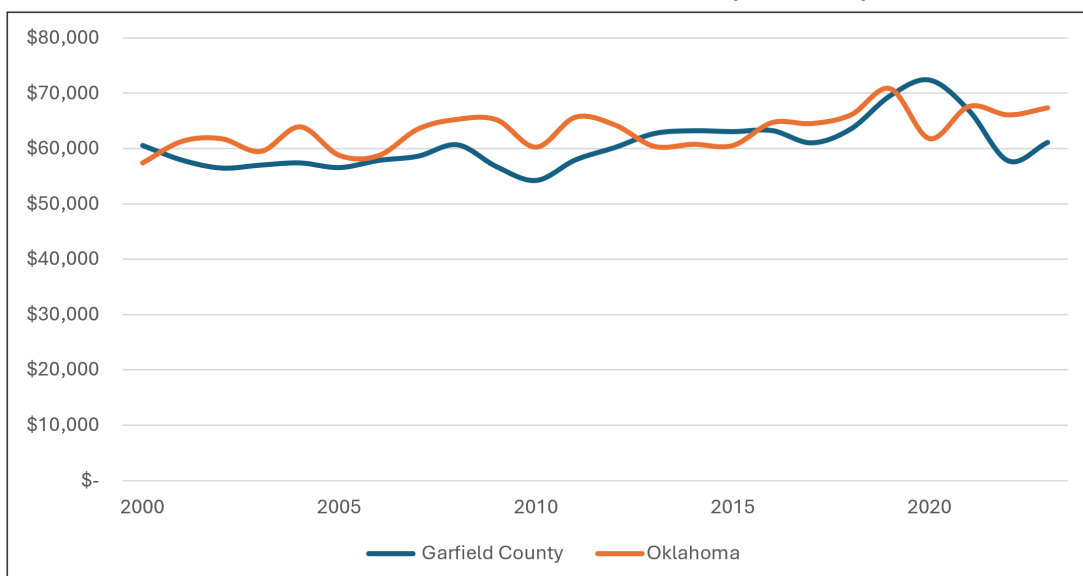


SOURCE/DATA: US CENSUS BUREAU, 2024 AMERICAN COMMUNITY SURVEY, 5-YEAR ESTIMATES.

Socioeconomics

Income in Garfield County has been slightly below Oklahoma's rate but has followed a similar trend since 2000, as shown in **Figure 3-4**. During that time, wages have kept up with inflation but have not grown significantly in real terms. After a brief spike in the wake of the COVID-19 pandemic, real wages returned to 2019 levels or lower, partially due to high inflation.

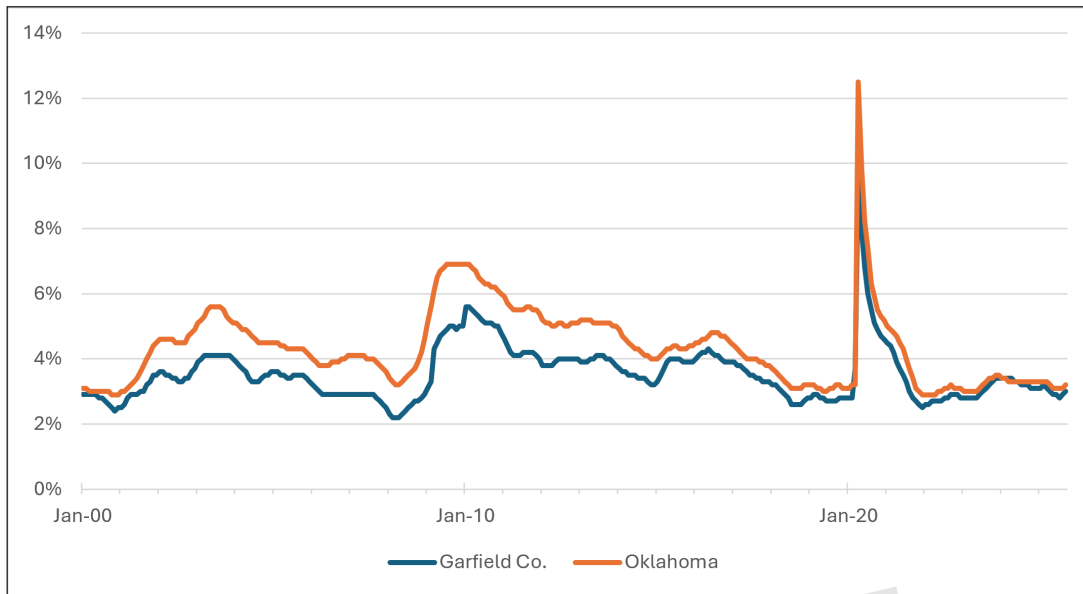
FIGURE 3-4: MEDIAN REAL HOUSEHOLD INCOME (2023USD), 2000-2023



SOURCE/DATA: FEDERAL RESERVE ECONOMIC DATA, FEDERAL RESERVE BANK OF ST. LOUIS.

Similar trends can be seen in unemployment rates (**Figure 3-5**). Garfield County consistently had a lower rate of unemployment than the rest of Oklahoma, with only a brief exception in 2024.

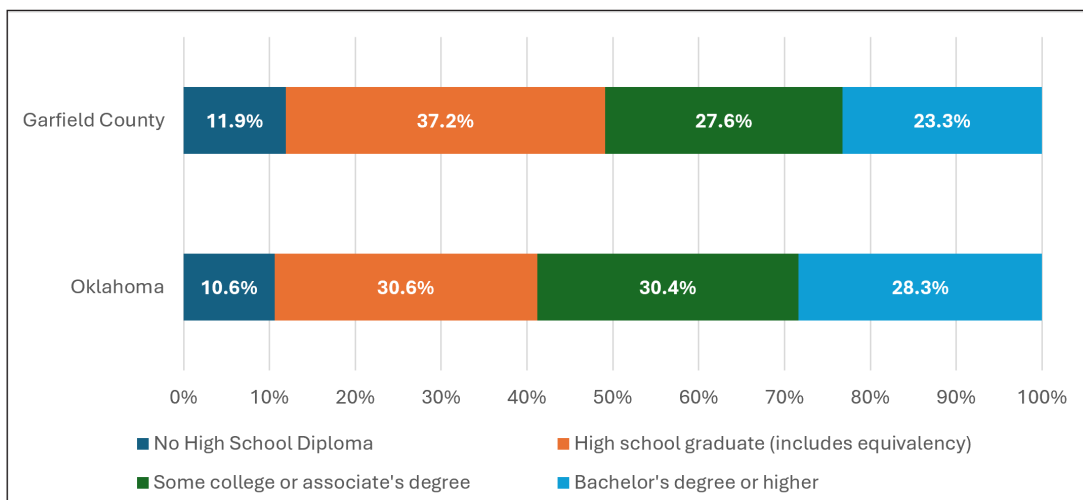
FIGURE 3-5: UNEMPLOYED RATES, SEASONALLY ADJUSTED, 2000-2025



SOURCE/DATA: US BUREAU OF LABOR STATISTICS, LOCAL AREA UNEMPLOYMENT STATISTICS.

One important determinant of economic success is educational attainment. **Figure 3-6** shows that the level of educational attainment in Garfield County is slightly lower than the statewide average. Around 12 percent of the county's population has no high school diploma, only slightly more than the state average of 11 percent. However, while nearly 59 percent of Oklahoma residents have some college experience or a college degree, only around 51 percent do in Garfield County. These rates have remained relatively steady in recent years. Since 2014, the share of residents without a high school education decreased slightly, from 13.9 percent to 11.9 percent, while the share of residents with a college degree increased slightly, from 21.4 percent to 23.3 percent.⁸

FIGURE 3-6: EDUCATIONAL ATTAINMENT AMONG RESIDENTS OVER 25 IN GARFIELD CO. VS. OKLAHOMA, 2024



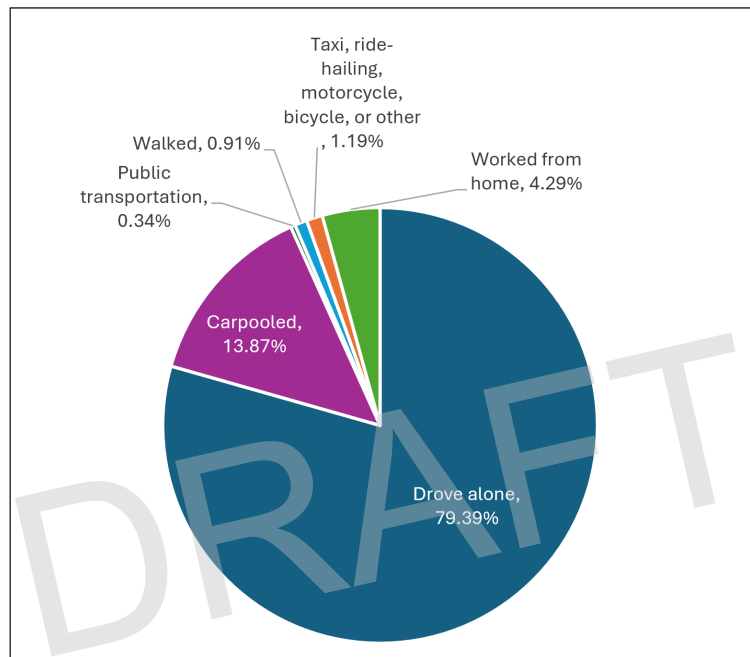
SOURCE/DATA: US CENSUS BUREAU, 2024 AMERICAN COMMUNITY SURVEY, 5-YEAR ESTIMATES.

⁸U.S. Census Bureau, 2024 American Community Survey, 5-Year Estimates; U.S. Census Bureau, 2014 American Community Survey, 5-Year Estimates

Transportation

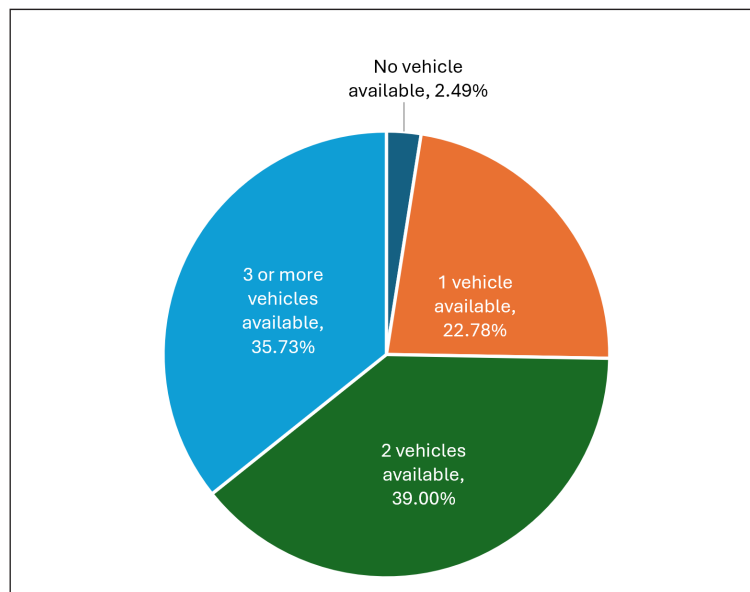
While a variety of transportation modes are available in the Enid area, driving remains the most common method of travel. **Figure 3-7** shows that nearly 80 percent of residents drove to work alone, while another 14 percent carpoolled. While working from home (teleworking) became increasingly popular after the COVID -19 pandemic, only around 4 percent of Garfield residents telework, compared to more than 9 percent across Oklahoma, and over 15 nationally. **Figure 3-8** further illustrates the emphasis on personal vehicle use. Over 97 percent of households have access to at least one vehicle, similar to the state (97%) and national (95%) rates.

FIGURE 3-7: MEANS OF TRANSPORTATION TO WORK, GARFIELD COUNTY, 2024



SOURCE/DATA: US CENSUS BUREAU, 2024 AMERICAN COMMUNITY SURVEY, 5-YEAR ESTIMATES.

FIGURE 3-8: VEHICLES AVAILABLE PER HOUSEHOLD, GARFIELD COUNTY, 2024



SOURCE/DATA: US CENSUS BUREAU, 2024 AMERICAN COMMUNITY SURVEY, 5-YEAR ESTIMATES.

The cost of transportation is an important part of overall affordability and mobility for many families, and is often intertwined with other expenses, especially housing. For most households, these two categories are the two largest monthly expenses,⁹ and they are often linked geographically, as housing location determines commute distance. As a result, the combination of these two expenses is an important indicator of affordability.

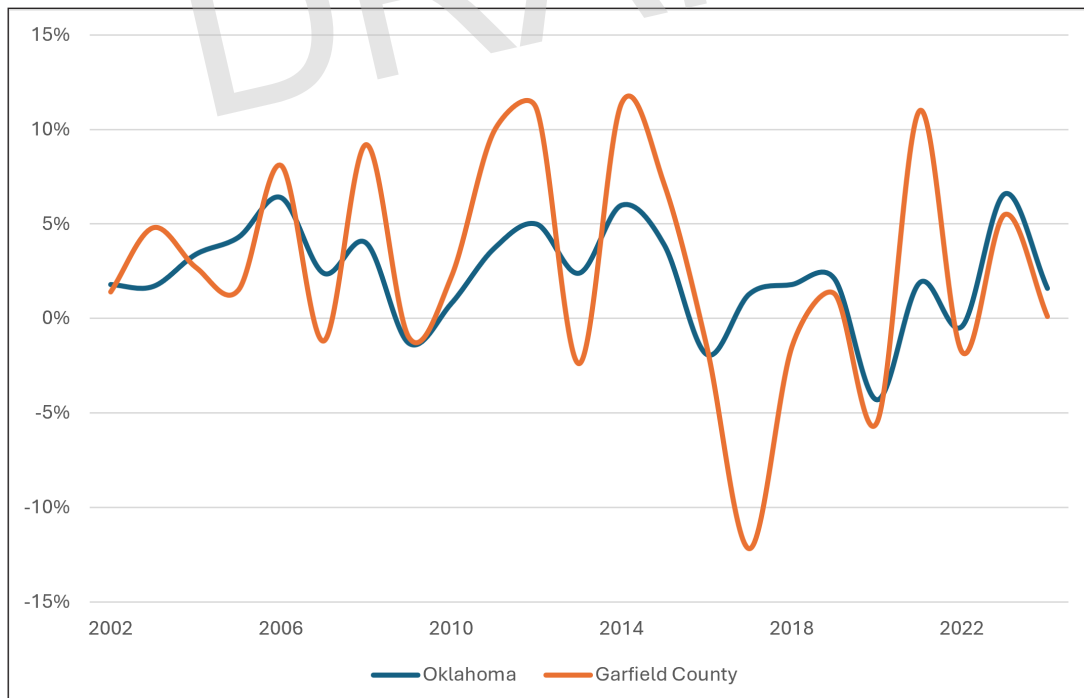
The US Department of Transportation (USDOT) considers a household to be “transportation cost burdened” if its housing and transportation costs combined account for more than 45 percent of its income.¹⁰ The Housing + Transportation (H+T) Index is a dataset published by the Center for Neighborhood Technology to help track cost burden. The index combines housing prices, Census data about average commute length, and local gas and vehicle maintenance prices to gain an overall picture of cost burden.

Based on a local median income of \$64,165, the H+T index finds that nearly 60 percent of the county’s population are cost burdened according to the USDOT metric.¹¹ Burden is highest in rural areas due to longer commute distances. Households who live closer to downtown Enid are less burdened, despite having lower incomes, due to shorter driving distances and public transit availability.

Economy

The Enid region is home to a diverse and growing economy. As shown in **Figure 3-9**, Enid’s Gross Domestic Product (GDP) has experienced strong growth since 2020, after a period of decline.

FIGURE 3-9: ANNUAL CHANGE IN REAL GDP, GARFIELD COUNTY VS. STATE OF OKLAHOMA



SOURCE/DATA: US BUREAU OF ECONOMIC ANALYSIS, CAGDP1 COUNTY GROSS DOMESTIC PRODUCT (GDP) SUMMARY. ACCESSED FEBRUARY 2026.

⁹U.S. Bureau of Labor Statistics, Housing and transportation accounted for 50 percent of household spending in 2024. February 12, 2026

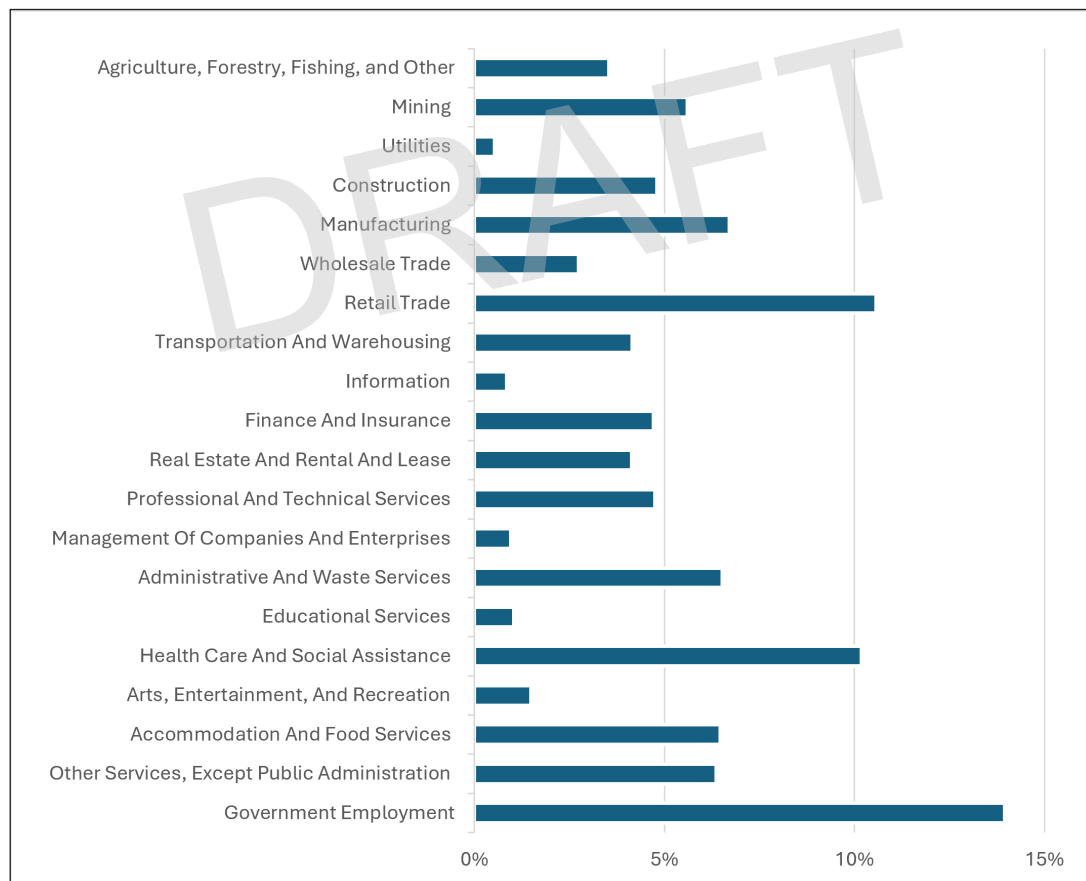
¹⁰USDOT, Key Performance Indicators (KPIs) for Equity. 2023

¹¹Center for Neighborhood Technology, Housing and Transportation Affordability Index

Figure 3-10 shows how employment in the county is distributed by sector. Government is the largest sector with nearly 14 percent of jobs, followed by retail trade and healthcare and social assistance at just over 10 percent each. These sectors' influence is reiterated by the list of the region's largest employers:¹²

- Tyson Foods
- Vance Air Force Base Contractors & DOD
- INTEGRIS Bass Baptist Health Center
- Enid Board of Education
- St. Mary's Regional Medical Center
- City of Enid
- Marsau Enterprises
- No Man's Land Foods
- Hanor Family of Companies
- Mid-Continent Packaging

FIGURE 3-10: INDUSTRY SECTORS AS SHARE OF TOTAL COUNTY EMPLOYMENT (2022)

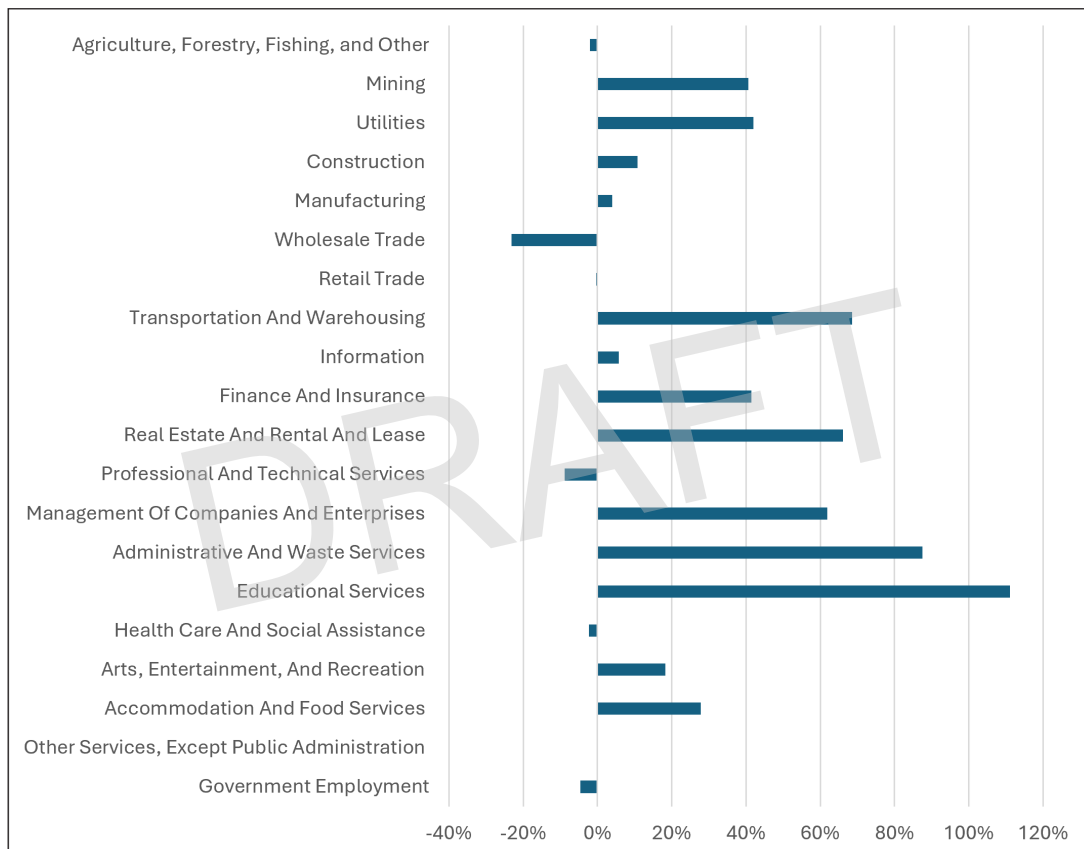


SOURCE/DATA: WOODS & POOLE ECONOMICS, INC. 2025.

¹²Enid Regional Development Alliance, Largest Employers. Accessed February 2026

Recent job growth has lagged the state average, with total employment in the county up 12 percent since 2002 compared to 21 percent statewide. However, because of population changes, the total employment rate increased slightly, from 58 percent to 60 percent.¹³ As shown in **Figure 3-11**, growth has been distributed across a number of sectors, with many having grown by 50 percent or more. Most jobs in Garfield County are held by residents, with over 14,000 residents living and working in the county. Around 7,200 jobs in the county are held by workers who live outside the county, while around 8,300 residents have jobs in other counties. The most common origins or destinations for commuters are the Oklahoma City and Tulsa metro areas, followed by other counties neighboring Garfield. These commuter flows are an important driver of the region's transportation needs.

FIGURE 3-11: CHANGE IN SHARE OF TOTAL COUNTY EMPLOYMENT BY INDUSTRY, 2002-2022



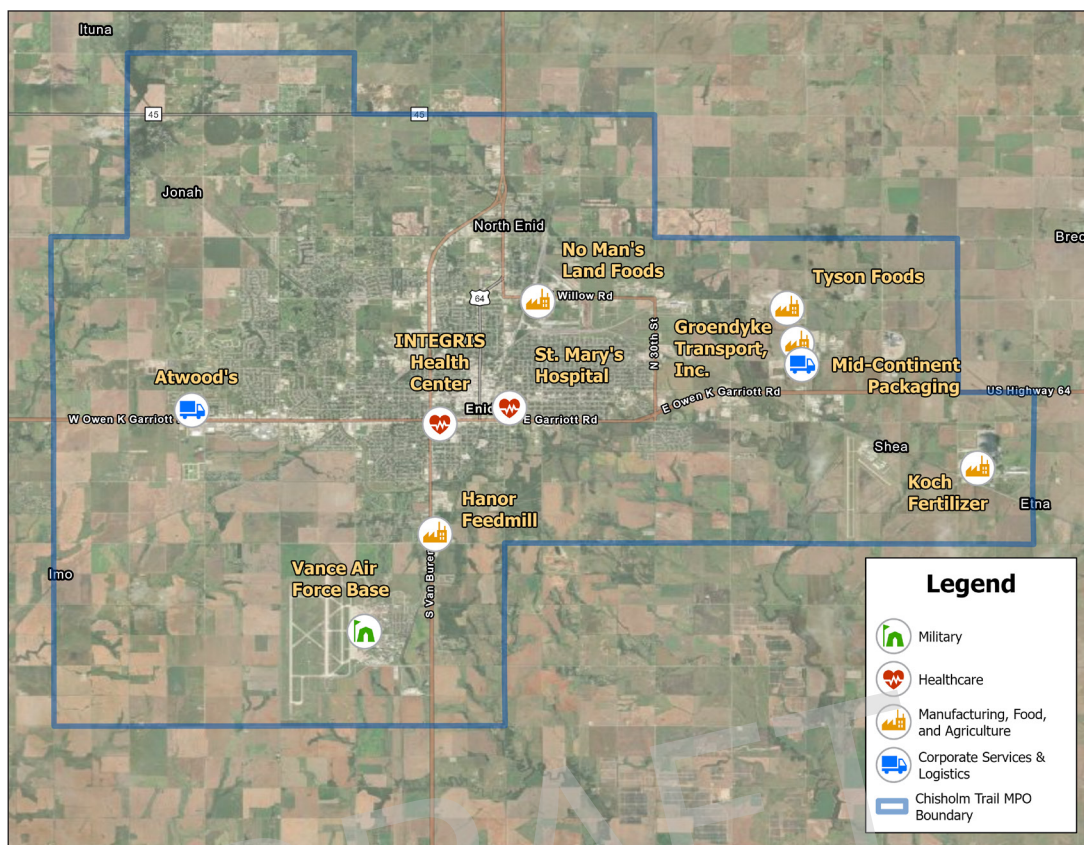
SOURCE/DATA: WOODS & POOLE ECONOMICS, INC. 2025.

Major Employment Centers

The Garfield County economy is anchored by several major employment centers that generate significant daily travel demand and influence transportation patterns throughout the CTMPO planning area. Major employers include Tyson Foods, Vance Air Force Base and associated contractors, INTEGRIS Bass Baptist Health Center, St. Mary's Regional Medical Center, Enid Public Schools, the City of Enid, Northern Oklahoma College, and Autry Technology Center. These facilities serve as regional destinations and generate commuter, freight, service, and visitor trips. Understanding the location and influence of these employment centers is essential for evaluating future transportation investments, roadway operations, transit accessibility, and active transportation connectivity.

¹³Woods & Poole Economics, Inc. 2025

FIGURE 3-12: MAJOR EMPLOYMENT CENTERS MAP



SOURCE/DATA: ENID GIS MAPPING DATA.

Commuting Patterns and Regional Travel

Existing commuting patterns indicate that Garfield County functions as both an employment center and a regional destination. Most jobs located within the county are held by county residents, while thousands of workers commute into and out of the county each day. Oklahoma City and Tulsa represent significant commuting destinations, while neighboring counties contribute additional inbound and outbound travel activity. These commuting patterns reinforce the importance of maintaining reliable regional highway connections and supporting efficient access between employment centers, residential areas, and regional destinations.

Transportation Implications

The demographic and economic trends documented throughout this chapter have important implications for future transportation planning within the CTMPO region. Population growth has remained relatively modest, while an aging population is increasing the importance of accessibility, safety, healthcare access, and transportation options for older adults. High levels of vehicle ownership indicate continued dependence on the roadway network, while transportation affordability data demonstrates that transportation costs remain an important consideration for many households. The



concentration of employment within healthcare, government, manufacturing, retail trade, and education sectors reinforces the need for reliable access to major employment centers. Regional commuting patterns and freight activity further emphasize the importance of maintaining efficient highway corridors, preserving freight mobility, and improving connectivity between residential areas and economic centers. Collectively, these trends establish the basis for the transportation needs identified in Chapter 4 and support future investments in roadway infrastructure, active transportation facilities, transit services, and multimodal connectivity.

DRAFT

Needs Assessment

The transportation system described in Chapter 2 and the population, employment, and development conditions presented in Chapter 3 provide the foundation for identifying transportation needs within the CTMPO planning area. Chapter 4 brings this information together to evaluate where the transportation system may require additional attention as Enid and the surrounding area move toward the 2050 planning horizon.

The needs assessment considers safety, roadway conditions and operations, bridges, freight and rail movement, public transportation, and pedestrian and bicycle travel. These areas are evaluated using available transportation data, existing plans and programs, and input received through the MTP planning process. Together, this information helps identify transportation conditions and needs that may influence future investment and planning decisions.

Identification of a need does not establish a specific project or funding commitment. Some needs may be addressed through maintenance or operational improvements, while others may require additional study, coordination, project development, or future investment. The findings in this chapter provide the basis for evaluating transportation improvements and priorities in the chapters that follow.

Safety Needs

Transportation safety is a fundamental consideration in the CTMPO 2050 Metropolitan Transportation Plan. The safety assessment uses available crash data to evaluate crash severity and location and to identify conditions that may warrant additional consideration as transportation improvements are planned.

Roadway Safety and Crash Conditions

ODOT crash data provided for the MTP includes information on crash severity, location, roadway characteristics, intersection involvement, collision type, roadway departure, traffic controls, weather and lighting conditions, and other factors that can be used to evaluate roadway safety. The crash severity information provided in the dataset identifies 20,658 severity records over the analysis period. Property-damage-only records account for the largest share, with 10,231 records, or approximately 49.5 percent of the total. Possible-injury records account for 5,298 records (25.6 percent), while 3,810 records (18.4 percent) are classified as non-incapacitating injury. Incapacitating injury records account for 984 (4.8 percent), and 335 records (1.6 percent) are classified as fatalities.



TABLE 4-1: CRASH SEVERITY RECORDS

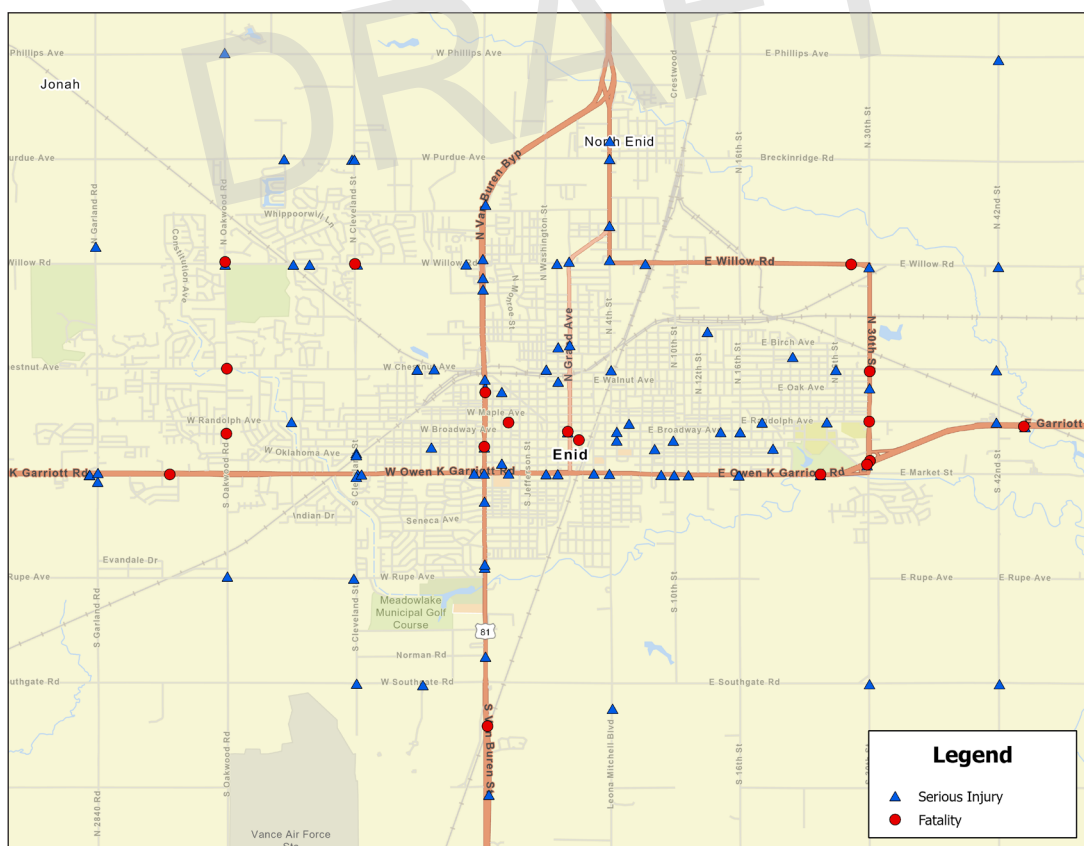
Severity Classification	Records	Percent
Property Damage Only	10,231	49.5%
Possible Injury	5,298	25.6%
Non-Incapacitating Injury	3,810	18.4%
Incapacitating Injury	984	4.8%
Fatality	335	1.6%
Total	20,658	100.0%

SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION DATA.

Although property-damage-only and lower-severity injury records account for most of the dataset, incapacitating injury and fatal records remain an important consideration for transportation planning. The location of these higher-severity crashes provides additional information for identifying areas where further safety evaluation may be appropriate.

Figure 4-1 shows the geographic distribution of fatal and serious-injury crash locations within the CTMPO planning area. The map provides a system-level view of where higher-severity crashes have occurred and allows crash location to be considered together with the roadway network and surrounding transportation conditions.

FIGURE 4-1: FATAL AND SERIOUS INJURY CRASH LOCATIONS



SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION.

The mapped locations show that fatal and serious-injury crashes are distributed across multiple parts of the transportation network rather than being confined to a single roadway or area. The map should be used as a planning-level screening tool. Conditions at individual locations should be evaluated using available crash history, roadway characteristics, traffic conditions, intersection configuration, and other site-specific information before determining an appropriate improvement.

Safety considerations also extend to pedestrians, bicyclists, and locations where roadways interact with railroad facilities. Pedestrian and bicycle safety and connectivity needs are evaluated in greater detail in Chapter 5. Railroad crossings and their relationship to roadway operations, freight movement, and safety are considered as part of the freight and rail needs assessment later in this chapter.

The crash information presented in this section establishes the safety component of the broader transportation needs assessment. Section 4.3 considers roadway operations and mobility and how traffic demand, access, intersections, and other transportation conditions affect the function of the roadway system.

Roadway Operations and Mobility Needs

The roadway system must accommodate a range of travel needs, including local trips, regional travel, access to businesses and neighborhoods, freight movement, and connections to destinations outside the metropolitan area. Roadway operations and mobility depend not only on the amount of traffic using a roadway, but also on how individual corridors and intersections function within the broader transportation system.

As documented in Chapter 2, the highest traffic volumes within the CTMPO planning area generally occur along the major U.S. highway corridors and principal arterial streets. Many of these roadways serve multiple functions by carrying regional through traffic while also providing access to businesses, neighborhoods, employment areas, and other local destinations. This combination of through travel and local access can create operational considerations that are not reflected by traffic volume alone.



Intersections, turning movements, traffic signals, driveway access, railroad crossings, and surrounding development can influence roadway operations. These conditions are particularly important where regional and local travel functions overlap. Freight and commercial vehicle activity can add another operational consideration along routes serving industrial and commercial areas.

Traffic volume alone does not establish the need for additional roadway capacity. Operational concerns should be evaluated using the information appropriate to the location, which may include traffic counts, turning-movement data, intersection or corridor studies, crash history, travel-time information, field observations, and project-specific engineering analysis. This approach allows potential improvements to respond to documented conditions rather than assuming that roadway widening is the appropriate solution.

Where an operational need is identified, potential strategies may range from traffic-signal or intersection improvements and access management to roadway design modifications or other system-management improvements. Larger capacity improvements may be appropriate where supported by additional analysis and demonstrated transportation need.

Development patterns are also an important consideration in maintaining roadway operations over the long term. As discussed in Chapter 3, changes in population, employment, and land use can affect where and how travel occurs. Coordinating transportation and development decisions can help maintain access and roadway function as conditions change within the planning area.

Roadway operations are also connected to the physical condition of the transportation system. Pavement, bridges, and other infrastructure must be maintained to support reliable movement of people and goods. The following section, *Pavement, Bridge, and Infrastructure Preservation Needs*, evaluates infrastructure preservation needs within the CTMPO planning area.

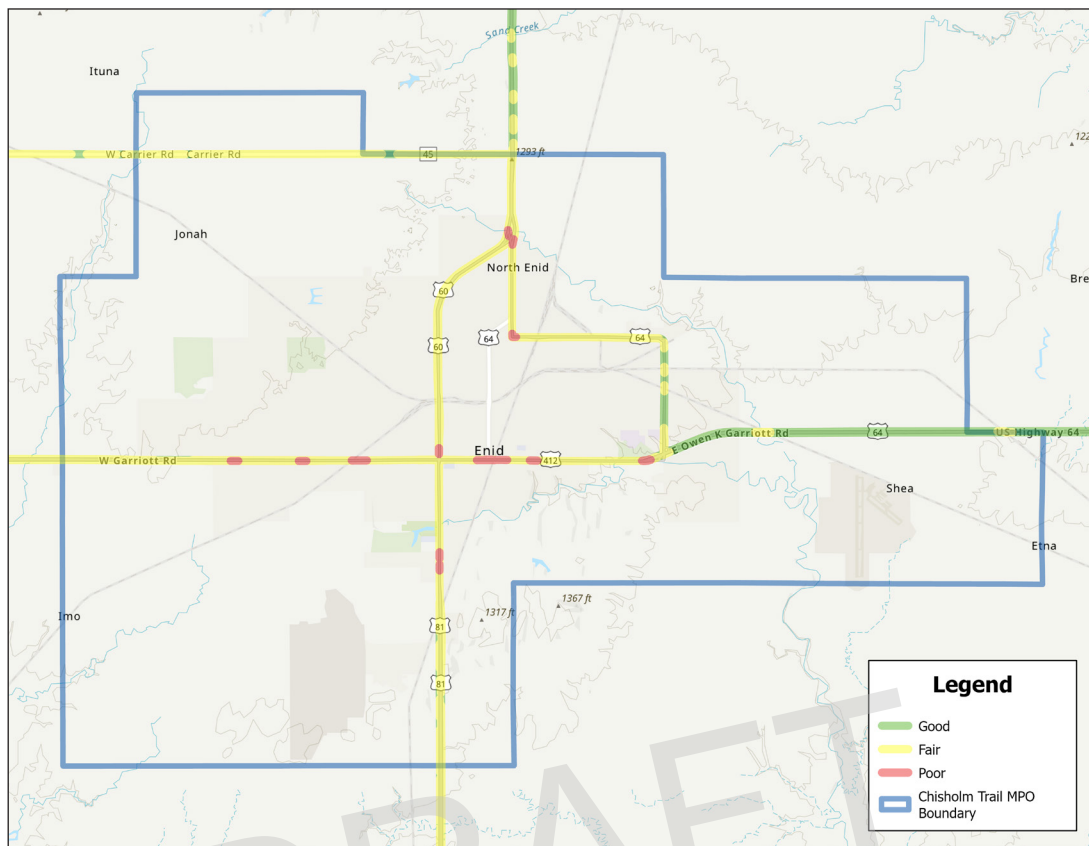
Pavement, Bridge, and Infrastructure Preservation Needs

The roadway operations and mobility needs identified in the previous section depend in part on the condition of the infrastructure itself. Pavements, bridges, and other transportation assets require continued maintenance and reinvestment to remain reliable and support the movement of people and goods. For the MTP, preservation is therefore considered alongside future improvements rather than as a separate or secondary transportation need.

Pavement conditions vary across the CTMPO planning area. The available pavement condition mapping provides a system-level view of where roadway conditions may warrant continued maintenance, rehabilitation, or additional evaluation. Condition information is most useful when considered together with roadway function, traffic demand, freight use, safety, and the responsibility of the agency that owns and maintains the facility.



FIGURE 4-2: PAVEMENT CONDITION



SOURCE/DATA: OKLAHOMA DEPARTMENT OF TRANSPORTATION.

Pavement condition should be considered together with roadway function, traffic demand, freight use, safety, maintenance responsibility, and available funding when establishing preservation priorities. A pavement condition rating alone does not determine the appropriate treatment or timing of an improvement. Maintenance and rehabilitation decisions require consideration of the type and extent of deterioration and the conditions of the individual roadway.

For National Highway System facilities, federal pavement performance measures classify pavement condition using defined measures of ride quality and pavement distress. These measures provide a consistent framework for monitoring pavement condition and supporting performance-based transportation planning. Local pavement-management information may use different measures or rating systems and should be interpreted according to the methodology associated with the source data.

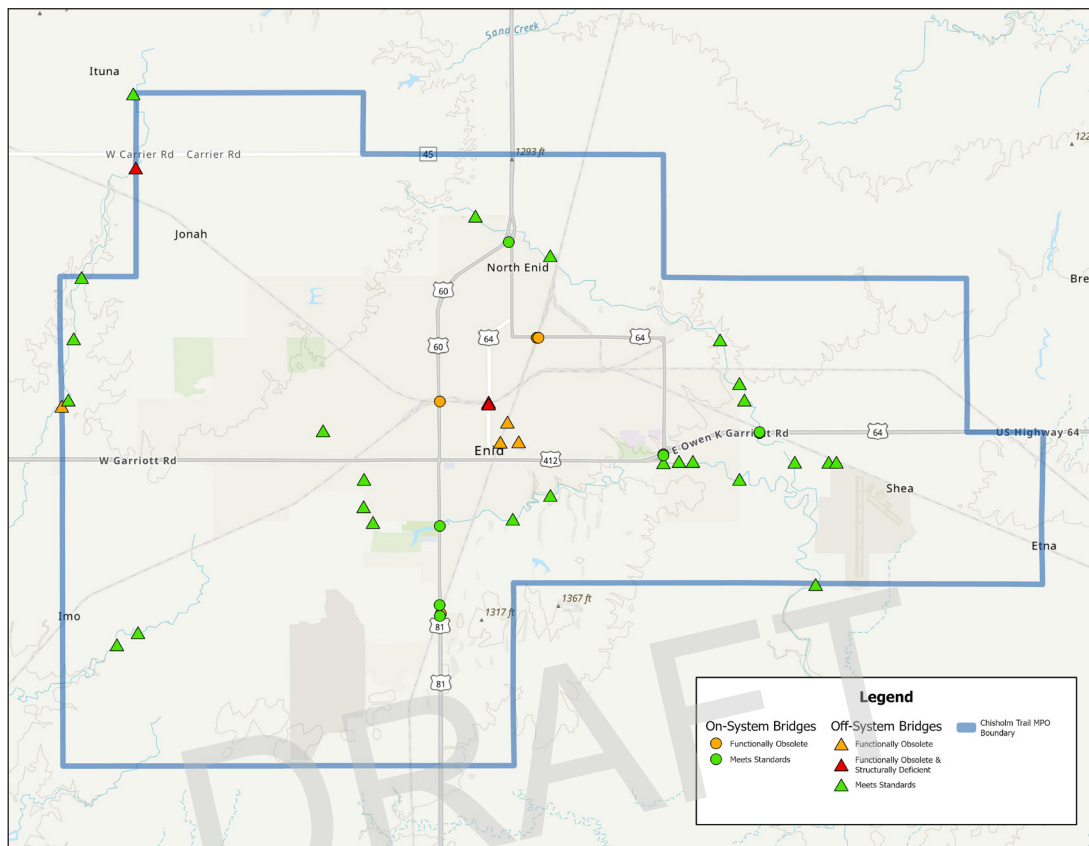
Bridge Condition and Preservation

The CTMPO planning area contains 46 bridges, including 13 on-system and 33 off-system bridges, as documented in Chapter 2. Regular inspection and condition monitoring provide the information needed to identify maintenance, rehabilitation, and replacement needs as individual structures age and conditions change.

Federal bridge condition reporting classifies applicable bridges as Good, Fair, or Poor based on National Bridge Inventory condition ratings for major bridge components. A bridge classified as Poor is not necessarily unsafe for travel; rather, the classification indicates deterioration of one or

more major components and the need for appropriate inspection, maintenance, rehabilitation, load management, replacement, or other action based on the condition of the individual structure.

FIGURE 4-3: BRIDGE CONDITION



SOURCE/DATA: NATIONAL BRIDGE INVENTORY, OKLAHOMA DEPARTMENT OF TRANSPORTATION BRIDGE CONDITION DATA.

Bridge condition should be evaluated together with the transportation role of the structure, traffic and freight use, inspection findings, maintenance responsibility, and available funding. Condition information provides an important basis for preservation planning but does not by itself establish a construction priority or determine the appropriate improvement.

Infrastructure Constraints

Preservation needs also include physical infrastructure constraints that can affect transportation operations. As documented in Chapter 2, the BNSF railroad overpass with an identified vertical clearance of 11 feet 4 inches represents one such constraint within the transportation system. The limited clearance affects the types of vehicles that can use the roadway beneath the structure and is relevant to roadway, freight, and rail coordination.

The MTP identifies the clearance as an existing transportation constraint rather than assigning a specific improvement. Any future action involving the structure or roadway would require additional evaluation and coordination with the responsible agencies and railroad.

Continued preservation of existing transportation infrastructure can help extend asset life, maintain system reliability, and reduce the potential for more extensive rehabilitation or replacement needs over time. Preservation needs should therefore remain an important consideration as CTMPO, and its transportation partners evaluate future transportation investments.

The following section (*Freight and Trail Transportation Needs*) considers freight and rail transportation needs, including roadway access, rail crossings, and the connections that support the movement of goods within and through the CTMPO planning area.

Freight and Rail Transportation Needs

Freight movement depends on reliable connections between the regional highway system, designated truck routes, industrial and commercial areas, and rail-served properties. Chapter 2 documents the existing freight network within the CTMPO planning area, including the highway corridors, designated truck routes, and rail infrastructure that support the movement of goods. The needs assessment focuses on maintaining the function of these connections and addressing locations where freight movement interacts with other transportation uses.



Freight Access and Mobility

Freight transportation places different demands on the roadway system than passenger travel. Commercial vehicles require adequate roadway geometry, pavement and bridge capacity, intersection operations, and access to freight-generating destinations. These considerations are particularly important where truck routes connect regional highways with industrial, commercial, and rail-served areas.

Maintaining these connections requires coordination between freight access and other transportation needs. Locations serving both commercial vehicles and local traffic may require consideration of turning movements, intersection geometry, roadway condition, access, and surrounding land uses. Freight-related improvements should therefore be evaluated in the context of the specific operating conditions and transportation role of each corridor or location.

Pavement and bridge preservation are also important to freight mobility. The condition of facilities used by commercial vehicles can affect the reliability of freight connections and the ability of the transportation system to continue serving industrial and commercial activity. The preservation considerations discussed in Section 4.4 therefore support both general mobility and freight movement.

Rail and Roadway Interaction

Rail transportation provides another component of the freight system, with rail lines and rail-served properties connecting Enid-area businesses and industries to markets outside the metropolitan area. From a transportation-needs perspective, the interaction between the roadway and rail systems is particularly important at public highway-rail crossings and other locations where rail operations can affect roadway movement.

At-grade crossings require consideration of both highway and railroad operations. Train movements can temporarily interrupt roadway traffic, while roadway traffic, intersection configuration, crossing geometry, and surrounding development can influence conditions at individual crossings. Any identified operational or safety concern should be evaluated using crossing-specific information.

and coordinated with the railroad, ODOT, the responsible roadway jurisdiction, and other affected agencies as appropriate.



Freight and rail needs should be considered when transportation projects are developed near designated truck routes, industrial access points, rail lines, or highway-rail crossings. Early coordination can help identify potential effects on commercial vehicle access, rail operations, roadway circulation, and the movement of goods before projects advance into design.

The freight and rail network is an important part of the broader transportation system, but the MTP does not assume that every truck route, industrial access

point, or railroad crossing requires improvement. Future investments should respond to documented transportation conditions and be coordinated with the agencies, jurisdictions, railroads, and freight stakeholders responsible for or affected by the facility.

Public Transportation and Mobility Needs

Public transportation provides an important mobility option for residents who use transit to reach employment, healthcare, education, shopping, public services, and other destinations. Chapter 2 describes the existing public transportation services available within the CTMPO planning area. From a needs perspective, maintaining access to these services and improving connections between passengers and destinations are important considerations for long-range transportation planning.

Transit Access and Connectivity

Public transportation needs are influenced by where people live, where essential destinations are located, the availability of service, and the ability of passengers to safely reach transportation services. Transit accessibility therefore extends beyond the transit vehicle itself and includes the connections between transportation services and homes, workplaces, healthcare facilities, schools, shopping areas, and other destinations.

Pedestrian infrastructure is an important part of this connection. Sidewalks, accessible routes, street crossings, and other pedestrian facilities can affect a passenger's ability to reach or use public transportation. Coordination between transit planning and pedestrian improvements can help address these connections, particularly where transportation services are used to reach essential community destinations.

Mobility and Service Coordination

Mobility needs can extend beyond trips that can be served efficiently by a single transportation provider or service. Coordination among public transportation providers, human-service agencies, healthcare providers, educational institutions, and other organizations can help identify transportation gaps and opportunities to improve access to needed services.

Long-range planning should continue to consider opportunities for coordination where doing so can improve mobility, reduce unnecessary duplication, or provide better connections between

passengers and destinations. The appropriate approach may vary depending on the type of trip, service area, passenger needs, available resources, and the organizations involved.

Public transportation needs should also be considered as roadway, pedestrian, bicycle, and development projects are planned. Transportation investments can affect access to transit and other mobility services, while improvements to pedestrian connections and accessibility can strengthen the connection between public transportation and surrounding destinations.

The MTP recognizes public transportation as part of the overall transportation network rather than as a separate system. Future transit and mobility improvements should respond to documented service and accessibility needs and be coordinated with the agencies and organizations responsible for providing transportation services.

Pedestrian and Bicycle Transportation Needs

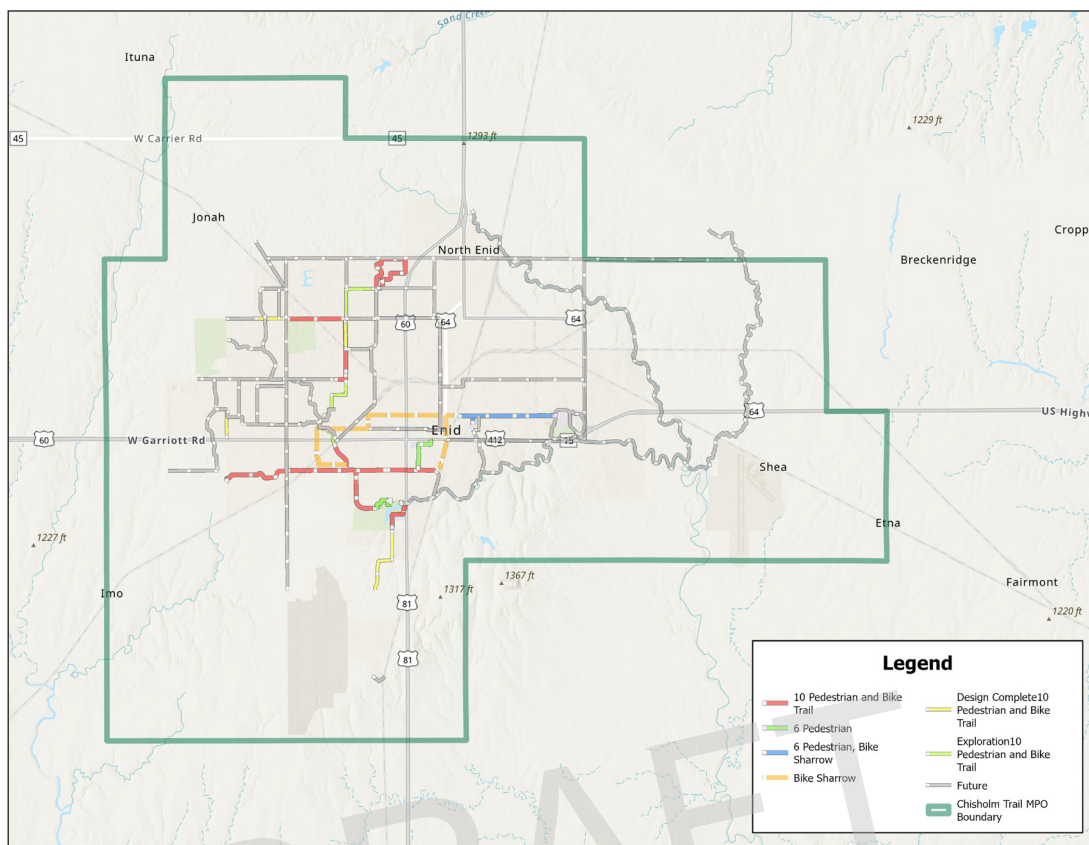
Walking and bicycling are components of the CTMPO transportation system and provide connections between neighborhoods, schools, parks, employment, commercial areas, public facilities, and other destinations. Chapter 2 documents the existing pedestrian and bicycle transportation system, while Chapter 5 provides a detailed evaluation of active transportation conditions and opportunities.

Network Connectivity and Accessibility

The effectiveness of a pedestrian or bicycle network depends on the continuity of its connections. Gaps between existing facilities can limit the ability to complete a trip and can become particularly important where pedestrians and bicyclists must cross or travel along higher-volume roadways.

Figure 4-4 provides a system-level view of existing pedestrian and bicycle facilities within the CTMPO planning area. The existing network provides important connections, while the distribution and continuity of facilities are considerations when evaluating opportunities to improve connections between neighborhoods and destinations.



FIGURE 4-4: EXISTING PEDESTRIAN & BICYCLE FACILITIES


SOURCE/DATA: CITY OF ENID; CHISHOLM TRAIL METROPOLITAN PLANNING ORGANIZATION.

Pedestrian accessibility is also an important consideration for transportation. Sidewalks, curb ramps, crossings, and connections to public transportation and community destinations affect how people of different ages and abilities use the transportation system. Accessibility should therefore be considered as roadway, intersection, transit, and other transportation improvements are planned.

Bicycle transportation needs similarly depend on connectivity between existing facilities and destinations. Individual trail or bicycle facility segments provide greater transportation value when they connect to a broader network and allow users to reach neighborhoods and activity areas without unnecessary gaps.

Integration with the Transportation System

Pedestrian and bicycle needs should be considered together with roadway safety and operations rather than treated independently. Intersections, roadway crossings, traffic speeds and volumes, railroad crossings, and roadway design can influence the ability of pedestrians and bicyclists to travel safely and conveniently.

Public and stakeholder input collected during development of the MTP also provides an important source of information for identifying locations where improved pedestrian or bicycle connections may be desired. These observations should be considered together with available facility information, roadway conditions, accessibility needs, and project-level evaluation when potential improvements are developed.

The needs identified in this section establish the connection between the broader transportation needs assessment and the more detailed active transportation analysis presented in Chapter 5.

Land Use and Transportation Coordination Needs

Transportation and land use are closely connected because the location and type of development influence travel patterns, roadway access, traffic generation, and the demand for transportation infrastructure and services. The population, employment, and development conditions presented in Chapter 3 therefore provide an important consideration when evaluating long-range transportation needs.

As development occurs within the CTMPO planning area, coordination between transportation and land-use decisions can help maintain the function of the existing transportation system. New or changing development can affect driveway access, intersection operations, pedestrian and bicycle connections, freight movement, public transportation access, and the need for supporting infrastructure.

This coordination is particularly important along major transportation corridors and near commercial, industrial, and other activity areas where transportation facilities may serve both regional travel and local access. Considering transportation needs during the development process can help identify potential access, connectivity, and infrastructure issues before they become more difficult or costly to address.

Land-use coordination does not establish a specific transportation project or development pattern. Rather, it provides a framework for considering how transportation investments and development decisions can work together to maintain mobility, accessibility, and the long-term function of the transportation system.

Needs Assessment Summary

The CTMPO needs assessment identifies transportation considerations related to safety, roadway operations and mobility, infrastructure preservation, freight and rail movement, public transportation, pedestrian and bicycle connectivity, and coordination between transportation and development. These needs are interconnected and should be considered together when transportation investments and planning decisions are evaluated.

The assessment also recognizes that transportation needs vary by location and type of facility. Available data, documented conditions, public and stakeholder input, and project-specific analysis should be used as appropriate to determine the nature and significance of an identified need and the appropriate response.

The findings in this chapter provide the foundation for the remaining elements of the CTMPO 2050 Metropolitan Transportation Plan. Chapter 5 provides a more detailed evaluation of active transportation needs and opportunities, followed by freight and economic development considerations in Chapter 6 and the financial and implementation framework in Chapter 7.

Active Transportation

Active transportation is an important component of the CTMPO transportation system and includes walking, bicycling, and other human-powered forms of travel. Sidewalks, trails, bicycle routes, shared-use facilities, and pedestrian connections provide access between neighborhoods and community destinations and support connections with the broader transportation system.

Chapter 4 identified connectivity, accessibility, roadway crossings, and integration with other transportation facilities as important active transportation considerations. Building on that assessment, this chapter examines the existing pedestrian and bicycle network, identifies documented needs and planned improvements, and establishes strategies for incorporating active transportation into future CTMPO transportation planning and investment decisions.

Existing Pedestrian and Bicycle Network

The active transportation network within the CTMPO planning area includes sidewalks, pedestrian and bicycle trails, bicycle routes, and roadway crossings that provide connections between neighborhoods and community destinations. The City of Enid maintains GIS information for sidewalks and trails and publishes pedestrian trails and bicycle route maps that document existing facilities within the community.

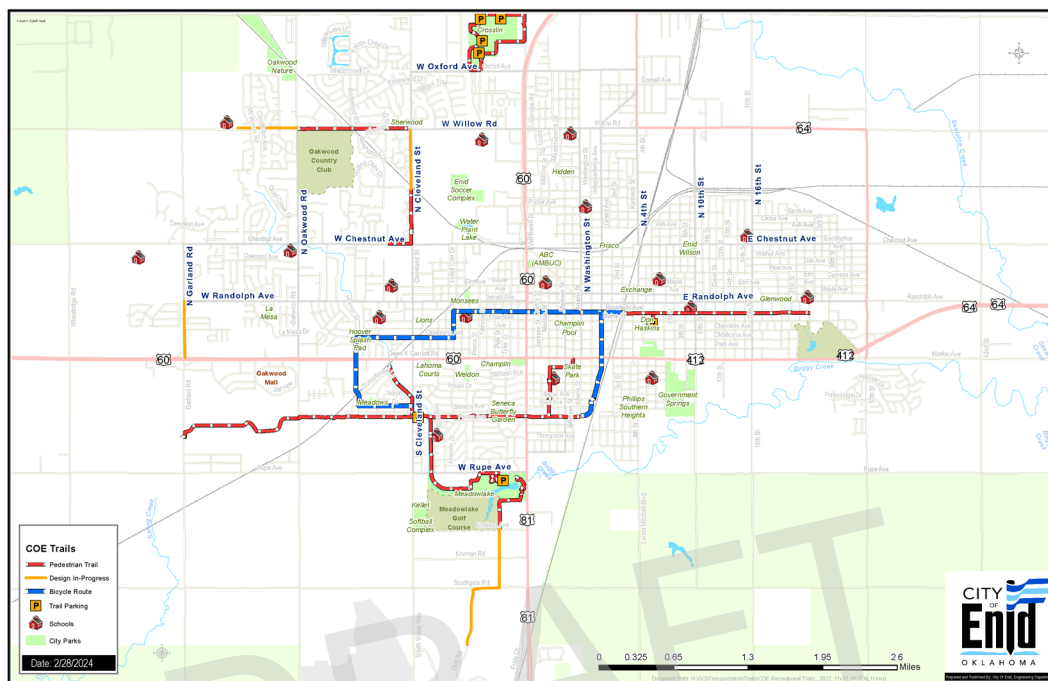


Enid's trail system has developed through a combination of local planning and individual improvement projects. The City's Trails Master Plan established a long-range framework for trail development and identified 33 corridors for potential development. Existing and planned facilities continue to provide connections to parks, neighborhoods, schools, and other destinations.



Figure 5-1 provides an overview of the existing pedestrian and bicycle facilities within the CTMPO planning area. The network provides a foundation for active transportation, while the location and continuity of existing facilities are important considerations when evaluating future connections and improvements.

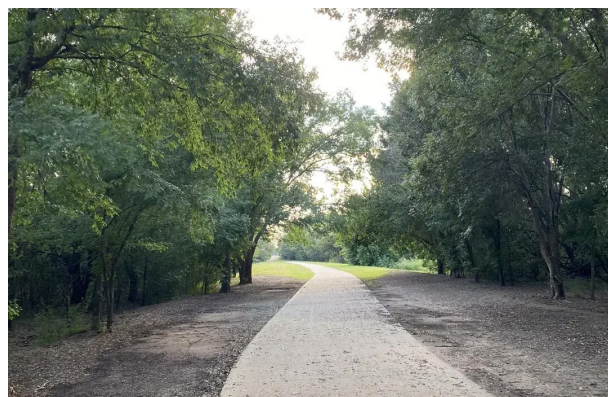
FIGURE 5-1: EXISTING PEDESTRIAN AND BICYCLE FACILITIES



SOURCE/DATA: CITY OF ENID GIS; CITY OF ENID PEDESTRIAN AND BICYCLE MAPPING.

Active Transportation Connectivity and Needs

The existing sidewalk, trail, and bicycle network provides important connections within Enid, but continued improvement of network connectivity remains a long-range transportation consideration. Active transportation improvements are most effective when individual facilities connect to neighborhoods, schools, parks, employment areas, commercial destinations, public transportation, and other parts of the transportation system.



Current City and ODOT projects demonstrate an ongoing effort to strengthen these connections. The City of Enid is constructing new sidewalks in the Prairie Ridge Addition near Hayes Elementary School, including sidewalk improvements along South Johnson Street, Hayes Street, and Chickasaw Drive. The South Johnson Street improvement will also connect to an existing walking trail.

A federally funded Transportation Alternatives Program trail project will provide an additional connection in south Enid. The project begins near South Taylor Street and Richland Avenue and continues along Southgate Road and Kincade Road to the Vance Air Force Base installation fence. This project will expand the trail network and improve active transportation connectivity in an area identified through earlier local trail planning.

Pedestrian connectivity is also being incorporated into planned improvements along major state highway corridors. ODOT improvements to US-412 and US-81 through Enid include ADA-compliant pedestrian routes and increased sidewalk connectivity. These improvements demonstrate the opportunity to address pedestrian access as major roadway projects are developed.

Future active transportation planning should continue to emphasize connections between existing facilities and destinations and coordinate pedestrian and bicycle improvements with roadway projects, development, public transportation, schools, parks, and other community investments.

Safety and Accessibility Considerations

Safe and accessible pedestrian and bicycle connections are important considerations when roadway and active transportation improvements are planned. Roadway crossings, traffic conditions, sidewalk continuity, curb ramps, and connections to community destinations can influence how pedestrians and bicyclists use the transportation system. The broader roadway safety conditions affecting the CTMPO planning area are discussed in Chapter 4.

Accessibility improvements are being incorporated into transportation projects within Enid. ODOT's planned improvements along US-412 and US-81 include ADA-compliant pedestrian routes consisting of sidewalks, ramps, and crosswalks, as well as increased sidewalk connectivity along portions of these major corridors.

The City of Enid also addresses pedestrian accessibility through its Sidewalk Repair Partnership Program. The program provides a 50/50 cost-sharing opportunity for qualifying sidewalk repairs, with the city managing design and construction. The city assumes the cost of ADA-compliance improvements where applicable and gives priority to projects that provide broader pedestrian-access benefits.

As future roadway and active transportation projects are developed, pedestrian and bicycle safety and accessibility should continue to be considered as part of project planning and design. Particular attention should be given to maintaining connections between existing facilities, providing accessible pedestrian routes, and coordinating improvements at roadway crossings and other locations where active transportation interacts with vehicular traffic.

Planned Improvements and Programs

The City of Enid and ODOT are advancing active transportation improvements through local programs, roadway projects, and federal transportation funding. These efforts include new pedestrian and trail connections, sidewalk rehabilitation, ADA improvements, and the integration of pedestrian facilities into larger roadway projects.



TABLE 5-1: ACTIVE TRANSPORTATION IMPROVEMENTS AND PROGRAMS

Improvement / Program	Description	Status / Agency
South Enid / Vance AFB Trail	Trail connection beginning near South Taylor Street and Richland Avenue and continuing along Southgate Road and Kincade Road toward the Vance Air Force Base installation fence.	ODOT Transportation Alternatives Program / City of Enid
Prairie Ridge Sidewalk Improvements	New sidewalks along portions of South Johnson Street, Hayes Street, and Chickasaw Drive near Hayes Elementary School, including a connection to an existing walking trail.	City of Enid / 2026 Construction
US-412 / US-81 Pedestrian Improvements	Increased sidewalk connectivity and ADA-compliant pedestrian routes incorporated into planned ODOT roadway improvements.	ODOT / JP 32688(04), 32688(10), and 32688(11)
Sidewalk Repair Partnership Program	Cost-sharing program for repair or replacement of qualifying sidewalks, with the City managing design and construction.	City of Enid / Ongoing

SOURCE/DATA: CITY OF ENID ENGINEERING DEPARTMENT; OKLAHOMA DEPARTMENT OF TRANSPORTATION ALTERNATIVES PROGRAM.

These projects and programs demonstrate several approaches to improving active transportation within the metropolitan area, including construction of new connections, rehabilitation of existing sidewalks, accessibility improvements, and incorporation of pedestrian facilities into roadway projects. Continued coordination among CTMPO, local governments, ODOT, and other transportation partners can help identify opportunities to advance similar improvements as transportation projects are developed.

Active Transportation Strategies

Future active transportation improvements within the CTMPO planning area should build upon the existing network and coordinate pedestrian and bicycle needs with roadway projects, community development, and other transportation investments. The following strategies provide a framework for advancing active transportation improvements throughout the life of the MTP:

- **Improve Network Connectivity.** Prioritize projects that connect existing sidewalks, trails, and bicycle routes with neighborhoods, schools, parks, employment areas, commercial destinations, public transportation, and other community facilities.
- **Integrate Active Transportation into Roadway Projects.** Consider opportunities to incorporate sidewalks, accessible pedestrian routes, crossings, bicycle accommodations, and trail connections when roadway reconstruction and major improvement projects are planned.
- **Improve Safety and Accessibility.** Continue addressing pedestrian and bicycle safety at roadway crossings and other locations where active transportation facilities interact with vehicular traffic. Incorporate ADA accessibility requirements into pedestrian improvements and project design.
- **Maintain and Preserve Existing Facilities.** Support continued maintenance and rehabilitation of sidewalks, trails, and other active transportation facilities to preserve existing investments and maintain usable connections.

- **Coordinate Planning and Funding.** Continue coordination among CTMPO, local governments, ODOT, and other transportation partners to identify projects and pursue appropriate funding opportunities, including the Transportation Alternatives Program and other eligible federal, state, and local funding sources.

These strategies are intended to guide future planning and project development rather than establish specific project commitments. Individual improvements may be evaluated based on documented transportation needs, available funding, project feasibility, and coordination with other planned transportation investments.

DRAFT

Policy Framework

This document presents the policy framework for the CTMPO Metropolitan Transportation Plan (MTP). The framework lays out the steps that CTMPO and its partners will use to guide transportation investment and decision-making through 2050. It is built on the plan's six goals and their objectives and establishes policies that carry those goals into practice. The policies serve as guidance for programming, project selection, and coordination decisions designed to advance the region's transportation goals in the coming years.

The framework is based on six goals, which state the broad outcomes CTMPO seeks for the regional transportation system. Objectives within each goal define the more specific steps that move the region toward each one. The plan's six goals are:

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

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

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

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

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

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

Within each goal, the plan lays out several policies. These are specific actions that CTMPO and its partners will use to pursue the goals through planning, project development, and operational improvements. Together, the framework helps identify concrete steps to advance the community's transportation goals.

Policy Development Approach

The policies were developed from the goals and objectives adopted for the MTP. Each goal area was explored to determine the direction needed to achieve its objectives. Policies were also reviewed against existing plans and requirements that shape transportation planning in the Enid area, both to confirm consistency and to build on the direction already set at the state and local level. The sections below describe the principal influences on the policies.



Oklahoma Long Range Transportation Plan

Several policies draw on strategies in Oklahoma’s 2025-2050 Long Range Transportation Plan (LRTP), translating statewide approaches to safety, mobility, and operations to the regional scale. All draft policies were reviewed for consistency with the LRTP to align regional direction with state priorities and to support coordination between state and local partners.

Enid Trails Plan

The Enid Trails Master Plan informed the bicycle and pedestrian policies. Direction from the trails plan, including safe crossings, connectivity, user education, and the proposed trail network, was carried into policies that support active transportation and first- and last-mile connectivity.

Federal Requirements

The policies were designed to align with the federal metropolitan planning requirements under 23 U.S.C. §134 and 49 U.S.C. §5303, including the federal planning factors and the national transportation goals shown in **Table 6-1**. This alignment supports performance-based planning and ensures the MTP is aligned with federal requirements and priorities.

TABLE 6-1: FEDERAL PLANNING FACTORS AND NATIONAL TRANSPORTATION GOALS

Federal Planning Factors (PF)	National Transportation Goals (NG)
PF-1 Economic Vitality	NG-1 Safety
PF-2 Safety	NG-2 Infrastructure Condition
PF-3 Security & Resilience	NG-3 Congestion Reduction
PF-4 Accessibility & Mobility	NG-4 System Reliability
PF-5 Environmental Protection	NG-5 Freight Movement & Economic Vitality
PF-6 System Integration & Connectivity	NG-6 Environmental Sustainability
PF-7 System Management & Operations	NG-7 Reduced Project Delivery Delays
PF-8 System Preservation	
PF-9 Resiliency and Reliability	
PF-10 Travel and Tourism	

Policies

Each section below lists the policies for each goal, including a short description and the relevant federal planning factors and national transportation goals.

Goal 1: Safety and Security

S-1: ITS

Support the deployment of ITS technologies, including adaptive signal control, real-time traveler information, and connected vehicle infrastructure, to improve network efficiency, safety, and reliability across the region.

S-2: Safe Systems

Adopt the Safe System Approach as the framework for transportation investment decisions by evaluating regionally significant projects against principles including safe roads, safe speeds, safe vehicles, safe road users, and post-crash care.

S-3: Behavioral Safety & Public Awareness

Support public education and enforcement partnerships that address leading behavioral crash factors, including seat belt use, distracted driving, and impaired driving.

S-4: Emergency Preparedness & Response

Coordinate with local jurisdictions, ODOT, Vance AFB, and emergency responders to improve incident detection, response, and recovery, and to maintain reliable evacuation and emergency-access routing.

S-5: Multimodal Safety

Improve the safety of pedestrians, bicyclists, and trail users through safe crossings, lighting in secluded areas, and design treatments that reduce conflicts along and across the planned trail network.

TABLE 6-2: SAFETY AND SECURITY POLICY ALIGNMENT WITH FEDERAL FACTORS AND NATIONAL GOALS

ID	Abbreviated Strategy	Federal Planning Factors	FHWA National Goals
S-1	ITS	PF-2, PF-3, PF-4, PF-6, PF-7, PF-9	NG-1, NG-2, NG-3, NG-4
S-2	Safe Systems	PF-2, PF-6, PF-7	NG-1, NG-4
S-3	Behavioral Safety & Public Awareness	PF-2, PF-4, PF-7	NG-1
S-4	Emergency Preparedness & Response	PF-2, PF-3, PF-6, PF-7, PF-9	NG-1, NG-3, NG-4, NG-5
S-5	Multimodal Safety	PF-2, PF-4, PF-6, PF-9, PF-10	NG-1, NG-3, NG-6

Goal 2: Infrastructure Preservation

P-1: Prioritize Maintenance

Prioritize preservation of the existing system over new capacity, and coordinate with ODOT to track Pavement Quality Index (PQI) to identify cost-effective maintenance and rehabilitation before roadways fall into poor condition.

P-2: Bridge Preservation

Maintain an up-to-date bridge inventory and prioritize repair or replacement of structurally deficient and functionally obsolete bridges to maintain or improve regional bridge condition ratings.

P-3: Transit State of Good Repair

Support transit providers in keeping vehicles, equipment, and facilities in a state of good repair by coordinating replacement priorities and identifying federal funding to implement their Transit Asset Management plan.

P-4: Multimodal Asset Preservation

Preserve sidewalks and the trail network as long-term transportation assets by incorporating their maintenance and rehabilitation into routine asset management.

P-5: Alternative Funding

Help local governments explore non-traditional revenue sources for transportation investments.

TABLE 6-3: INFRASTRUCTURE PRESERVATION POLICY ALIGNMENT WITH FEDERAL PLANNING FACTORS AND NATIONAL GOALS

ID	Abbreviated Strategy	Federal Planning Factors	FHWA National Goals
P-1	Prioritize Maintenance	PF-3, PF-4, PF-7, PF-8, PF-9	NG-2, NG-4, NG-7
P-2	Bridge Preservation	PF-3, PF-7, PF-8, PF-9	NG-2, NG-4, NG-7
P-3	Transit State of Good Repair	PF-3, PF-7, PF-8, PF-9	NG-2, NG-4, NG-6, NG-7
P-4	Multimodal Asset Preservation	PF-3, PF-7, PF-8, PF-9	NG-2, NG-4, NG-6, NG-7
P-5	Alternative Funding	PF-1, PF-2, PF-4, PF-5, PF-6, PF-8, PF-9	NG-1, NG-2, NG-3, NG-4, NG-5, NG-6, NG-7

Goal 3: Economic Vitality

E-1: Plan Alignment

Incorporate existing local land use, comprehensive, and economic development plans into regional transportation decision-making.

E-2: Public Engagement

Promote inclusive engagement practices to ensure community concerns are included in planning decisions.

E-3: Freight Connectivity

Prioritize improvements to key regional freight corridors serving agricultural, energy, and industrial movements.

E-4: Access to Employment & Education

Improve multimodal connections linking residential areas to major employers, including Vance AFB; retail and commercial centers; and educational institutions, including Northwestern Oklahoma State University.

E-5: Travel & Tourism

Leverage the planned trail network and gateway corridors to support travel, tourism, and regional economic activity, in coordination with regional and state tourism offices.

TABLE 6-4: ECONOMIC VITALITY POLICY ALIGNMENT WITH FEDERAL PLANNING FACTORS AND NATIONAL GOALS

ID	Abbreviated Strategy	Federal Planning Factors	FHWA National Goals
E-1	Plan Alignment	PF-1, PF-4, PF-5, PF-9	NG-4, NG-5, NG-7
E-2	Public Engagement	PF-1, PF-3, PF-4, PF-5, PF-7, PF-10	NG-3, NG-4, NG-5, NG-6, NG-7
E-3	Freight Connectivity	PF-1, PF-4, PF-6	NG-2, NG-5
E-4	Access to Employment & Education	PF-1, PF-4, PF-6, PF-10	NG-5
E-5	Travel & Tourism	PF-1, PF-4, PF-6, PF-10	NG-4, NG-5

Goal 4: Mobility, Accessibility, and Quality of Life

M-1: Accessible Design

Support the planning and policy frameworks that ensure streets and facilities are designed to safely and comfortably serve users of all ages and abilities, including ADA-compliant pedestrian infrastructure.

M-2: Improved Transit

Work with providers and local partners to develop a more cohesive transit system, supporting expanded service that meets the daily needs of senior, low-income, and mobility-limited residents without vehicle access.

M-3: Active Transportation

Continue to construct the region's trail network and connect sidewalk gaps to create safe, connected walking and biking opportunities for residents' daily trips and recreation.

M-4: Eliminate Barriers

Identify and remove specific network gaps and crossing barriers that cut neighborhoods off from jobs, healthcare, schools, and groceries.

TABLE 6-5: MOBILITY, ACCESSIBILITY, AND QUALITY OF LIFE POLICY ALIGNMENT WITH FEDERAL PLANNING FACTORS AND NATIONAL GOALS

ID	Abbreviated Strategy	Federal Planning Factors	FHWA National Goals
M-1	Accessible Design	PF-1, PF-2, PF-4, PF-5, PF-6, PF-9	NG-3
M-2	Improved Transit	PF-1, PF-2, PF-4, PF-5, PF-6, PF-9, PF-10	NG-3, NG-4, NG-5, NG-6
M-3	Active Transportation	PF-1, PF-2, PF-4, PF-5, PF-6, PF-9, PF-10	NG-1, NG-3, NG-4, NG-6
M-4	Eliminate Barriers	PF-1, PF-2, PF-4, PF-6, PF-10	NG-3, NG-4, NG-5

Goal 5: Environment

N-1: Resource Stewardship

Avoid and minimize impacts on ecosystems, wildlife, and cultural and historic sites during project development, in coordination with ODOT and federal partners.

N-2: Water Protection

Protect wetlands and drainage corridors by implementing green infrastructure and context-sensitive design in transportation projects.

N-3: Clean Air

Reduce transportation emissions by expanding the walking, biking, and transit facilities that shift trips away from single-occupancy vehicles.

TABLE 6-6: ENVIRONMENT ALIGNMENT WITH FEDERAL PLANNING FACTORS AND NATIONAL GOALS

ID	Abbreviated Strategy	Federal Planning Factors	FHWA National Goals
N-1	Resource Stewardship	PF-3, PF-5, PF-8, PF-9, PF-10	NG-4, NG-5, NG-6, NG-7
N-2	Water Protection	PF-3, PF-5, PF-8, PF-9, PF-10	NG-4, NG-5, NG-6, NG-7
N-3	Clean Air	PF-5, PF-10	NG-4, NG-5, NG-6, NG-7

Goal 6: Resiliency and Reliability

R-1: Resilience Analysis

Perform a resilience analysis to understand how extreme weather impacts the region and which assets are most at risk.

R-2: System Operations

Deploy ITS solutions, including traffic detection, signal coordination, and real time traveler information to improve reliability and monitoring, in coordination with ODOT.

R-3: Incident & Emergency Response

Coordinate incident detection, evacuation routing, and emergency response with ODOT, local jurisdictions, NORTPO, and Vance AFB to improve recovery after disruptions.

R-4: Infrastructure Security

Protect critical transportation infrastructure through cybersecurity, backup communications, and reliable power for essential systems.

R-5: Data Collection

Coordinate with local planning agencies to identify the types of transportation data they use, and identify opportunities to streamline storage and management to make data more accessible for partner agencies and community members.

TABLE 6-7: RESILIENCY AND RELIABILITY POLICY ALIGNMENT WITH FEDERAL PLANNING FACTORS AND NATIONAL GOALS

ID	Abbreviated Strategy	Federal Planning Factors	FHWA National Goals
R-1	Resilience Analysis	PF-1, PF-2, PF-3, PF-5, PF-7, PF-8, PF-9	NG-1, NG-2, NG-4, NG-6, NG-7
R-2	System Operations	PF-1, PF-2, PF-3, PF-7, PF-9	NG-1, NG-3, NG-4, NG-5, NG-6
R-3	Incident & Emergency Response	PF-1, PF-2, PF-3, PF-6, PF-7, PF-9	NG-1, NG-3, NG-4, NG-5, NG-6
R-4	Infrastructure Security	PF-1, PF-2, PF-3, PF-6, PF-7, PF-9	NG-1, NG-2, NG-4, NG-5
R-5	Data Collection	PF-1, PF-2, PF-3, PF-4, PF-5, PF-6, PF-7, PF-8, PF-9	NG-1, NG-2, NG-3, NG-4, NG-5, NG-6, NG-7

Conclusion

Together, these policies translate the MTP's six goals into a practical framework for guiding transportation investment and decision-making in the Enid area through 2050. Each policy was shaped not only by the plan's own goals and objectives but also by the direction set in the Oklahoma LRTP, the Enid Trails Master Plan, and federal metropolitan planning requirements, so that regional priorities remain consistent with state and federal expectations. As CTMPO and its partners move from planning to implementation, these policies will guide programming, project selection, and coordination decisions, helping ensure that investments in safety, infrastructure preservation, economic vitality, mobility, environmental stewardship, and resiliency work together to advance a safer, better-connected, and more resilient transportation system for the region.

DRAFT

Financial Considerations and Implementation

Implementation of the CTMPO 2050 Metropolitan Transportation Plan will require continued coordination among the Chisholm Trail Metropolitan Planning Organization (CTMPO), the City of Enid, the Town of North Enid, Garfield County, the Oklahoma Department of Transportation (ODOT), public transportation providers, federal transportation agencies, and other regional partners. While the preceding chapters document existing transportation conditions, socioeconomic and development trends, transportation needs, policy direction, and recommended transportation strategies and improvements, this chapter establishes the financial and implementation framework for advancing those priorities through the year 2050.

Federal metropolitan transportation planning requirements require the MTP to include a financial plan demonstrating how the adopted transportation plan can be implemented. The financial plan must consider resources reasonably expected to be available to operate and maintain the transportation system and implement planned improvements. Revenue and cost estimates supporting the MTP must also reflect year-of-expenditure dollars using reasonable financial principles developed cooperatively by the MPO, state, and public transportation operators.

The CTMPO Policy Framework provides the policy foundation for these decisions. The framework establishes six goals addressing Safety and Security; Infrastructure Preservation; Economic Vitality; Mobility, Accessibility, and Quality of Life; Environment; and Resiliency and Reliability. The supporting policies translate these goals into guidance for transportation investment, programming, project selection, coordination, and implementation through the 2050 planning horizon.

TABLE 7-1: CTMPO MTP PLANNING AND IMPLEMENTATION FRAMEWORK

Existing Conditions & Trends	→	System conditions, trends, and performance
Transportation Needs	→	Identified transportation needs and deficiencies
MTP Goals & Policies	→	Policy direction for transportation investment
Transportation Recommendations & Proposed Projects	→	Strategies and improvements responding to identified needs
Financial Considerations & Prioritization	→	Available resources, fiscal constraint, priorities, and timing
Programming & Implementation	→	Project development, programming, partnerships, and implementation
Performance Monitoring & Future MTP Updates		Track implementation and system performance and respond to changing conditions

SOURCE/DATA: FEDERAL PLANNING REFERENCE: 23 CFR § 450.324.

Implementation of the MTP will occur incrementally as transportation priorities advance from long-range planning into project development, programming, design, construction, operation, and maintenance. Inclusion of a project, strategy, or transportation need in the MTP does not by itself represent a funding commitment or guarantee that the improvement will be constructed. Project advancement will depend on available funding, project readiness, agency responsibilities, applicable engineering and environmental requirements, local priorities, and coordination among implementing partners.

This distinction is important because transportation improvements within the CTMPO planning area are implemented through multiple agencies, programs, and funding sources. The MTP therefore provides a regional framework for coordinating transportation investments rather than functioning as a capital improvement program for a single agency.

The financial framework presented in this chapter considers both capital investment and the continued operation, maintenance, rehabilitation, and preservation of the existing transportation system. Federal metropolitan planning requirements require the financial plan to include system-level estimates of costs and revenue sources reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

Transportation funding also differs by mode, project type, implementing agency, eligibility requirements, and funding cycle. The financial analysis must therefore distinguish between transportation investments that can reasonably be supported within anticipated resources and additional proposed improvements that may require future funding, competitive grants, partnerships, or other financial resources before implementation can occur.



TABLE 7-2: CTMPO MTP FINANCIAL AND IMPLEMENTATION FRAMEWORK

Element	Purpose in the CTMPO 2050 MTP
Financial Planning and Fiscal Constraint	Demonstrates the relationship between reasonably anticipated transportation resources and planned transportation investments through 2050.
Transportation Funding	Identifies applicable federal, state, local, transit, and other resources that may support transportation planning, operations, preservation, and capital improvements.
Project Cost and Funding Considerations	Evaluates planning-level project costs and available resources used to determine which investments can reasonably advance within the planning horizon.
Implementation Priorities and Timeframes	Organizes transportation priorities into Near-Term, Mid-Term, and Long-Term periods based on need, readiness, funding availability, and coordination requirements.
Programming and Partnerships	Establishes the relationship among CTMPO, ODOT, local governments, public transportation providers, and other partners responsible for advancing transportation investments.
Performance Monitoring and MTP Updates	Provides a framework for tracking implementation, transportation-system performance, changing conditions, and future updates to the MTP.

SOURCE/DATA: FEDERAL FINANCIAL PLAN REQUIREMENTS UNDER: 23 CFR § 450.324.

Together, these elements establish a practical framework for moving from long-range transportation planning toward implementation. The framework is not intended to predict every transportation expenditure or funding decision through 2050. Instead, it provides a financially responsible basis for identifying priorities, evaluating reasonably anticipated resources, coordinating future investments, and adjusting implementation strategies as transportation needs, project costs, funding programs, and regional conditions change.

Federal metropolitan planning requirements also allow an MTP financial plan to identify additional projects on an illustrative basis when those projects could be implemented if resources beyond those included in the financially constrained plan become available. This provides CTMPO an appropriate mechanism for documenting legitimate long-range transportation needs without representing those improvements as funded or committed projects.



Financial Planning and Fiscal Constraint

Fiscal constraint is the process of matching the transportation investments contained in the MTP with financial resources that are reasonably expected to be available over the planning horizon. Federal regulations require the MTP financial plan to identify resources expected to support implementation, account for the costs of operating and maintaining Federal-aid highways and public transportation, and consider federal, state, local, and private resources applicable to the plan.



For CTMPO, the financial analysis begins with documented current funding rather than assuming that a single annual appropriation will continue unchanged through 2050. The City of Enid's adopted FY 2025–2026 budget provides the most appropriate local baseline currently available for this purpose. The City's subsequently published FY 2026–2027 budget document identifies projected amounts; because those figures are presented as projected budget values, they are not used here as adopted long-range revenue commitments.

The adopted FY 2025–2026 budget identifies several transportation-related local resources. The Street & Alley Fund includes \$1.95 million for recurring street maintenance and repair activities: \$900,000 for street repair/materials, \$1.0 million for the Street Point Repair Program, and \$50,000 for residential and commercial sidewalk partnership programs. The Street Improvement Fund includes \$1.25 million for capital recovery and street reconstruction/repair activities. These appropriations document the City's current level and types of local transportation investment, but they do not establish guaranteed annual funding through 2050.

Public transportation funding is treated separately because it is governed by different federal programs and eligibility requirements. The Federal Transit Administration's FY 2026 Section 5307 and 5340 apportionment table identifies \$1,043,648 for the Enid, Oklahoma Urbanized Area. This amount provides a current federal transit funding baseline; future apportionments will depend on federal authorization, annual appropriations, statutory formulas, and applicable program requirements.

CTMPO planning funds are also shown separately from capital transportation resources. The adopted City of Enid FY 2025–2026 budget identifies a \$360,000 CTMPO budget, including \$225,000 in federal planning funds, \$80,000 in State Planning and Research funds, and a \$55,000 transfer. These resources support metropolitan transportation planning and administration and are not treated as roadway or transit capital funding.

TABLE 7-3: VERIFIED CTMPO AREA TRANSPORTATION FUNDING BASELINE

Funding / Program	Verified Amount	Purpose / Current Use	Treatment in MTP
City of Enid Street Improvement Fund	\$1,250,000 FY 2025–26	Capital recovery and street reconstruction / repair activities	Current local capital and preservation baseline
Street Repair / Materials	\$900,000 FY 2025–26	Recurring maintenance and light repair of City streets	Operations and preservation baseline
Street Point Repair Program	\$1,000,000 FY 2025–26	Replacement / repair of failed pavement sections	Preservation baseline
Residential & Commercial Sidewalk Partnership Programs	\$50,000 FY 2025–26	Residential and commercial sidewalk repair assistance	Active transportation and preservation baseline
Enid UZA – FTA Sections 5307 / 5340	\$1,043,648 FY 2026	Urbanized Area Formula funding, subject to FTA eligibility requirements	Current federal transit baseline
Chisholm Trail MPO Budget	\$360,000 FY 2025–26	Metropolitan transportation planning and administration	Planning resource; not capital funding

SOURCE/DATA: CITY OF ENID, REVISED FY 2025–2026 FINAL BUDGET, INCLUDING STREET & ALLEY FUND, STREET IMPROVEMENT FUND; FEDERAL TRANSIT ADMINISTRATION, FY 2026 SECTION 5307 AND 5340 URBANIZED AREA FORMULA APPROPRIATIONS, TABLE 3 (ENID, OK).

The amounts in Table 7-2 are baseline values, not a 2050 revenue forecast. They should not be added together as a single regional funding total because they represent different programs, purposes, fiscal periods, eligibility requirements, and implementing responsibilities. Instead, the baseline establishes the documented starting point for the long-range funding framework developed in the following sections.

For the long-range financial plan, revenue and project cost estimates must reflect year-of-expenditure dollars using reasonable inflation assumptions developed cooperatively by CTMPO, ODOT, and applicable public transportation operators. Federal regulations allow aggregate cost ranges or cost bands in the outer years of the MTP, beyond the first 10 years, when the associated funding sources are reasonably expected to be available. This approach is appropriate for CTMPO because uncertainty in project timing, costs, and funding sources increases over the 2050 planning horizon.

The financially constrained portion of the MTP will therefore be based on reasonably anticipated funding sources and planning-level costs rather than an unsupported extension of a single year's budget. Transportation needs that cannot be accommodated within those reasonably anticipated resources may remain identified as proposed or illustrative improvements and may advance if additional funding becomes available. Section 7.3 identifies the funding programs and revenue categories that may support implementation of the MTP.

Transportation Funding Framework

Implementation of the CTMPO 2050 MTP will rely on a combination of local transportation revenues, federal and state formula programs administered through ODOT, federal transit assistance, and competitive funding opportunities. These resources do not function as a single CTMPO revenue stream. Eligibility, project selection, match requirements, programming schedules, and implementing responsibilities vary by program, so the MTP treats each funding category according to the type of transportation investment it can reasonably support.

For roadway and bridge improvements, the principal federal-aid highway programs available to Oklahoma include the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, National Highway Freight Program (NHFP), Transportation Alternatives (TA), Carbon Reduction Program (CRP), and PROTECT Formula Program. FHWA's FY 2026 computational tables confirm that these programs continue as distinct federal-aid funding categories. Funds are apportioned to the State and are not automatically available to CTMPO; projects must satisfy program eligibility and applicable ODOT and federal programming requirements.

The applicable funding source depends on the improvement being advanced. NHPP is focused primarily on the condition and performance of the National Highway System; STBG provides broader flexibility for eligible Federal-aid highway, bridge, transit, and related transportation improvements; HSIP supports projects that address documented highway safety problems; and the Railway-Highway Crossings Program supports safety improvements at public railway-highway crossings. NHFP is directed toward freight movement on the National Highway Freight Network, while TA can support eligible pedestrian, bicycle, and other transportation alternatives projects. CRP and PROTECT provide additional opportunities for eligible carbon-reduction and transportation-resilience investments.



TABLE 7-4: VERIFIED CTMPO AREA TRANSPORTATION FUNDING BASELINE

Funding Program / Source	Primary MTP Application	CTMPO Treatment
Local Transportation Revenues	Street maintenance, pavement repair, reconstruction, sidewalks, local match, and other locally eligible transportation improvements	Reasonably anticipated only when supported by adopted budgets, recurring revenue history, or other documented local financial information.
National Highway Performance Program (NHPP)	Eligible NHS pavement, bridge, operational, safety, and related improvements	Potential project funding through ODOT; not treated as a dedicated CTMPO allocation.
Surface Transportation Block Grant Program (STBG)	Broad range of eligible Federal-aid highway, bridge, transit, bicycle, pedestrian, and related improvements	Potential federal-aid funding subject to eligibility, ODOT programming, and applicable suballocation requirements.
Highway Safety Improvement Program (HSIP)	Infrastructure and other eligible improvements addressing documented highway safety problems	Potential safety funding tied to data-driven safety needs and ODOT/FHWA program requirements.
Railway-Highway Crossings Program	Safety improvements at eligible public railway-highway crossings	Potential source for eligible crossing-safety improvements; project-specific eligibility required.
National Highway Freight Program (NHFP)	Eligible freight improvements supporting the National Highway Freight Network	Potential source for qualifying freight projects; not a general local freight fund.
Transportation Alternatives (TA)	Eligible pedestrian, bicycle, trail, Safe Routes to School, and other transportation alternatives activities	Competitive / programmatic opportunity for eligible active transportation projects.
Carbon Reduction Program (CRP)	Eligible projects designed to reduce transportation emissions	Potential source for qualifying multimodal, operational, technology, and other carbon-reduction strategies.
PROTECT Formula / Competitive Programs	Eligible projects improving transportation resilience to natural hazards and extreme weather	Potential resilience funding; formula resources are administered through the State and competitive resources require successful application.
FTA Section 5307 / 5340	Eligible urbanized-area public transportation capital, planning, and operating activities, subject to federal requirements	Current Enid UZA federal transit baseline; future amounts depend on annual federal apportionments.

Funding Program / Source	Primary MTP Application	CTMPO Treatment
FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	Eligible projects that improve mobility for older adults and individuals with disabilities, including vehicles, accessible transportation improvements, mobility management, scheduling/routing technology, and certain specialized services	Potential specialized-mobility funding. Applicability depends on eligible projects, recipients, coordinated planning requirements, and state/federal program administration.
FTA Section 5311 - Formula Grants for Rural Areas	Eligible capital, planning, and operating assistance for public transportation serving rural areas with populations below 50,000, including mobility management and acquisition of transportation services	Potential funding for eligible rural transit services or projects associated with portions of the CTMPO planning area outside the Enid Urbanized Area; administered through ODOT for eligible Oklahoma rural transit providers.
Other Federal Discretionary Grants	Major safety, multimodal, freight, bridge, resilience, transit, and other eligible transportation investments	Supplemental opportunity only; not counted as reasonably anticipated revenue until awarded or otherwise supportable.

SOURCE/DATA: FEDERAL HIGHWAY ADMINISTRATION, INFRASTRUCTURE INVESTMENT AND JOBS ACT/BIPARTISAN INFRASTRUCTURE LAW PROGRAM FACT SHEETS AND FY 2026 COMPUTATIONAL TABLES; FEDERAL TRANSIT ADMINISTRATION SECTIONS 5307, 5310, 5311, AND 5340 PROGRAM GUIDANCE AND FY 2026 APPORTIONMENTS; OKLAHOMA DEPARTMENT OF TRANSPORTATION FUNDING/PROGRAMMING INFORMATION; CITY OF ENID ADOPTED BUDGET INFORMATION.

The programs in **Table 7-4** should not be interpreted as guaranteed CTMPO funding. Most federal highway formula funds are apportioned to Oklahoma and programmed through ODOT under applicable federal and state processes. For the MTP financial plan, a statewide program is considered a potential funding source only where the proposed improvement is eligible and there is a reasonable basis for anticipating that the program could participate in implementation. Competitive grant programs are treated more conservatively because an eligible project does not create an expectation of award.

Local funding remains important for routine system preservation, locally sponsored improvements, project development, and required non-federal participation. The adopted City of Enid budget documented in Section 7.2 establishes the current local baseline for street, pavement, and sidewalk investment. Future local funding assumptions should be updated as adopted budgets, capital programs, and project-specific commitments become available rather than extrapolating a single fiscal year unchanged through 2050.

Transit funding is similarly evaluated as a separate program area. The Enid Urbanized Area's FY 2026 Section 5307/5340 apportionment provides a verified current federal baseline, while future formula assistance will vary with federal authorizations, appropriations, statutory formulas, and transit data used in the apportionment process. Section 5310 provides additional opportunities for projects addressing the mobility needs of older adults and individuals with disabilities, while Section 5311 may support eligible rural public transportation services or projects in areas outside the Enid

Urbanized Area. These programs remain distinct funding sources and should be incorporated into the constrained financial plan only where there is a defensible basis for anticipating their availability.

ODOT's Statewide Transportation Improvement Program (STIP) provides the near-term programming connection between long-range planning and implementation for regionally significant projects involving federal action. ODOT describes the STIP as a financially constrained four-year program detailing the use of federal and state transportation funds for priority projects. As CTMPO's planning and programming processes mature, the MTP, CTMPO Transportation Improvement Program, and ODOT STIP should remain coordinated so that projects advancing toward federal authorization are consistent with the adopted long-range plan.

TABLE 7-5: CTMPO FUNDING PATH FROM LONG-RANGE PLAN TO IMPLEMENTATION

MTP Transportation Need / Proposed Project	→	Confirm project scope and implementing agency
	↓	
Program Eligibility Review	→	Local / ODOT / FTA / Other Applicable Funding Source
	↓	
Project Prioritization and Financial Readiness	→	TIP / STIP or applicable capital program, when required
	↓	
Project Development	→	Design, environmental review, right-of-way, construction / implementation

SOURCE/DATA: ODOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM; FHWA AND FTA TRANSPORTATION FUNDING/PROGRAMMING REQUIREMENTS.

The funding framework is intended to preserve flexibility while maintaining a clear distinction between resources that are reasonably anticipated and resources that are merely possible. Section 7.4 applies this framework to project costs and funding considerations so that proposed investments can be evaluated consistently against the level of financial information available over the 2050 planning horizon.

Project Cost and Funding Considerations

The transportation funding sources described in Section 7.3 provide the framework for advancing improvements identified in the MTP; however, implementation ultimately depends on the relationship among project cost, available funding, project readiness, and the responsibilities of the implementing agency. Because transportation improvements progress from planning through design, environmental review, right-of-way, utility coordination, and construction, the level of cost available varies considerably from one project to another.

For financial planning purposes, project costs should reflect the best information available at the time the MTP is developed. Where an adopted budget, programmed amount, engineering estimate, or other documented project cost is available, that information can be incorporated into the financial analysis with the applicable source and year identified. Where a project remains at the planning or conceptual stage, the MTP should not assign a specific cost unless a supportable planning-

level estimate has been developed. Cost estimates can be refined as project scope, design, and implementation requirements become better defined.

The Transportation Project Inventory and Implementation Program presented in Appendix A provides the project-level basis for this analysis. The inventory includes improvements at different stages of development, including City of Enid projects that are programmed or identified in current municipal improvement programs, recurring preservation activities, CTMPO candidate projects identified for future consideration, and potential projects within North Enid. Because these projects are at different stages of development, the amount of available financial information also varies. Appendix A distinguishes programmed improvements from candidate projects and notes that inclusion in the inventory does not constitute funding authorization or project approval.

The City of Enid programmed project inventory provides the clearest near-term connection between project development and financial implementation. Appendix A identifies the Fiscal Year 2026 Street Improvement Program, arterial mill-and-overlay projects extending through Fiscal Year 2029–2030, a reconstruction and capacity improvement schedule that includes multiple Randolph Avenue segments and Cleveland Street, and concrete point repair locations. These schedules establish the anticipated sequence of improvements but do not provide a complete construction cost for every project. Accordingly, the MTP uses documented costs where available and retains projects without established costs for subsequent refinement as engineering and project development advance.

TABLE 7-6: PROJECT COST AND FINANCIAL TREATMENT BY LEVEL OF DEVELOPMENT

Project / Program Status	Available Information	Financial Treatment in the MTP
Programmed or budgeted improvement	Project, location, fiscal year, and in some cases a documented budget or programmed amount	Use the documented amount when available and identify the applicable source and year. Do not create a total project cost where only a phase or partial allocation is documented.
Scheduled improvement without a complete project cost	Project limits and anticipated implementation or development schedule	Use the documented schedule to establish implementation timing. Refine costs as design, right-of-way, utilities, and construction requirements are developed.
Recurring preservation or maintenance program	Annual program, project locations, or recurring maintenance activity	Use documented program-level expenditures or reasonable program assumptions. Avoid assigning unsupported individual long-range costs to routine maintenance locations.
CTMPO candidate project	Planning-level location, description, lead agency, and preliminary timeframe	Retain as a proposed project. Develop a project-specific cost when scope and engineering information are sufficient to support an estimate; do not imply committed funding.

Project / Program Status	Available Information	Financial Treatment in the MTP
Potential regionally significant or North Enid project	Planning-level need, corridor, location, or improvement concept	Retain for future evaluation. Establish cost and funding strategy through subsequent planning, engineering, programming, or project development.

SOURCE/DATA: CTMPO 2050 METROPOLITAN TRANSPORTATION PLAN, APPENDIX A – TRANSPORTATION PROJECT INVENTORY AND IMPLEMENTATION PROGRAM.

The distinction among these project types is important to the financial integrity of the MTP. Programmed City improvements have a different level of implementation readiness than planning-level recommendations such as corridor improvements, safety projects, active transportation connections, freight access improvements, transit and mobility initiatives, or technology and resiliency strategies. Candidate projects remain part of the long-range transportation strategy, but their inclusion should not be interpreted as evidence that a specific funding source, final scope, or construction commitment has been established.

Preservation activities also require a different financial treatment than major capital projects. Appendix A identifies arterial mill-and-overlay and concrete point repair programs that represent continuing investment in the condition of the existing transportation system. These recurring needs should be considered as part of the long-range financial commitment to system preservation rather than being evaluated only as individual capital projects. Maintaining the existing system remains an ongoing financial responsibility alongside future safety, capacity, multimodal, freight, transit, and operational improvements.

As projects advance, CTMPO and the agency responsible should update project costs using the best available information. Refinements may include engineering estimates, programmed amounts, right-of-way and utility costs, identified funding sources, and implementation responsibilities. For projects included in the financially constrained MTP, applicable costs should be expressed in year-of-expenditure dollars consistent with the financial assumptions established for the plan.

This cost-treatment approach allows the MTP to recognize the full range of transportation needs without presenting preliminary concepts as funded commitments. It also provides the basis for organizing implementation: projects with established schedules, greater readiness, or documented funding can advance differently from longer-range concepts that require additional planning and financial development. The next section applies that distinction to the MTP implementation priorities and timeframes.



Implementation Priorities and Timeframes

The project cost and funding considerations described in Section 7.4 provide the basis for organizing implementation over the 2050 planning horizon. Projects with established schedules, greater development readiness, or identified funding can advance differently from planning-level concepts that require additional study, engineering, coordination, or financial development. The MTP therefore uses implementation timeframes to communicate the relative sequence of transportation investments without treating those timeframes as funding commitments.

For long-range planning, CTMPO organizes implementation into Near-Term, Mid-Term, and Long-Term periods. The timeframes are intended to provide a consistent planning structure as projects move from identification toward implementation. Programmed projects retain the schedules established by the agency responsible, while candidate projects are assigned a broader planning period based on the information currently available. A project's timeframe may change as priorities, funding, project readiness, development conditions, or transportation needs change.

TABLE 7-7: CTMPO MTP IMPLEMENTATION TIMEFRAME FRAMEWORK

Implementation Period	Planning Horizon	Application
Near-Term	2026–2030	Programmed or advancing improvements, recurring preservation activities, and projects positioned for implementation or further development during the first portion of the MTP horizon.
Mid-Term	2031–2040	Projects expected to require additional planning, engineering, coordination, funding development, or completion of earlier phases before implementation.
Long-Term	2041–2050	Long-range improvements and strategies whose implementation depends on future conditions, project development, funding availability, or completion of higher-priority investments.
Ongoing	Throughout the planning horizon	Recurring activities such as system preservation, safety, planning, maintenance, monitoring, and other programs that do not fit a single implementation period.

SOURCE/DATA: CTMPO 2050 METROPOLITAN TRANSPORTATION PLAN, APPENDIX A – TRANSPORTATION PROJECT INVENTORY AND IMPLEMENTATION PROGRAM.

Appendix A provides the project-level application of these timeframes. City of Enid projects that already have an identified fiscal-year schedule retain that schedule rather than being reassigned solely to a broader MTP period. This includes the programmed street improvements, arterial mill-and-overlay program, reconstruction and capacity improvements, and concrete point repair activities identified in the City’s current project program. Using the agency’s documented schedule preserves the distinction between programmed improvements and longer-range planning recommendations.

Candidate CTMPO projects are treated differently because many remain at the planning level. Their preliminary timeframes are used to indicate when an improvement may reasonably warrant advancement, not to establish a construction date. Projects may first require feasibility or corridor analysis, concept development, engineering, railroad or utility coordination, environmental review, right-of-way evaluation, identification of a lead agency, or development of a funding strategy. Completion of those steps may move a project forward, shift it to a later period, or result in a revised scope.

Implementation priority should also reflect the purpose of the investment rather than project size alone. Improvements addressing documented safety concerns, preservation needs, system reliability, multimodal accessibility, freight movement, or other adopted MTP goals may warrant advancement when supporting data, project readiness, and funding opportunities align. The CTMPO Policy Framework provides the policy basis for considering these factors as projects are evaluated and advanced.

The implementation program is therefore intended to remain flexible. CTMPO can use subsequent MTP updates, the Transportation Improvement Program, annual or multi-year capital programs, ODOT programming processes, and project-specific studies to reflect changes in project status and timing. A project moving between planning periods does not require the underlying transportation need to be removed from the MTP; rather, the implementation schedule should be updated to reflect the best available information.

TABLE 7-8: PROJECT ADVANCEMENT THROUGH THE MTP IMPLEMENTATION PROCESS

Identified Need	→	Planning / Project Development	→	Programming & Funding	→	Implementation
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As projects move from the long-range plan toward implementation, the applicable programming and coordination responsibilities become increasingly important. The next section describes how CTMPO, local governments, ODOT, public transportation providers, and other partners connect the MTP to project programming and implementation.



Programming, Coordination, and Implementation

The implementation timeframes established in Section 7.5 provide the long-range sequence for transportation investments, while shorter-term programming processes determine which projects are positioned to advance. For CTMPO, the primary connection between the MTP and federally supported project implementation is the Transportation Improvement Program (TIP). Federal regulations require the TIP to reflect the investment priorities of the current MTP, cover at least four years, and be developed cooperatively by the MPO, the State, and affected public transportation operators.

CTMPO's existing organizational structure supports this programming process. The Transportation Technical Advisory Committee coordinates transportation issues at the technical level, develops the TIP, reviews transportation plans and studies, and makes recommendations to the Transportation Policy Board. The Transportation Policy Board serves as CTMPO's final approval authority for transportation planning and is responsible for reviewing and approving the transportation plan and TIP. This structure provides a direct path from technical project development and agency coordination to regional policy action.

Projects entering the TIP require more specific information than is needed for a long-range project inventory. Federal regulations require the TIP to identify the project or project phase, estimated total project cost, proposed federal funding by program year, sources of non-federal funds, and the agency responsible for implementation. Each project or phase included in the TIP must also be consistent with the adopted MTP. These requirements provide the point at which a long-range recommendation becomes a defined, financially programmed transportation investment.

TABLE 7-9: CTMPO PROGRAMMING AND IMPLEMENTATION RESPONSIBILITIES

Entity / Process	Primary Role in Implementation	Relationship to the MTP
CTMPO Transportation Technical Advisory Committee	Coordinates technical transportation issues, develops the TIP, reviews plans and studies, and recommends actions to the Transportation Policy Board.	Provides the technical review and programming connection between long-range priorities and projects proposed for advancement.
CTMPO Transportation Policy Board	Final approval authority for CTMPO transportation planning; reviews and approves the MTP, TIP, and related planning actions.	Establishes regional policy direction and approves projects and programs advanced through the metropolitan planning process.
Oklahoma Department of Transportation (ODOT)	Coordinates state and federal-aid programming, project development, and inclusion of applicable projects in the Statewide Transportation Improvement Program (STIP).	Connects eligible CTMPO-area projects requiring federal or state action with statewide programming and implementation processes.

Entity / Process	Primary Role in Implementation	Relationship to the MTP
City of Enid, Town of North Enid, Garfield County, and Other Project Sponsors	Develop project scopes, local budgets, engineering, local match, right-of-way, utilities, and other sponsor responsibilities as applicable.	Advance locally sponsored projects from the Appendix A inventory into capital programs, TIP/STIP programming, or other implementation processes.
Public Transportation Operator(s)	Coordinate transit priorities, funding, project information, and applicable performance considerations with CTMPO and the State.	Ensure transit projects and financial information are incorporated cooperatively into the MTP and TIP.
TIP / STIP Programming	Establishes the near-term, financially constrained program for projects and project phases using applicable federal, state, local, and other resources.	Translates adopted long-range priorities into defined projects positioned for authorization and implementation.

SOURCE/DATA: CITY OF ENID, CTMPO TRANSPORTATION POLICY BOARD AND TRANSPORTATION TECHNICAL ADVISORY COMMITTEE RESPONSIBILITIES; 23 CFR § 450.326; FEDERAL TRANSIT ADMINISTRATION TRANSPORTATION IMPROVEMENT PROGRAM GUIDANCE; OKLAHOMA DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

ODOT's Statewide Transportation Improvement Program provides the corresponding statewide programming framework. ODOT defines the STIP as a financially constrained four-year program that identifies priority transportation projects using federal and state transportation funds and is intended to ensure that federally supported projects are selected from approved long-range plans. CTMPO and ODOT programming should therefore remain coordinated as projects move from the MTP into the TIP and, where applicable, the STIP.

Local project sponsors remain responsible for the project-development activities necessary to move individual improvements forward. Depending on the project, these responsibilities may include defining scope, completing engineering and environmental documentation, securing local funding or match, addressing right-of-way and utility needs, coordinating with railroad or other affected parties, and maintaining consistency with local capital programs. These activities occur at the project level and complement CTMPO's regional planning and programming responsibilities.

Public involvement remains part of the transition from planning to programming. Federal regulations require CTMPO to provide interested parties a reasonable opportunity to comment on the proposed TIP and to make the TIP readily available for public review. This keeps near-term investment decisions connected to the public participation process used to develop the MTP and provides an opportunity to review projects as they move closer to implementation.

The programming process also provides a practical mechanism for keeping Appendix A current. As a project receives a defined scope, programmed phase, funding source, or implementation schedule, that information can be reflected in future TIP actions and subsequent updates to the MTP project inventory. Section 7.7 establishes the monitoring and update process used to track those changes and evaluate progress toward the plan's goals.

Performance Monitoring and Future MTP Updates

The programming process described in Section 7.6 provides a near-term record of projects moving toward implementation. Performance monitoring provides the complementary system-level view by evaluating whether transportation conditions are improving and whether investments are advancing the goals established in the MTP. This keeps future planning decisions connected to observed transportation conditions rather than relying only on the completion of individual projects.

Federal metropolitan planning requirements establish a performance-based approach to transportation decision-making. The MTP must describe the applicable transportation performance measures and targets and include a system performance report evaluating transportation conditions and progress toward those targets. CTMPO's monitoring activities should therefore combine federally required performance information with locally relevant indicators that support the goals and policies of this plan.

Monitoring should focus on information that can be maintained consistently and used in future decisions. For a first MTP, a concise set of indicators is more useful than an extensive reporting program that cannot be sustained. Existing federal, state, local, and transit datasets can provide much of the information needed to track safety, infrastructure condition, system reliability, multimodal accessibility, transit performance, and implementation progress.

TABLE 7-10: CTMPO MTP MONITORING FRAMEWORK

Monitoring Area	Examples of Information to Track	Use in Future Planning
Safety	Applicable federal safety performance measures and targets; crash trends; locations or corridors with recurring safety concerns	Evaluate progress toward the Safety and Security goal and identify locations where additional analysis or investment may be warranted.
Infrastructure Preservation	Pavement and bridge condition information; completion of preservation programs; recurring maintenance needs	Support preservation priorities and identify changes in system condition.
Mobility and System Performance	Applicable federal system-performance measures; travel reliability or operational information where available; documented congestion or operational concerns	Identify changing mobility conditions and support operational or capacity strategies.
Public Transportation	Applicable transit performance targets and measures; service and asset information available from the public transportation operator	Coordinate transit needs and investment priorities with the metropolitan planning process.
Active Transportation and Accessibility	Implementation of sidewalk, trail, bicycle, ADA, and connectivity improvements; identified network gaps	Track progress toward multimodal accessibility and quality-of-life objectives.

Monitoring Area	Examples of Information to Track	Use in Future Planning
Freight and Economic Access	Freight-related corridor conditions, truck access concerns, rail-crossing needs, and implementation of freight-supportive improvements	Identify transportation constraints affecting goods movement and economic activity.
Project and Program Implementation	TIP actions, programmed projects, completed projects, changes in Appendix A status, and advancement of planning studies or project-development activities	Maintain a current connection between the long-range plan, programming, and the project inventory.

SOURCE/DATA: FHWA TRANSPORTATION PERFORMANCE MANAGEMENT GUIDE.

The monitoring framework is not intended to create a separate data-collection program for every policy or project in the MTP. CTMPO can draw from information already produced through ODOT performance management, local asset and capital programs, transit reporting, crash and safety data, TIP development, and project-specific studies. Where reliable local data become available, additional indicators can be incorporated without changing the overall structure of the plan.

Appendix A should be maintained as the project inventory evolves. Projects can be updated to reflect completed work, new programmed phases, revised schedules, refined scopes, or additional project-development information. New transportation needs identified through performance monitoring, public input, local planning, or agency coordination can be evaluated for inclusion during subsequent MTP updates. Maintaining the inventory in this manner allows the long-range plan to remain useful between major update cycles.

Future MTP updates will provide the formal opportunity to reassess transportation conditions, socioeconomic and development trends, public priorities, performance results, financial assumptions, and project inventory. Federal requirements call for the MTP to include subsequent system performance reporting that evaluates progress toward applicable performance targets. The update process can therefore use the monitoring information developed between plan cycles to determine where strategies are working, where conditions have changed, and where investment priorities should be reconsidered.

The CTMPO 2050 Metropolitan Transportation Plan establishes a long-range framework for guiding transportation investment throughout the metropolitan planning area. The plan brings together documented transportation needs, regional goals and policies, multimodal strategies, proposed improvements, available financial resources, and implementation processes into a coordinated approach for addressing transportation needs through 2050. As conditions, priorities, and funding opportunities change, continued coordination among CTMPO, its member jurisdictions, ODOT, public transportation providers, and other transportation partners will allow the plan to remain responsive while maintaining a consistent direction for future transportation investment. Through ongoing monitoring, programming, and periodic updates, the MTP will continue to provide the foundation for transportation decision-making within the CTMPO planning area.

Appendix A - Transportation Project Inventory & Implementation

Introduction

Appendix A documents transportation projects identified within the CTMPO planning area for use in implementing the CTMPO 2050 Metropolitan Transportation Plan. The appendix is intended to serve as a concise planning-level project inventory that supports future programming, funding coordination, project development, and MTP updates.

Projects included in this appendix were compiled from verified local agency project information, existing transportation system analysis, and transportation needs identified through development of the MTP. The inventory includes currently programmed improvements as well as planning-level candidate projects that may require additional study, coordination, design, environmental review, right-of-way evaluation, utility coordination, and funding before implementation.

To keep the appendix useful over the life of the plan, projects are organized by general implementation timeframe rather than specific fiscal year. Near-Term projects generally represent improvements that are programmed, underway, or anticipated in the early years of the plan. Mid-Term projects represent improvements that may advance as funding and project development occur. Long-Term projects represent larger, more complex, or strategic improvements intended to address future mobility, safety, freight, resiliency, and growth-related needs.

The inclusion of a project in this appendix does not constitute funding approval, environmental clearance, or authorization for construction. Future project advancement will depend on available funding, agency priorities, engineering feasibility, environmental documentation, right-of-way needs, utility coordination, public input, and coordination among CTMPO, the City of Enid, the Town of North Enid, ODOT, railroad operators, and other applicable partners.

Project Organization & Implementation Timeframes

Appendix A is organized to distinguish between programmed transportation projects and planning-level candidate projects. Programmed projects are improvements identified through official local, state, or agency project sources. Planning-level candidate projects are not funded or authorized for construction but are included because they address transportation needs identified through the CTMPO 2050 MTP.

To keep the appendix usable over the life of the plan, projects are grouped by general implementation timeframe rather than by fiscal year. This approach allows the project inventory to remain relevant as local and state programs are updated.

For purposes of Appendix A, the following implementation categories are used:

Timeframe	General Definition
Near-Term	Projects that are programmed, underway, or anticipated within approximately 0 to 5 years.
Mid-Term	Projects that may advance within approximately 6 to 10 years as funding, design, and project development occur.
Long-Term	Larger, more complex, or strategic projects generally anticipated beyond 10 years or requiring additional study, funding, or coordination.
Ongoing	Recurring programs or annual activities that support system preservation, safety, accessibility, or operations.

Project timeframes are planning-level categories and do not represent funding commitments. Individual projects may advance sooner or later depending on funding availability, agency priorities, engineering feasibility, environmental requirements, right-of-way needs, utility coordination, railroad coordination, and other project development considerations.

TABLE A-1: CITY OF ENID PROPOSED MAJOR ROADWAY IMPROVEMENT PROJECTS

Facility / Corridor	Project Limits	Proposed Improvement	Implementation Timeframe
Garland Road	Randolph Avenue to Owen K. Garriott Road	Roadway Widening	Long-Term
Randolph Avenue	Garland Road to Van Buren Street	Roadway Widening	Long-Term
Cleveland Street	Maple Avenue to Chestnut Avenue	Roadway Widening	Long-Term
Randolph Avenue	Garland Road to Oakwood Road	Roadway Reconstruction	Mid-Term
Randolph Avenue	Oakwood Road to Cleveland Street	Roadway Reconstruction	Mid-Term
Randolph Avenue	Cleveland Street to Van Buren Street	Roadway Reconstruction	Long-Term
Cleveland Street	Chestnut Avenue to Maple Avenue	Roadway Reconstruction	Long-Term
Randolph Avenue	Van Buren Street to Washington Street	Mill and Overlay	Near-Term
Randolph Avenue	7th Street to 25th Street	Mill and Overlay	Near-Term
Independence Avenue	Owen K. Garriott Road to Chestnut Avenue	Mill and Overlay	Mid-Term
Oakwood Road	Randolph Avenue to Chestnut Avenue	Mill and Overlay	Mid-Term
Chestnut Avenue	4th Street to 10th Street	Mill and Overlay	Near-Term
Chestnut Avenue	11th Street to 16th Street	Mill and Overlay	Mid-Term

Facility / Corridor	Project Limits	Proposed Improvement	Implementation Timeframe
Maine Street	Johnson Street to Van Buren Street	Mill and Overlay	Near-Term
Rupe Avenue	Cleveland Street to Oakwood Road	Mill and Overlay	Near-Term
Willow Road	Van Buren Street to Grand Avenue	Mill and Overlay	Mid-Term
Willow Road	Grand Avenue to 4th Street	Mill and Overlay	Mid-Term
Broadway Avenue	Cleveland Street to Railroad	Mill and Overlay	Mid-Term
Willow Road	Cleveland Street to Van Buren Street	Mill and Overlay	Long-Term
54th Street	Railroad to US-412	Mill and Overlay	Long-Term
Oakwood Road	Phillips Area to Carrier Road	Mill and Overlay	Long-Term
Oakwood Road	Purdue Avenue to Phillips Area	Mill and Overlay	Long-Term
4th Street	Chestnut Avenue to Willow Road	Mill and Overlay	Long-Term
Willow Road	Garland Road to Oakwood Road	Mill and Overlay	Long-Term
Breckinridge Road	42nd Street to 54th Street	Mill and Overlay	Long-Term
Breckinridge Road	54th Street to 66th Street	Mill and Overlay	Long-Term
30th Street	Willow Road to 0.5 mile north of Willow Road	Mill and Overlay	Long-Term
30th Street	54th Street to 66th Street	Mill and Overlay	Long-Term
30th Street	Rupe Avenue to Market Area	Mill and Overlay	Long-Term
Oakwood Road	Rupe Avenue to Indian Trail	Mill and Overlay	Long-Term

SOURCE/DATA: CITY OF ENID ENGINEERING DEPARTMENT ROAD PROJECTS PROGRAM; CITY OF ENID ARTERIAL STREET IMPROVEMENT PROGRAM; CITY OF ENID RECONSTRUCTION PROGRAM SCHEDULE.

TABLE A-2: CITY OF ENID PROPOSED NEIGHBORHOOD AND LOCAL STREET IMPROVEMENT PROJECTS

Project Location	Proposed Improvement	Implementation Timeframe
W. Oak Avenue, Johnson Street to Lincoln Street	Street Rehabilitation	Near-Term
W. Oak Avenue, Johnson Street to N. Grant Street	Street Rehabilitation	Near-Term
W. Oak Avenue, Grant Street to Hayes Street	Street Rehabilitation	Near-Term
W. Oak Avenue, Hayes Street to Garfield Street	Street Rehabilitation	Near-Term
Woodlands Area	Neighborhood Street Improvements	Near-Term

Project Location	Proposed Improvement	Implementation Timeframe
27th Street, Cypress Avenue to Elm Avenue	Street Rehabilitation	Near-Term
27th Street, Walnut Avenue to Eucalyptus Avenue	Street Rehabilitation	Near-Term
Ash Avenue, 30th Street to 28th Street	Street Rehabilitation	Near-Term
Ash Avenue, 11th Street to 13th Street	Street Rehabilitation	Near-Term
21st Street, Chestnut Avenue to Walnut Avenue	Street Rehabilitation	Near-Term
W. Cherokee Avenue, 5322–5013 Area	Street Rehabilitation	Near-Term
Whippoorwill Lane	Street Rehabilitation	Near-Term
Meadowlark Lane	Street Rehabilitation	Near-Term
Wildwood Drive	Street Rehabilitation	Near-Term
E. Illinois Avenue, S. Leona Mitchell Boulevard to S. 2nd Street	Street Rehabilitation	Near-Term
E. Indiana Avenue, S. Leona Mitchell Boulevard to S. 2nd Street	Street Rehabilitation	Near-Term
E. York Avenue, S. Leona Mitchell Boulevard to S. 2nd Street	Street Rehabilitation	Near-Term

SOURCE/DATA: CITY OF ENID PROJECTS PROGRAM.

TABLE A-3: PROPOSED ARTERIAL PAVEMENT PRESERVATION PROJECTS

Facility	Project Limits	Proposed Improvement	Implementation Timeframe
Chestnut Avenue	4th Street to 10th Street	Mill and Overlay	Near-Term
Maine Street	Johnson Street to Van Buren Street	Mill and Overlay	Near-Term
Rupe Avenue	Cleveland Street to Oakwood Road	Mill and Overlay	Near-Term
Independence Avenue	Owen K. Garriott Road to Chestnut Avenue	Mill and Overlay	Mid-Term
Chestnut Avenue	11th Street to 16th Street	Mill and Overlay	Mid-Term
Randolph Avenue	16th Street to 25th Street	Mill and Overlay	Mid-Term
Willow Road	Van Buren Street to Grand Avenue	Mill and Overlay	Mid-Term
Willow Road	Grand Avenue to 4th Street	Mill and Overlay	Mid-Term
Broadway Avenue	Cleveland Street to Railroad	Mill and Overlay	Mid-Term
Randolph Avenue	7th Street to 16th Street	Mill and Overlay	Long-Term
Willow Road	Cleveland Street to Van Buren Street	Mill and Overlay	Long-Term
54th Street	Railroad to US-412	Mill and Overlay	Long-Term
Oakwood Road	Randolph Avenue to Chestnut Avenue	Mill and Overlay	Long-Term

Facility	Project Limits	Proposed Improvement	Implementation Timeframe
Oakwood Road	Phillips Area to Carrier Road	Mill and Overlay	Long-Term
Oakwood Road	Purdue Avenue to Phillips Area	Mill and Overlay	Long-Term
4th Street	Chestnut Avenue to Willow Road	Mill and Overlay	Long-Term
Willow Road	Garland Road to Oakwood Road	Mill and Overlay	Long-Term
Breckinridge Road	42nd Street to 54th Street	Mill and Overlay	Long-Term
Breckinridge Road	54th Street to 66th Street	Mill and Overlay	Long-Term
Randolph Avenue	Oakwood Road to Cleveland Street	Mill and Overlay	Long-Term*
30th Street	Willow Road to 0.5 Mile North of Willow Road	Mill and Overlay	Long-Term
30th Street	54th Street to 66th Street	Mill and Overlay	Long-Term
30th Street	Rupe Avenue to Market Area	Mill and Overlay	Long-Term
Oakwood Road	Rupe Avenue to Indian Trail	Mill and Overlay	Long-Term

SOURCE/DATA: CITY OF ENID ENGINEERING DEPARTMENT, ARTERIAL STREET IMPROVEMENT PROGRAM.

TABLE A-4: TOWN OF NORTH ENID TRANSPORTATION IMPROVEMENT PRIORITIES

Facility / Corridor	Transportation Need	Implementation Timeframe
US-60 / US-64 / US-81 Corridor	Continue coordination with ODOT on corridor preservation, safety, access management, and operational improvements.	Ongoing
SH-45 Corridor	Continue coordination with ODOT regarding future operational and safety improvements where appropriate.	Ongoing
Union Pacific Railroad Corridor	Continue coordination with Union Pacific Railroad regarding roadway and railroad crossing improvements as future transportation projects are identified.	Ongoing
Local Street Network	Preserve and maintain the existing local roadway system through pavement rehabilitation and routine street improvements.	Near-Term
Drainage Infrastructure	Improve roadway drainage and replace deficient culverts as funding becomes available.	Near-Term
Traffic Control Devices	Upgrade regulatory signs, warning signs, and pavement markings to improve roadway safety.	Near-Term
Pedestrian Connectivity	Evaluate opportunities to improve pedestrian connectivity between residential areas, parks, schools, and community facilities as future transportation projects are identified.	Long-Term

Facility / Corridor	Transportation Need	Implementation Timeframe
ADA Accessibility	Improve accessibility at public facilities, sidewalks, and pedestrian crossings in accordance with ADA requirements as transportation improvements are implemented.	Ongoing
Regional Connectivity	Coordinate with the City of Enid, Garfield County, ODOT, and CTMPO to improve regional transportation connectivity and support future growth.	Ongoing

SOURCE/DATA: TOWN OF NORTH ENID; OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT).

TABLE A-5: CTMPO PLANNING LEVEL TRANSPORTATION IMPROVEMENT PRIORITIES

Corridor / Transportation System	Documented Transportation Need	Planning-Level Improvement Priority	Potential Benefit	Implementation Timeframe
Major Corridor Improvements				
Randolph Avenue Corridor	Existing east-west mobility corridor with recurring City investment and an at-grade railroad crossing.	Evaluate the feasibility of a railroad grade separation and associated corridor improvements.	Improved mobility, reduced train delay, improved emergency response, freight mobility, and corridor resiliency.	Long-Term
US-412 / Owen K. Garriott Road Corridor	Principal regional highway serving freight, commercial development, and regional mobility.	Continue coordination with ODOT to improve pavement condition, operations, access management, and multimodal accessibility.	Improved regional mobility, freight reliability, pavement condition, and ADA accessibility.	Mid-Term
US-81 Corridor	Principal north-south regional corridor supporting passenger and freight movement.	Evaluate operational, access management, and safety improvements in coordination with ODOT.	Improved regional mobility, freight movement, and corridor safety.	Long-Term

Corridor / Transportation System	Documented Transportation Need	Planning-Level Improvement Priority	Potential Benefit	Implementation Timeframe
Willow Road Corridor	Important east-west arterial identified in the City roadway improvement program.	Continue pavement preservation and evaluate future operational improvements as development occurs.	Improved corridor reliability and long-term system preservation.	Mid-Term / Long-Term
Oakwood Road Corridor	Principal arterial supporting residential and commercial growth.	Continue programmed preservation improvements and evaluate future operational and capacity needs.	Improved mobility and support for future development.	Mid-Term / Long-Term
Cleveland Street Corridor	Planned widening corridor identified by the City of Enid.	Continue corridor reconstruction and widening improvements.	Improved capacity, safety, and north-south connectivity.	Long-Term
Freight and Railroad Network				
Railroad Crossings	At-grade crossings affect roadway operations, freight movement, and emergency response.	Evaluate crossing safety improvements and identify locations where grade separation or operational improvements may be appropriate.	Improved safety, reduced delay, and enhanced freight operations.	Ongoing
Freight Corridors	Designated truck routes and industrial areas require reliable roadway access.	Evaluate freight route improvements, truck access, and industrial connectivity.	Improved freight mobility and economic competitiveness.	Long-Term
Transportation System Operations				
High-Crash Locations	Crash patterns identified through future safety analyses.	Continue a data-driven safety improvement program focused on intersections, school zones, signing, striping, and lighting improvements.	Reduced crashes and improved transportation safety.	Ongoing

Corridor / Transportation System	Documented Transportation Need	Planning-Level Improvement Priority	Potential Benefit	Implementation Timeframe
Signalized Corridors	Traffic operations depend upon reliable signal equipment and coordination.	Continue modernization of traffic signal equipment and corridor signal coordination.	Reduced delay and improved corridor operations.	Mid-Term
Drainage and Resiliency	Localized flooding and drainage deficiencies affect transportation reliability.	Evaluate drainage improvements and roadway resiliency projects where transportation facilities are vulnerable to flooding.	Improved system reliability and reduced maintenance costs.	Long-Term
Transportation Data Collection	Performance-based planning requires current transportation system information.	Continue traffic, safety, freight, pavement, transit, and multimodal data collection activities.	Improved project prioritization and transportation decision-making.	Ongoing
Multimodal Transportation				
Active Transportation Network	Existing sidewalk gaps, ADA deficiencies, and limited bicycle connectivity identified in the MTP.	Continue development of sidewalks, shared-use paths, bicycle facilities, and ADA improvements that improve connectivity between neighborhoods, schools, parks, employment centers, and community destinations.	Improved accessibility, safety, and transportation choice.	Ongoing / Long-Term
Transit Accessibility	Safe pedestrian access and passenger amenities improve transit usability.	Continue improving pedestrian access to transit stops and passenger amenities as opportunities arise.	Improved transit accessibility and rider experience.	Mid-Term

Corridor / Transportation System	Documented Transportation Need	Planning-Level Improvement Priority	Potential Benefit	Implementation Timeframe
North Enid Regional Connectivity	Continued coordination between Enid and North Enid supports regional mobility and future growth.	Evaluate future roadway, bicycle, pedestrian, and operational improvements that strengthen regional connectivity.	Improved regional mobility and transportation system integration.	Ongoing

SOURCE/DATA: CITY OF ENID ENGINEERING DEPARTMENT TRANSPORTATION IMPROVEMENT PROGRAMS; OKLAHOMA DEPARTMENT OF TRANSPORTATION; TOWN OF NORTH ENID.

Note: The projects identified in this table represent planning-level transportation improvement priorities developed through the CTMPO 2050 Metropolitan Transportation Plan. These projects are intended to guide future transportation planning, corridor studies, capital programming, and funding opportunities. Inclusion in this table does not constitute project approval, environmental clearance, funding authorization, or construction commitment. Individual projects will require additional engineering analysis, environmental review, public involvement, coordination with affected agencies, and identification of funding prior to implementation.

Project Implementation and Future Updates

Appendix A is intended to serve as a living transportation project inventory supporting implementation of the CTMPO 2050 Metropolitan Transportation Plan. The inventory provides a consolidated record of transportation improvements identified by the City of Enid, the Town of North Enid, the Oklahoma Department of Transportation (ODOT), and CTMPO planning efforts.

Because transportation needs, funding opportunities, and project priorities evolve over time, the project inventory should be reviewed and updated as part of future Metropolitan Transportation Plan updates, Transportation Improvement Program (TIP) development, Capital Improvement Program (CIP) updates, corridor studies, safety studies, and coordination with local, regional, state, and federal transportation partners.

Projects identified within this appendix are intended to assist CTMPO and its partner agencies in evaluating transportation investment priorities, pursuing competitive funding opportunities, coordinating project development activities, and supporting long-range transportation decision-making. Inclusion of a project within this appendix does not constitute funding authorization, environmental approval, or construction commitment.

Future updates to Appendix A should continue to distinguish between:

- **Programmed Projects** — Transportation projects that have been identified through an adopted local, state, or federal transportation program.
- **Planning-Level Transportation Improvement Priorities** — Transportation improvements identified through the metropolitan planning process to address documented transportation needs and support future transportation system performance.

As future transportation studies are completed and projects advance through planning, environmental review, engineering, and funding, Appendix A should be revised to reflect current project status and maintain consistency with the goals, objectives, and investment priorities established in the CTMPO Metropolitan Transportation Plan.

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Appendix B - Public & Stakeholder Involvement

Public Participation Approach

Public and stakeholder involvement is an important component of the metropolitan transportation planning process. The Chisholm Trail Metropolitan Planning Organization (CTMPO) maintains an adopted Public Participation Plan that establishes procedures for providing the public with access to transportation planning information and opportunities to participate in transportation decisions.

The CTMPO public participation process emphasizes timely notice, reasonable access to transportation information, opportunities for review and comment at key decision points, accessible public meetings, electronic availability of information, consideration of traditionally underserved populations, and documentation and consideration of public comments. These procedures apply to the development of the Metropolitan Transportation Plan (MTP) and other major CTMPO transportation planning activities.

The CTMPO 2050 MTP public involvement process is being conducted within this established framework. Public and stakeholder involvement associated with development of the plan includes coordination through the CTMPO Transportation Technical Committee and Transportation Policy Board, availability of transportation planning information through CTMPO and City of Enid public information resources, and a formal public review and meeting process prior to completion and adoption of the MTP.

CTMPO Public Participation Framework

CTMPO's adopted Public Participation Plan establishes the organization's policy for meaningful participation in transportation planning. The plan calls for early and continuing opportunities for public involvement and identifies several principles applicable to development of the MTP, including:

- providing adequate public notice and reasonable opportunities to review and comment on the proposed MTP;
- providing timely access to transportation planning information
- using visualization techniques to communicate transportation plans and programs
- making technical information and meeting notices available electronically
- conducting public meetings at convenient and accessible locations and times
- considering and responding to public input received during development of the MTP
- seeking input from populations that may be underserved by the transportation system
- providing additional opportunities for comment when substantial changes to proposed plan introduce new material issues.

CTMPO also maintains Title VI, Limited English Proficiency, Environmental Justice, nondiscrimination, and related planning documents to support equitable access to the metropolitan transportation planning process.

Transportation Policy Board and Technical Committee Coordination

Development of the CTMPO 2050 MTP occurs within the organization's established committee structure. The Transportation Technical Committee provides technical review and coordination and makes recommendations to the Transportation Policy Board. The Transportation Policy Board serves as CTMPO's final approval authority for metropolitan transportation planning and is responsible for ensuring that established public involvement procedures are appropriately carried out for major transportation planning activities.

Membership of the two bodies provides representation from transportation agencies, local governments, public transportation, economic development, aviation, regional planning organizations, and other transportation interests. Representation includes the City of Enid, Town of North Enid, Garfield County, Oklahoma Department of Transportation, Enid Public Transportation Authority, Northern Oklahoma Regional Transportation Planning Organization, Greater Enid Chamber of Commerce, Woodring Regional Airport, Vance Air Force Base, and federal transportation agencies, among others.

The CTMPO website provides public access to Transportation Policy Board and Transportation Technical Committee agendas and meeting minutes. These regularly scheduled meetings provide an established forum for review and discussion of transportation planning activities as the MTP is developed.

Public Access to Transportation Planning Information

CTMPO maintains a public website that provides access to information concerning the metropolitan transportation planning process. The website includes information about CTMPO, meeting agendas and minutes, transportation planning publications and resources, and opportunities for public comments.

CTMPO publications available through the website include the Public Participation Plan, Transportation Improvement Program, Unified Planning Work Program, Annual Listing of Obligated Projects, Environmental Justice Plan, Limited English Proficiency Plan, Title VI materials, and other transportation planning documents. Providing these materials electronically supports continued public access to the information used in regional transportation planning.

The City of Enid also maintains a public meeting portal through which members of the public can review meeting information, agendas, minutes, and related public records and subscribe to meeting notifications. Together, these resources provide ongoing access to CTMPO planning and decision-making activities.

2050 MTP Engagement Activities

The approved scope of services for the CTMPO 2050 MTP established public engagement as a specific component of plan development. The scope calls for a communication strategy, public engagement tools, public visioning, interpretation of public input, reporting of outreach findings, and consideration of Title VI and Limited English Proficiency populations. The scope also anticipates use of interactive tools to help communicate transportation information and obtain public input.

As part of development of the MTP, transportation conditions, needs, policies, and potential improvements have been reviewed through the CTMPO planning process and coordinated with local and regional transportation partners. The CTMPO committee structure has provided an ongoing forum for technical and policy-level participation during development of the plan.

As of preparation of this appendix, the formal public meeting and final public review associated specifically with the draft CTMPO 2050 MTP have not been completed. Accordingly, this appendix does not report public meeting attendance, public survey totals, public comments, or MTP-specific public input that has not yet been documented.

Draft MTP Public Review and Public Meeting

[TO BE COMPLETED FOLLOWING THE CTMPO 2050 MTP PUBLIC MEETING AND PUBLIC REVIEW PERIOD]

Prior to final adoption of the CTMPO 2050 MTP, CTMPO will provide an opportunity for public review and comment consistent with its adopted Public Participation Plan. Documentation of the completed public involvement process should be incorporated into this section following the public meeting and review period.

The final section should document, as applicable:

- date, time, and location of the public meeting
- methods used to advertise the meeting and public review period
- dates of the public comment period
- public meeting attendance
- comments received at the meeting and through other available comment methods
- major transportation issues or themes identified through public input
- CTMPO responses to significant comments
- revisions to the MTP resulting from public and stakeholder input

Copies of the public notice, meeting materials, comment documentation, and other appropriate supporting records may also be retained with the final MTP documentation.

Continuing Public Involvement

Public involvement does not end with adoption of the 2050 MTP. CTMPO's continuing metropolitan transportation planning process provides additional opportunities for public participation through future MTP updates, development and amendment of the Transportation Improvement Program, annual planning activities, transportation studies, and regularly scheduled Transportation Technical Committee and Transportation Policy Board meetings.

Future public involvement should continue to provide accessible transportation information, reasonable opportunities for review and comment, and documentation of significant public input. This continuing process will allow CTMPO to respond to changing transportation conditions, community priorities, project development, and funding opportunities throughout the planning horizon.

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Appendix C - Acronyms & Abbreviations

Appendix C provides definitions for acronyms and abbreviations used throughout the CTMPO 2050 Metropolitan Transportation Plan (MTP).

Acronym / Abbreviation	Definition
AADT	Annual Average Daily Traffic
ACS	American Community Survey
ADA	Americans with Disabilities Act
ATP	Active Transportation Plan
BNSF	BNSF Railway
CDBG	Community Development Block Grant
CIP	Capital Improvement Program
CRP	Carbon Reduction Program
CTMPO	Chisholm Trail Metropolitan Planning Organization
EPTA	Enid Public Transportation Authority
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NBI	National Bridge Inventory
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NORTPO	Northern Oklahoma Regional Transportation Planning Organization
ODOT	Oklahoma Department of Transportation
PBPP	Performance-Based Planning and Programming

Acronym / Abbreviation	Definition
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
ROW	Right-of-Way
SH	State Highway
SHSP	Strategic Highway Safety Plan
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UP	Union Pacific Railroad
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	United States Department of Transportation
US	United States Highway
UZA	Urbanized Area
Vance AFB	Vance Air Force Base
VRM	Vehicle Revenue Miles

Federal Transit Program References

Program	Definition
Section 5307	FTA Urbanized Area Formula Grants Program
Section 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program
Section 5311	FTA Formula Grants for Rural Areas Program
Section 5340	FTA Growing States and High Density States Formula Program