OKLAHOMA Transportation









DRAFT OKLAHOMA FREIGHT TRANSPORTATION PLAN

2027-2034

TABLE OF CONTENTS

1 PLAN PURPOSE AND OVERVIEW 1
1.1 Purpose 2
1.2 Planning Context 3
1.3 Goals and Objectives 4
1.4 Advisory Committee and Stakeholder Engagement 8
2 OKLAHOMA MULTIMODAL FREIGHT NETWORK 13
2.1 Federal and State Freight Network Context 14
2.2 Highway Network 23
2.3 Freight Rail Network 34
2.4 Inland Waterways and Ports 43
2.5 Air Cargo 48
2.6 Pipeline Network 51
2.7 Military Freight Network 54
3 TRENDS, SUPPLY CHAINS, AND ECONOMIC IMPACTS 57
3.1 Trends 57
3.2 Key Supply Chains 62
3.3 Economic Impacts 67
4 FREIGHT SYSTEM NEEDS 70
4.1 Highway Needs 70
4.2 Modal Needs 87
5 STRATEGIES 93
5.1 Infrastructure Strategies 93
5.2 Environmental and Resilience Strategies 94
5.3 Technology and Operations Strategies 95
5.4 Policy and Program Strategies 96
5.5 Performance Measures 98
5.6 Funding Strategies 99
5.7 Investment Plan 100

LIST OF FIGURES

Figure 1: Freight Industry and Truck Parking Survey Findings....11
Figure 2: Statewide Commodity Flows at a Glance....14
Figure 3: Oklahoma NHFN at a Glance....16
Figure 4: National Multimodal Freight Network in Oklahoma....17
Figure 5: National Highway Freight Network and Existing Critical Urban and Rural Freight Corridors in Oklahoma....18
Figure 6: Oklahoma Highway Freight Network at a Glance....24
Figure 7: Truck AADT in Oklahoma, 2023....25
Figure 8: Oklahoma Pavement Conditions....26
Figure 9: Oklahoma Bridge Conditions at a Glance....28
Figure 10: Low-Clearance and Posted Bridges on State Highways, 2025....29
Figure 11: Oklahoma ITS Assets at a Glance....30
Figure 12: Oklahoma ITS Assets, 2025....31
Figure 13: Oklahoma OS/OW Permits at a Glance....32
Figure 14: Weigh Stations in Oklahoma, 2025....33
Figure 15: Highway Commodity Flows at a Glance....34
Figure 16: Oklahoma Rail Network at a Glance....35
Figure 17: Rail Network Map....36
Figure 18: Oklahoma Intermodal and Transload Connections....38
Figure 19: Oklahoma Rail Bridges and Crossings at a Glance....39
Figure 20: Low Bridges and At-Grade Crossings Intersecting Railroads, 2025 40
Figure 21: Oklahoma Highway-Rail Crossing Incidents....41
Figure 22: Rail Commodity Flows at a Glance....43
Figure 23: Inland Waterway Map....44
Figure 24: Oklahoma Inland Waterways and Ports at a Glance....45
Figure 25: Port Facilities at a Glance....47
Figure 26: Port Commodity Flows at a Glance....48
Figure 27: Aviation Freight Facilities in Oklahoma....49
Figure 28: Oklahoma Air Cargo Network at a Glance....50
Figure 29: Air Cargo Commodity Flows at a Glance....51
Figure 30: Oklahoma Pipeline Network at a Glance....52
Figure 31: Pipeline Commodity Flows at a Glance....53
Figure 32: STRAHNET and Oklahoma Military Installations....54
Figure 33: Oklahoma Military Freight Network at a Glance....56
Figure 34: Population and Employment Projections, 2024 and 2050....58

Figure 35: E-Commerce in the US and Oklahoma at a Glance....59
Figure 36: Technological Innovations in Oklahoma....61
Figure 37: Agriculture and Food Manufacturing at a Glance....63
Figure 38: Mining at a Glance....64
Figure 39: Energy at a Glance....65
Figure 40: Chemical Manufacturing at a Glance....66
Figure 41: Transportation and Machinery Manufacturing at a Glance....67
Figure 42: Economic Impacts of Freight Producing and Transporting Industries....68
Figure 43: Cumulative Impacts of System Deficiencies in Oklahoma, 2024....69
Figure 44: Annual Hours of Truck Delay Statewide, 2025....71
Figure 45: Key Takeaways from Statewide Truck Delay Analysis, 2025....72
Figure 46: Key Takeaways from Statewide TTTR Analysis, 2025....73
Figure 47: Truck Travel Time Reliability Statewide....74
Figure 48: Annual Hours of Truck Delay & TTTR Bottlenecks Statewide....75
Figure 49: Roadways Classed as 'Poor' According to IRI Values....76
Figure 50: At-Grade Rail Crossings in Oklahoma....77
Figure 51: Locations of Bridges with Low Clearance or in Poor Condition....78
Figure 52: Roadway with Inside and Outside Shoulders less than 4 Feet Wide....79
Figure 53: Key Takeaways from Preservation and Design Analysis....80
Figure 54: Key Takeaways from Statewide Safety Analysis, 2024....81
Figure 55: Crash Rates on National Highway System Roadways....82
Figure 56: Truck Parking Along Major Corridors....83
Figure 57: Key Takeaways from Statewide Truck Parking Analysis, 2025....84
Figure 58: Key Takeaways from 2025 Truck Parking Survey....85
Figure 59: Truck Parking by ODOT District....86
Figure 60: Key Takeaways from Rail Modal Needs....88
Figure 61: Key Takeaways from Waterway Modal Needs....90
Figure 62: Key Takeaways from Air Modal Needs....91
Figure 63: Infrastructure Strategies Summarized....94
Figure 64: Environmental and Resilience Strategies Summarized....95

LIST OF TABLES

Table 1: Plans and Initiatives Considered in Development of the OFTP 4
Table 2: OFTP Goals Alignment with Other Plans 5
Table 3: Plan Goals and Objectives 6
Table 4: Freight Advisory Committee Members 9
Table 5: Critical Rural Freight Corridors in Oklahoma 19
Table 6: Critical Urban Freight Corridors in Oklahoma 21
Table 7: FHWA Pavement Condition Thresholds 26
Table 8: Truck and Rail Access to Ports 46
Table 9: Proposed OFTP Performance Measures 98
Table 10: Potential Alternative Financing Options 100
Table 11: NHFP Financial Constraint Summary, FFY 2027–2034 101
Table 12: Financially Constrained Freight Investment Plan, FFY 2027–2034 102
Table 13: Unconstrained Freight Investment Plan Projects, FFY 2027–2034 112

1 PLAN PURPOSE AND OVERVIEW

Oklahoma's multimodal transportation system connects the state to major markets across the central United States and supports both statewide economic activity and interstate commerce. The state had an estimated population of approximately 4.10 million in 2024, with much of its population and employment concentrated in the Oklahoma City and Tulsa metropolitan areas, while significant agricultural, energy, manufacturing, and industrial activity occurs throughout rural Oklahoma.[1] The state's economy includes major freight-dependent sectors such as agriculture and food production, energy, manufacturing, aerospace and defense, construction, transportation, and distribution.

Oklahoma's freight system includes approximately 12,255 centerline miles of highways, 3,244 miles of freight rail, 137 navigable miles of the McClellan-Kerr Arkansas River Navigation System (MKARNS), four cargo-serving airports, and an extensive pipeline network. Major highway corridors such as I-35, I-40, I-44, and US-69/US-75 provide regional and national connections, while rail, waterway, aviation, and pipeline facilities expand access to domestic and international markets.

Freight movement represents a significant component of Oklahoma's economy and transportation activity. In 2024, approximately 773.2 million tons of freight valued at $2.3 trillion moved within, into, out of, or through the state.[2] Major freight movements include coal and petroleum products, broken stone or riprap, and crude petroleum, with trucks accounting for the largest shares of statewide tonnage. Freight volumes are projected to increase to approximately 1.08 billion tons by 2050, increasing demand on Oklahoma's major freight corridors and multimodal facilities.

Freight transportation also supports substantial economic activity throughout the state. Freight-dependent industries account for approximately 678,800 jobs (34.9% of statewide employment) and contribute approximately $87.7 billion in Gross State Product (GSP) (32.1% of Oklahoma's total GSP).[3] These

[1] Oklahoma Department of Commerce. 2023. *Oklahoma State and County Population Projections Through 2070.* Retrieved from https://www.okcommerce.gov/wp-content/uploads/Oklahoma-State-and-County-Population-Projections-Through-2070.pdf
[2] Transearch Freight Data; STB Waybill Sample; FAF5; HNTB Analysis
[3] Transearch, 2024

industries also generate approximately $59.6 billion in labor income (34.5% of statewide labor income).[4] Maintaining efficient freight connections supports not only the movement of goods but also Oklahoma's competitiveness, access to markets, supply chains, and long-term economic development.

1.1 Purpose

The Oklahoma Department of Transportation (ODOT) developed the Oklahoma Freight Transportation Plan (OFTP or Plan) to guide freight planning, investment, and policy decisions across the state. The Plan provides a framework for evaluating freight system performance, identifying transportation needs, and advancing strategies that support a safe, reliable, and efficient multimodal freight system. It also complements other statewide, regional, local, and modal transportation planning efforts.

The OFTP was developed consistent with federal freight planning requirements established under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA), as well as the national freight policy framework reaffirmed through the 2026 National Freight Strategic Plan (NFSP). Federal requirements include maintaining an updated State Freight Plan, addressing national multimodal freight policy and National Highway Freight Program (NHFP) goals, and identifying the use of NHFP funds.

The 2026 NFSP establishes a coordinated national framework for improving the safety, efficiency, resilience, security, innovation, and workforce of the National Multimodal Freight Network (NMFN) and encourages state and local agencies to use the national strategy to inform their own freight planning and investment decisions. The OFTP supports these national priorities while addressing Oklahoma-specific freight conditions, needs, and opportunities.

[4] Transearch, 2024

A statewide freight plan is required to address the following components, which are summarized from the FAST Act and IIJA:



The OFTP is organized as follows:

- **Section 1.0 Plan Purpose and Overview**: Establishes the purpose, goals, and objectives of the Plan and summarizes industry outreach conducted during plan development.
- **Section 2.0 Multimodal Freight Network**: Describes Oklahoma's highway, rail, waterway, air cargo, pipeline, and intermodal freight systems, including key assets, infrastructure condition, freight flows, and system performance.
- **Section 3.0 Trends, Supply Chains, and Economic Impacts**: Summarizes statewide key industries and supply chains, economic impacts, forecasts, and trends expected to influence future freight demand.
- **Section 4.0 Freight System Needs**: Identifies multimodal freight transportation needs based on system condition, performance, risk, and freight activity.
- **Section 5.0 Strategies**: Identifies policies, programs, and strategies to address freight needs and describes the Plan's freight funding strategy and performance monitoring approach.

1.2 Planning Context

The Plan was developed in consideration of a range of state, regional, and national transportation plans, policies, and initiatives that influence freight movement in Oklahoma, shown in **Table 1**. These documents provided guidance on infrastructure investment priorities, freight system performance, economic development, safety, resilience, multimodal connectivity, and

emerging technologies. Together, they informed the development of the OFTP goals, objectives, performance measures, needs assessment, and strategies.

Table 1: Plans and Initiatives Considered in Development of the OFTP

Document Name	Sponsor/Owner
2026 National Freight Strategic Plan	USDOT
2026 Guidance on Multimodal State Freight Plans and State Freight Advisory Committees	USDOT
2023 Oklahoma Freight Plan	ODOT
2026 Oklahoma Rail Plan	ODOT
2024 Advanced Mobility Strategy	ODOT
2025 Long Range Transportation Plan	ODOT
Regional and County Transportation Plans	Various

1.3 Goals and Objectives

The OFTP goals and objectives establish the framework for evaluating freight needs, developing strategies, prioritizing investments, and measuring progress. They were refined through review of ODOT's 2050 Long Range Transportation Plan, federal freight policy and guidance, peer state freight plans, and input from the Oklahoma Freight Advisory Committee (FAC), with an emphasis on freight connectivity, reliability, system performance, and supply chain continuity.

FAC input helped shape the goals and objectives by highlighting themes that were carried forward into the Plan's performance measures, needs assessment, and strategies.

The Plan includes seven goal areas: Safety and Security, Infrastructure Preservation, Operations and Management, Economic Vitality, Mobility and Accessibility, Environment and Quality of Life, and Resiliency and Reliability. These goals align with ODOT's 2050 Long Range Transportation Plan and support the National Multimodal Freight Policy, NHFP, and 2026 NFSP. The seven goal areas and their importance to Oklahoma's freight system are summarized in **Table 2**.

Table 2: OFTP Goals Alignment with Other Plans

OFTP Goal	2050 LRTP Alignment	National Freight Policy Emphasis	2026 NFSP Alignment
Safety & Security	Safety & Security	Safety, security, freight incident risk	Safe Freight System; Secure Freight System
Infrastructure Preservation	Infrastructure Preservation	State of good repair; freight infrastructure condition	Efficient Freight System; Resilient Freight System
Operations & Management	Operations & Management	Reliability, operational improvements, technology and innovation	Efficient Freight System; Innovative Freight System
Economic Vitality	Economic Vitality	Economic competitiveness, productivity, freight cost reduction	Efficient Freight System; Secure Freight System
Mobility & Accessibility	Mobility & Accessibility	Bottlenecks, multimodal connectivity, rural/urban access, first- and last-mile connections	Efficient Freight System; Resilient Freight System
Environment & Quality of Life	Environment & Quality of Life	Reduce adverse environmental impacts of freight movement	Innovative Freight System; Capable Freight Workforce
Resiliency & Reliability	Resiliency & Reliability	Reliability, resilience, multistate coordination, network redundancy	Resilient Freight System; Secure Freight System

Beyond aligning with federal freight policies, the OFTP is intended to improve Oklahoma's ability to achieve national freight objectives through the implementation of targeted investments, policies, and strategies identified throughout the Plan. The goals support projects and programs that improve freight safety and security, preserve and modernize critical infrastructure, enhance system reliability and operational efficiency, strengthen multimodal connectivity, improve freight system resilience, and support economic competitiveness. The needs assessment, performance measures, and investment strategies described in subsequent chapters provide a framework

for advancing these outcomes and contributing to the goals of the National Multimodal Freight Policy and NHFP. The goals and objectives are shown in **Table 3**.

Table 3: Plan Goals and Objectives

2027 OFTP Goals	2027 OFTP Goal Statements & Objectives
Safety & Security	**Maintain and strengthen a safe and secure freight system that protects people and goods while ensuring reliable statewide operations.** • Reduce fatalities and serious injuries involving trucks and freight movements in alignment with the state's Strategic Highway Safety Plan. • Improve safety on designated freight corridors and key routes that connect different types of transportation by addressing design issues, operational concerns, and work zone risks. • Ensure highways can safely accommodate growing freight demand. • Strengthen coordination with emergency responders to better prepare for and handle freight incidents, including hazardous materials and rail events. • Use safety data and analysis tools to spot risks, improve safety, and enhance freight operations. • Support coordinated efforts to provide safe, well-located truck parking, including improved information on parking availability, to reduce unauthorized parking.
Infrastructure Preservation	**Ensure Oklahoma's freight transportation system remains in good condition.** • Maintain the State Highway System in good condition to support freight needs. • Improve and modernize highway and freight connections by prioritizing investments that enhance reliability of freight movement. • Address the impacts of heavy freight vehicles on roadway conditions through targeted design, maintenance, and investment strategies.

2027 OFTP Goals	2027 OFTP Goal Statements & Objectives
Operations & Management	**Promote efficient, coordinated, and performance-driven freight operations across Oklahoma's transportation system.** • Use data and new technologies, including real-time traffic, routing, and system condition information, to improve the freight system and prepare for future needs. • Use federal funding to support the freight system. • Support freight workforce safety by considering needs related to training, enforcement, and safe system use. • Improve the performance of the Oklahoma freight system, including travel time reliability and the ability to respond to disruptions such as extreme weather and major incidents.
Economic Vitality	**Provide an efficient and well-connected freight transportation system to support a strong and competitive Oklahoma economy.** • Improve access to local and global markets for Oklahoma industries. • Focus freight investments on key industries, emerging industrial areas, and supply chains to enhance market access. • Enhance multiple types of transportation connections to improve the efficiency of freight movement. • Support freight system investments that respond to changing freight patterns, including e-commerce and last-mile delivery, to improve efficiency and access to markets.
Mobility & Accessibility	**Enhance freight access and connections for better movement throughout Oklahoma.** • Improve freight movement by reducing freight-related congestion, delay, and bottlenecks on key freight corridors. • Improve first-mile and last-mile access to inland ports, rail terminals, intermodal hubs, and key freight locations. • Enhance access to freight networks that connect Oklahoma industries to statewide and regional markets. • Support identification of alternate freight routes to improve connections and reduce delays. • Support the implementation of Oklahoma's Advanced Mobility Strategy by preparing freight infrastructure for emerging technologies, including automated and connected freight vehicles and advanced air mobility (AAM) solutions.

2027 OFTP Goals	2027 OFTP Goal Statements & Objectives
 **Environment & Quality of Life**	**Minimize and mitigate environmental and community impacts associated with freight transportation.** • Support the use of cleaner fuels and technologies within Oklahoma's freight sector. • Reduce environmental impacts related to freight activity, including emissions and effects on wildlife habitats. • Identify and advance context-sensitive infrastructure, such as wildlife crossings and truck stop electrification. • Consider the impacts of freight movement on communities disproportionately affected by freight-related traffic, emissions, noise, safety concerns, or limited route options.
 **Resiliency & Reliability**	**Strengthen the resilience and flexibility of the freight network to support reliable goods movement across all modes.** • Coordinate freight corridor planning and improvements with neighboring states, regional partners, and local agencies to support reliability. • Support the connection of supply chains for critical goods, including energy, food, health, and emergency supplies, by identifying gaps and prioritizing freight network improvements that enhance resiliency. • Consider military freight needs and coordinate with defense partners when planning and improving freight corridors that support national defense and emergency readiness.

1.4 Advisory Committee and Stakeholder Engagement

Stakeholder engagement was an important component of the OFTP development process. ODOT sought input from public agencies, private industry, transportation providers, economic development organizations, and other freight stakeholders to help identify freight needs, validate technical findings, and inform the Plan's goals, objectives, performance measures, and strategies.

1.4.1 Freight Advisory Committee

ODOT reconvened the FAC to provide guidance throughout the development of the OFTP. The FAC included representatives from 28 public agencies, freight and logistics organizations, economic development interests, multimodal

facilities, industry groups, and military installations, providing broad geographic and modal representation across Oklahoma. The range of organizations represented on the FAC is summarized in **Table 4**.

The FAC was engaged at key Plan milestones to review technical findings, identify freight system challenges and opportunities, and provide input on Plan priorities and strategies. Committee members emphasized infrastructure conditions, congestion and reliability, truck parking, multimodal connectivity, alternate routes, technology, resilience, and disruption response. They also identified emerging issues such as automation, connected vehicle technologies, shifts in international trade, e-commerce, workforce challenges, and alternative fuels. These themes shaped the Plan's goals and objectives and were carried forward into the performance measures, needs assessment, and strategies.

Table 4: Freight Advisory Committee Members

Stakeholder Group	Representative Organizations
Federal, State, and Regional Transportation Agencies	Federal Highway Administration (FHWA), ODOT, Oklahoma Turnpike Authority, Association of Central Oklahoma Governments (ACOG), Indian Nations Council of Governments (INCOG), Northern Oklahoma Regional Transportation Planning Organization (NORTPO), Southwest Oklahoma Regional Transportation Planning Organization (SORTPO)
Freight and Logistics Industry	Oklahoma Trucking Association, Love's Travel Stops, United P.T.
Agriculture, Energy, and Manufacturing	Oklahoma Department of Agriculture, Oklahoma Farm Bureau, Oklahoma Petroleum Alliance, Oklahoma Manufacturing Alliance
Economic Development and Business	Oklahoma Department of Commerce, State Chamber of Commerce, MidAmerica Industrial Park
Ports and Aviation	Tulsa Ports, Oklahoma City Department of Airports, Ardmore Municipal Airport
Military and Defense	Fort Sill, Tinker Air Force Base, Vance Air Force Base, Logistics Readiness Center Transportation Division (LRC-Trans) Fort Sill
Other State and Regulatory Partners	Oklahoma Corporation Commission and other freight-related public agencies

Note: Not all organizations and representatives were present at all three meetings.

ODOT held three FAC meetings during Plan development. The January 2026 kickoff meeting introduced the Plan purpose, federal requirements, schedule, and engagement process and gathered initial input on Oklahoma's freight strengths, challenges, priorities, and emerging trends. Participants highlighted Oklahoma's central location and multimodal transportation options as strengths, while identifying congestion, bottlenecks, infrastructure condition, and operational reliability as key concerns

The April 2026 meeting focused on economic and modal findings, emerging technologies, freight and truck parking survey results, and refinement of the Plan's goals and objectives. FAC members also helped identify priority freight issues to be addressed through the needs assessment and strategies, including opportunities for air cargo, more intermodal facilities, and maximizing the state's inland ports.

The August 2026 meeting reviewed findings from the needs and opportunities analysis, economic impact analysis, stakeholder interviews, proposed performance measures, truck parking analysis, and emerging technologies. Participants also reviewed key findings and strategies prior to the development of the draft Plan. FAC members emphasized the importance of truck parking, first- and last-mile connectivity, alternate freight routes, travel time reliability, rail crossing delays, multimodal freight opportunities, freight system resiliency, data sharing, and emerging technologies such as automated freight vehicles and advanced mobility.

Input received from the FAC helped identify freight system needs, refine the Plan's goals and objectives, and develop strategies.

1.4.2 Truck Parking and Freight Industry Survey

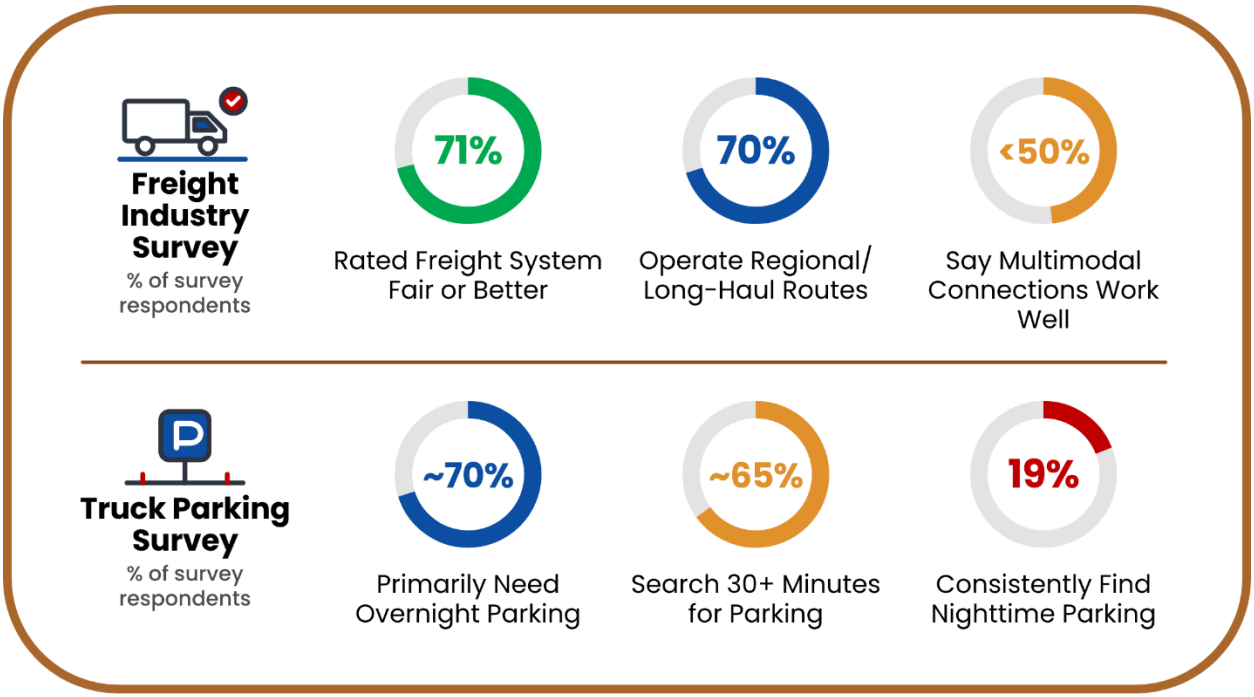
ODOT conducted two surveys to gather input on freight system performance, transportation challenges, and truck parking conditions. Survey results were used to validate technical findings and inform the Plan's needs and strategies.

1.4.2.1 Freight Industry Survey

The freight industry survey gathered input on the performance of Oklahoma's multimodal freight system and priorities for future investment. Findings are shown in **Figure 1**. 71% of respondents rated the freight system as fair or better, indicating that the system generally supports freight transportation needs.

Respondents identified reliability and multimodal connectivity as areas for improvement, citing disruptions from extreme weather and construction and noting that connections between freight modes do not always function effectively. The most frequently identified freight challenges included truck parking, roadway safety, pavement and bridge conditions, and transportation funding. Stakeholders also emphasized the value of real-time transportation information and technologies that improve system performance and reliability.

Figure 1: Freight Industry and Truck Parking Survey Findings



1.4.2.2 Truck Parking Survey

The truck parking survey focused on parking demand, availability, and operational challenges experienced by commercial vehicle operators. More than 70% of respondents operated regional or long-haul routes, and approximately 70% identified overnight parking as their primary need.

Parking availability was a significant concern. Only 19% of respondents reported consistently finding available nighttime parking, while approximately 65% reported spending more than 30 minutes searching for a space. Respondents also reported using unauthorized parking locations when designated spaces were unavailable and identified restrooms, lighting, and security as the most important facility amenities.

Overall, the survey findings indicate that truck parking shortages contribute to operational inefficiencies and safety concerns, reinforcing the need to address parking availability along Oklahoma's major freight corridors.

1.4.3 One-on-One Stakeholder Interviews

ODOT conducted individual interviews with freight industry, agency, military, airport, tribal, and regional stakeholders to gather additional insight on supply chain issues, freight needs, and potential solutions. The interviews covered truck, rail, air, pipeline, and waterway freight, as well as emerging technologies such as autonomous trucks, unmanned aerial systems, and alternative fuels. These discussions supplemented input from the FAC and statewide surveys.

Stakeholders consistently identified truck parking shortages, congestion and bottlenecks on major freight corridors, first- and last-mile connectivity, and at-grade rail crossings as key freight issues. Interviewees also emphasized improved multimodal access to ports, transload facilities, and potential intermodal freight facilities, along with the importance of reliable freight corridors that support economic development, military logistics, and industrial growth. Additional themes included system resilience during severe weather and preparing Oklahoma's transportation network for emerging technologies and changing supply chain demands.

1.4.4 Public Comment Period

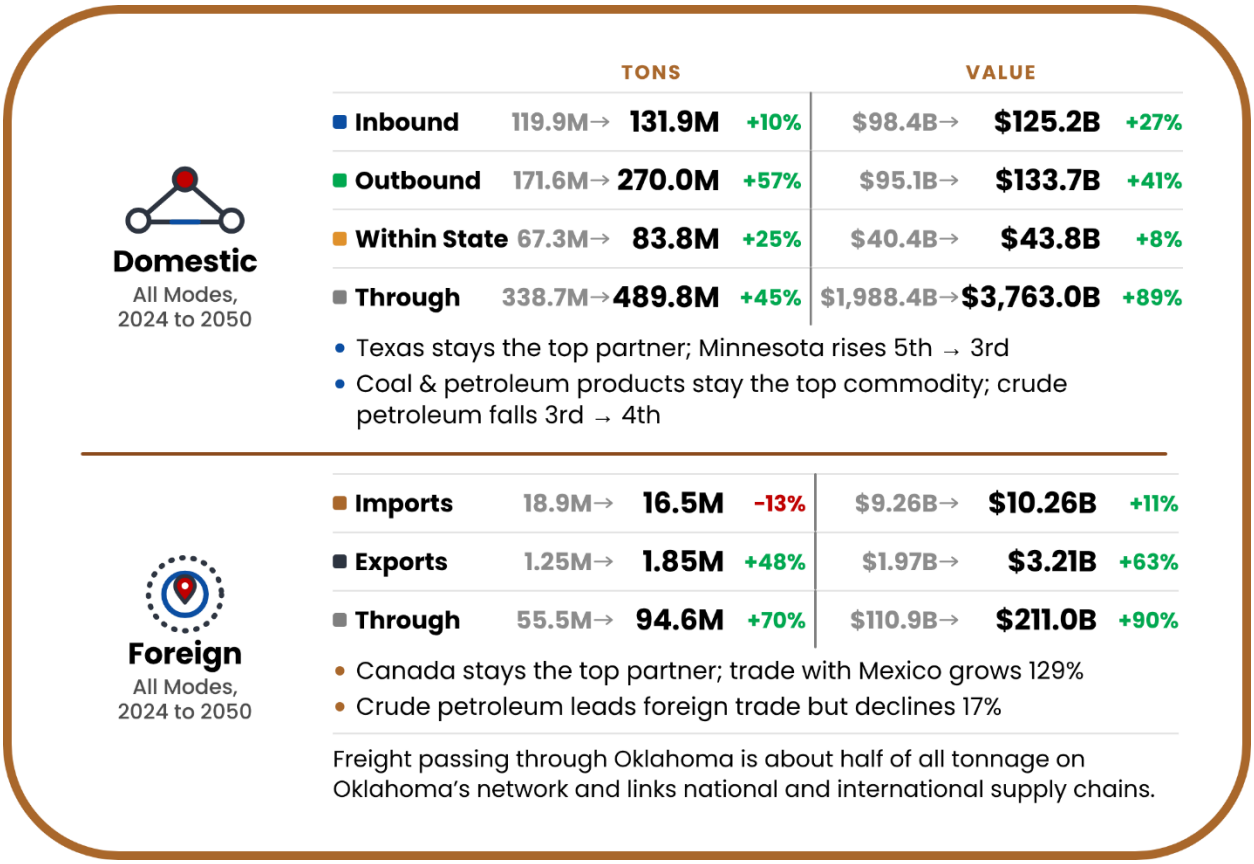
The draft OFTP will be made available for public review and comment. ODOT will consider feedback received and incorporate revisions into the final Plan, as appropriate. A summary of public comments will be documented with the final Plan.

2 OKLAHOMA MULTIMODAL FREIGHT NETWORK

Oklahoma's multimodal freight network connects the state's industries, communities, and freight-generating facilities to regional, national, and international markets. The system includes highways, railroads, waterways, ports, airports, pipelines, and intermodal connections that together support the movement of goods across Oklahoma and beyond. This chapter summarizes the major freight networks and facilities, their condition and operational characteristics, and the connections that support efficient and reliable freight movement.

As seen in **Figure 2**, Oklahoma's multimodal freight system in 2024 moved approximately 773.1 million tons of goods valued at about $2.3 trillion across all modes and movement types, including truck, rail, inland ports, aviation, and pipeline. By 2050, total freight activity is projected to increase to approximately 1.09 billion tons, valued at roughly $4.3 trillion. Overall, this represents a projected 41% increase in tonnage and an 83% increase in value between 2024 and 2050. With freight value projected to grow substantially faster than tonnage, the average value of goods moving across Oklahoma's freight system is expected to increase over time.

Figure 2: Statewide Commodity Flows at a Glance



Source: Transearch, 2024 & 2050

2.1 Federal and State Freight Network Context

Oklahoma is connected to the national freight system through a network of federally designated highways, rail, waterways, and intermodal facilities. These designations identify transportation corridors and connections that are important to interstate commerce, multimodal access, and national defense and provide the broader context for Oklahoma's freight network.

The National Highway Freight Network (NHFN) identifies the highway corridors most critical to freight movement. In Oklahoma, major Primary Highway Freight System (PHFS) routes include I-35, I-40, I-240, and portions of I-44, while other Interstate, Critical Rural Freight Corridor (CRFC), and Critical Urban Freight Corridor (CUFC) designations provide additional connections to freight-

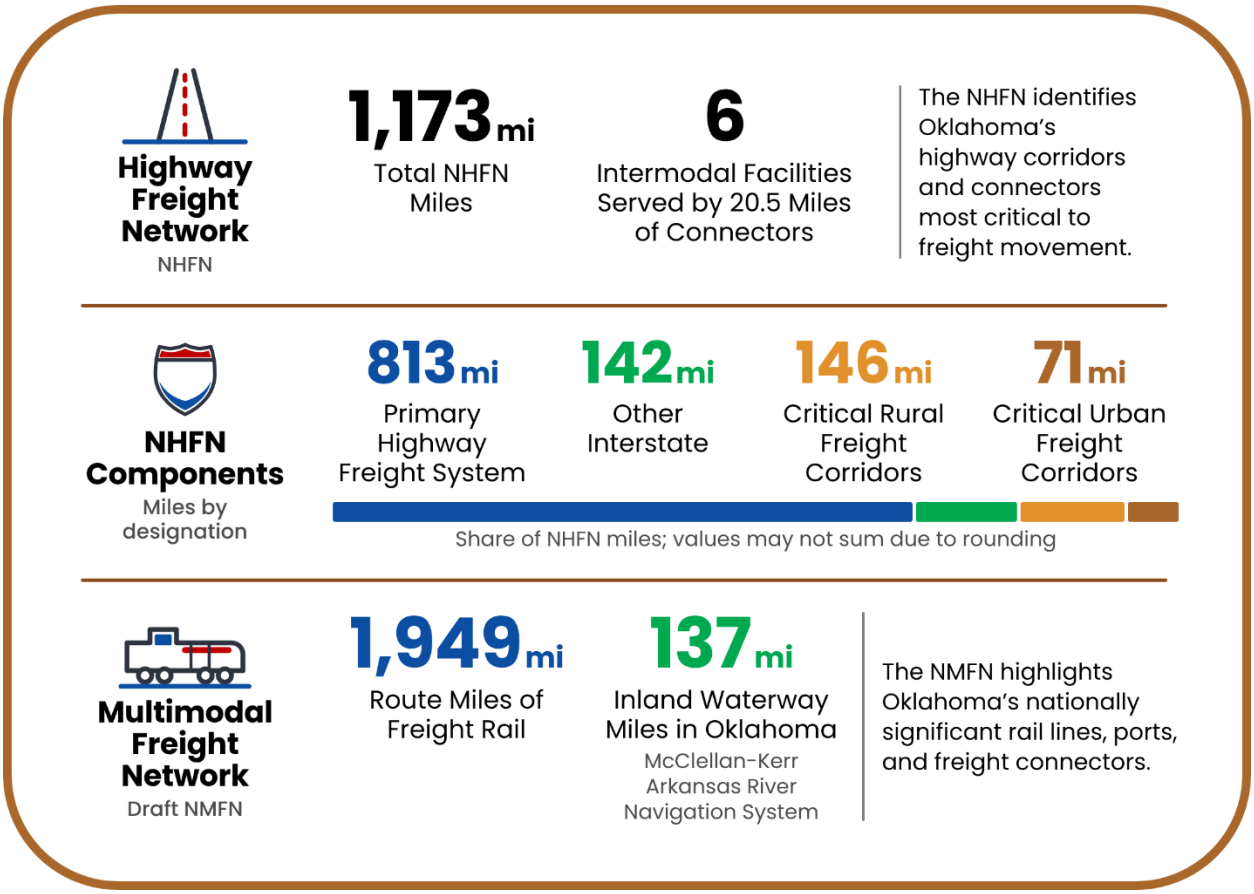
generating areas and facilities.[5] The CUFCs and CRFCs are discussed further in **Section 2.1.2**.

The broader NMFN also includes facilities that support multimodal and national defense connections. Oklahoma has approximately 20.5 miles of National Highway System (NHS) intermodal connectors serving six facilities: the Tulsa Port of Catoosa, Port of Muskogee, Johnston's Port 33, Will Rogers International Airport, the BNSF rail terminal in Tulsa, and the Williams pipeline station in Tulsa.[6] The Strategic Highway Network (STRAHNET) includes major routes such as I-35, I-40, I-44, and US-69, along with a connector serving Tinker Air Force Base.[7] Other important military freight connectors include those to Fort Sill, Altus Air Force Base, and Vance Air Force Base. Oklahoma's military freight network is discussed in greater detail later in this chapter.

The Interim NMFN further identifies nationally significant rail and waterway infrastructure in Oklahoma, including 1,949 route miles of freight rail and 137 miles of navigable MKARNS waterways, as shown in **Figure 3**.[8] Together, these federal networks form the highway, rail, waterway, and intermodal connections that link Oklahoma to major domestic markets, national supply chains, and international gateways.

[5] U.S. Department of Transportation. 2025. *Table of National Highway Freight Network Mileages by State*. Retrieved from https://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_mileage_states.htm
[6] U.S. Department of Transportation. 2026. *Intermodal Connectors*. Retrieved from https://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/
[7] U.S. Department of Transportation. 2025. *Strategic Highway Network (STRAHNET)*. Retrieved from https://data-usdot.opendata.arcgis.com/datasets/usdot::strategic-highway-network-strahnet/about
[8] U.S. Department of Transportation. 2025. *National Multimodal Freight Network (NMFN)*. Retrieved from https://www.transportation.gov/freight-infrastructure-and-policy/NMFN

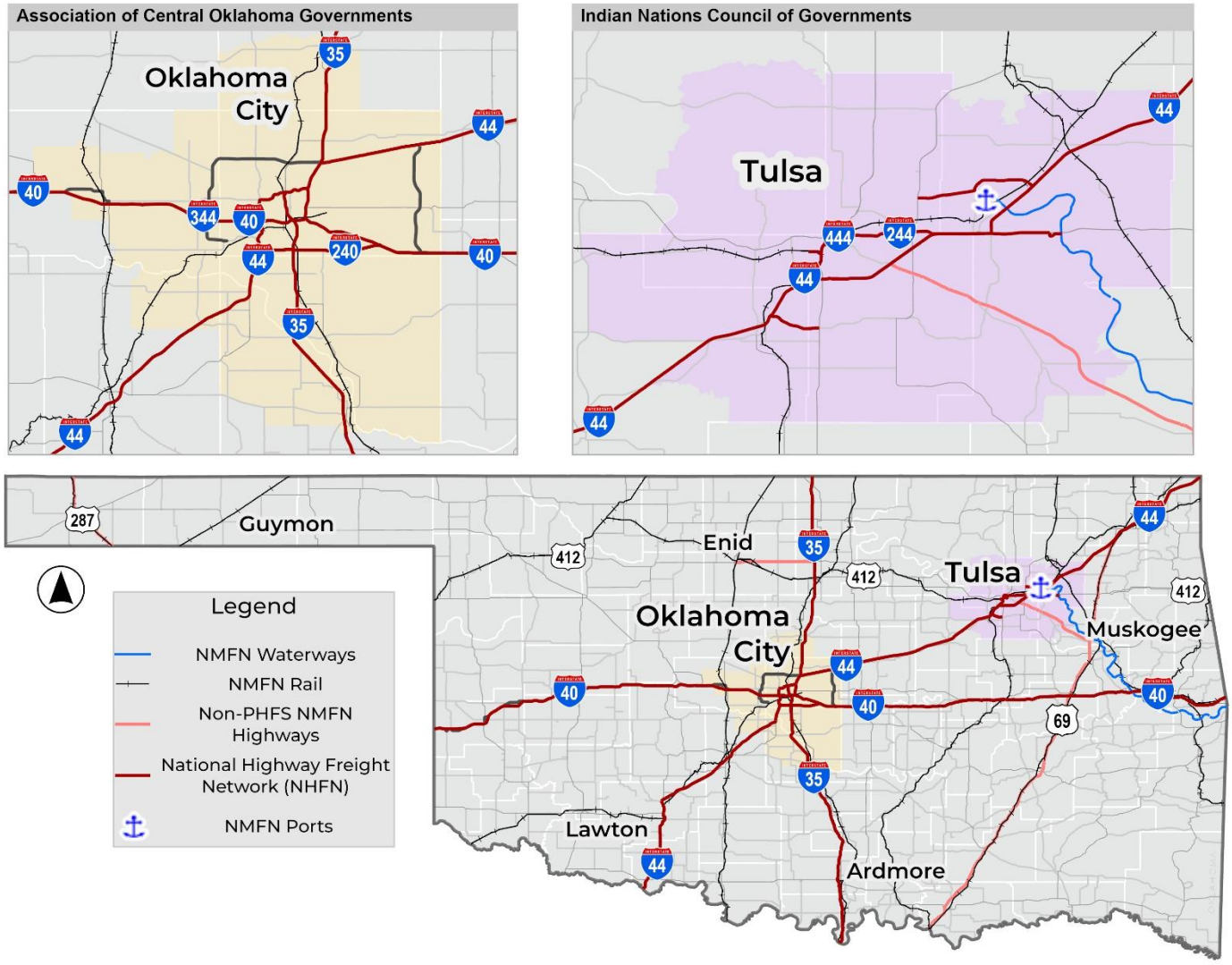
Figure 3: Oklahoma NHFN at a Glance



Source: FHWA NHFN Mileage by State (2025); USDOT Draft National Multimodal Freight Network (2025)

At the state level, ODOT uses freight network designations and statewide planning analyses to identify the corridors and facilities most important to Oklahoma's economy and goods movement. These state and federal networks provide the foundation for the modal profiles presented in the following sections and help focus analysis on the transportation assets most critical to freight mobility, connectivity, and system performance. **Figure 4** maps the portions of the NHFN and NMFN located within Oklahoma.

Figure 4: National Multimodal Freight Network in Oklahoma



Source: U.S. Department of Transportation (USDOT)

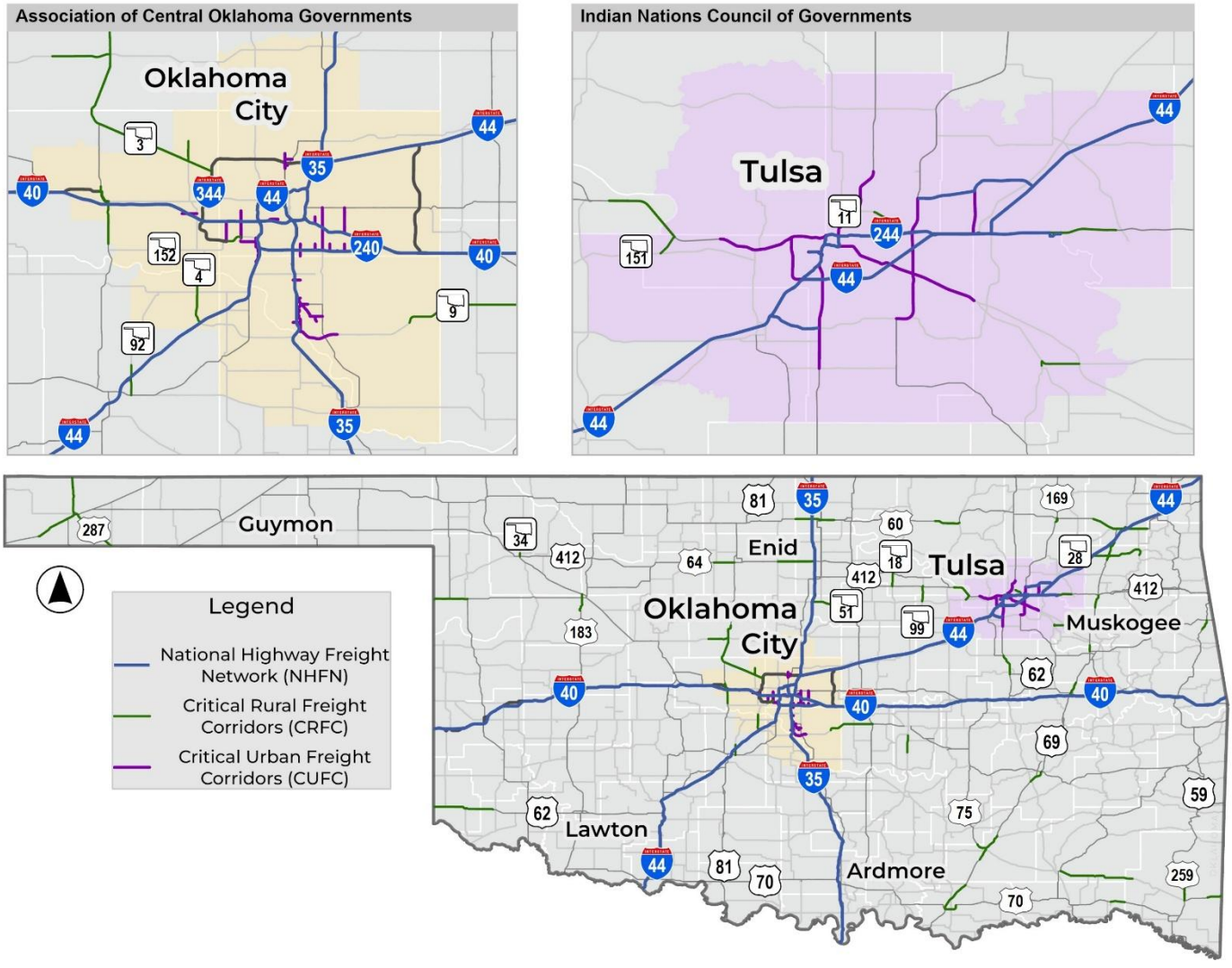
2.1.1 Critical Urban and Rural Freight Corridors

Beyond the PHFS and the Interstate, states may designate additional roads as part of the NHFN. CRFCs are public roads outside urbanized areas that connect the interstates and the PHFS to energy and agricultural production areas, ports, and other freight facilities. CUFCs serve the same purpose within urbanized areas, often providing first- and last-mile connections to freight-intensive land uses and facilities such as rail terminals and industrial districts.

ODOT selected CRFCs by prioritizing roads with high truck volumes and identified freight needs. The proposed 582.0 miles of CRFCs are noted in **Table**

5. CUFCs were identified by the state's two largest MPOs, ACOG in the Oklahoma City area and INCOG in the Tulsa area, in consultation with ODOT. The proposed 146.06 miles of CUFCs are noted in **Table 6** Designated corridors are eligible for NHFP funding and competitive federal freight grants, and designations can be updated as needs change and projects are completed. **Figure 5** shows the proposed CUFCs and CRFCs in Oklahoma.

Figure 5: National Highway Freight Network and Existing Critical Urban and Rural Freight Corridors in Oklahoma



Source: HNTB analysis of CRFC and CUFC; U.S. Department of Transportation (USDOT)

Table 5: Critical Rural Freight Corridors in Oklahoma

Roadway	County	From	To	Mileage
I-40B/US-81	Canadian	Jct. Jones Rd NE	Jct. SW 59th St	10.48
SH-11	Tulsa	Jct. Yale Avenue	Jct. I-244	3.97
SH-151	Tulsa	Jct. SH-51	Jct. US-64	2.27
SH-152	Oklahoma	Jct. I-344	Jct. S. Macarthur Boulevard	3.34
SH-18	Pawnee	Jct. US-412	Jct. US-64	6.38
SH-28	Mayes	Jct. I-44	Jct. Neosho River	21.91
SH-3	Kingfisher	7.84 mi W of US-81	Jct. US-81/SH-33	7.84
SH-3/US-81	Canadian, Kingfisher	Jct. Cimmaron River	Jct. SH-3/I-44	57.19
SH-3	McCurtain, Pushmataha	Jct. US-271	1.9 mi W of Ringold †	30.14
SH-34	Woodward	Jct. US-183/US-412	Jct. SH-34C	1.40
SH-4	Grady	Jct. I-44	Jct. Canadian River	9.16
SH-4	Canadian	Jct. SH-3A/SH-3	Jct. Edmond Rd. NE	3.32
SH-51/SH-72	Wagoner	Jct. E Pecan St	Jct. SH-351	4.00
SH-51	Payne	Jct I-35	Jct. SH-51C	16.33
SH-9	Cleveland, Pottawatomie	Jct. 156th Ave. SE	Jct. US-177/US-270	18.07
SH-92	Grady	Jct. US-62	Jct. E 1310 Rd	4.99
SH-99	Creek, Pawnee	Jct. SH-51	0.4 mi NE of US-412	7.58
US-169	Nowata	Jct. US-169A	Jct. US-60	1.97
US-183	Dewey, Major	Jct. Canadian River	Jct. US-270	8.34
US-259	McCurtain	Jct. US-70/SH-3	N. Hochatown City Limits	13.60
US-287/US-56	Cimarron	Texas state line	Colorado state line	41.05
US-412	Rogers	Jct. I-44/SH-364	Jct. SH-88	17.50
US-59	Adair	Jct. E 0755 Rd	Jct. US-62	4.92
US-60	Ellis	Texas state line	Jct. US-283	13.73

Roadway	County	From	To	Mileage
US-60	Garfield	Jct. SH-132	Jct. US-81/US-412	14.58
US-60	Kay	Grant-Kay county line	Jct. S. South St.	23.27
US-60	Osage	Jct. CR-5501	Jct. SH-11	9.93
US-60	Craig	Jct S. 4280 Rd.	Craig-Delaware county line	27.12
US-62	Harmon, Jackson	Texas state line	1.0 mi W of SH-34	24.40
US-64	Garfield, Noble	Jct. SH-15/SH-74	Jct. I-35	21.84
US-64	Osage, Pawnee, Tulsa	1.73 mi E of US-64	Jct. SH-151	15.68
US-69	Pittsburg	0.4 mi SW of SH-375	Jct. US-270	11.84
US-69/US-70	Bryan	Jct. SH-22	Jct. Old Hwy 70	37.49
US-69	Atoka	4.51 mi S of SH-7	0.5 mi N of SH-43	19.31
US-69	McIntosh	Jct. I-40	McIntosh-Muskogee county line	10.62
US-69	Muskogee	Jct. US-62	Jct. Arkansas River	5.29
US-69	Mayes	Mayes-Wagoner county line	0.5 mi S of US-412 ‡	6.05
US-69	Craig, Mayes	Jct. W 420 Rd	0.6 mi SW of Main St.	15.96
US-70	Choctaw	Jct. SH-209	5.7 mi E of SH-209	5.76
US-70	McCurtain	0.5 mi E of Main St.	Arkansas state line	6.16
US-75	Atoka	Atoka-Coal county line	Jct. US-69	4.36
US-75	Okmulgee	Jct. US-62	Jct. SH-16	12.86
			Grand Total	**582.00**

Table 6: Critical Urban Freight Corridors in Oklahoma

Roadway	From	To	Designating MPO	Mileage
Council Road	SH-152	I-40	Association of Central Oklahoma Governments	3.34
Douglas Boulevard	I-40	US-62 (N. 23rd St)	Association of Central Oklahoma Governments	4.22
Eastern Avenue (24th Avenue SW)	SH-9	S. 209th St (Tecumseh Rd)	Association of Central Oklahoma Governments	4.84
Flood Avenue	S. 239th Street (Robinson St)	I-35	Association of Central Oklahoma Governments	3.43
MacArthur Blvd	S. 44th Street	N. 16th Street	Association of Central Oklahoma Governments	4.52
Memorial Road	Santa Fe Avenue	Kelley Avenue	Association of Central Oklahoma Governments	0.99
N. 10th Street	Cemetery Rd (Garth Brooks Blvd)	Mustang Road	Association of Central Oklahoma Governments	2.00
N. 122nd Street	Santa Fe Avenue	I-235/SH-77	Association of Central Oklahoma Governments	0.35
S. 149th Street (S. 19th Street)	Telephone Road/Kelly Ave.	Eastern Avenue	Association of Central Oklahoma Governments	0.99
Santa Fe Avenue	N. 114th Street	N. 150th Street	Association of Central Oklahoma Governments	2.54
Sunnylane Road	I-40	N. 4th Street	Association of Central Oklahoma Governments	1.10
S Sunnylane Road	SE 59th Street	I-240	Association of Central Oklahoma Governments	1.03
S Douglas Boulevard	I-240	SE 59th Street	Association of Central Oklahoma Governments	1.29

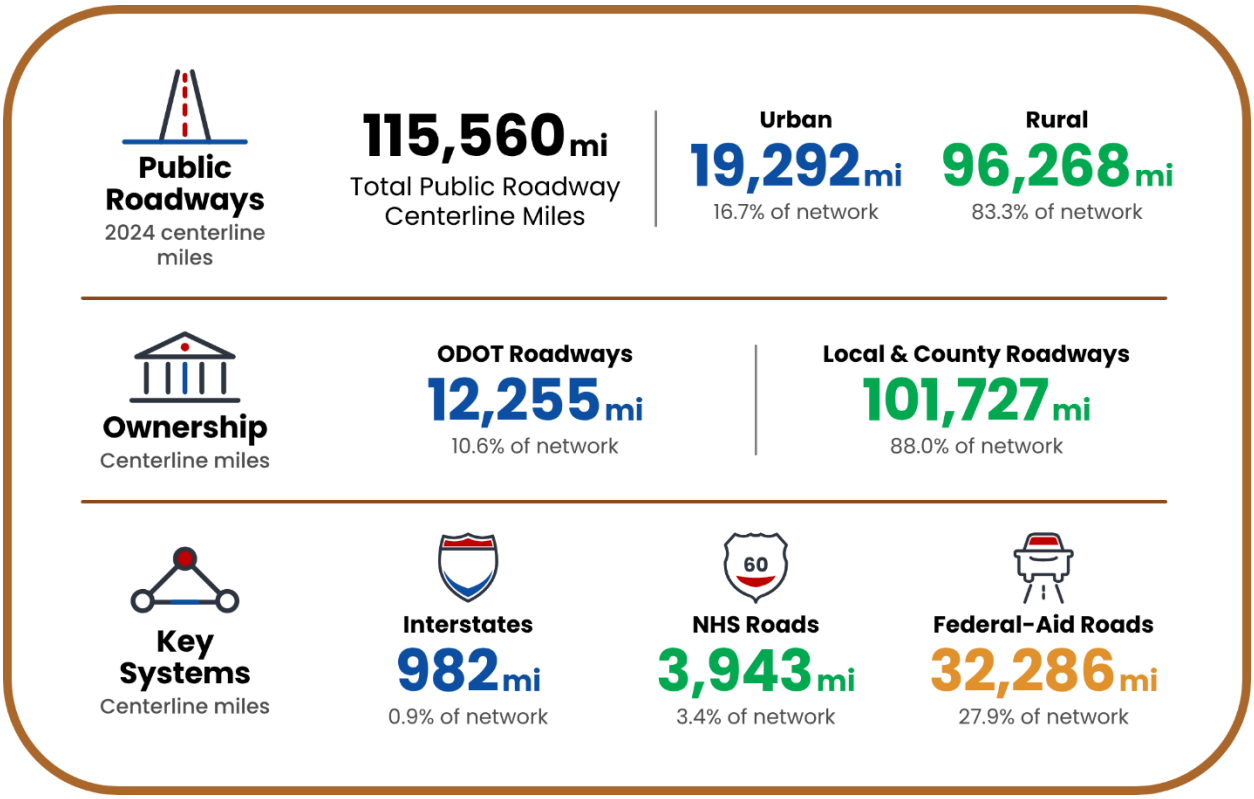
Roadway	From	To	Designating MPO	Mileage
S Eastern Avenue	SE 59th Street	SE 89th Street	Association of Central Oklahoma Governments	2.00
S Midwest Boulevard	I-240	Tinker Gate	Association of Central Oklahoma Governments	0.12
S Air Depot	I-240	SE 59th Street	Association of Central Oklahoma Governments	1.29
Porter Avenue	Robinson Street	Eufaula Avenue	Association of Central Oklahoma Governments	0.87
Robinson Street	Flood Avenue	12th Avenue NE	Association of Central Oklahoma Governments	1.69
Main Street	24th Avenue W	36th Avenue W	Association of Central Oklahoma Governments	1.00
Sooner Road	NE 23rd Street	I-240	Association of Central Oklahoma Governments	7.05
S Portland Avenue	SW 44th Street	SW 104th Street	Association of Central Oklahoma Governments	4.18
S 54th Street/S 59th Street	I-44	S MacArthur Boulevard	Association of Central Oklahoma Governments	2.70
OKC Boulevard	Western Avenue	I-40	Association of Central Oklahoma Governments	1.71
Tecumseh Road	I-35	12th Avenue	Association of Central Oklahoma Governments	0.87
Franklin Road	Flood Avenue	24th Avenue	Association of Central Oklahoma Governments	0.29
SH 9	I-35	36th Avenue	Association of Central Oklahoma Governments	5.87
US-169	US-64/ Memorial Dr.	Pine St.	Indian Nations COG	11.73

Roadway	From	To	Designating MPO	Mileage
US-75	SH-364/ Creek Tpike	I-244	Indian Nations COG	7.38
SH-266	SH-167	I-44 (Will Rogers Tpk)	Indian Nations COG	6.21
SH-266 - Port Road	US-169	SH-167	Indian Nations COG	5.28
US-169 N	I-244	SH-266/Port Road	Indian Nations COG	3.84
US-75 North	I-244	76th St North (Cherokee Industrial Park)	Indian Nations COG	8.43
US-75 South	Creek Tpk	SH-67	Indian Nations COG	4.52
US-64	Sandsprings Expressway – I-244	161st West Ave	Indian Nations COG	10.61
Gilcrease Tpk	I-44	US-412	Indian Nations COG	5.43
SH-51 - BA Expressway	US-169	Muskogee Tpk	Indian Nations COG	6.36
S 198th East Ave	US 412/NS 414, south 0.25 miles	East 1 mile to Terminal	Indian Nations COG	1.57
21st St	33rd W Ave	Burlington Northern RR at 23rd St)	Indian Nations COG	0.89
23st St	BN Terminal to Southwest Ave	SW Ave (23st St to I-244 Ramp)	Indian Nations COG	0.62
			Grand Total	**146.06**

2.2 Highway Network

With more than 115,000 miles of public roadway, Oklahoma's highway network provides statewide connectivity between metropolitan areas, rural communities, major industries, and multimodal freight facilities, supporting both long-distance freight movement and first- and last-mile access.

Figure 6: Oklahoma Highway Freight Network at a Glance



Source: FHWA, 2024

As shown in **Figure 6**, in 2024, Oklahoma's public highway network included approximately 115,560 centerline miles, including 12,255 miles maintained by ODOT. About 83% of roadway mileage is rural, highlighting the importance of highway connectivity not only in the Oklahoma City and Tulsa metropolitan areas, but also across the state's agricultural, energy-producing, and industrial regions.

Truck activity is concentrated along Oklahoma's Interstate, turnpike, and key U.S. Highway corridors. As shown in **Figure 7**, the highest truck volumes occur along I-40 in western Oklahoma between the Texas state line and Oklahoma City, I-35 between the Texas state line and Oklahoma City, and I-44 between Oklahoma City and Tulsa and continuing northeast toward the Kansas and Missouri borders. Other high-volume corridors include portions of I-40 east of Oklahoma City and US-69 through eastern Oklahoma. Additional corridors carrying substantial truck traffic include the H.E. Bailey Turnpike, US-412/Cimarron Turnpike, US-270, US-64, SH-375/Indian Nation Turnpike, US-75,

US-169, and US-81. Together, these corridors form the primary highway connections supporting statewide and interstate truck freight movement.

Figure 7: Truck AADT in Oklahoma, 2023



Source: ODOT, Highway Performance Monitoring System (HPMS) Submittal

2.2.1 Infrastructure Condition

The condition and design of Oklahoma's highway infrastructure influence freight reliability, particularly along corridors carrying high truck volumes and oversize or overweight (OS/OW) movements. Key considerations include pavement condition, bridge condition and clearance, and posted bridges.

2.2.1.1 Pavement

Pavement condition is evaluated using federally established performance measures reported to the FHWA. One of the primary measures is the International Roughness Index (IRI), which measures pavement smoothness based on the amount of vertical movement experienced by a vehicle traveling over the roadway. Lower IRI values indicate smoother pavement conditions, while higher values indicate rougher conditions. FHWA thresholds used to classify pavement as good, fair, or poor are summarized in **Table 7**.

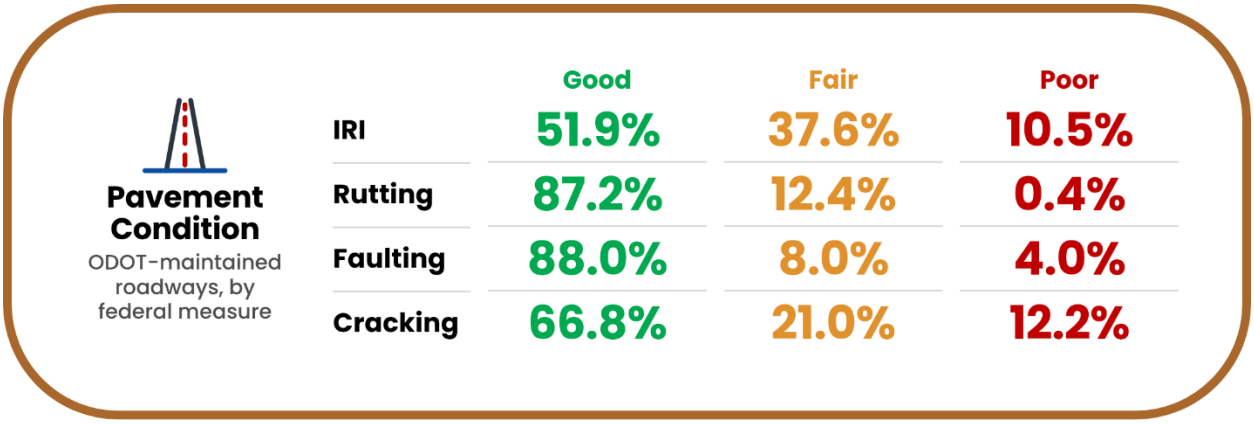
Table 7: FHWA Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	< 95	95 - 170	> 170
Rutting (inches)	< 0.2	0.2 - 0.4	> 0.4
Faulting (inches)	< 0.1	0.1 - 0.15	> 0.15
Cracking (%)	< 5%	5-20%	> 20%
PSR	≥ 4	2 - 4	≤ 2

Source: FHWA

Based on IRI measurements, approximately 8,065 miles of ODOT-maintained roadways are in good condition, 5,845 miles are in fair condition, and 1,624 miles are in poor condition, as shown in **Figure 8**. Oklahoma also evaluates pavement conditions based on rutting (longitudinal depressions in the pavement surface along vehicle wheel paths), faulting (vertical displacement between adjacent concrete pavement slabs at joints), and cracking (fractures in the pavement surface). Overall, the available data indicates that Oklahoma's roads are generally in good condition across these measures. Of the mileage for which data are available, 87.2% is rated in good condition for rutting, 88.0% for faulting, and 66.8% for cracking.

Figure 8: Oklahoma Pavement Conditions



Source: ODOT, 2025
Notes: Not all roads have rutting, faulting, and cracking data; pavement conditions are measured separately for each direction of divided highways.

2.2.1.2 Bridges

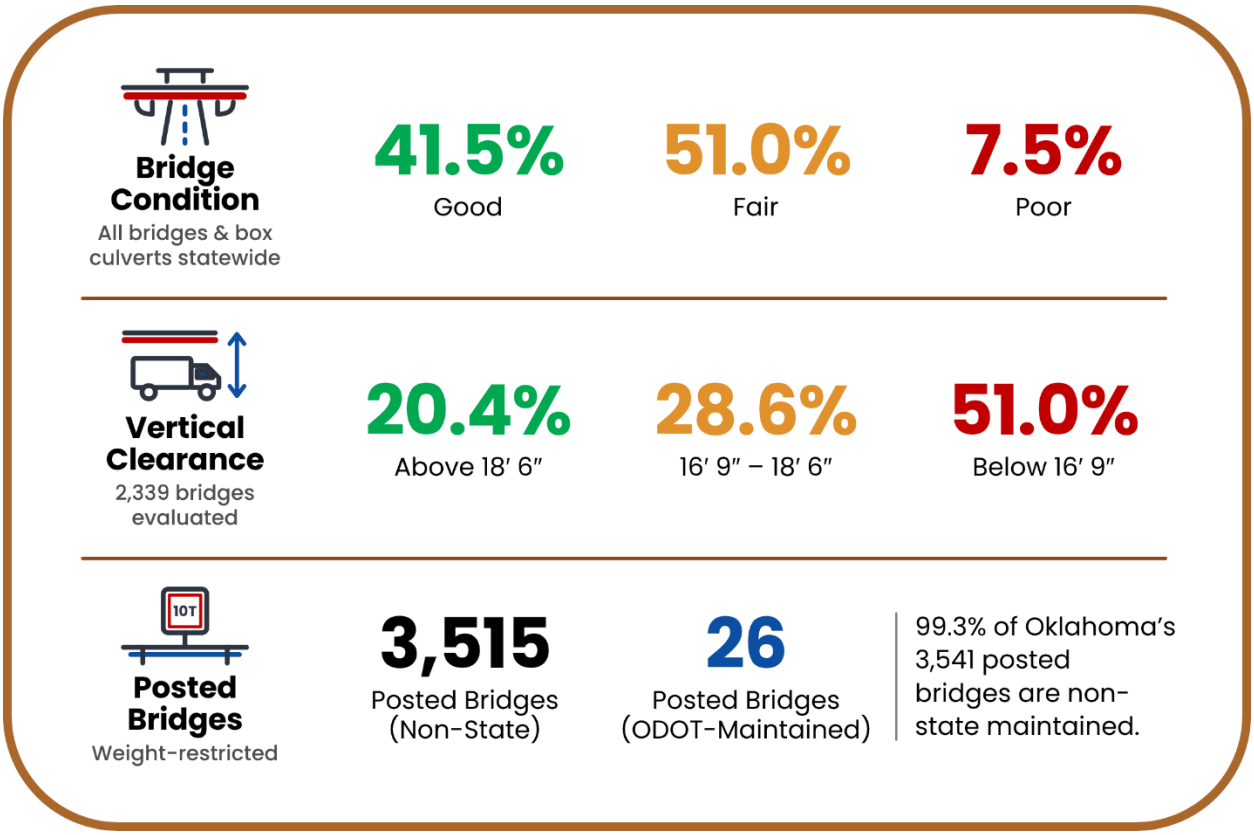
Bridge conditions can affect freight access, routing, and reliability, particularly where weight or clearance restrictions require trucks to detour. The National Bridge Inventory (NBI) evaluates structures based on the condition of the deck, superstructure, substructure, and culvert, with the lowest component rating used to classify a structure as good, fair, or poor. Structures rated 7 or higher are considered good, ratings of 5 or 6 are fair, and ratings of 4 or lower are poor.

Oklahoma's inventory includes 22,926 bridges and box culverts, of which 9,515 are in good condition, 11,692 are in fair condition, and 1,719 are in poor condition. Compared with the previous OFTP, the number of poor-condition structures decreased by 25.1%. Poor-condition structures in rural areas decreased from 2,116 to 1,551, while those in urban areas decreased from 180 to 168. Most remaining poor-condition structures are located on rural local roads and major collectors.

Traffic exposure on structures in poor condition has also declined. Average annual daily traffic (AADT) carried by these structures decreased from approximately 1.7 million to 1.3 million vehicle trips compared with the previous OFTP. Overall, 98.2% of AADT on Oklahoma bridges and culverts is carried by structures in good or fair condition.

Out of the 22,926 statewide bridges and box culverts, 6,751 are maintained directly by ODOT. Conditions on state-maintained bridges and culverts are, on average, better than the statewide average. Approximately 3,425 or 50.7% of ODOT bridges and culverts are in good condition. Only 35 of ODOT's 6,751 bridges and culverts, or 0.5% of its inventory, are classified as being in poor condition.

Figure 9: Oklahoma Bridge Conditions at a Glance



Source: ODOT, 2026

Bridge design characteristics can also constrain freight movement. Of the 2,339 bridges evaluated for vertical clearance, 1,194 have clearances below 16 feet 9 inches, 668 are between 16 feet 9 inches and 18 feet 6 inches, and 477 exceed 18 feet 6 inches. Weight restrictions present an additional constraint because posted bridges can require trucks to detour, reduce payloads, or use alternate routes. Oklahoma has 3,541 posted bridges, including 26 state-maintained structures and 3,515 non-state-maintained structures. Although overall bridge conditions have improved, the number of posted bridges increased from 3,026 in the previous OFTP. **Figure 10** shows low-clearance and posted bridges across Oklahoma.

Figure 10: Low-Clearance and Posted Bridges on State Highways, 2025



Source: USDOT, FHWA, Office of Bridges and Structures

2.2.2 Operations and Technology

ODOT uses operational strategies, technology, permitting, and commercial vehicle enforcement facilities to improve freight reliability, manage disruptions, and support the safe and efficient movement of goods across the highway network.

2.2.2.1 Intelligent Transportation Systems

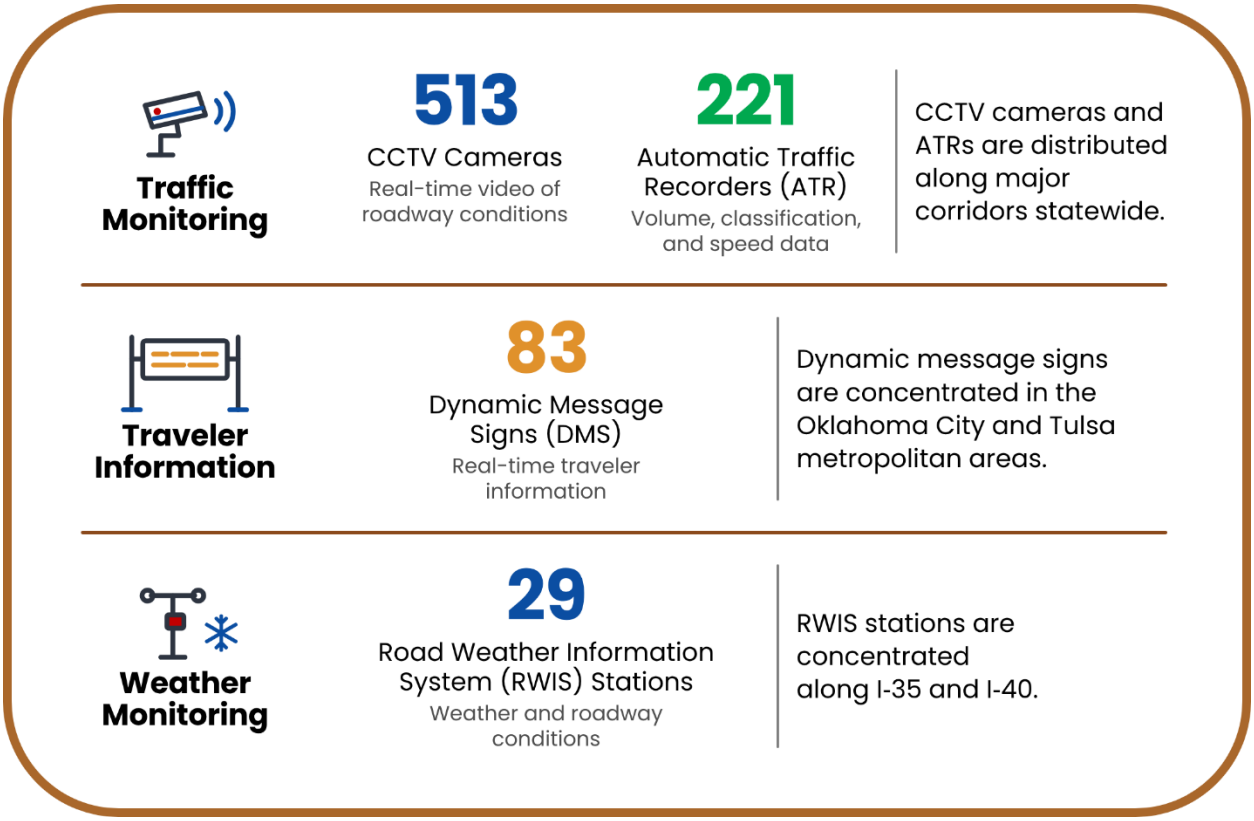
Intelligent Transportation Systems (ITS) are a key component of ODOT's Transportation Systems Management and Operations (TSMO) approach, which uses operational strategies and technology to improve the safety, reliability, and efficiency of the existing highway system. For freight movement, ITS provides real-time information and monitoring capabilities that help ODOT respond to crashes, work zones, weather events, and other sources of non-recurring congestion that can disrupt truck travel and supply chain reliability.

ODOT coordinates ITS operations through its Traffic Management Center function, which supports real-time roadway monitoring, traveler information, incident response, and communication with transportation and emergency response partners. Remote-access capabilities allow authorized staff to

monitor camera feeds and roadway conditions from locations across the state, extending operational coverage beyond a traditional centralized traffic management center.

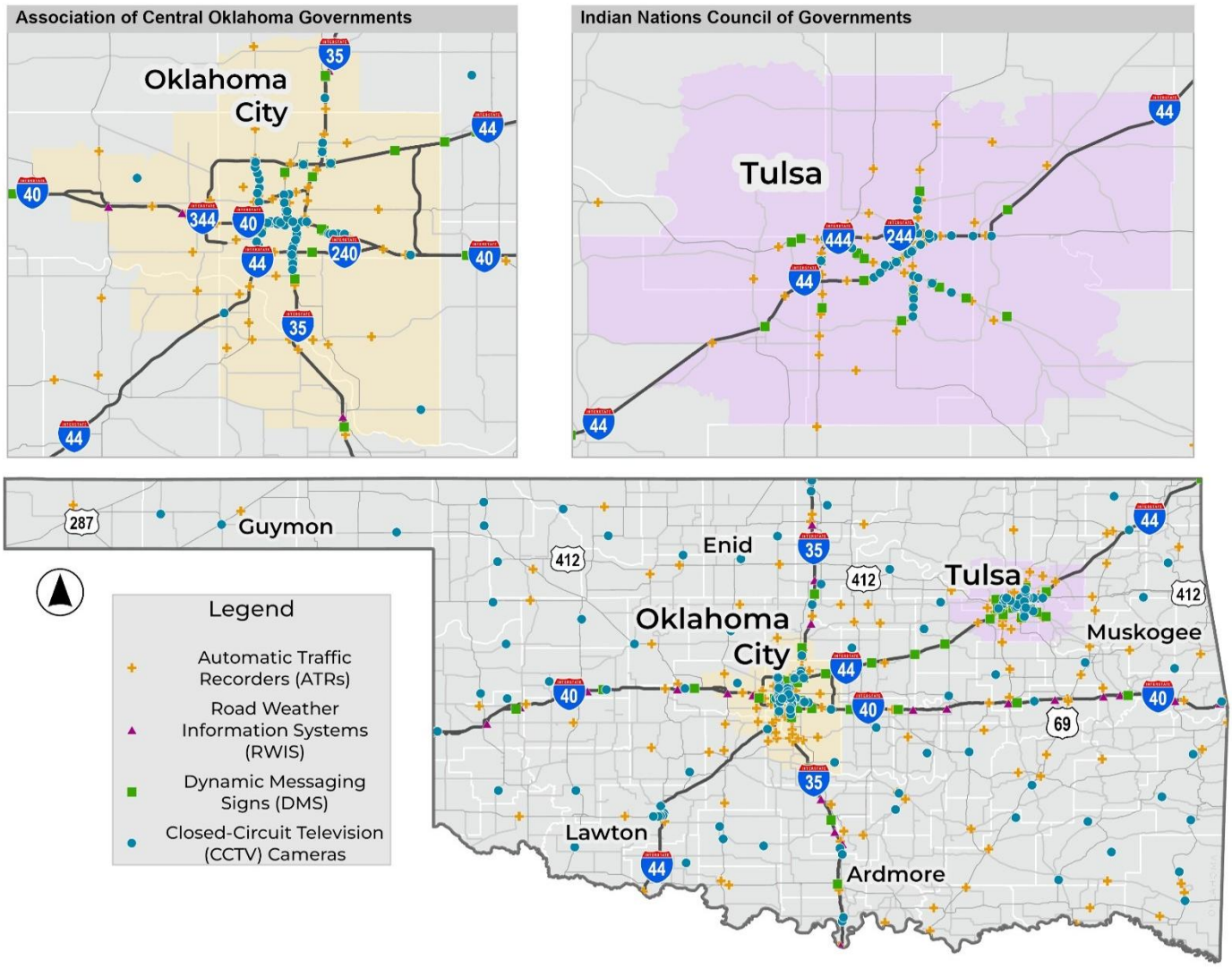
ODOT's ITS inventory includes closed-circuit television cameras (CCTV), dynamic message signs (DMS), Road Weather Information System stations, and automatic traffic recorders deployed along major corridors across the state. **Figure 11** and **Figure 12** summarize these assets and their general distribution across the network.

Figure 11: Oklahoma ITS Assets at a Glance



Source: ODOT, 2026

Figure 12: Oklahoma ITS Assets, 2025

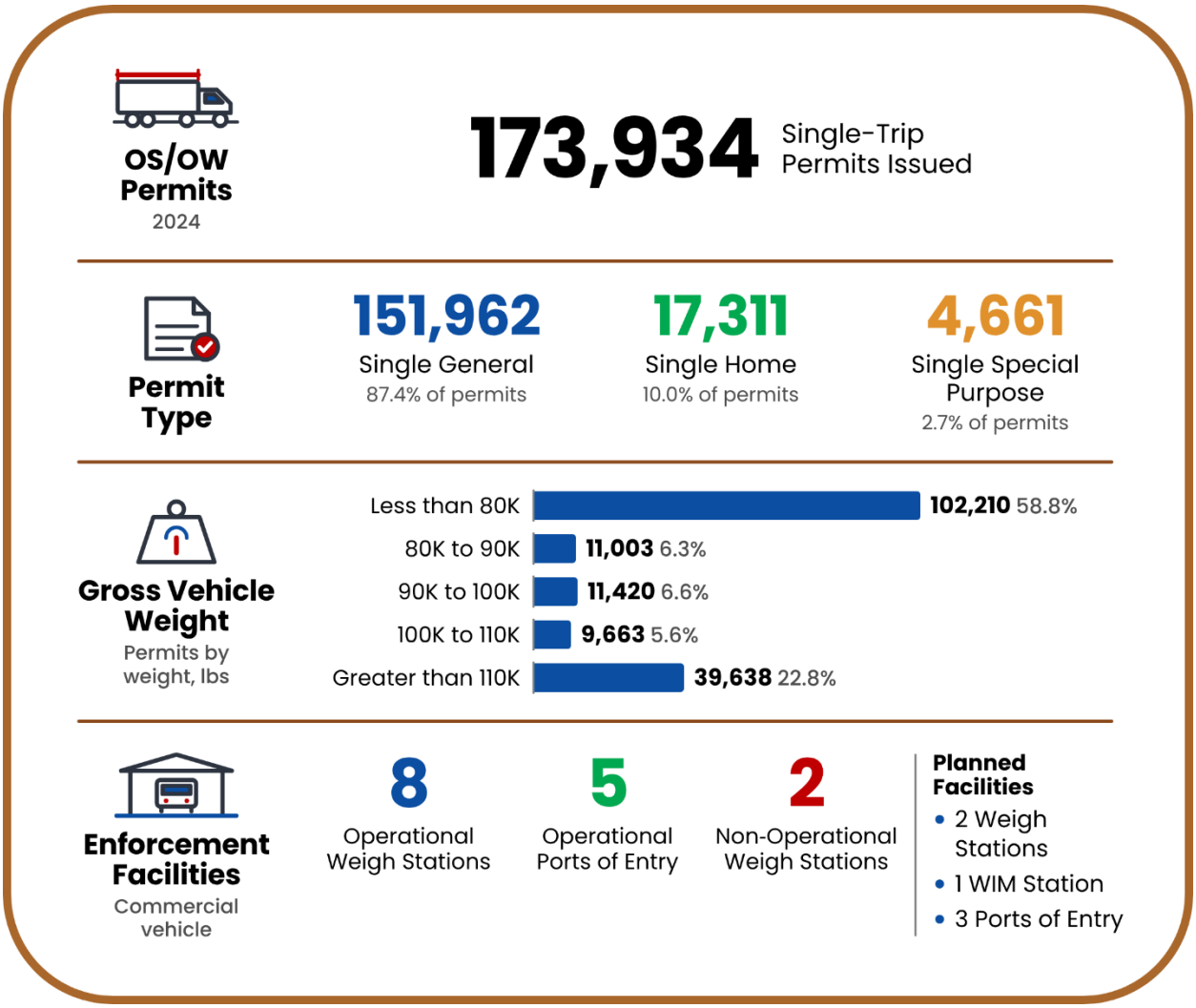


Source: ODOT

2.2.2.2 Commercial Vehicle Operations and Enforcement

ODOT manages OS/OW movements through permitting and commercial vehicle enforcement facilities that support safe and compliant freight movement. OS/OW loads can place additional demands on roadway and bridge infrastructure and may require route-specific review to avoid clearance, weight, or geometric constraints. In 2024, ODOT issued 173,934 single-trip OS/OW permits. Approximately 41.2% of permitted movements exceeded 80,000 pounds, including 22.8% that exceeded 110,000 pounds, while most permitted loads were less than 16 feet in height, as shown in **Figure 13**.

Figure 13: Oklahoma OS/OW Permits at a Glance



Source: ODOT, 2025

Weigh stations, weigh-in-motion (WIM) facilities, and ports of entry (POEs) complement the permitting program by supporting commercial vehicle safety, weight compliance, and enforcement. Oklahoma currently has eight operational weigh stations and five operational POEs, with additional weigh stations, WIM facilities, and POEs proposed or planned. **Figure 14** shows the statewide distribution of these facilities.

Figure 14: Weigh Stations in Oklahoma, 2025



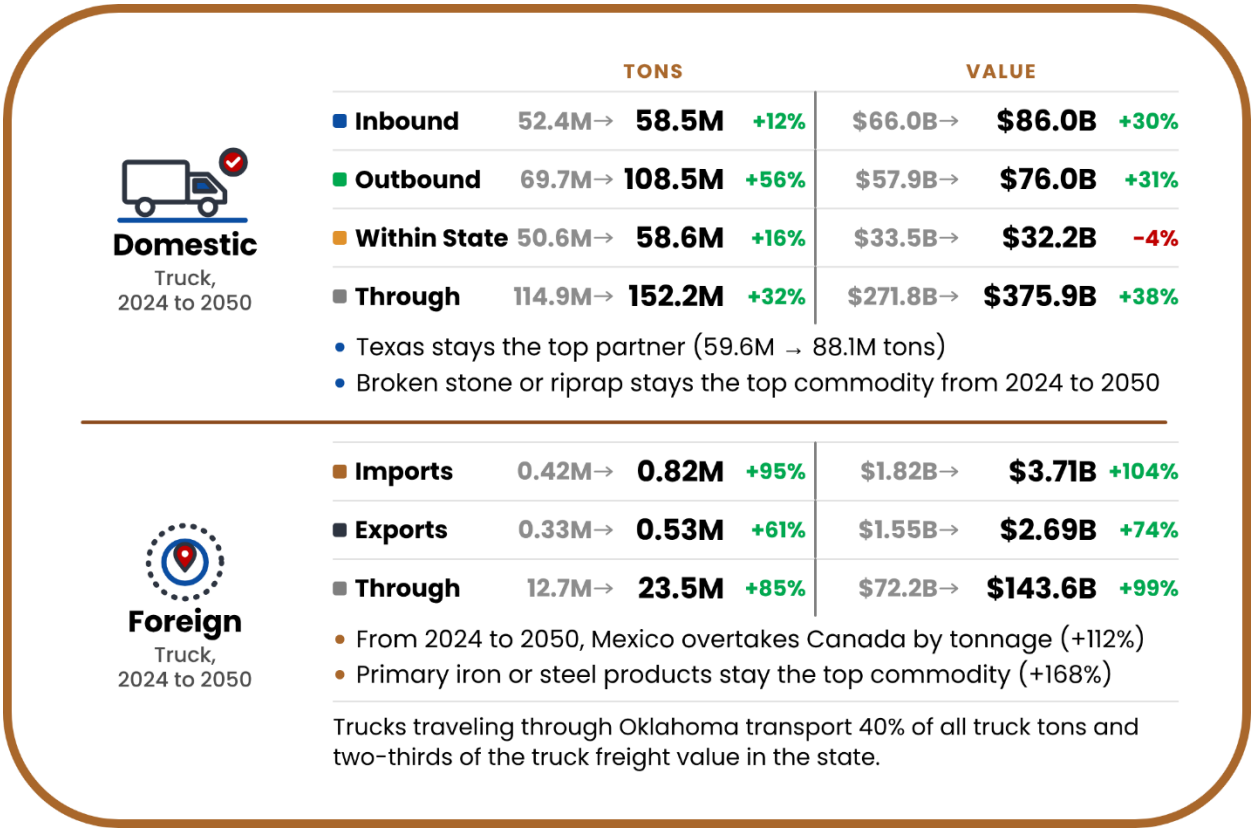
Source: ODOT

2.2.3 Highway Freight Flows and Commodities

Oklahoma's highway network supports the largest freight mode in the state, with trucks moving approximately 301 million tons of freight to, from, within, and through Oklahoma in 2024. Truck freight activity is projected to increase to more than 402 million tons by 2050, reflecting continued growth in economic activity, population, consumer demand, and regional trade. Through truck movements account for the largest share of truck freight tonnage and value, reinforcing Oklahoma's role as a major freight gateway within the national transportation system as summarized in **Figure 15**.

Truck freight supports a diverse set of Oklahoma industries. The top 3 domestic commodities by tonnage are broken stone or riprap, gravel or sand, and petroleum refining products. Other top commodities include agricultural goods such as grain and field crops, which also generate substantial truck activity.

Figure 15: Highway Commodity Flows at a Glance



Source: Transearch, 2024 & 2050

2.3 Freight Rail Network

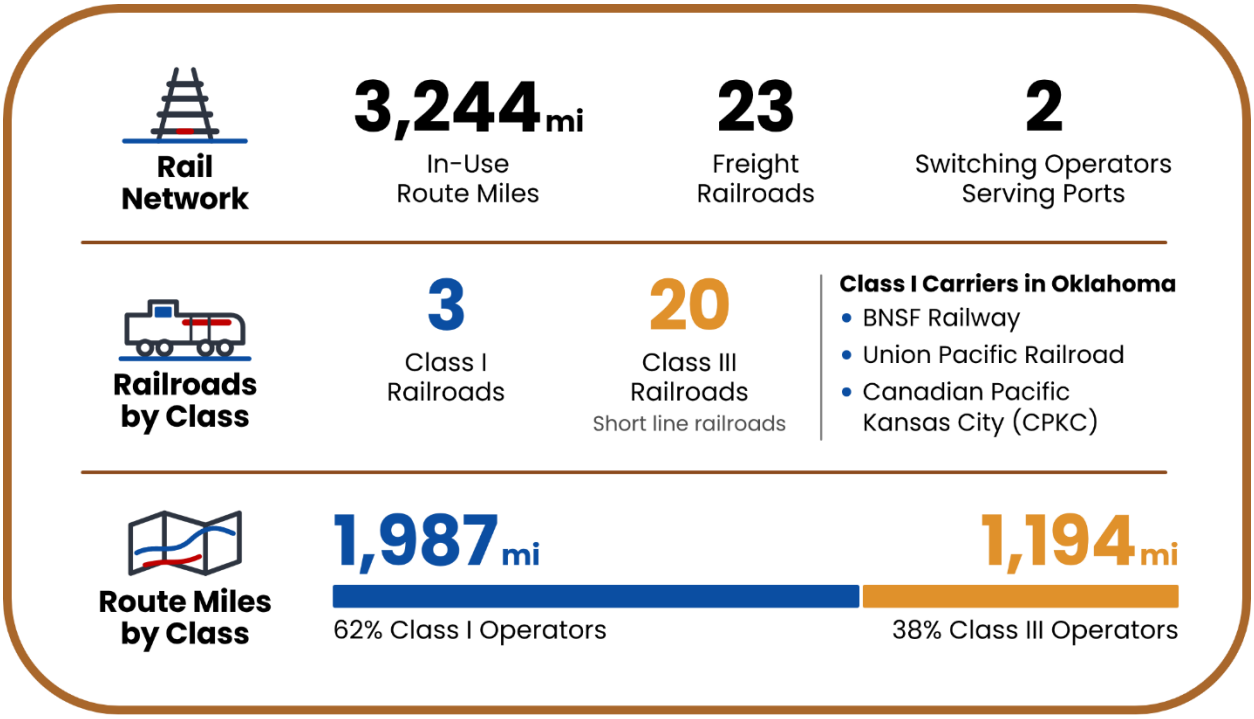
Freight rail plays an important role in Oklahoma's economy and connects the state's agricultural, energy, mineral, manufacturing, and other freight-generating industries to regional and national markets. Rail carries approximately 10% of all freight tonnage originating and terminating in Oklahoma. The 2026 Oklahoma State Rail Plan estimates that $13.8 billion in originating rail freight supports approximately 87,300 jobs, $5.2 billion in labor income, and $24.5 billion in business output across rail-dependent industries, demonstrating the broader importance of rail service to Oklahoma's economy.[9]

[9] Oklahoma Department of Transportation. 2026. *Oklahoma State Rail Plan*. Retrieved from https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/programs/multimodal/rail/Oklahoma_State_Rail_Plan_Draft.pdf

2.3.1 Rail Inventory

Oklahoma's central location places the state along major national rail corridors connecting West Coast gateways, Texas and Gulf Coast markets, and major Midwestern distribution centers. As shown in **Figure 16**, the statewide rail network includes approximately 3,244 in-use route miles served by 23 freight railroads, including three Class I railroads and 20 Class III, or short line, railroads, along with two industrial switching operators serving port facilities. Together, these carriers provide long-distance mainline service and first- and last-mile connections to businesses, industrial facilities, ports, and other freight-generating locations.

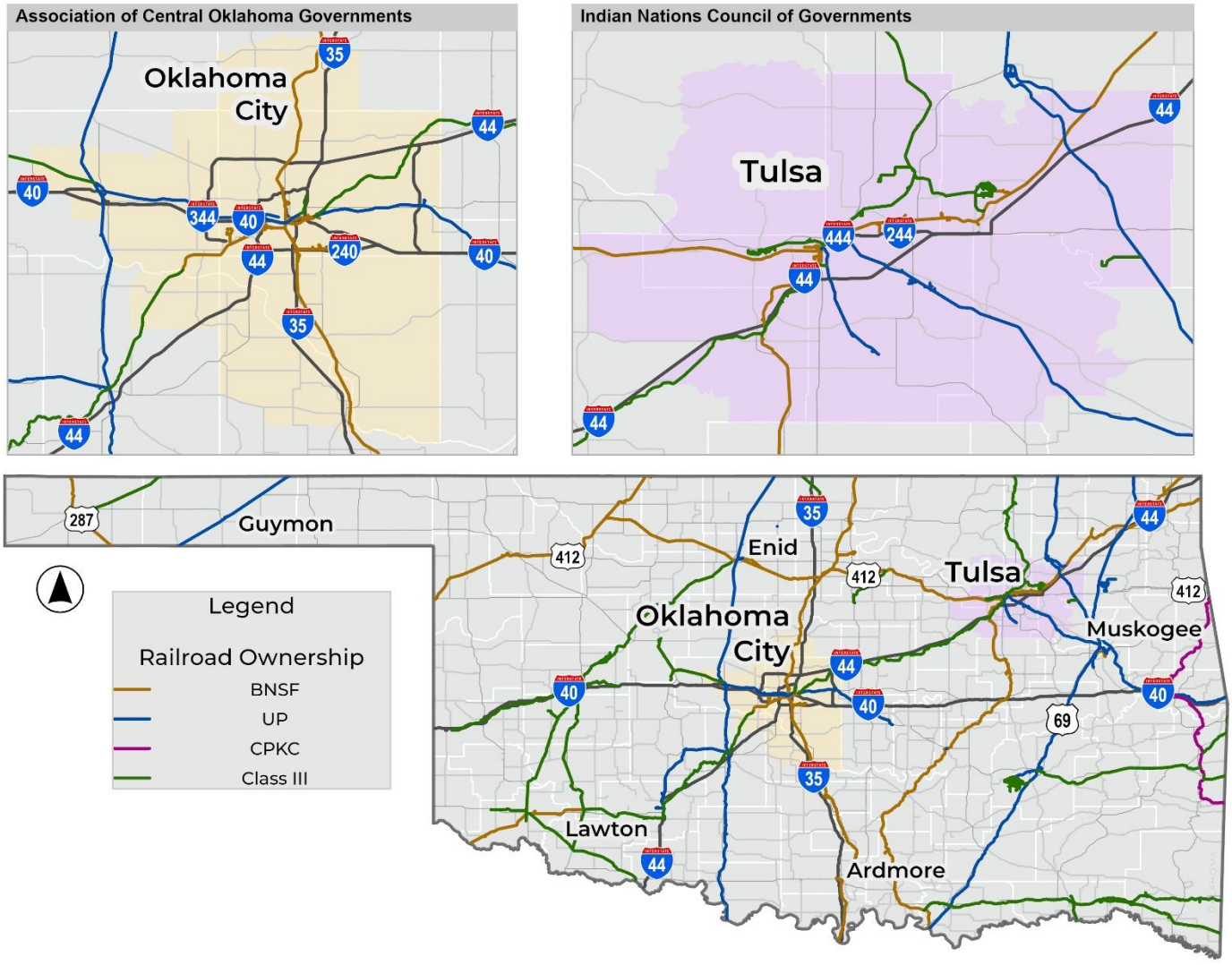
Figure 16: Oklahoma Rail Network at a Glance



Source: USDOT, Bureau of Transportation Statistics, 2026

Changes within the national rail industry could further influence Oklahoma's role in interstate freight movement. If approved, the proposed Union Pacific-Norfolk Southern merger, currently under Surface Transportation Board review, would create a coast-to-coast rail system and could affect freight routing and intermodal service patterns through Oklahoma. **Figure 17** shows the statewide rail network by operator class.

Figure 17: Rail Network Map



Source: USDOT, Bureau of Transportation Statistics

2.3.2 Intermodal Facilities

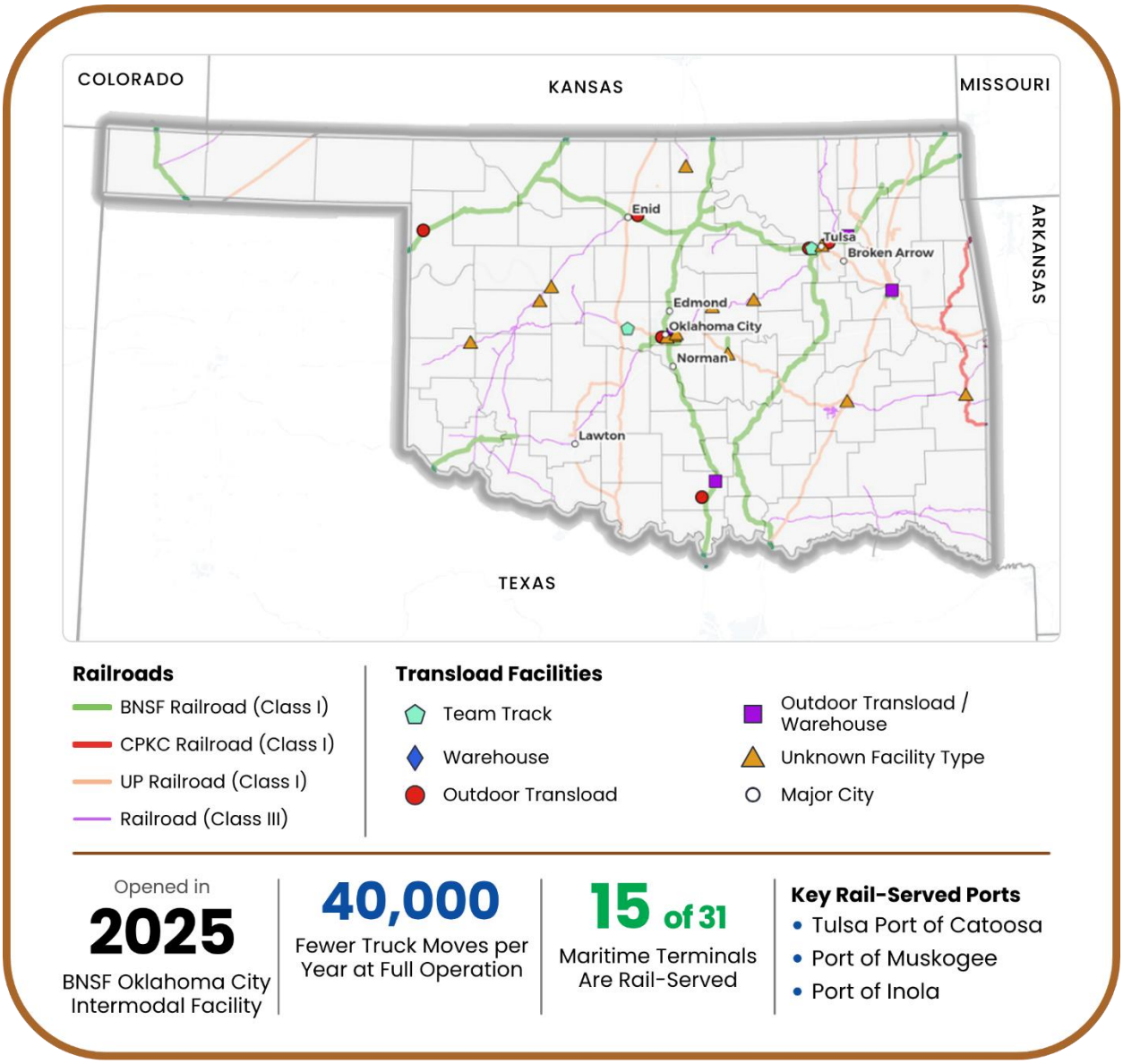
Intermodal and transload facilities extend the reach of Oklahoma's rail network by connecting rail service with truck and waterborne freight movements. These facilities support containerized, bulk, and other freight transfers between modes and provide first- and last-mile rail access for shippers without direct rail service.

Oklahoma currently has no intermodal terminal marketed broadly to the shipping public. The Plains Cotton Cooperative Association operates a private intermodal yard in Altus that handles approximately 16 BNSF trains annually, with containers primarily bound for export markets. BNSF also provides limited transload/intermodal service at Flynn Yard in Oklahoma City to support Hobby Lobby's logistics operations and has indicated interest in making the facility available to additional shippers.[10] Transload facilities across the state provide additional rail-to-truck connections for non-containerized freight. **Figure 18** summarizes these intermodal and transload connections.

Rail also connects directly to Oklahoma's inland waterway system. Of the 31 maritime terminals identified along Oklahoma's waterways, 15 are rail-served, concentrated at the Tulsa Port of Catoosa, Port Muskogee, and Port of Inola.

[10] Oklahoma Department of Transportation. 2026. *Oklahoma State Rail Plan.* Retrieved from https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/programs/multimodal/rail/Oklahoma_State_Rail_Plan_Draft.pdf

Figure 18: Oklahoma Intermodal and Transload Connections



Source: Oklahoma State Rail Plan, 2026

2.3.3 Operations and Network Constraints

Rail operating conditions vary across Oklahoma based on track class, infrastructure condition, signal systems, and corridor function. Most Oklahoma rail lines use centralized traffic control or are not signalized, while automatic block signaling is less common.[11] These differences contribute to varying

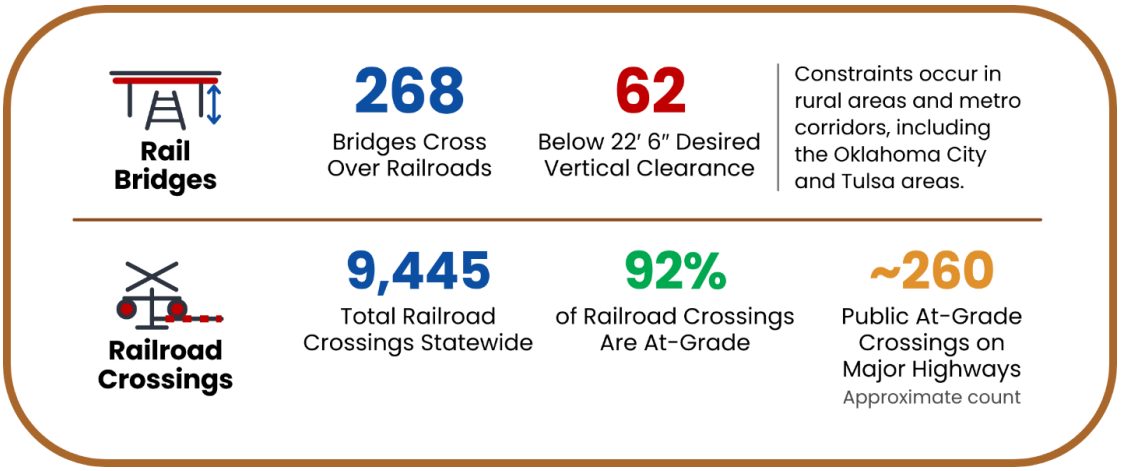
[11] Oklahoma Department of Transportation. 2026. *Oklahoma State Rail Plan.* Retrieved from https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/programs/multimodal/rail/Oklahoma_State_Rail_Plan_Draft.pdf

operating conditions across Class I lines, short lines, yards, and terminals.

Vertical clearance remains a critical physical constraint as railcars have increased in size. Double-stack intermodal railcars and automotive racks can reach approximately 20 feet 2 inches in height and require additional overhead clearance for safe operation.[12] Most of Oklahoma's Class I network can accommodate Plate F equipment, although double-stack clearance remains a more significant constraint on some corridors.

Highway-rail crossings represent another important interface between the rail and roadway networks. Oklahoma has 9,445 railroad crossings, approximately 92% of which are at grade, including about 260 public at-grade crossings on major highways, as shown in **Figure 19**. Crossing issues occur statewide, ranging from rural locations with limited alternate routes to metropolitan corridors where rail lines intersect denser roadway networks and higher traffic volumes. The 2026 Oklahoma State Rail Plan identifies blocked-crossing concerns in several communities, including Claremore, where trains may wait to pass through the Union Pacific-BNSF rail-rail crossing, as well as locations such as Davis and Mannford where projects are being advanced to reduce crossing conflicts.[13]

Figure 19: Oklahoma Rail Bridges and Crossings at a Glance



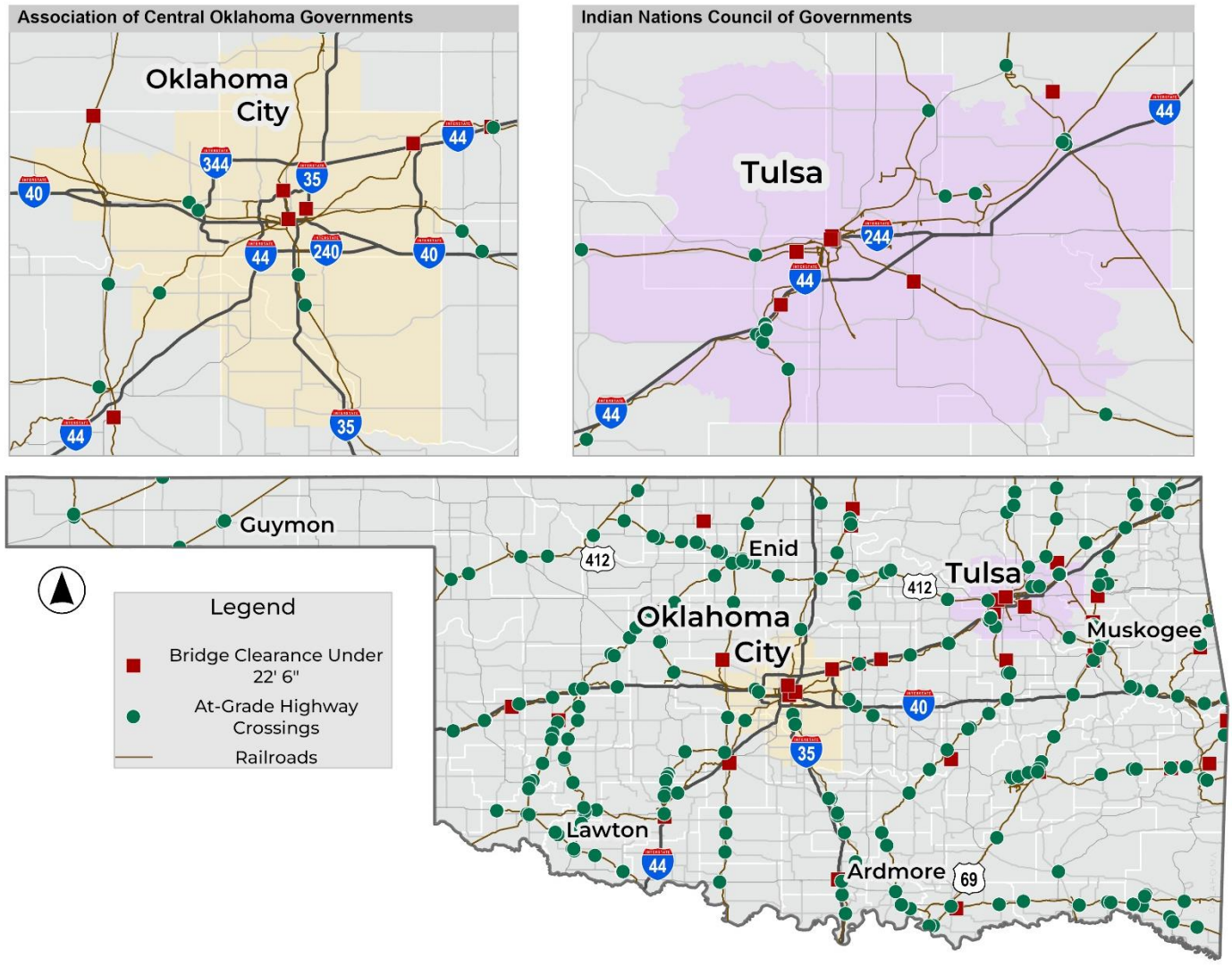
Source: Oklahoma State Rail Plan, 2026

[12] Oklahoma Department of Transportation. 2026. *Oklahoma State Rail Plan.* Retrieved from https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/programs/multimodal/rail/Oklahoma_State_Rail_Plan_Draft.pdf

[13] Oklahoma Department of Transportation. 2026. *Oklahoma State Rail Plan.* Retrieved from https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/programs/multimodal/rail/Oklahoma_State_Rail_Plan_Draft.pdf

Figure 20 shows vertical clearances under 22'6" and public at-grade rail crossings on major highways across Oklahoma.

Figure 20: Low Bridges and At-Grade Crossings Intersecting Railroads, 2025



Source: NBI, 2025

Increasing freight train lengths can add to these operational challenges. Nationally, Class I train lengths have increased as railroads seek greater operating efficiency, with maximum train lengths now reaching approximately 14,000 feet, or 2.7 miles. Longer trains can be more difficult to accommodate within existing sidings and can remain at crossings longer when trains are

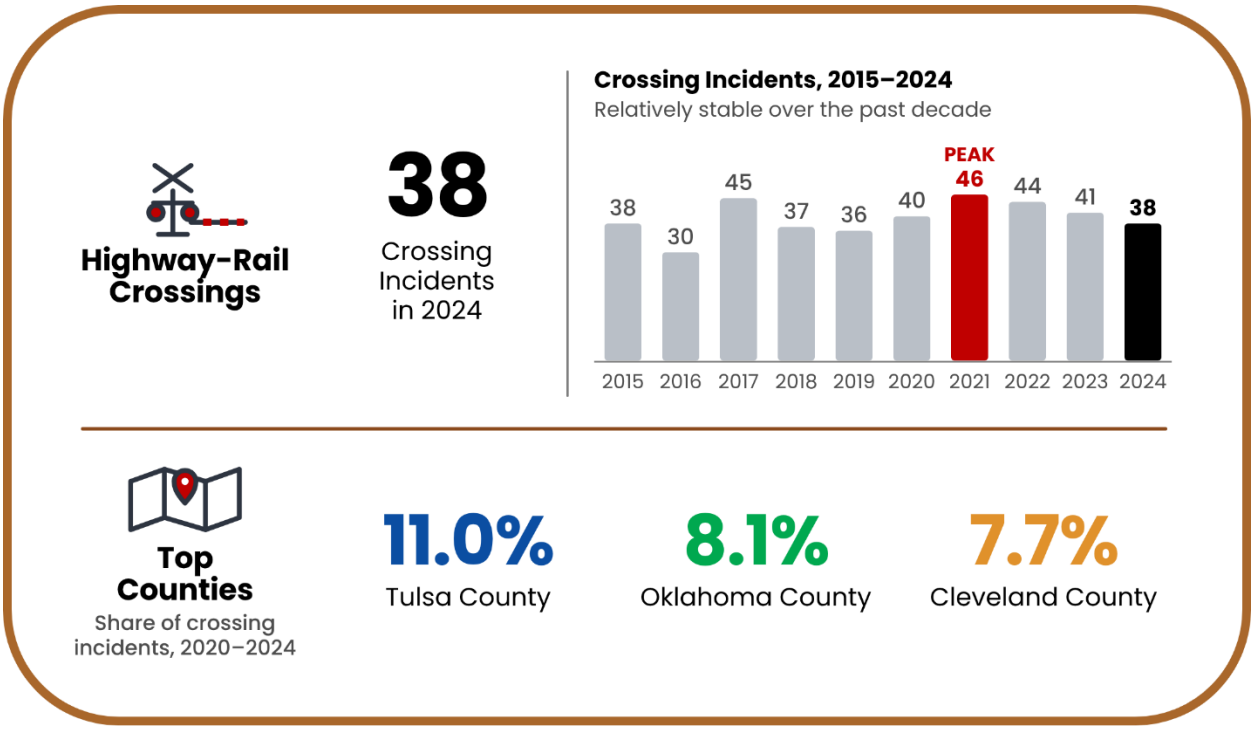
stopped or waiting to pass, contributing to blocked-crossing concerns and potential impacts to community mobility and emergency access.[14]

2.3.4 Rail Safety

Rail incidents in Oklahoma have remained relatively stable over the past decade, generally ranging from about 70 to 90 incidents annually. Oklahoma recorded approximately 73 total rail incidents in 2024, down from a recent peak of about 91 incidents in 2023 and similar to the level recorded in 2015. The statewide trend has generally followed the national pattern, including lower incident levels around 2020 and increases through 2022 and 2023 before declining again in 2024.[15]

Highway-rail crossings remain one of the most visible rail safety concerns. Oklahoma recorded 38 highway-rail crossing incidents in 2024, down from 46 in 2021, as shown in **Figure 21**.

Figure 21: Oklahoma Highway-Rail Crossing Incidents



Source: Federal Railroad Administration

[14] U.S. Government Accountability Office. 2019. *Rail Safety: Freight Trains Are Getting Longer, and Additional Information Is Needed to Assess Their Impact.* Retrieved from https://www.gao.gov/products/gao-19-443.

[15] *Federal Railroad Administration. 2024.* Train Accidents. *Retrieved from https://data.transportation.gov/stories/s/Train-Accident-Reports-Landing-Page/wjun-6kqb/*

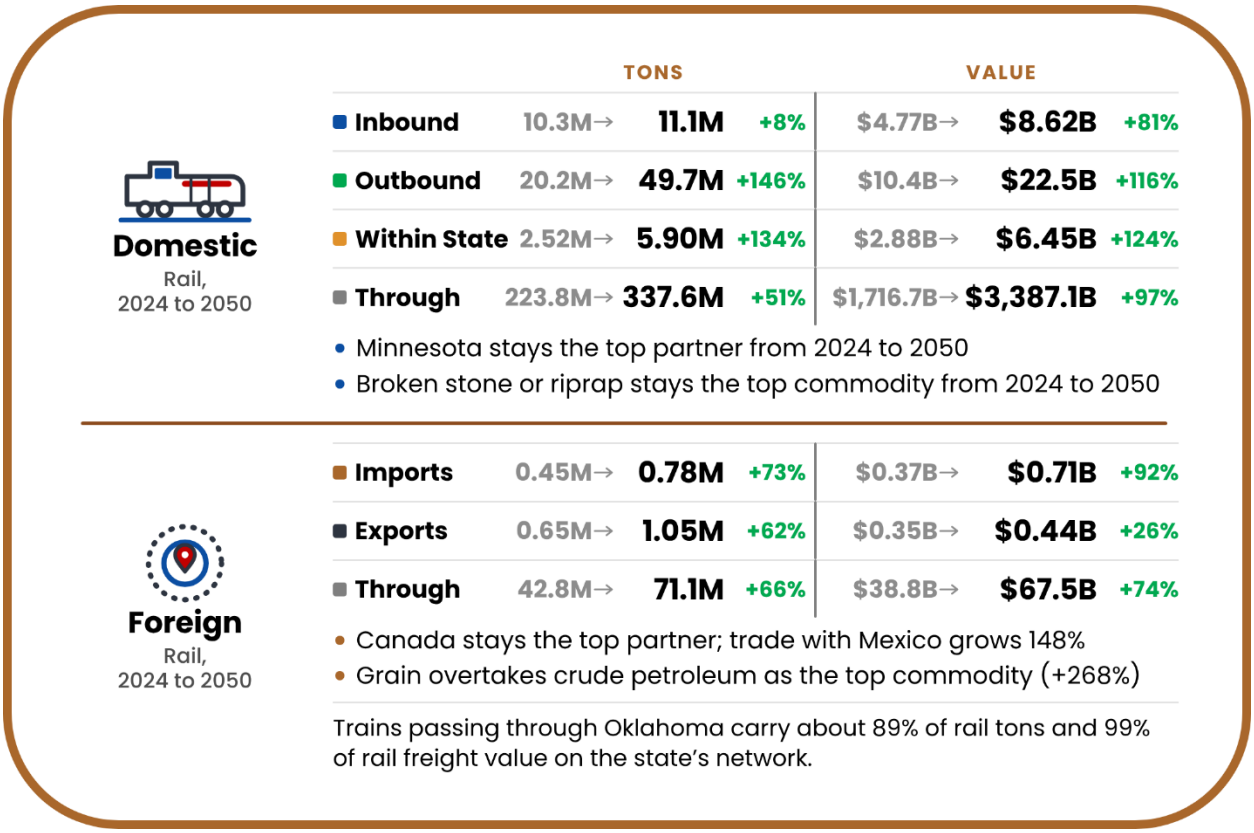
From 2020 through 2024, the largest concentrations occurred in Tulsa County, Oklahoma County, and Cleveland County, which accounted for 27% of statewide at-grade incidents. These concentrations reinforce that rail safety is both a statewide issue and a particular concern in the Oklahoma City and Tulsa metropolitan areas, where rail activity intersects denser roadway networks and population centers.

2.3.5 Rail Commodities and Freight Flows

Rail moved approximately 300.7 million tons of freight in 2024 and is projected to carry approximately 477.2 million tons by 2050. By tonnage, rail is expected to surpass trucks as Oklahoma's largest freight mode by 2050. Through movements account for the largest share of rail activity, underscoring Oklahoma's role as a key link within national freight and supply chain networks.

Rail freight supports a wide range of Oklahoma industries and commodity flows. The top 3 domestic commodities by tonnage are broken stone or riprap, bituminous coal, and fiber, paper, or pulpboard products. Other top tonnage rail commodities include construction materials, such as aggregate and sand. They account for some of the largest rail shipments and are expected to experience substantial growth through 2050. Rail also plays an important role in transporting industrial chemicals, fertilizers, agricultural commodities, and other bulk materials that benefit from rail's efficiency over long distances as summarized in **Figure 22**.

Figure 22: Rail Commodity Flows at a Glance



Source: Transearch, 2024 & 2050

2.4Inland Waterways and Ports

Oklahoma's inland waterway system is centered on the MKARNS, which provides direct waterborne access to the Mississippi River system and Gulf Coast markets and links the state to a 12-state inland waterway region. Within Oklahoma, the MKARNS includes approximately 137 navigable miles, eight ports, and five locks and dams and is designated as Marine Highway M-40.[16]

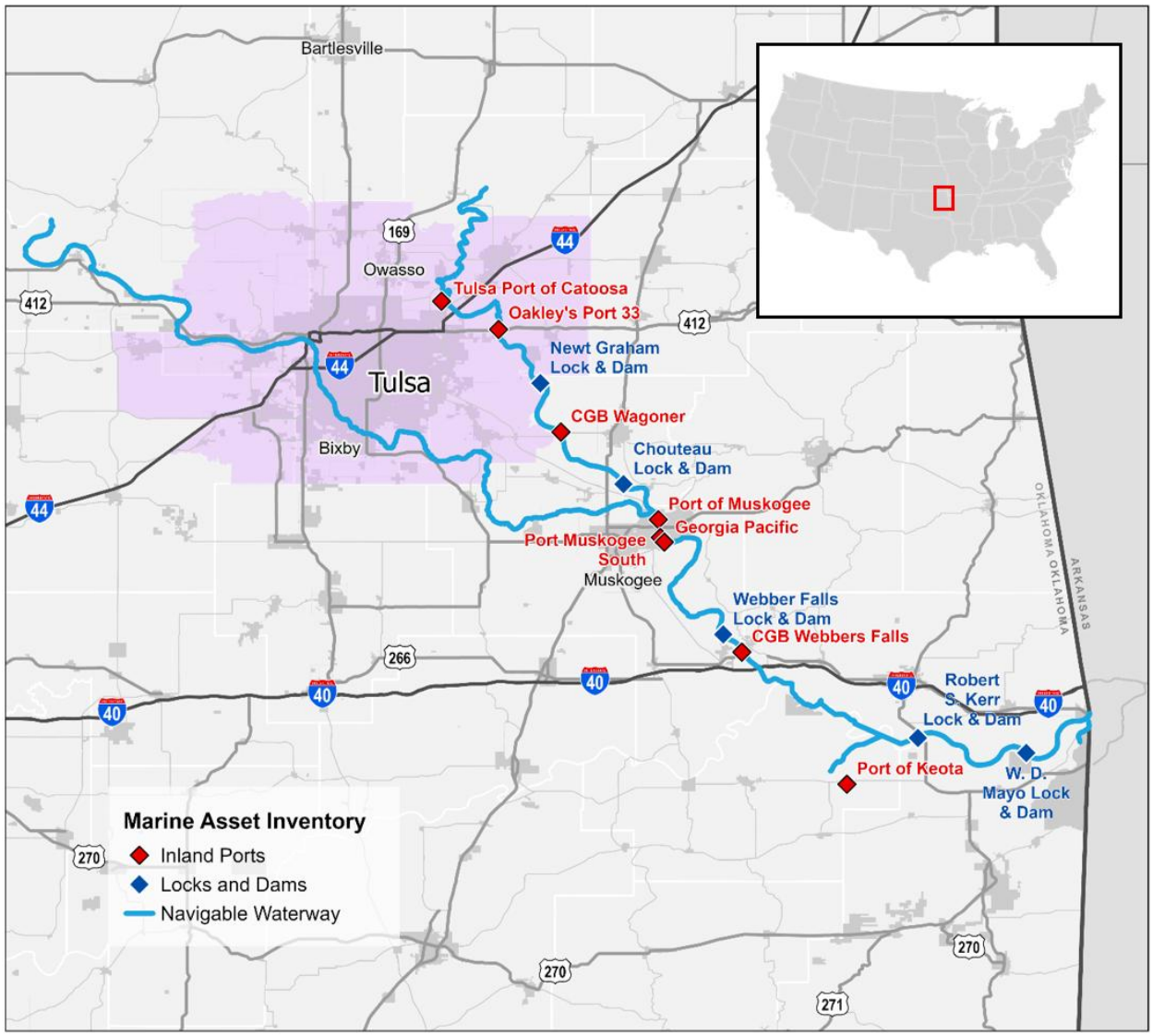
The system supports the movement of bulk, heavy, and oversized commodities, including grain, fertilizer, petroleum products, and heavy machinery, providing a cost-effective option for large-volume freight movements. Barge transportation is particularly efficient for these movements,

[16] Oklahoma Department of Transportation. 2021. *Fifty years and growing; Oklahoma's marine highway sets sail into anniversary year.* Retrieved from https://oklahoma.gov/odot/about-us/newsroom/2021/february/fifty-years-and-growing--oklahoma-s-marine-highway-sets-sail-int.html

with one gallon of fuel moving one ton of cargo approximately 576 miles by barge, compared with about 436 miles by rail and 155 miles by truck.[17]

Figure 23 shows Oklahoma's inland ports, navigable waterways, and locks and dams along the MKARNS.

Figure 23: Inland Waterway Map



Source: ODOT

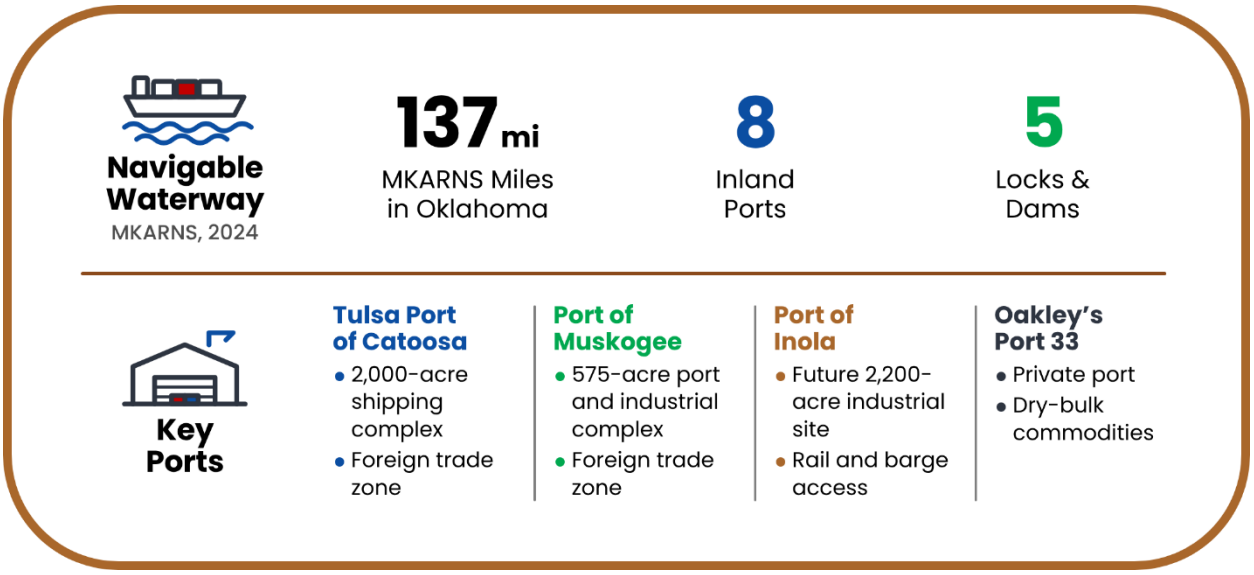
[17] Port Muskogee. n.d. *Invest: Location & Infrastructure.* Retrieved from https://www.portmuskogee.com/invest/location-and-infrastructure/

2.4.1 Network and Major Facilities

Oklahoma's inland port system includes major multimodal industrial complexes and smaller public and private terminals along the MKARNS. Key facilities include the Tulsa Port of Catoosa, Port of Inola, Port of Muskogee, and Oakley's Port 33, with the largest concentrations near Tulsa and Muskogee where water, rail, highway, and industrial activity are closely integrated. Together, these facilities serve agricultural, energy, manufacturing, and other freight-intensive industries across eastern Oklahoma.

The Tulsa Port of Catoosa is a 2,000-acre multimodal shipping complex and industrial park with more than 50 companies operating on site. The port handles agricultural commodities, building materials, petroleum products, machinery, and other freight and is designated as Foreign Trade Zone (FTZ) #53.[18] The developing Port of Inola adds a 2,200-acre industrial site with rail and barge access, with development targeting industries such as plastics, steel, semiconductors, batteries, and advanced aerial vehicle components.[19]

Figure 24: Oklahoma Inland Waterways and Ports at a Glance



Source: ODOT; Tulsa Ports; Port Muskogee; Waterways Journal; Bruce Oakley Inc.

The Port of Muskogee is a 575-acre multimodal port and industrial complex with direct highway and rail connections serving manufacturing, energy, and

[18] Tulsa Ports. (n.d.). *Shipping.* Accessed 11 December 2025 at https://tulsaports.com/shipping/.
[19] Tulsa Ports. n.d. *Tulsa Port of Inola.* Accessed 11 December 2025 at https://tulsaports.com/locate-here/tulsa-port-of-inola/.

agricultural activity.[20] Oakley's Port 33, located near Catoosa, primarily handles dry bulk commodities such as fertilizer, coal, petroleum products, and sand and is served by truck rather than direct rail. Additional facilities along the MKARNS, including CGB Wagoner, Port Muskogee South, Georgia-Pacific, CGB Webbers Falls, and the Port of Keota, extend waterway access to industries and communities across eastern Oklahoma. These facilities generally handle agricultural, industrial, and bulk commodities and complement the larger port complexes.

2.4.1.1 Intermodal Connectivity

Oklahoma's ports depend on strong waterway, highway, and rail connections to move freight between inland terminals and regional, national, and international markets.

Table 8: Truck and Rail Access to Ports

Port	Roadway Connections	Rail Connections
Tulsa Port of Catoosa	SH-266 (NHS intermodal connector), US-66, and I-44	PCIR, SKOL, BNSF, CPKC via SKOL, UP via SKOL
Port of Muskogee	SH-351/Muskogee Turnpike, US-62, and US-69	PMR, UP, BNSF
Oakley's Port 33	US-412	-
Port Muskogee South	SH-351/Muskogee Turnpike, US-62, and US-69	BNSF
Georgia Pacific	SH-351/Muskogee Turnpike, US-62, and US-69	BNSF
Port of Keota	SH-9 and US-59	-
CGB Webbers Falls	SH-351/Muskogee Turnpike and I-40	-
CGB Wagoner	SH-351/Muskogee Turnpike and SH-51	-

Source: ODOT; OmniTRAX

All inland ports have direct access to major freight highways, including I-40, the Muskogee Turnpike, US-69, US-62, US-412, and SH-266, and several facilities are served by Class I and short line railroads. The Tulsa Port of Catoosa and Port of Muskogee have particularly strong multimodal connections, while several

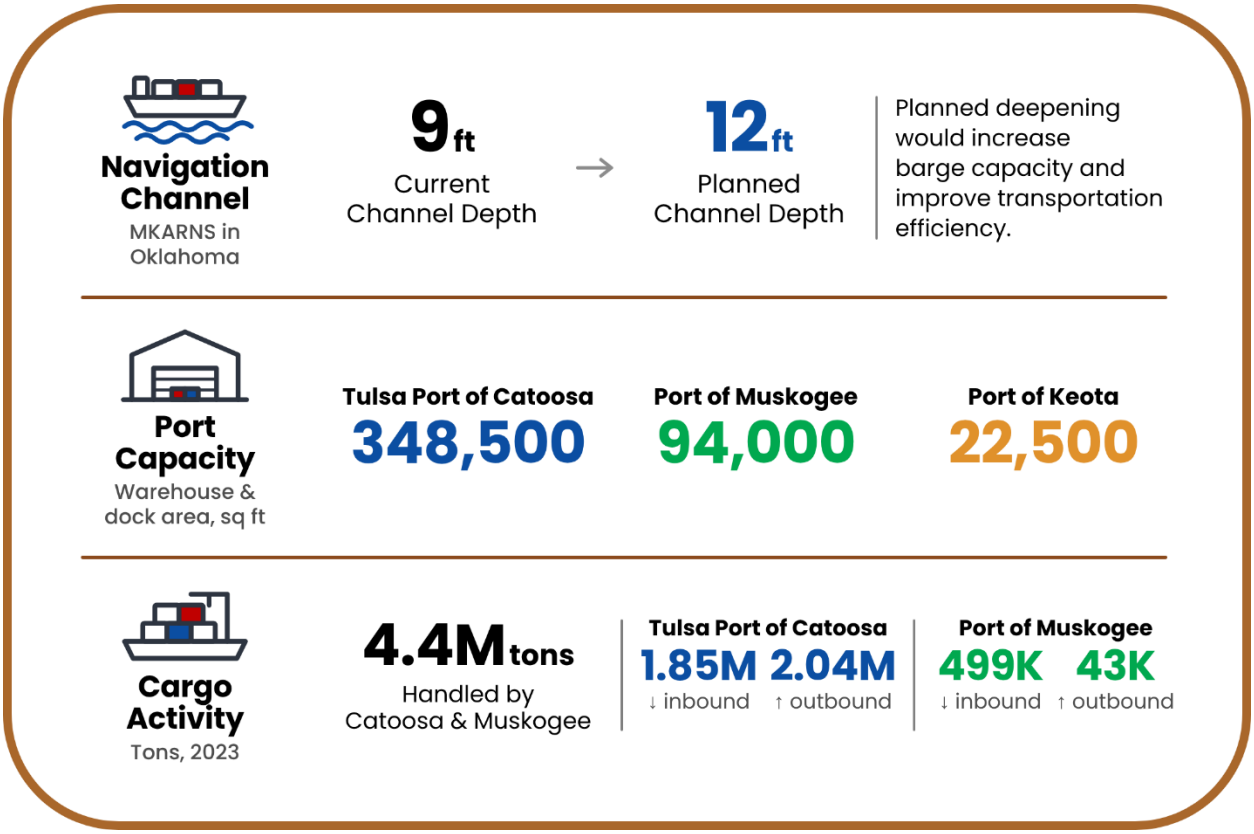
[20] Port Muskogee. n.d. *Port Advantages*. Accessed 12 December 2025 at https://www.portmuskogee.com/port/advantages/.

smaller terminals rely primarily on highway access. **Table 8** summarizes truck and rail access to Oklahoma's inland ports.

2.4.1.2 Port Capacity

Port capacity is influenced by navigation channel depth, cargo-handling space, and the size and configuration of surrounding port and industrial facilities. The Oklahoma portion of the MKARNS currently operates with a 9-foot navigation channel, with planned deepening to 12 feet intended to increase barge capacity and improve transportation efficiency. Major ports also provide substantial warehouse and dock space, including approximately 348,500 square feet at the Tulsa Port of Catoosa, 94,000 square feet at the Port of Muskogee, and 22,500 square feet at the Port of Keota, as shown in **Figure 25.**

Figure 25: Port Facilities at a Glance



Source: Waterways Journal; ODOT; U.S. Army Corps of Engineers

Reported port-level tonnage data show that the Tulsa Port of Catoosa and Port of Muskogee handled approximately 4.4 million tons of cargo in 2023. Catoosa accounted for most of this volume, with approximately 1.85 million inbound

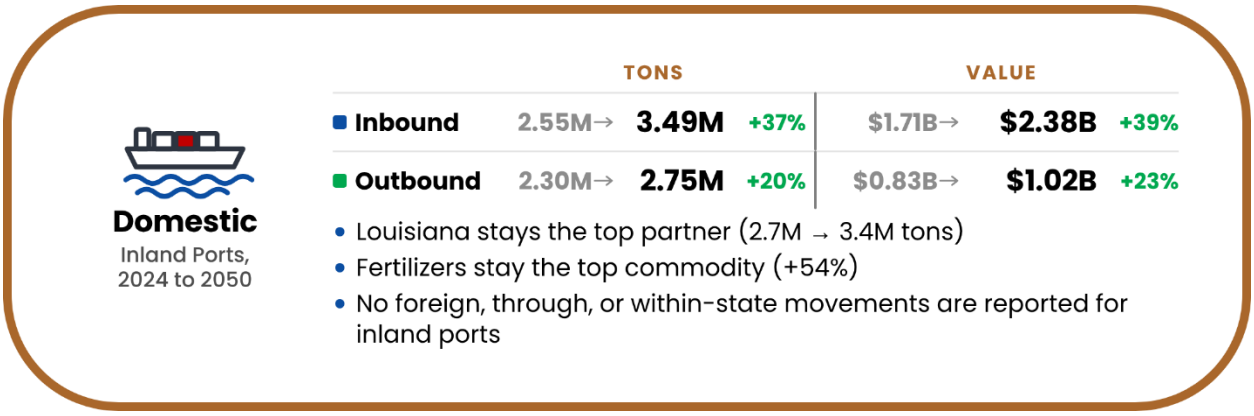
tons and 2.04 million outbound tons. Muskogee handled approximately 499,000 inbound tons and 43,000 outbound tons.[21]

2.4.2 Port Commodities and Freight Flows

Oklahoma's inland ports handled approximately 4.9 million tons of freight in 2024 and are projected to move more than 6.2 million tons by 2050 as seen in **Figure 26**. Freight activity consists primarily of inbound and outbound movements, reflecting the role of Oklahoma's ports as origins and destinations within the inland waterway network rather than major through-freight corridors. Growth is expected to remain steady throughout the forecast period.

Agricultural and industrial commodities account for the majority of waterborne freight activity. Fertilizers and grain represent the largest commodity groups moving through Oklahoma's ports and highlight the continued importance of agriculture to the state's economy. Industrial products, including chemicals, iron and steel products, and other bulk commodities, also generate significant waterway freight activity and support manufacturing and industrial operations throughout the region.

Figure 26: Port Commodity Flows at a Glance



Source: Transearch, 2024 & 2050

2.5 Air Cargo

Air cargo supports the movement of lightweight, high-value, and time-sensitive goods, including perishables, telecommunications equipment, vehicle parts, and other commercial products. Oklahoma has 133 public-use

[21] U.S. Army Corps of Engineers. 2023. *Waterborne Commerce*. Retrieved from https://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center/WCSC-Waterborne-Commerce/.

airports, four of which reported air cargo activity: Tulsa International Airport (TUL), Will Rogers International Airport (OKC), Stillwater Regional Airport (SWO), and Lawton-Fort Sill Regional Airport (LAW). TUL and OKC serve as the state's primary air cargo gateways, while cargo activity at SWO and LAW is limited. **Figure 27** shows Oklahoma's cargo-serving airports.

Figure 27: Aviation Freight Facilities in Oklahoma



Source: ODOT

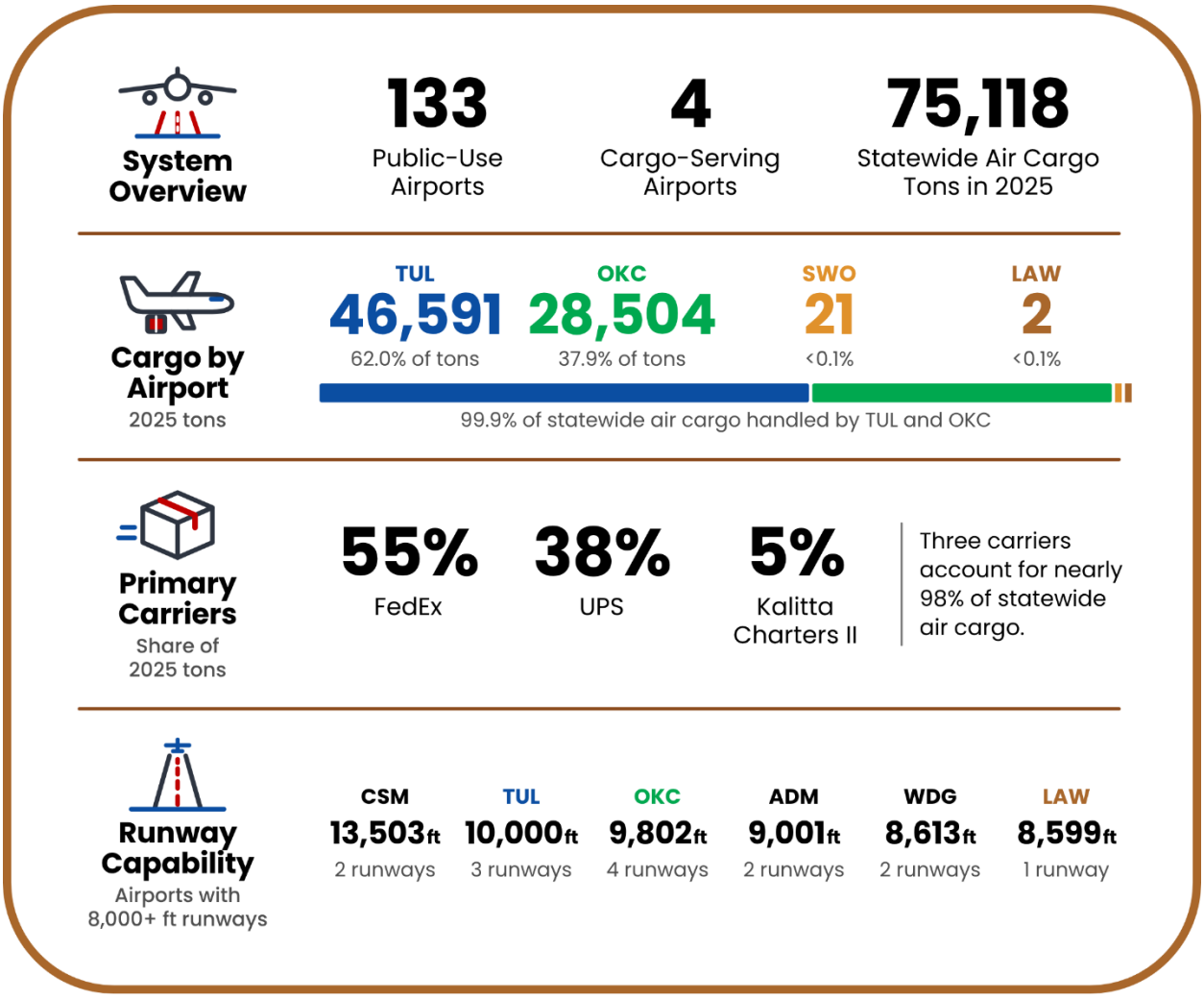
Approximately 75,118 tons of air cargo moved through Oklahoma airports in 2025. TUL handled 46,591 tons, or 62.0% of statewide activity, while OKC handled 28,504 tons, or 37.9%, meaning the two airports accounted for more than 99% of reported air cargo tonnage, as shown in **Figure 28**.[22] LAW and SWO collectively handled the remaining 23 tons. FedEx, UPS, and Kalitta Charters II were the primary cargo carriers, together accounting for nearly 98% of statewide activity.

Airport infrastructure also influences the ability to accommodate cargo operations, particularly for larger aircraft and heavier payloads. Runway requirements vary by aircraft type, operating weight, route length, elevation, temperature, and other operating conditions. Several Oklahoma airports have

[22] U.S. Department of Transportation, Bureau of Transportation Statistics

runways of 8,000 feet or longer, including TUL and OKC, providing additional flexibility for larger aircraft and freight operations.

Figure 28: Oklahoma Air Cargo Network at a Glance



Source: ODOT; Bureau of Transportation Statistics; Federal Aviation Administration

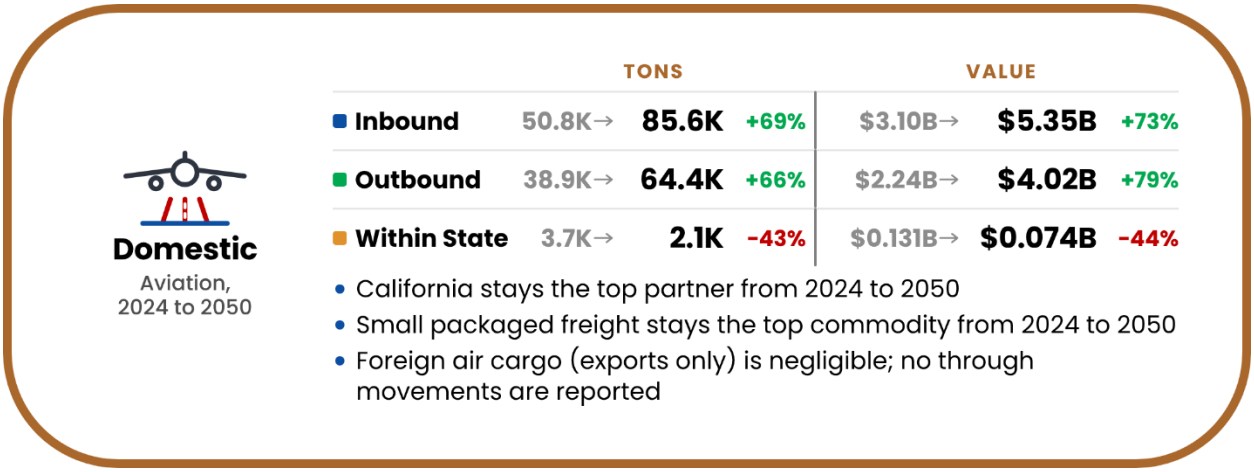
2.5.1 Air Cargo Commodities and Freight Flows

Aviation moved approximately 93,400 tons of freight valued at more than $5.4 billion in 2024 and is projected to increase to approximately 152,100 tons valued at nearly $9.5 billion by 2050.[23] While aviation represents the smallest freight mode by tonnage, it transports some of the highest-value commodities moving through Oklahoma's freight system as summarized in **Figure 29**.

[23] Transearch, 2024 & 2050

Air cargo activity is concentrated in inbound and outbound shipments, with very limited intrastate or international tonnage. Small package freight shipments account for the largest share of aviation freight by both tonnage and value, reflecting the continued growth of e-commerce and expedited delivery services. Other significant commodities include transportation equipment, instruments and optical equipment, electrical equipment, machinery, and fabricated metal products. Collectively, these commodities highlight aviation's role in supporting time-sensitive and high-value supply chains.

Figure 29: Air Cargo Commodity Flows at a Glance



Source: Transearch, 2024 & 2050

2.6 Pipeline Network

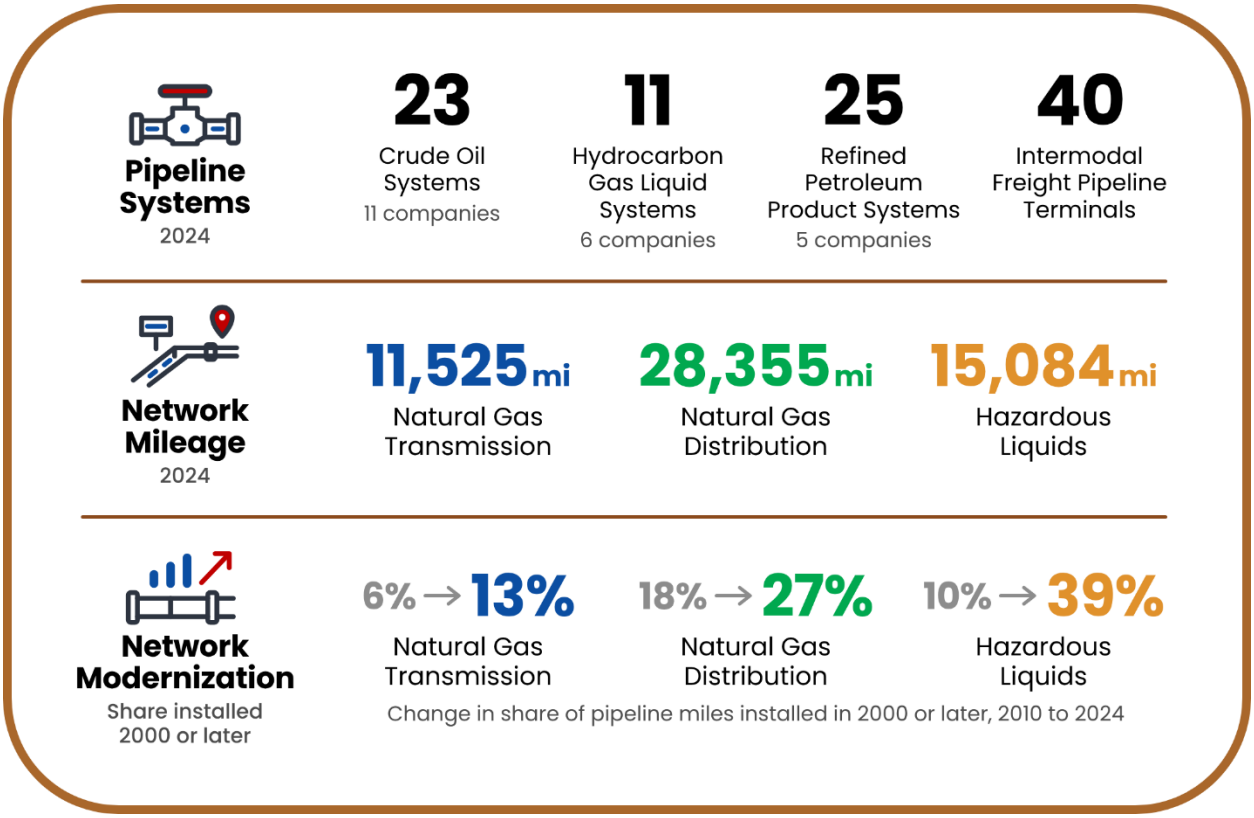
Pipelines play a major role in Oklahoma's freight and energy economies, connecting production areas, processing facilities, storage hubs, refineries, terminals, and markets across the state and nation. Oklahoma produced approximately 2.5 trillion cubic feet of dry natural gas in 2024, representing 6.6% of U.S. production, while crude oil production averaged about 400,000 barrels per day in 2025.[24] [25] The state is also home to the Cushing crude oil hub, one of the nation's most important petroleum storage and distribution centers, with approximately 76 million barrels of storage capacity.

[24] U.S. Energy Information Administration. 2024. *Natural Gas Annual.* Retrieved from https://www.eia.gov/naturalgas/annual/pdf/nga24.pdf.
[25] U.S. Energy Information Administration. 2026. *Petroleum & Other Liquids.* Retrieved from https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?f=M&n=PET&s=MCRFPOK2&utm

As seen in **Figure 30**, Oklahoma's pipeline network includes 23 crude oil pipeline systems operated by 11 companies, 11 hydrocarbon gas liquid systems operated by six companies, and 25 refined petroleum product systems operated by five companies, in addition to extensive natural gas gathering, transmission, and distribution infrastructure. The state also has 40 intermodal freight pipeline terminals that connect pipeline movements with truck, rail, storage, and other distribution networks.

Over time, the state's pipeline infrastructure has expanded and modernized. Natural gas transmission mileage declined from 12,708 miles in 2005 to 11,525 miles in 2024, while natural gas distribution mileage increased from 23,982 miles to 28,355 miles. Hazardous liquid pipeline mileage also expanded, increasing from 10,184 miles in 2010 to 15,084 miles in 2024. Across these systems, infrastructure installed since 2000 represents a growing share of the network, although substantial older infrastructure remains in service.

Figure 30: Oklahoma Pipeline Network at a Glance



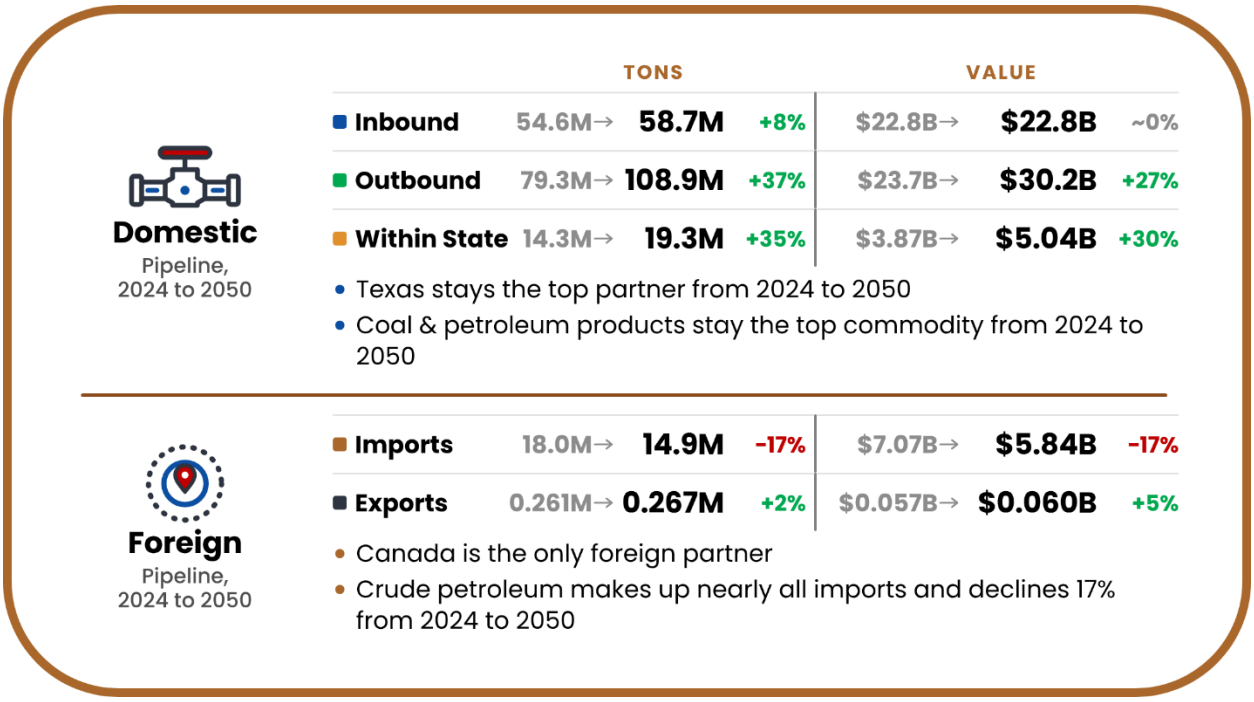
Source: U.S Energy Information Agency; Pipeline and Hazardous Safety Administration

2.6.1 Pipeline Commodities and Freight Flows

Pipelines moved nearly 167 million tons of freight in 2024 and are projected to carry more than 202 million tons by 2050. While growth is expected to occur at a slower pace than truck and rail, pipelines will continue to move substantial freight volumes and remain an essential component of Oklahoma's freight system. Outbound movements account for the largest share of pipeline activity, reflecting Oklahoma's role as a major producer and supplier of energy commodities as seen in **Figure 31.**

Pipeline freight activity is heavily concentrated in energy-related commodities. Coal and petroleum products account for the largest share of pipeline tonnage and value and are projected to continue growing through 2050. Crude petroleum remains a major component of pipeline activity, though volumes are expected to decline over the forecast period. Gasoline and fuel oils continue to play important roles, resulting in a freight profile that remains strongly tied to the energy sector.

Figure 31: Pipeline Commodity Flows at a Glance

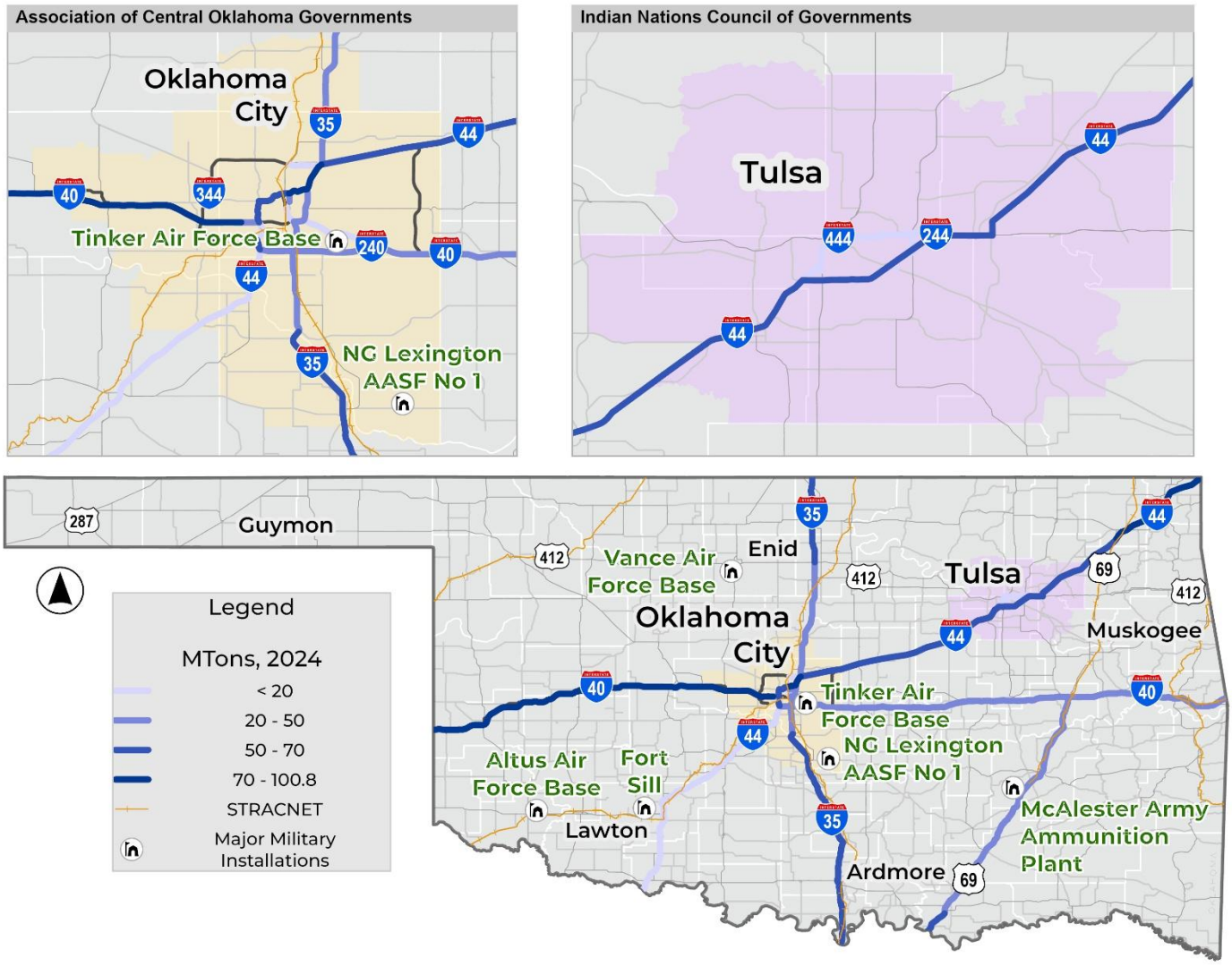


Source: Transearch, 2024 & 2050

2.7 Military Freight Network

Oklahoma's military installations generate freight movements associated with training, manufacturing, logistics, and national defense operations. The state is home to five major military installations: Altus Air Force Base, Tinker Air Force Base, Vance Air Force Base, Fort Sill, and the McAlester Army Ammunition Plant (MCAAP), along with National Guard facilities and other defense-related operations. These facilities rely on Oklahoma's freight network to move equipment, supplies, munitions, and fuel needed to support military readiness. **Figure 32** shows the location of major military installations across the state.

Figure 32: STRAHNET and Oklahoma Military Installations



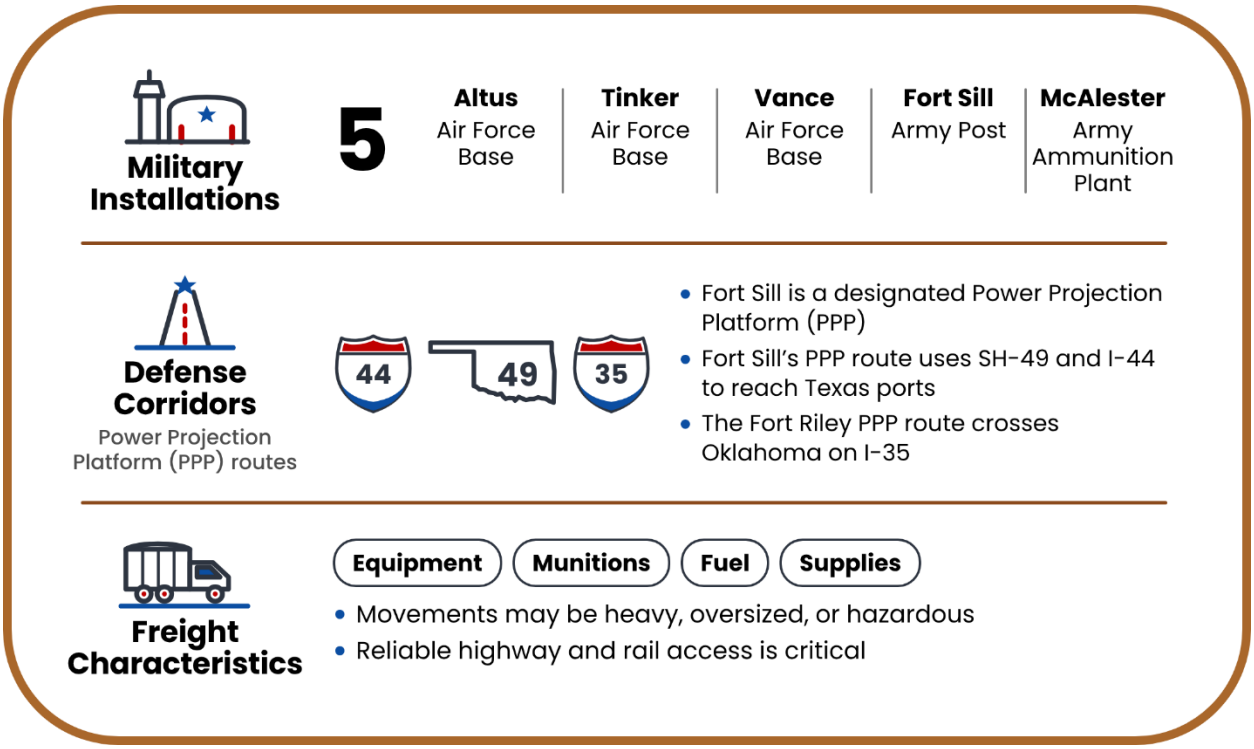
Source: U.S. Department of Defense

Military freight movement is supported by the STRAHNET and other defense-critical transportation corridors. Fort Sill is one of 18 designated Power Projection Platforms (PPPs) nationwide, with a designated highway route connecting the installation to the Ports of Beaumont and Port Arthur in Texas.[26] Within Oklahoma, the route begins at Fort Sill and uses SH-49 and I-44 before continuing south through Texas. Oklahoma is also traversed by the Fort Riley PPP route along I-35. PPP routes are a subset of STRAHNET and represent approximately 5,000 miles of the nation's most critical public highways for the rapid and efficient deployment of military personnel and equipment.

ODOT plays an important role in maintaining and improving the state highway infrastructure used for these defense movements. The U.S. Department of Defense Highways for National Defense program coordinates with state transportation departments and other highway-owning agencies to incorporate military transportation needs into civilian planning and programming, while state and local transportation agencies retain responsibility for project funding and prioritization.[27] Recent military transportation planning documents identify numerous programmed highway projects along Oklahoma's I-35 PPP corridor, including pavement, bridge, safety, and capacity improvements, illustrating the relationship between statewide transportation investment and defense mobility needs.[28]

[26] U.S. Army Transportation Command. n.d. *OK - Fort Sill - PPP Route.* Retrieved from https://api.army.mil/e2/c/downloads/2025/09/10/37fef995/ok-fort-sill-ppp-route.pdf
[27] U.S. Army Transportation Command. n.d. *Highways for National Defense (HND) Program.* Retrieved from https://api.army.mil/e2/c/downloads/2026/02/11/d6d4654f/hnd-point-paper.pdf.
[28] U.S. Army Transportation Command. n.d. *Project List: Oklahoma.* Retrieved from https://api.army.mil/e2/c/downloads/2025/09/10/c1528e11/project-list-oklahoma.pdf

Figure 33: Oklahoma Military Freight Network at a Glance



Source: U.S. Department of Defense

Fort Sill and the MCAAP are particularly important military freight generators. Fort Sill relies on I-44 and rail connections for the movement of tactical vehicles, ammunition, heavy equipment, fuel, and other defense supplies. The MCAAP is served by US-69 and rail and functions as a major storage, manufacturing, and distribution center for military munitions. These movements can include heavy, oversized, and hazardous cargo, making safe and reliable highway and rail access particularly important to military freight operations.

3 TRENDS, SUPPLY CHAINS, AND ECONOMIC IMPACTS

Oklahoma's freight transportation system is a major component of the state's economy and an important link in national supply chains. Including in, out, within, and through movements, Oklahoma in 2024, moved approximately 773 million tons of freight valued at $2.3 trillion. By 2050, freight volumes are projected to exceed 1.0 billion tons, while the value of goods moving on Oklahoma's multimodal freight network is projected to reach approximately $4.3 trillion.[29] This growth will be shaped by changing demographics, consumer demand, industrial investment, supply chain patterns, and transportation technology.

Freight-dependent industries are also an important source of economic activity. Key freight-generating supply chains in Oklahoma, including agriculture and food manufacturing, mining and energy, chemical manufacturing, and transportation equipment and machinery manufacturing, collectively support approximately 678,800 jobs and $87.7 billion in GSP statewide. Oklahoma's freight transportation and logistics sector supports an additional 264,000 jobs and $32.8 billion in GSP.[30] This chapter examines the trends shaping future freight demand, Oklahoma's key freight-generating supply chains, and the economic importance of goods movement across the state.

3.1 Trends

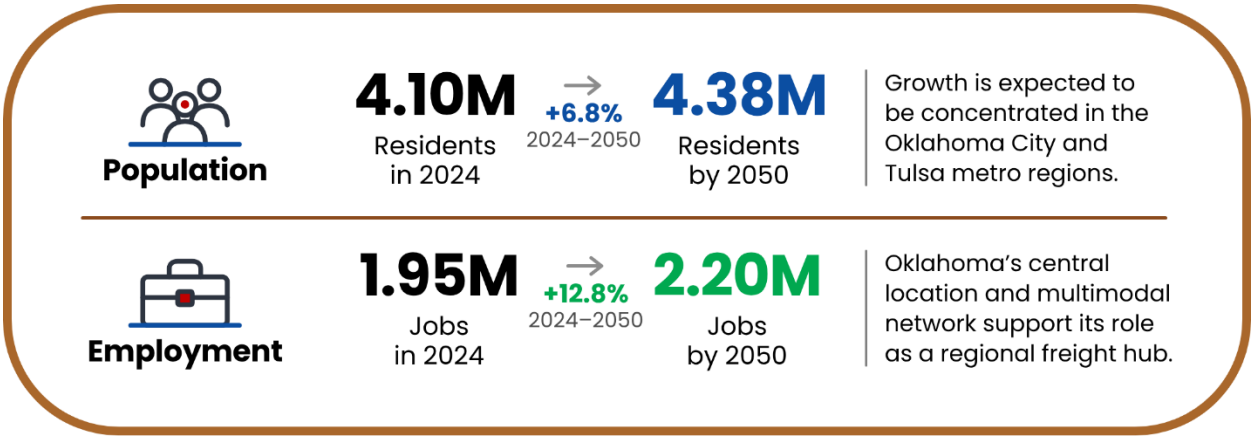
Oklahoma's freight system will continue to evolve as demographic growth, changing consumer behavior, industrial investment, and emerging technologies reshape freight demand and supply chains. These trends will influence commodity flows, facility locations, modal demand, system performance, and future infrastructure needs across the state's multimodal freight network.

[29] Transearch Freight Data; STB Waybill Sample; FAF5; HNTB Analysis
[30] REMI TranSight, 2024

3.1.1 Population and Economic Growth

Population and economic growth are important drivers of freight demand. Oklahoma's population is projected to increase from approximately 4.10 million residents in 2024 to 4.38 million by 2050, an increase of 6.8%.[31] [32] Employment is projected to increase from approximately 1.95 million jobs in 2024 to 2.20 million jobs in 2050, a 13.3% increase as seen in **Figure 34**.[33]

Figure 34: Population and Employment Projections, 2024 and 2050



Source: U.S. Census Bureau, 2024; Oklahoma Department of Commerce, 2023

Much of this growth is expected in and around the Oklahoma City and Tulsa metropolitan areas, increasing demand for consumer goods, food products, construction materials, and freight transportation. Economic and employment growth will also influence the amount and location of freight activity. Oklahoma's central location and multimodal transportation network continue to support logistics, distribution, and industrial development. Recent investments illustrate this trend, including BNSF's 42-acre intermodal facility developed with Hobby Lobby, which opened in 2025 and provides a direct rail option for containers moving between West Coast ports and Oklahoma City. At full potential, BNSF estimates the facility could eliminate up to 40,000 annual

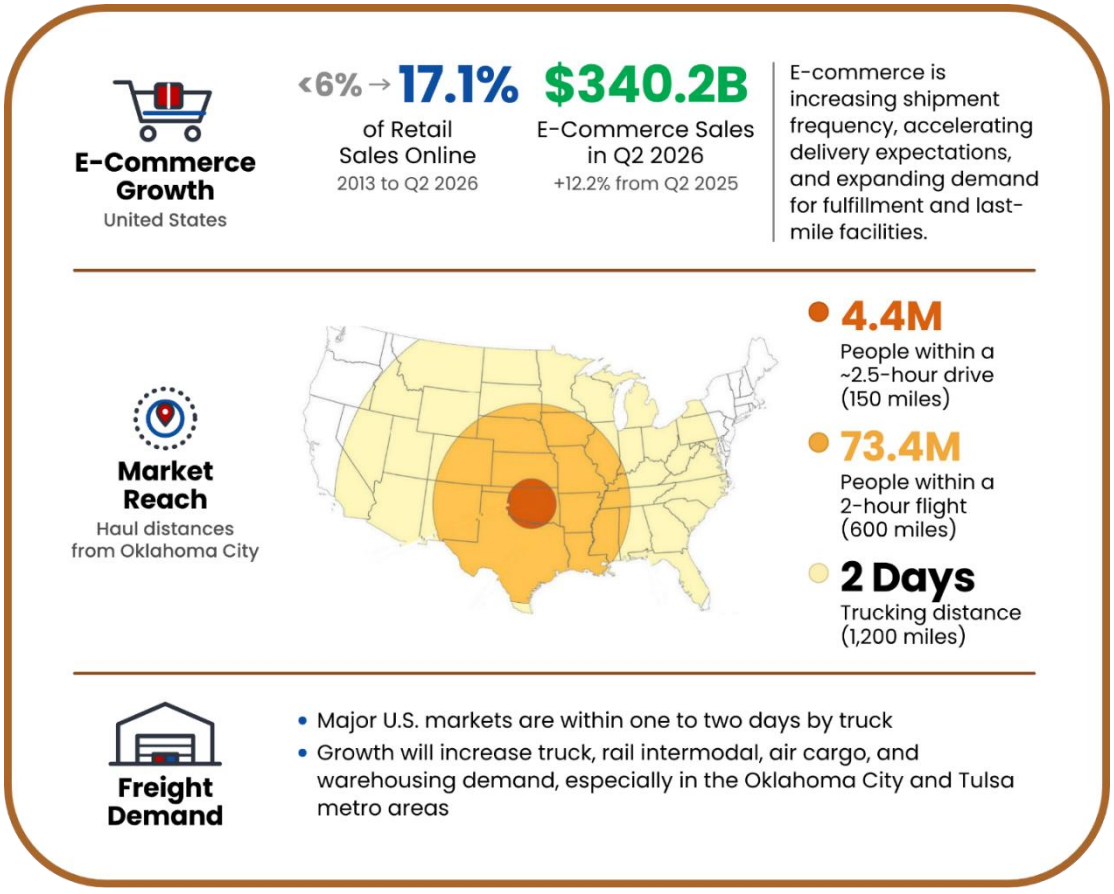
[31] *U.S. Census Bureau.* 2024. State Population by Characteristics: 2020-2024. Retrieved from https://www.census.gov/newsroom/press-kits/2025/2024-population-estimates-characteristics.html
[32] Oklahoma Department of Commerce. 2023. *Oklahoma State and County Population Projections Through 2070.* Retrieved from https://www.okcommerce.gov/wp-content/uploads/Oklahoma-State-and-County-Population-Projections-Through-2070.pdf
[33] Oklahoma Employment Security Commission. 2024. *Local Area Unemployment Statistics (LAUS).* Retrieved from https://www.oklahoma.gov/oesc/labor-market/local-area-statistics.html

truck moves from the highway system.[34] While currently serving private logistics operations, the facility may support future intermodal opportunities.

3.1.2 E-Commerce

E-commerce continues to reshape freight demand by increasing shipment frequency, accelerating delivery expectations, and expanding demand for fulfillment, distribution, and last-mile logistics facilities. Nationally, e-commerce increased from less than 6% of retail sales in 2013 to 17.1% in the second quarter of 2026. E-commerce sales reached approximately $340 billion during the quarter and grew 12.2% from the previous year.[35]

Figure 35: E-Commerce in the US and Oklahoma at a Glance



Source: U.S. Census Bureau, 2026; Greater Oklahoma City Chamber, 2025

[34] BNSF. 2026. *BNSF and Hobby Lobby cut ribbon on new OKC intermodal facility.* Retrieved from https://www.bnsf.com/news-media/news-releases/newsrelease.page?relId=bnsf-and-hobby-lobby-cut-ribbon-on-new-okc-intermodal-facility

[35] *U.S. Census Bureau. 2026. Quarterly Retail E-Commerce Sales. Retrieved from https://www.census.gov/retail/ecommerce.html*

Oklahoma is well positioned to serve regional distribution markets because of its central location and access to I-35, I-40, I-44, rail, and air cargo service. Approximately 73.4 million people are within a two-hour flight of Oklahoma City, while major U.S. markets can be reached within one to two days by truck as seen in **Figure 35**.[36] Continued growth in e-commerce and distribution activity is expected to increase parcel and truck movements, rail intermodal demand, air cargo activity, and demand for warehousing and fulfillment space, particularly in the Oklahoma City and Tulsa metropolitan areas

3.1.3 Technology

Technology is increasingly influencing freight safety, reliability, and efficiency. Freight operations rely on both physical and digital infrastructure, including communications networks, sensors, traffic management technologies, and connected and automated vehicle systems. ODOT has expanded the use of ITS across freight corridors and is participating in multistate efforts to improve digital connectivity and interoperability along I-35.[37, 38] ITS assets such as dynamic message signs could also be used during extreme weather events, such as flooding and tornadoes, to direct traffic and provide warnings to freight operators.

Through the Connected Corridors Advancement Initiative, Oklahoma is working with other states to advance common data standards, improve work zone and truck parking information, and prepare major corridors for connected and automated vehicle technologies.[39] Private-sector autonomous freight activity is also occurring in Oklahoma, including commercial autonomous trucking operations between Dallas and Oklahoma City.[40] These developments highlight the importance of communications infrastructure, reliable digital information, and coordinated corridor operations to future freight movement.

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[36] Greater Oklahoma City Chamber. 2025. *Greater Oklahoma City by the Numbers*. Retrieved from https://online.flippingbook.com/view/848720/22/

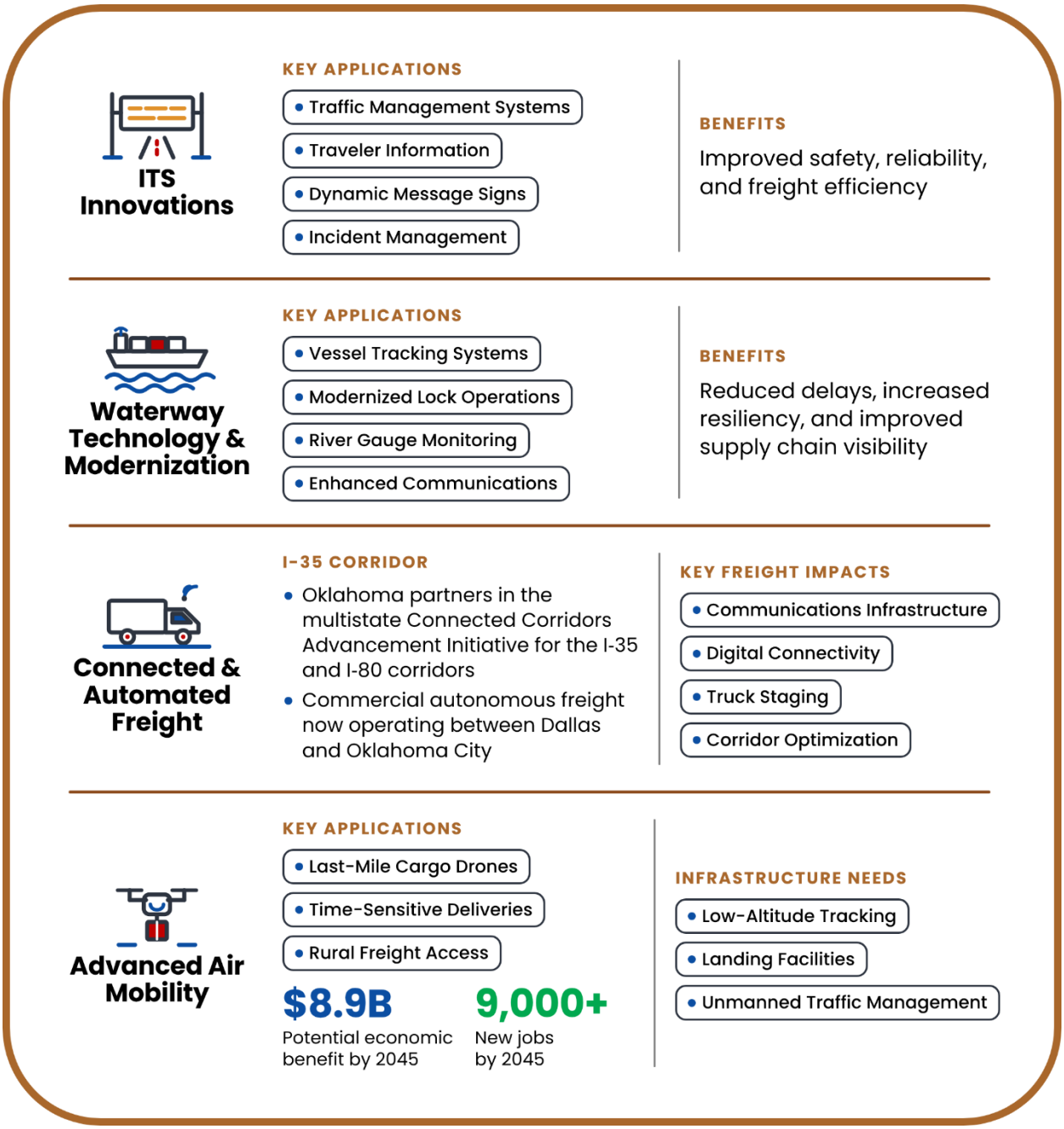
[37] Oklahoma Department of Transportation. 2005. *Oklahoma Statewide Intelligent Transportation Systems (ITS) Strategic Plan.* Retrieved from https://www.odot.org/hqdiv/p-r-div/itscvo/pdfs/statestrategic.pdf

[38] Oklahoma Department of Transportation. 2024. *Oklahoma Advanced Mobility Strategy. Retrieved from https://oklahoma.gov/content/dam/ok/en/oac/documents/advanced-air-mobility/Oklahoma%20Advanced%20Mobility%20Strategy.pdf*

[39] Oklahoma Department of Transportation. 2026. *State Planning and Research Work Program FFY 2026.* Retrieved from https://oklahoma.gov/content/dam/ok/en/odot/programs-and-projects/programs/office-of-research-and-implementation/research/FINAL%20FFY%202026%20SPR%20Work%20Plan.pdf

[40] U.S. Securities and Exchange Commission. 2026. *Kodiak AI, Inc.* Retrieved from https://investors.kodiak.ai/static-files/303a5181-d303-47b0-a6c0-c00400485fc6

Figure 36: Technological Innovations in Oklahoma



Advanced air mobility and unmanned aircraft systems represent another emerging opportunity. Oklahoma's 2024 Advanced Mobility Strategy establishes a statewide framework for integrating technologies such as unmanned aircraft and advanced air mobility through 2045. The state's associated economic analysis estimates that unmanned aircraft systems (UAS) and advanced air mobility could generate $8.9 billion in cumulative economic

benefits and more than 9,000 jobs by 2045, with potential freight applications including time-sensitive delivery, rural access, and infrastructure inspection.[41] The state's technological innovations are summarized in **Figure 36**.

3.2 Key Supply Chains

Oklahoma's freight system supports a diverse economy built around agriculture, energy, mining, chemical production, and advanced manufacturing. These freight-producing supply chains depend on different combinations of highway, rail, waterway, pipeline, and air transportation and generate distinct demands on the state's multimodal freight network. The following profiles summarize their economic contributions, current freight characteristics, and projected changes in tonnage and value through 2050.

3.2.1 Agriculture and Food Manufacturing

Agriculture and food manufacturing is one of Oklahoma's largest freight-producing supply chains, connecting agricultural production and livestock operations with food processing and regional, national, and international markets, as seen in **Figure 37**.

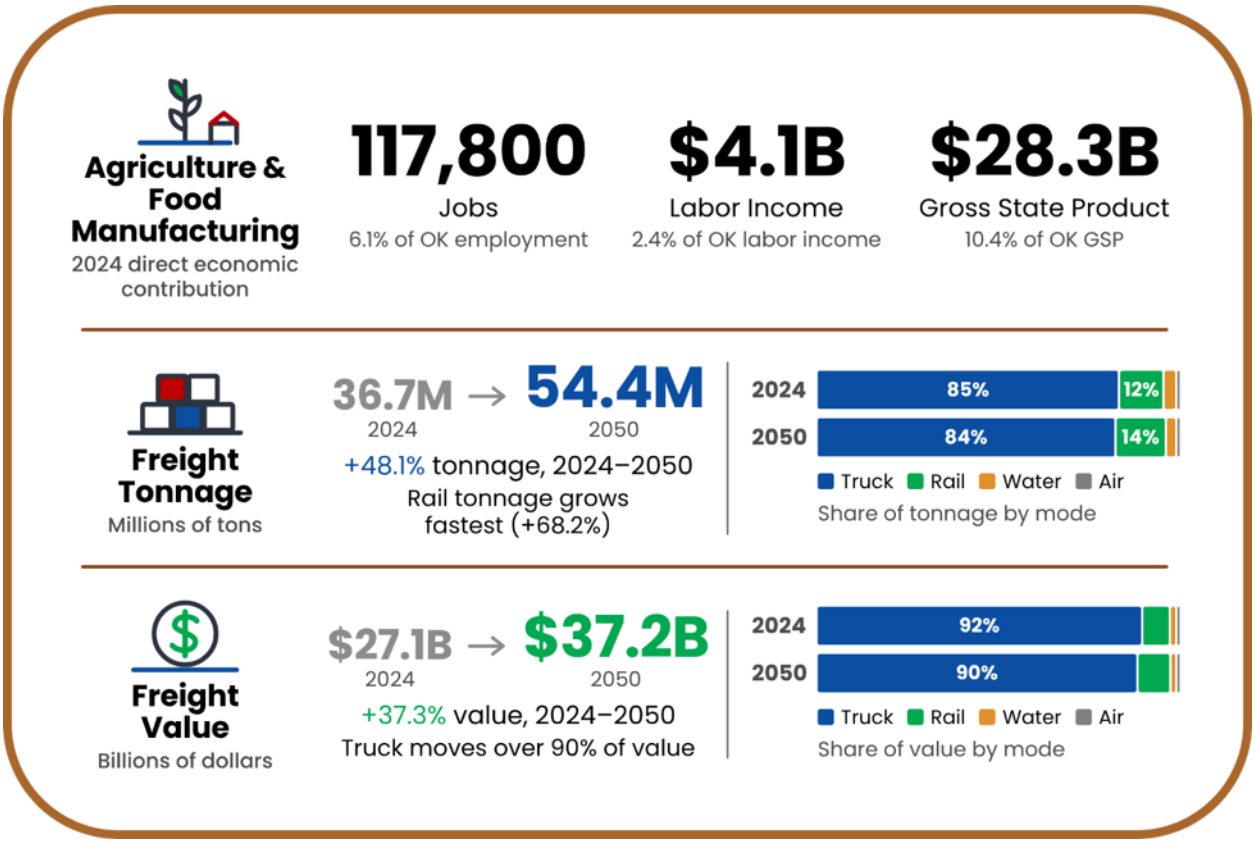
Truck is the dominant mode for both tonnage and value, while rail and water provide important capacity for bulk agricultural commodities. Freight tonnage is projected to increase substantially through 2050, with rail growing faster than the other major modes and increasing its share of agricultural freight.

Agricultural freight is concentrated on rural highways and local roads, and harvest-season peaks, heavy grain and livestock hauling, and large farm equipment can accelerate pavement wear and strain load-posted bridges on these routes. ODOT monitors pavement condition on the NHS and forecasts future performance through its Pavement Management System, which uses the Pavement Quality Index and anticipated funding levels to inform treatment decisions, as further discussed in **Section 2.2.1.1**. Improvements that may be needed on heavily used agricultural routes include timely preservation and resurfacing before pavement reaches poor condition, rehabilitation or reconstruction with stronger pavement structures where truck loads are highest, and repair or replacement of load-posted bridges. Widening shoulders

[41] Oklahoma Aerospace & Aeronautics. *2024. Advanced Air Mobility Strategy.* Retrieved from https://oklahoma.gov/content/dam/ok/en/oac/documents/advanced-air-mobility/Oklahoma%20Advanced%20Mobility%20Strategy.pdf

on rural two-lane highways can also reduce edge deterioration from heavy vehicles.

Figure 37: Agriculture and Food Manufacturing at a Glance



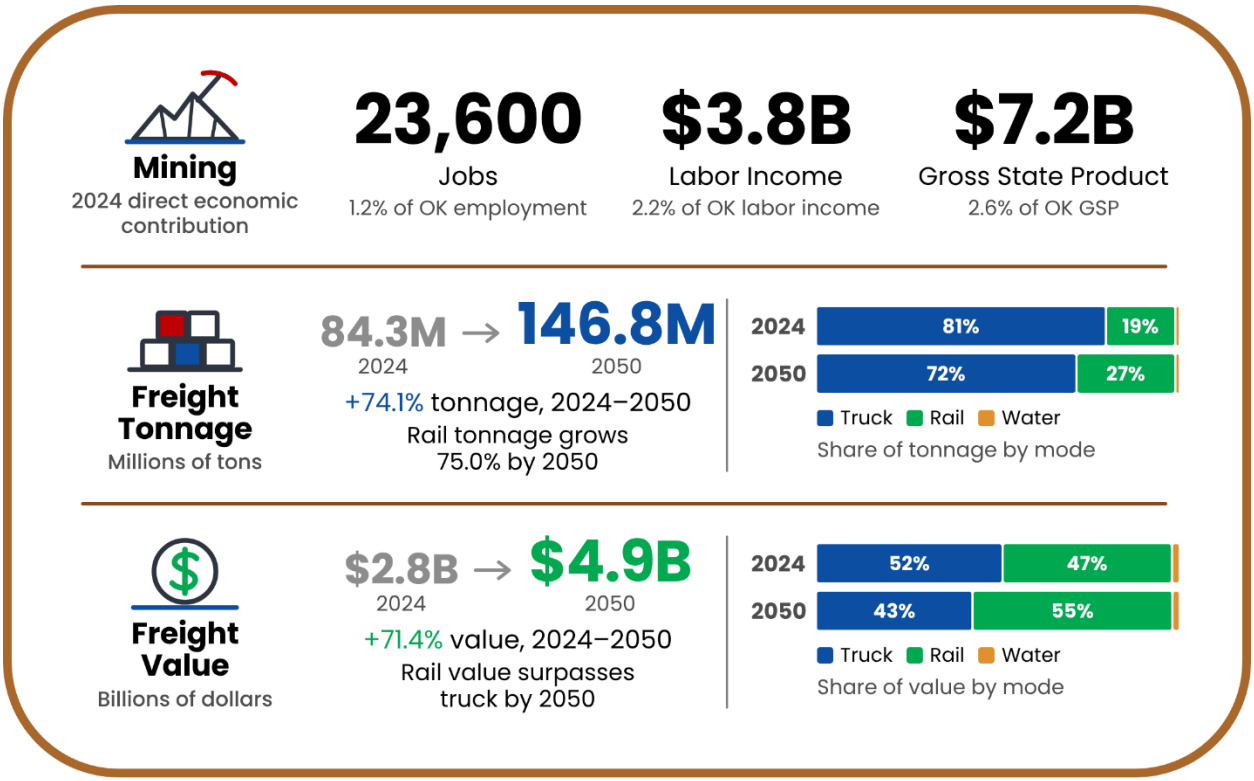
Source: Transearch, 2024

3.2.2 Mining

Mining generates large volumes of bulk freight associated with quarry materials, coal, metallic ores, and other raw materials used in construction, energy production, and manufacturing. Trucks currently carry most mining tonnage, but rail is projected to grow considerably faster through 2050, increasing its share of both tonnage and value. By 2050, rail is projected to carry more mining freight value than truck, reflecting its growing role in long-distance bulk movements, as shown in **Figure 38**. Because trucks carry most mining tonnage, quarry and bulk material hauling can place repeated heavy loads on a limited number of routes, particularly the rural highways and county roads serving extraction sites. Where this traffic is projected to substantially deteriorate roadway conditions, ODOT's pavement management approach described above helps prioritize rehabilitation and reconstruction using more

durable pavement designs, along with bridge strengthening or replacement where posted limits constrain haul routes. Directing heavy loads to designated overweight permit routes and shifting long-distance bulk movements to rail, which is projected to grow faster than truck through 2050, can also help limit pavement wear.

Figure 38: Mining at a Glance

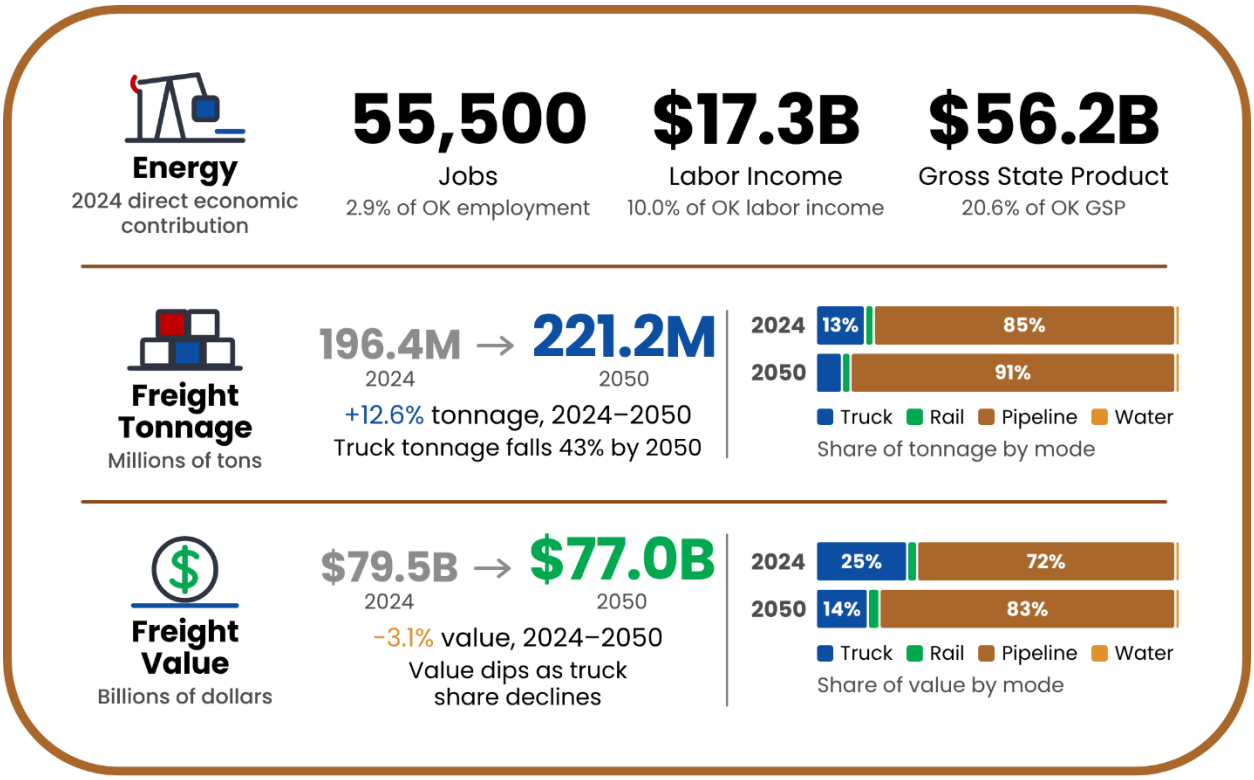


Source: Transearch, 2024

3.2.3 Energy

Energy is one of Oklahoma's most economically significant freight-producing industries, supported by extensive production, processing, storage, and distribution infrastructure, including the Cushing crude oil hub. Pipeline dominates energy freight movement and is projected to account for an even larger share of tonnage and value by 2050 as seen in **Figure 39**. Although total energy tonnage is projected to increase, freight value is expected to decline slightly as the modal distribution shifts further toward pipeline and away from truck.

Figure 39: Energy at a Glance

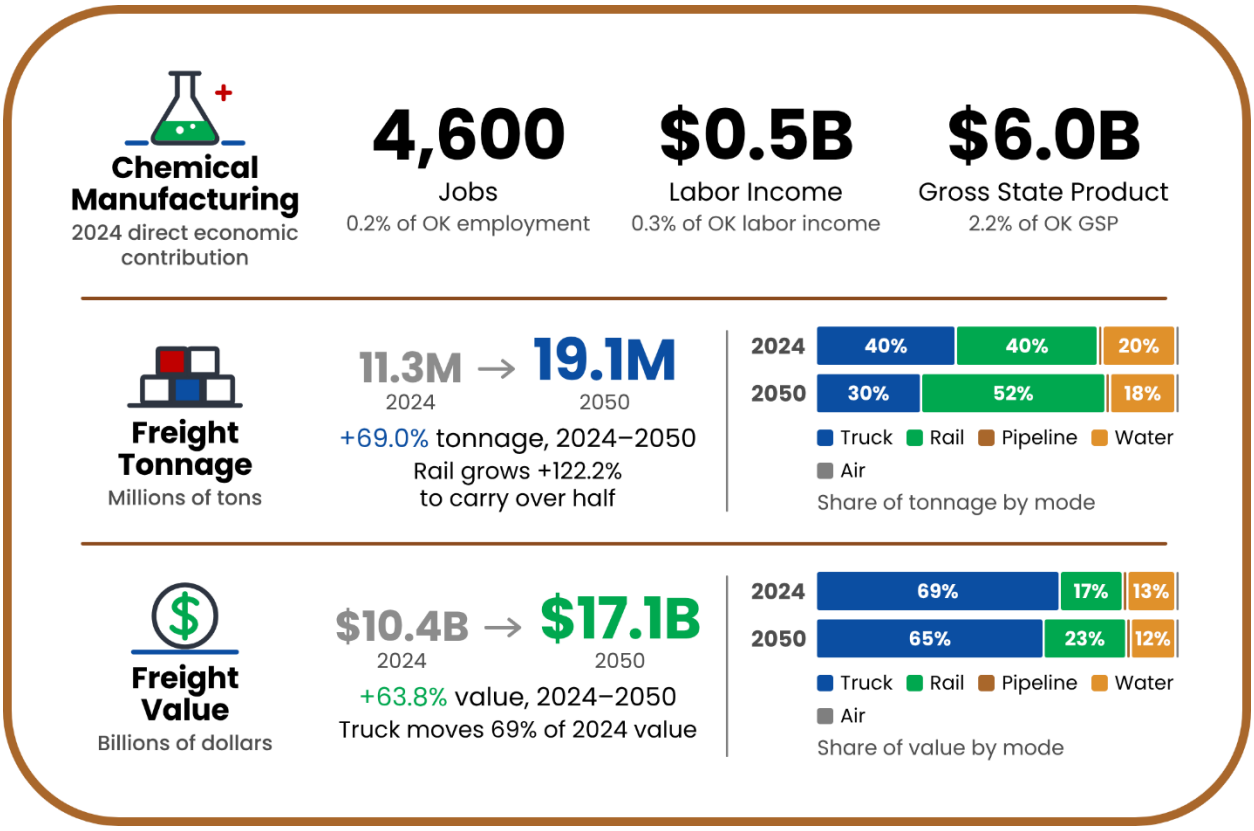


Source: Transearch, 2024

3.2.4 Chemical Manufacturing

Chemical manufacturing supports agricultural, industrial, energy, and consumer supply chains through products such as fertilizers, paints, pharmaceuticals, and other chemicals. As seen in **Figure 40**, it is among Oklahoma's most multimodal freight-producing industries, with truck, rail, and water all playing substantial roles. Rail is projected to experience the strongest growth through 2050 and become the dominant mode by tonnage, while truck continues to carry the majority of higher-value chemical freight.

Figure 40: Chemical Manufacturing at a Glance

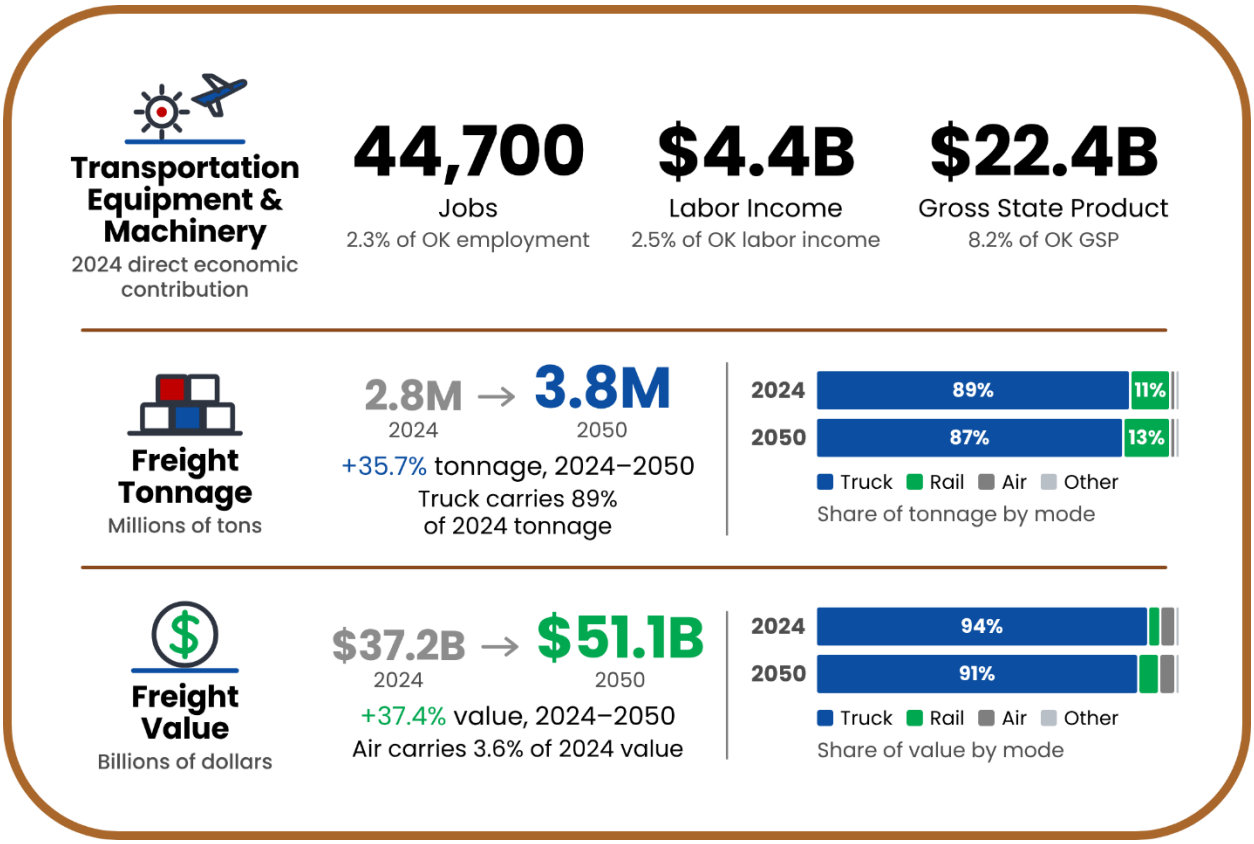


Source: Transearch, 2024

3.2.5 Transportation and Machinery Manufacturing

Transportation equipment and machinery manufacturing includes aerospace, defense, machinery, and transportation equipment production and represents one of Oklahoma's highest-value freight-producing supply chains as summarized in **Figure 41**. Compared with the state's bulk-oriented industries, the supply chain moves relatively little tonnage but generates substantial freight value. Truck carries most freight by both tonnage and value, while rail supports heavier manufactured goods and air cargo provides specialized service for high-value and time-sensitive parts and components.

Figure 41: Transportation and Machinery Manufacturing at a Glance



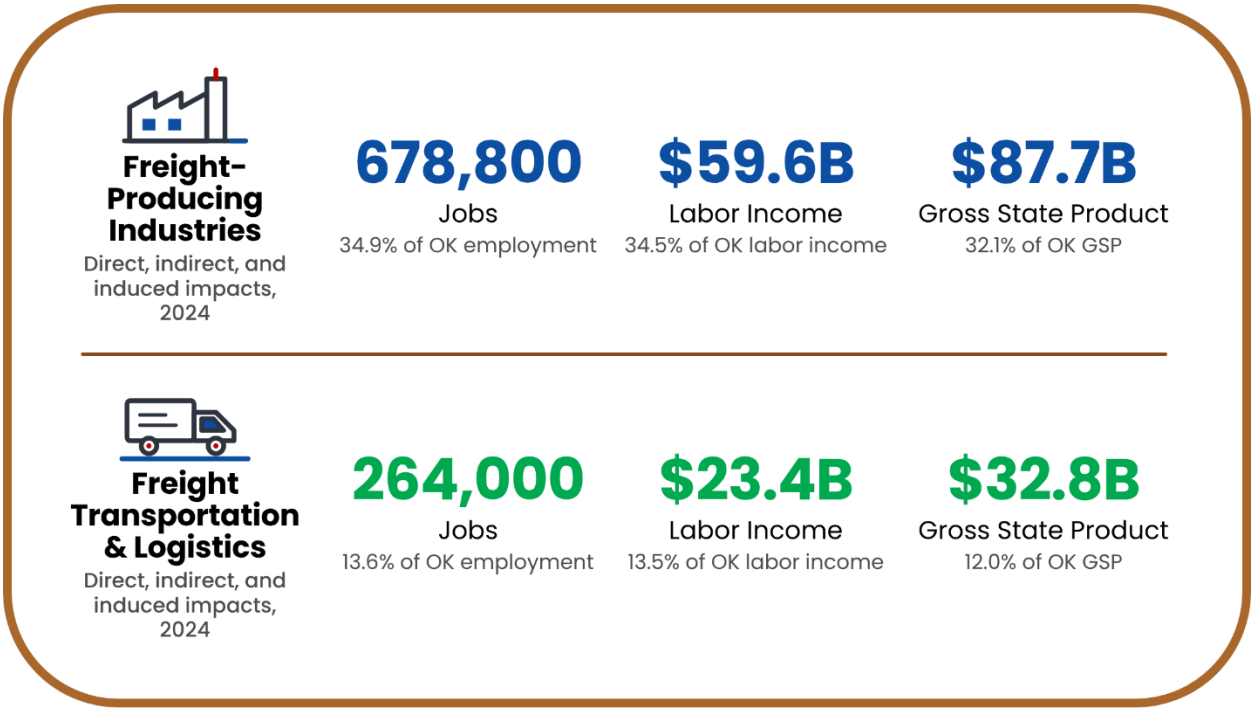
Source: Transearch, 2024

3.3 Economic Impacts

Freight-dependent industries generate substantial economic activity throughout Oklahoma. When direct, indirect, and induced effects are considered, the state's major freight-producing industries support approximately 678,800 jobs, $59.6 billion in labor income, and $87.7 billion in GSP.[42] Freight transportation and logistics also represent a major component of the economy, supporting approximately 264,000 jobs, $23.4 billion in labor income, and $32.8 billion in GSP. **Figure 42** summarizes these statewide economic impacts.

[42] REMI TranSight, 2024

Figure 42: Economic Impacts of Freight Producing and Transporting Industries

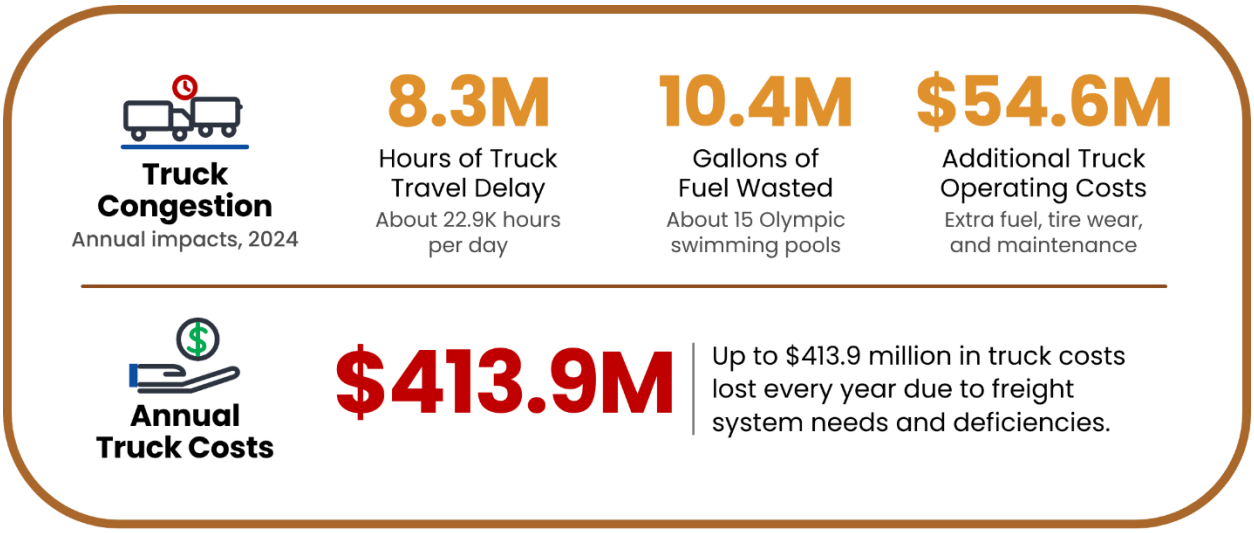


Source: REMI TranSight, 2024

The freight system also imposes economic costs when congestion, unreliable travel conditions, and infrastructure constraints disrupt goods movement. In 2024, truck congestion resulted in approximately 8.3 million hours of delay and 10.4 million gallons of wasted fuel, along with an estimated $54.6 million in additional vehicle operating costs. When the broader costs associated with freight system needs and deficiencies are considered, annual truck-related impacts are estimated at up to $413.9 million.[43] **Figure 43** summarizes these impacts.

[43] HNTB Analysis of NPMRDS data utilizing USDOT and ATRI rates for 2024

Figure 43: Cumulative Impacts of System Deficiencies in Oklahoma, 2024



Source: HNTB Analysis of National Performance Management Research Data Set (NPMRDS) data utilizing USDOT and American Transportation Research Institute (ATRI) rates for 2024

4 FREIGHT SYSTEM NEEDS

Oklahoma's freight transportation system supports the movement of goods across the state and connects Oklahoma industries to regional, national, and international markets. As freight demand grows and supply chains evolve, maintaining a safe, reliable, and efficient multimodal system will require addressing infrastructure preservation, operational, safety and security, mobility, accessibility, and connectivity needs. This chapter identifies key highway and modal freight needs based on the established 2026 OFTP Goals & Objectives, technical analysis, stakeholder engagement, freight forecasts, and supporting planning studies. These findings provide the basis for the strategies presented in **Section 5**.

4.1 Highway Needs

Oklahoma's highway network carried more than 301 million tons of freight to, from, within, and through the state in 2024, accounting for 38.9% of total freight tonnage.[44] Highways also provide critical first- and last-mile connections to rail yards, inland ports, airports, businesses, and communities, making the roadway system an essential component of Oklahoma's multimodal freight network. Continued freight growth will place additional pressure on key corridors and facilities. This section identifies highway needs related to bottlenecks and reliability, preservation and design, safety, and truck parking.

4.1.1 Bottlenecks

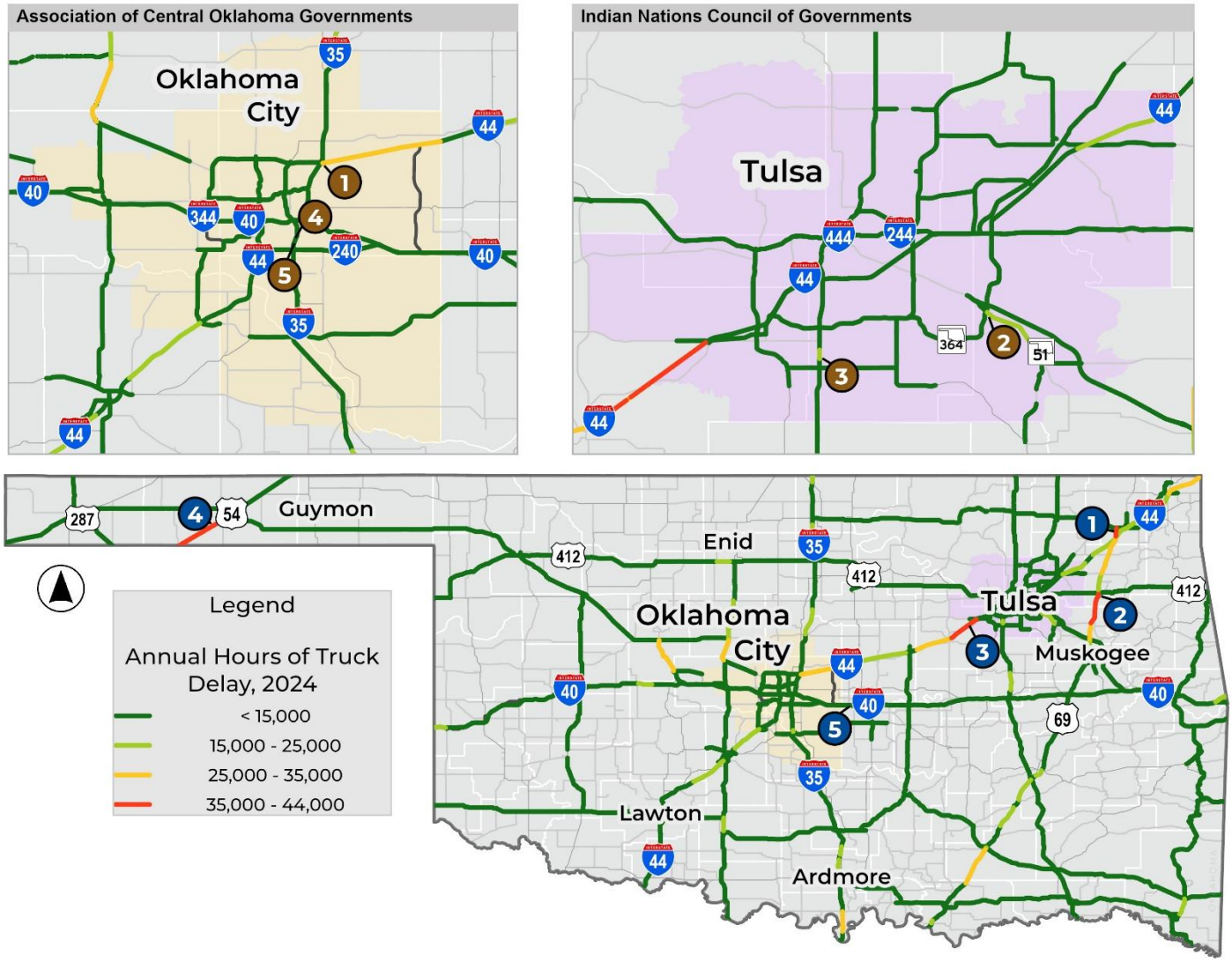
Freight bottlenecks affect highway system performance by increasing travel times, reducing reliability, and increasing transportation costs for carriers and shippers. Bottlenecks were evaluated using annual truck hours of delay and truck travel time reliability (TTTR), providing complementary measures of recurring congestion and travel-time variability.

Annual truck hours of delay identify locations where congestion results in substantial cumulative delay to freight movement. **Figure 44** shows the distribution of truck delay across Oklahoma's statewide and urban highway networks. The two highest-delay locations statewide are along US-69 at I-44 in Vinita and US-69 at US-412 in Chouteau, although both were affected by active construction during the analysis year. Other notable delay locations occur

[44] Transearch, 2024

along I-44 between Oklahoma City and Tulsa and at key metropolitan interchanges in the Oklahoma City and Tulsa urban areas.

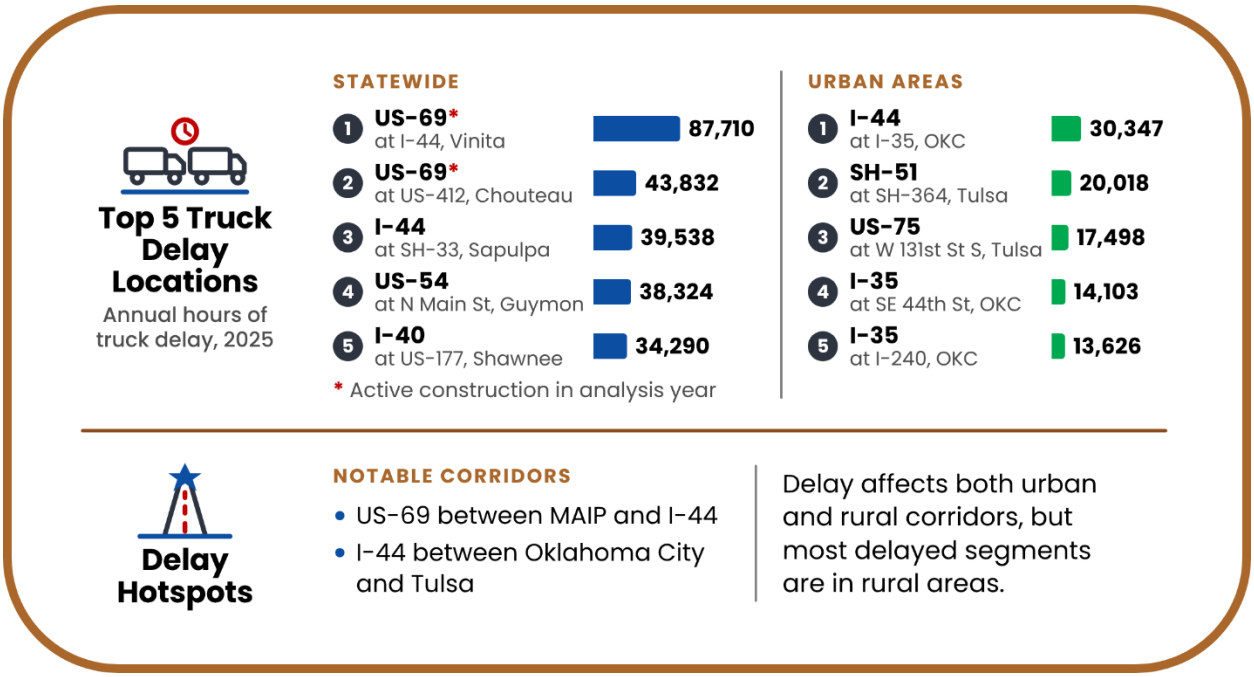
Figure 44: Annual Hours of Truck Delay Statewide, 2025



Source: HNTB Analysis of NPMRDS data, 2025

Figure 45 summarizes the highest-delay locations statewide and within urban areas.

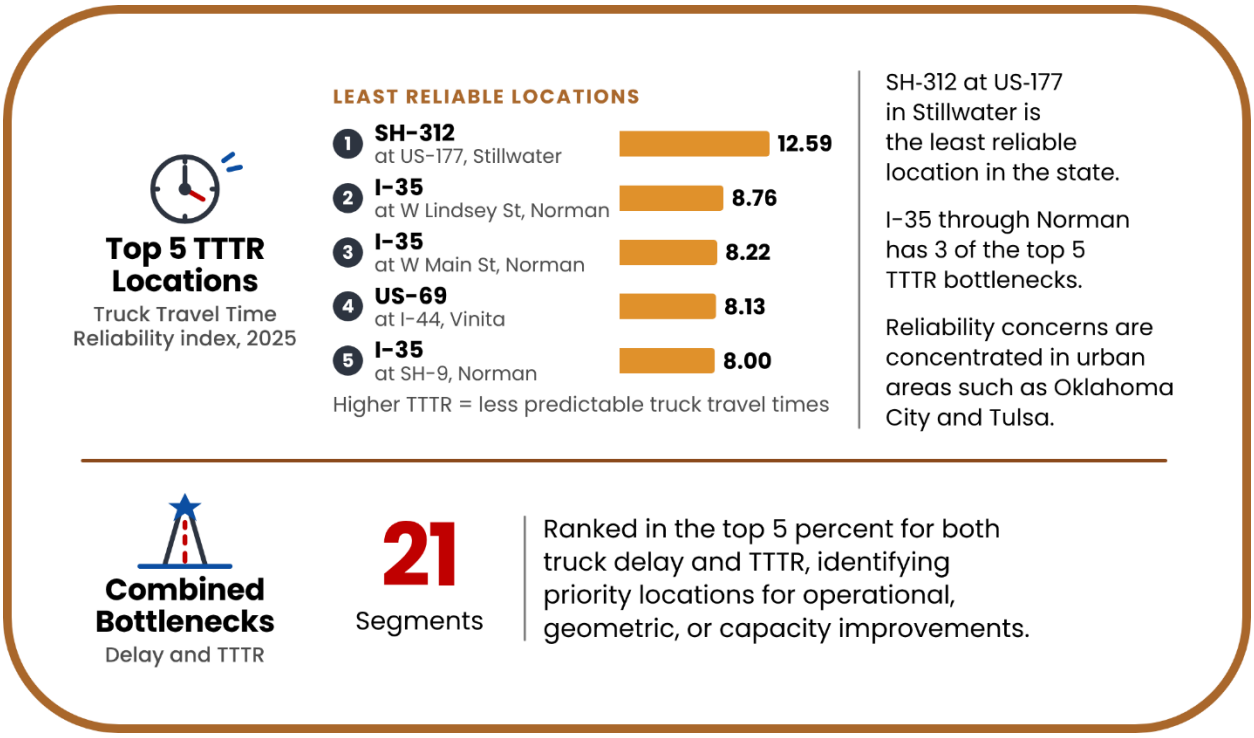
Figure 45: Key Takeaways from Statewide Truck Delay Analysis, 2025



Source: HNTB analysis of NPMRDS data, 2025

TTTR identifies locations where truck travel times are less predictable. **Figure 46** summarizes the five least reliable locations and the combined bottleneck screening, while **Figure 47** maps TTTR across the statewide network.

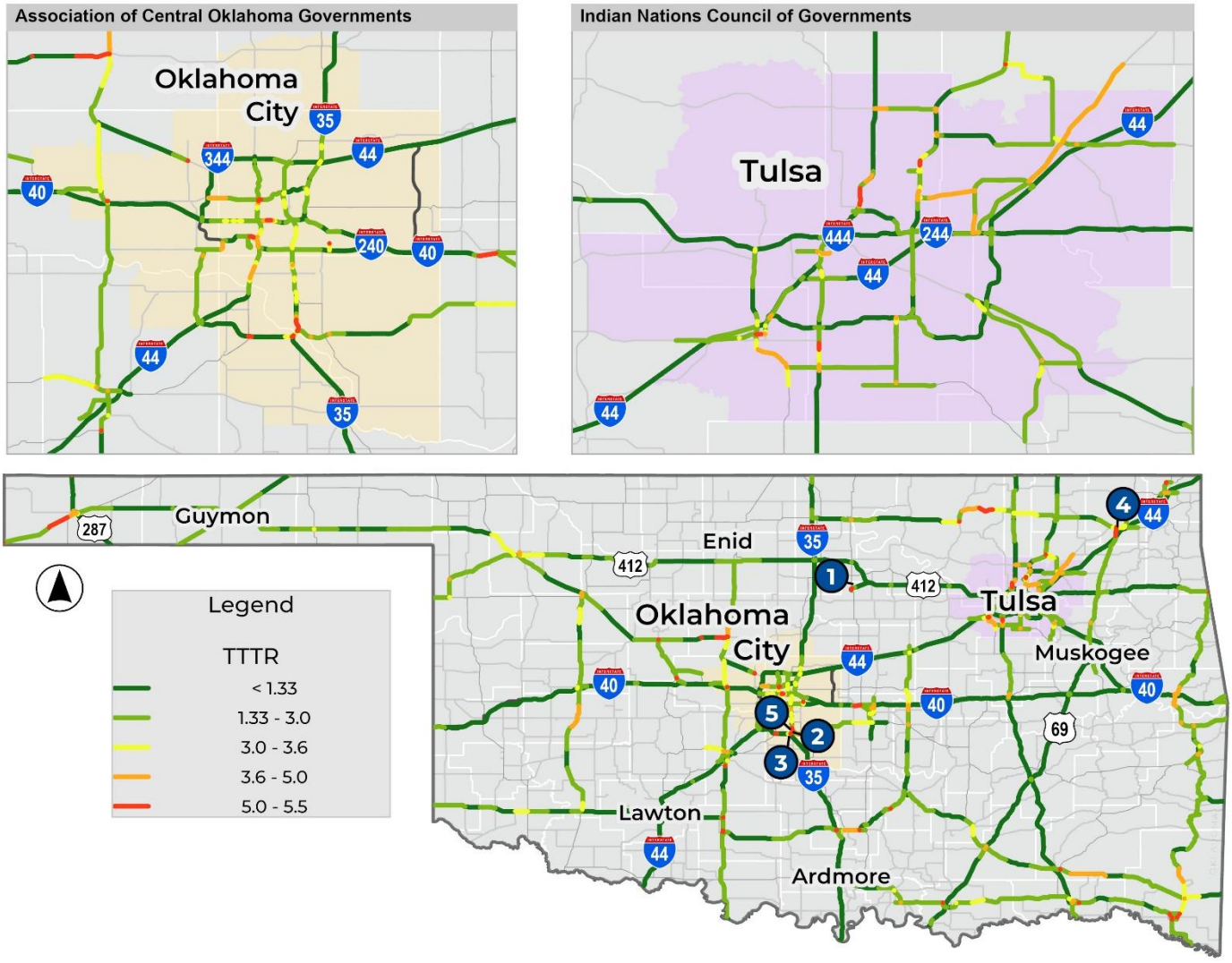
Figure 46: Key Takeaways from Statewide TTTR Analysis, 2025



Source: HNTB analysis of NPMRDS data, 2025

The highest TTTR occurs at SH-312 and US-177 in Stillwater, while three of the five highest-ranked locations are along I-35 through Norman. Reliability concerns are also evident across the Oklahoma City and Tulsa metropolitan areas, where variable travel conditions can complicate freight scheduling and increase the need for schedule buffer time.

Figure 47: Truck Travel Time Reliability Statewide

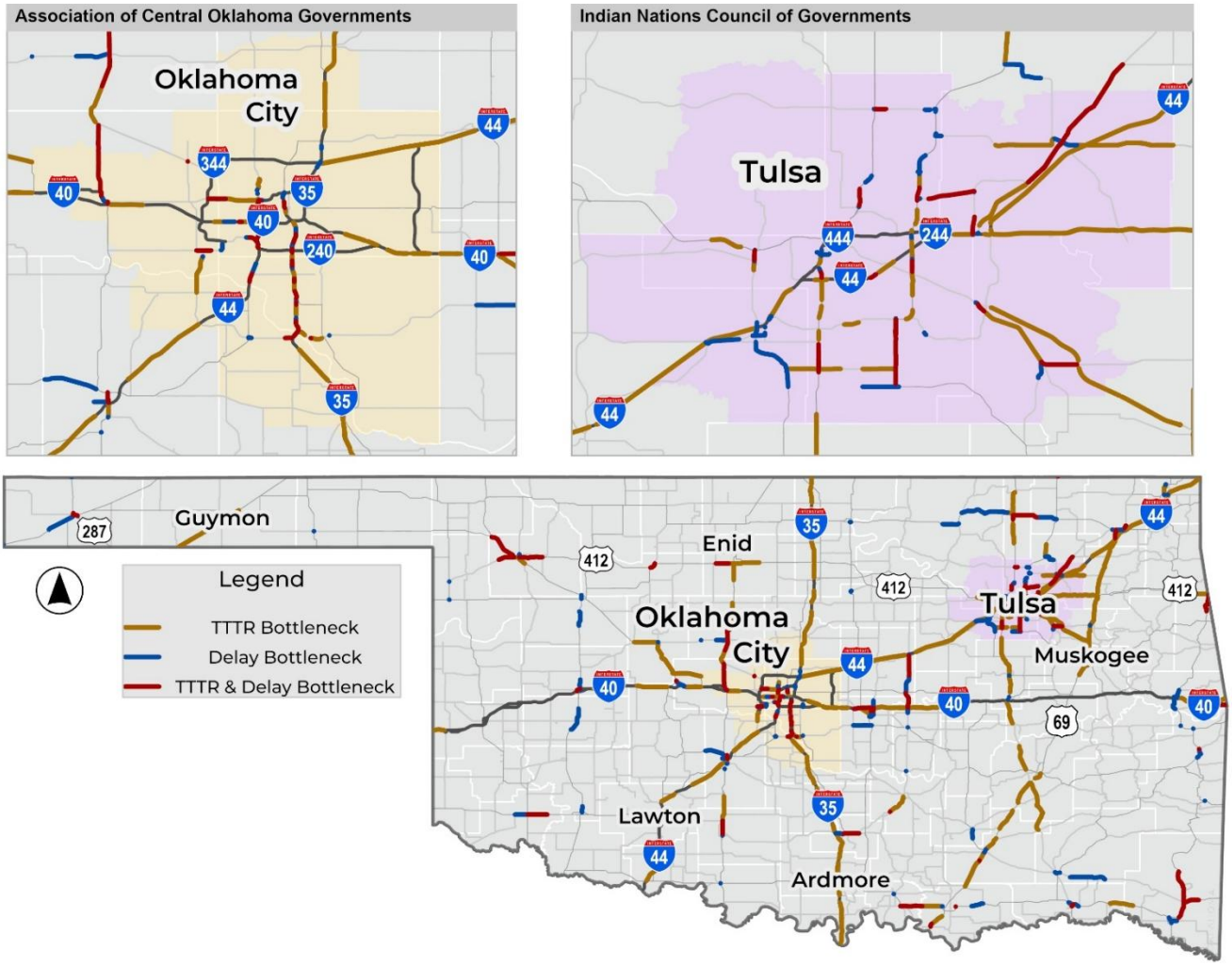


Source: HNTB Analysis of NPMRDS data, 2025

Considering delay and reliability together provides a broader picture of freight mobility needs. **Figure 48** identifies highway segments ranking within the top 25% for either annual truck delay or TTTR. A more focused screening identified 21 segments ranking within the top 5% for both measures, representing locations where freight movement experiences both substantial delay and unreliable travel conditions. These locations provide a basis for further consideration of operational, geometric, capacity, or other performance improvements. Reducing freight bottlenecks also supports Oklahoma's goal of limiting the local air quality impacts of freight movement. Trucks that are delayed, idling, or operating

in stop-and-go conditions burn more fuel per mile and emit more air pollutants, including nitrogen oxides, particulate matter, and greenhouse gases, than trucks moving at steady speeds. These effects are most noticeable in the Oklahoma City and Tulsa urban areas, where high truck delay and unreliable travel times coincide with larger nearby populations. Strategies that improve truck flow at the locations identified above, such as signal timing and other operational improvements, interchange and geometric upgrades, and targeted capacity improvements, can reduce delay and idling while improving travel time reliability. Reducing the number of high-delay, low-reliability segments is therefore a practical way to improve freight mobility and reduce emissions at the same time.

Figure 48: Annual Hours of Truck Delay & TTTR Bottlenecks Statewide



Source: HNTB Analysis of NPMRDS data, 2025

4.1.2 Preservation and Design

The condition and design of highway infrastructure can affect freight safety, mobility, operating costs, and route availability. Preservation and design needs were evaluated using pavement condition, bridge condition and vertical clearance, shoulder width, and at-grade highway-rail crossings.

Poor pavement can increase vehicle operating costs and affect freight safety and ride quality, particularly on corridors carrying significant truck volumes. Pavement condition was evaluated using four pavement condition metrics: IRI, rutting, faulting, and cracking. Notable degraded freight corridors include SH-3 through Enid, I-44 between the Texas state line and Lawton, and US-69 between Muskogee and I-44. **Figure 49** shows roadway segments classified as poor in either IRI, rutting, faulting, or cracking ratings.

Figure 49: Roadways Classed as 'Poor' According to IRI Values



Source: ODOT, 2024

At-grade highway-rail crossings represent another potential freight constraint where roadway and rail operations intersect. Sixty-one at-grade crossings were identified on the NHS, with concentrations near the MKARNS corridor and

MidAmerica Industrial Park and additional locations along rural freight routes. With rail and truck tonnage projected to grow through 2050, exposure at heavily used crossings may also increase. **Figure 50** shows the identified at-grade highway-rail crossings.

Figure 50: At-Grade Rail Crossings in Oklahoma



Source: National Transportation Atlas Database, 2025 for railroad crossings; ODOT, 2024 for railroads.

Bridge condition and vertical clearance can constrain freight movement where structural deficiencies or low clearances limit available routes. Nine NHS bridges were identified in poor condition, while 25 NHS bridges have vertical clearances below the 15-foot screening threshold used for this needs assessment.[45] Poor-condition bridges occur along several major freight corridors, including portions of I-40 and I-44, while the highest-volume low-clearance structures are concentrated along I-44. **Figure 51** shows bridge condition and vertical clearance needs across the network.

[45] National Bridge Inventory, 2025

Figure 51: Locations of Bridges with Low Clearance or in Poor Condition



Source: NBI, 2025

Narrow shoulders and limited recovery areas were also identified through stakeholder outreach as concerns on rural freight routes. Approximately 563 miles of non-Interstate roadway have shoulders less than four feet wide, including notable segments along US-259/US-59, US-60, and US-62. These conditions can affect truck safety, incident response, and the ability to accommodate disabled vehicles without disrupting traffic. **Figure 52** shows locations with inadequate shoulder width.

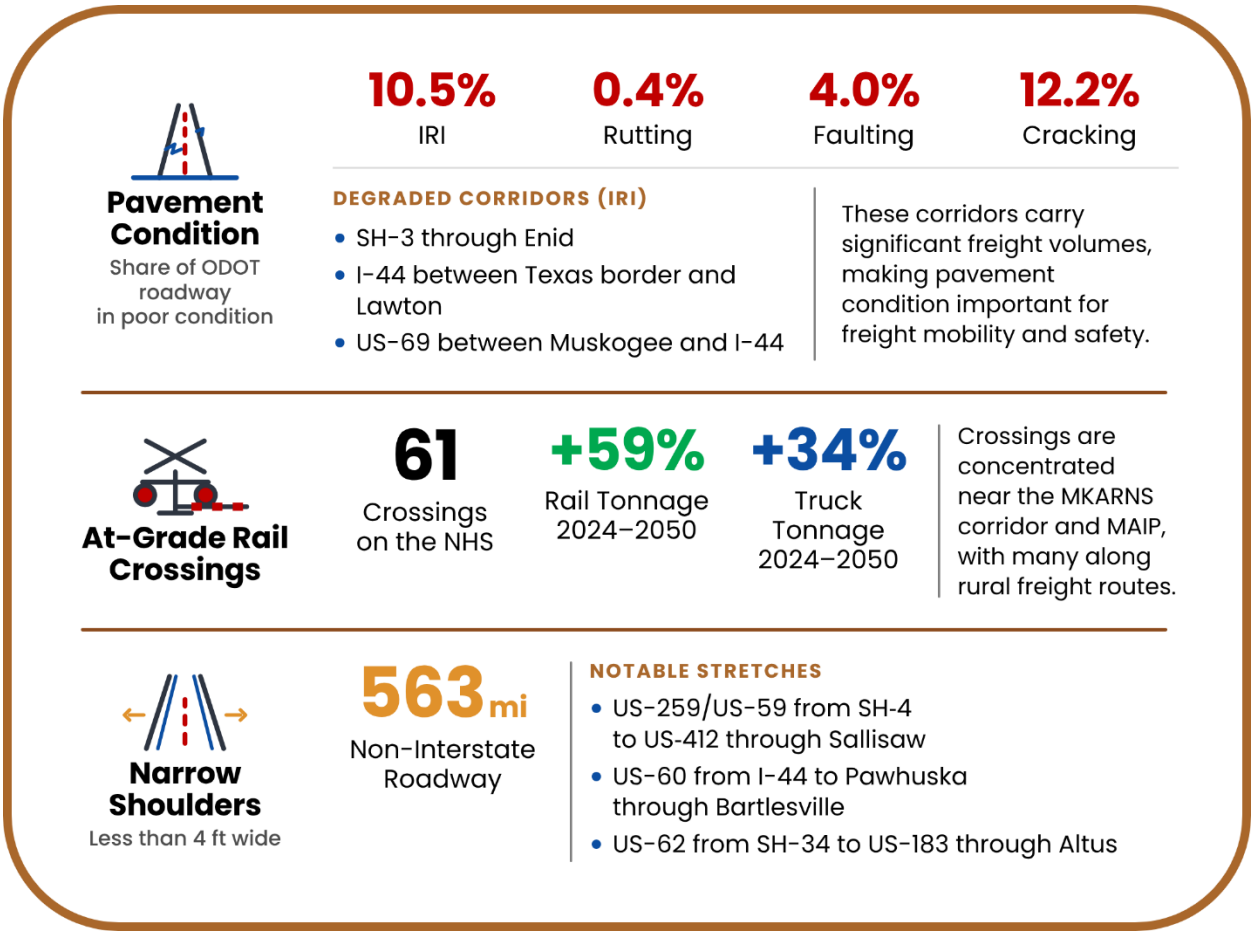
Figure 52: Roadway with Inside and Outside Shoulders less than 4 Feet Wide



Source: ODOT, 2024

Collectively, these findings identify preservation and design needs on both major statewide freight corridors and rural routes, with recurring issues along corridors such as I-44 and US-69. **Figure 53** summarizes several of the key preservation and design findings.

Figure 53: Key Takeaways from Preservation and Design Analysis



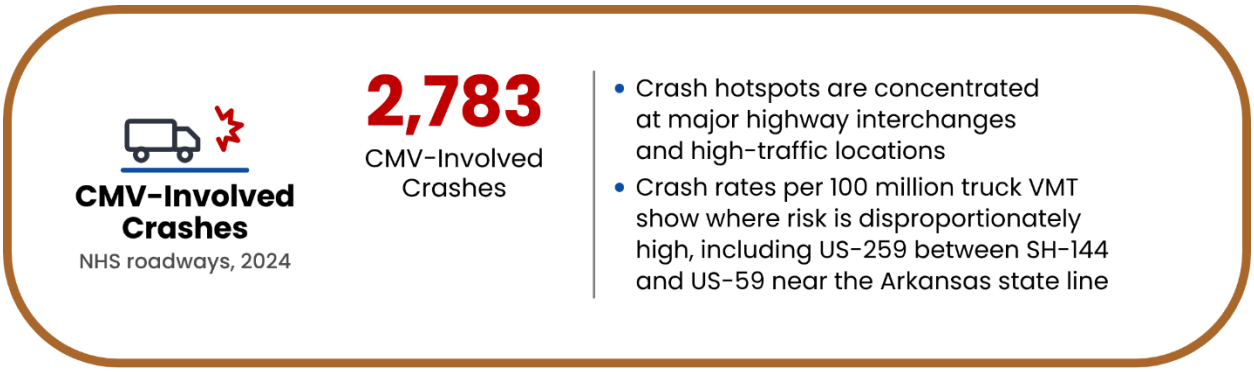
Source: ODOT, 2024; National Transportation Atlas Database, 2025; NBI, 2025

4.1.3 Safety

Commercial motor vehicle (CMV)-involved crashes affect public safety and can disrupt freight operations through incidents, roadway closures, and secondary delay. In 2024, 2,783 CMV-involved crashes occurred on NHS roadways in Oklahoma.[46] **Figure 54** summarizes key freight safety findings, including CMV-involved crashes and locations with elevated crash rates relative to truck exposure. Crash counts are concentrated primarily at major highway interchanges and other high-traffic locations where substantial truck and passenger traffic converge.

[46] Oklahoma Department of Transportation, 2024

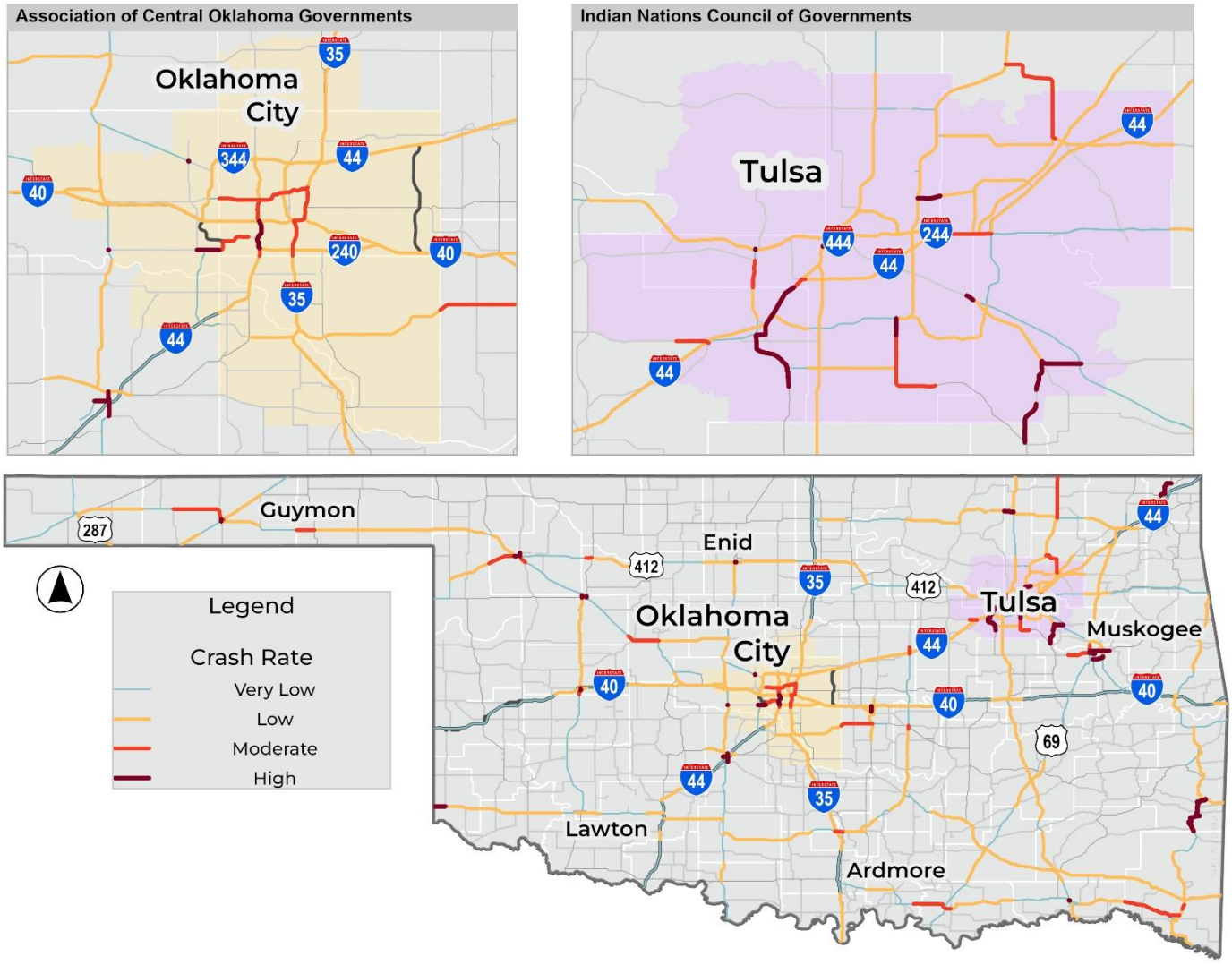
Figure 54: Key Takeaways from Statewide Safety Analysis, 2024



Source: ODOT, 2024

Crash rates provide a complementary measure by accounting for differences in truck exposure. **Figure 55** shows CMV-involved crashes per 100 million truck vehicle-miles traveled, identifying locations where crash occurrence is disproportionately high relative to truck volumes. Elevated rates occur on both metropolitan and regional freight corridors, including portions of I-44 in the Oklahoma City and Tulsa metropolitan areas and US-259 near the Arkansas state line. Together, the crash count and rate analyses show that freight safety needs extend beyond the state's highest-volume truck corridors.

Figure 55: Crash Rates on National Highway System Roadways



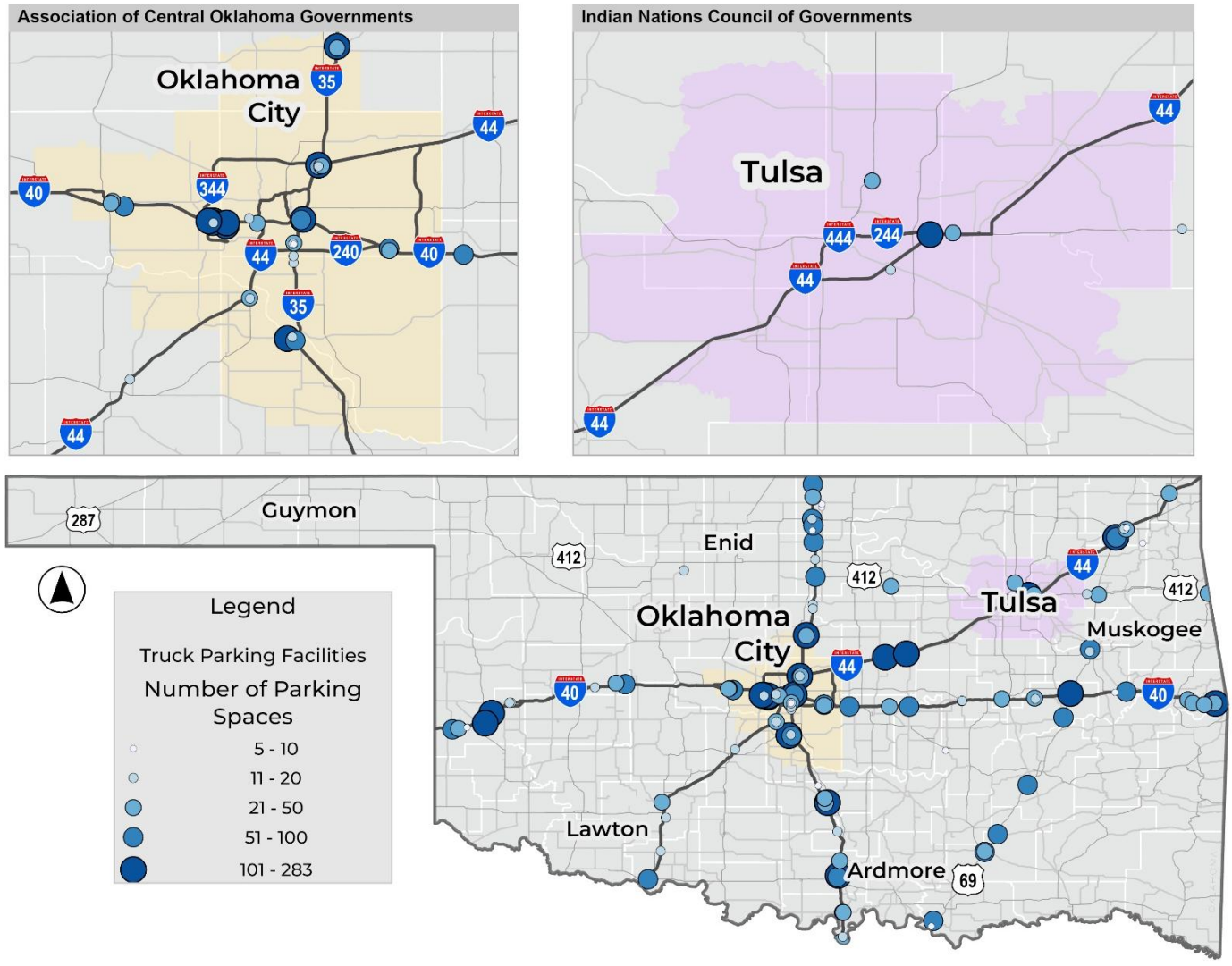
Source: ODOT, 2024 for crash counts, NPMRDS for truck volumes, HNTB Analysis for crash rates.

4.1.4 Truck Parking

Truck parking availability remains one of the most significant freight needs identified through stakeholder outreach and the statewide truck parking assessment. Commercial drivers rely on safe and available parking to comply with federal hours-of-service (HOS) requirements, rest between trips, and stage for freight activity. Where parking is unavailable, drivers may stop earlier than planned, spend additional time searching for spaces, or park in unauthorized locations, creating operational and safety concerns.

The 2026 statewide assessment identified 174 truck parking facilities and 8,343 spaces, with approximately 96% of the inventory privately owned. About 68% of statewide spaces are located along I-35, I-40, and I-44. **Figure 56** shows the distribution and capacity of truck parking facilities along major freight corridors.

Figure 56: Truck Parking Along Major Corridors

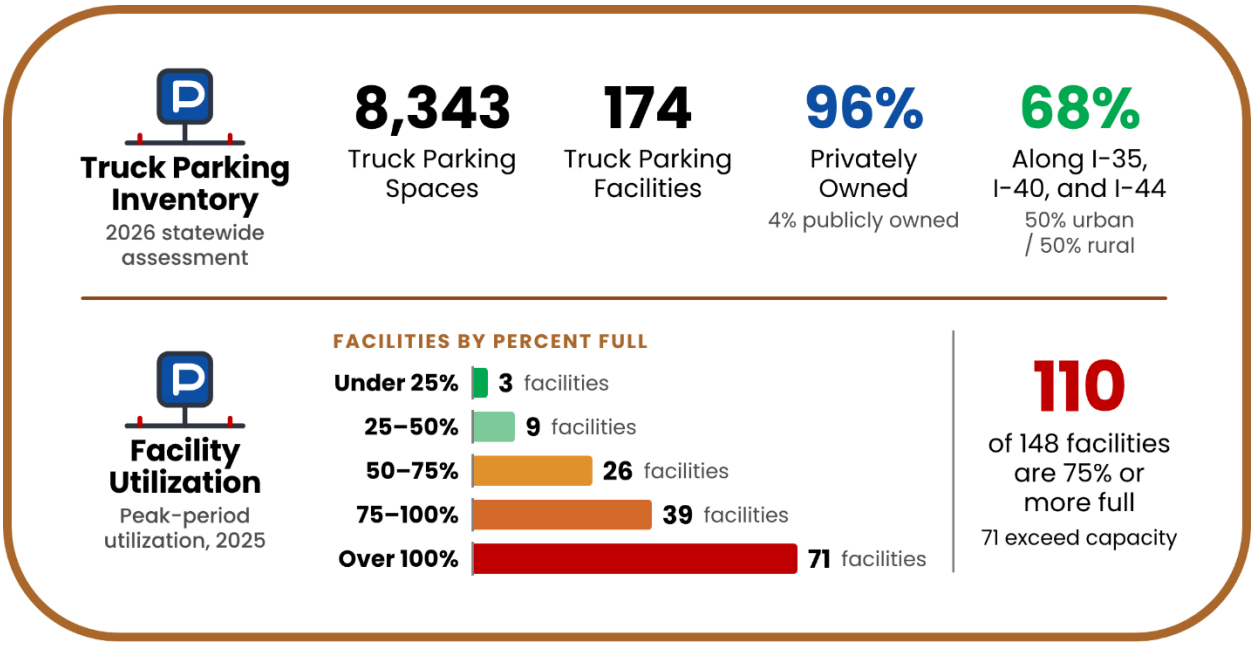


Source: HNTB analysis of Geotab data, 2025

Utilization analysis was available for 148 facilities and indicates substantial capacity pressure. 110 facilities were at least 75% full during the analyzed peak period, including 71 operating above identified capacity. These conditions are particularly evident along major freight corridors and in the Oklahoma City

metropolitan area. **Figure 57** summarizes statewide truck parking supply and utilization.

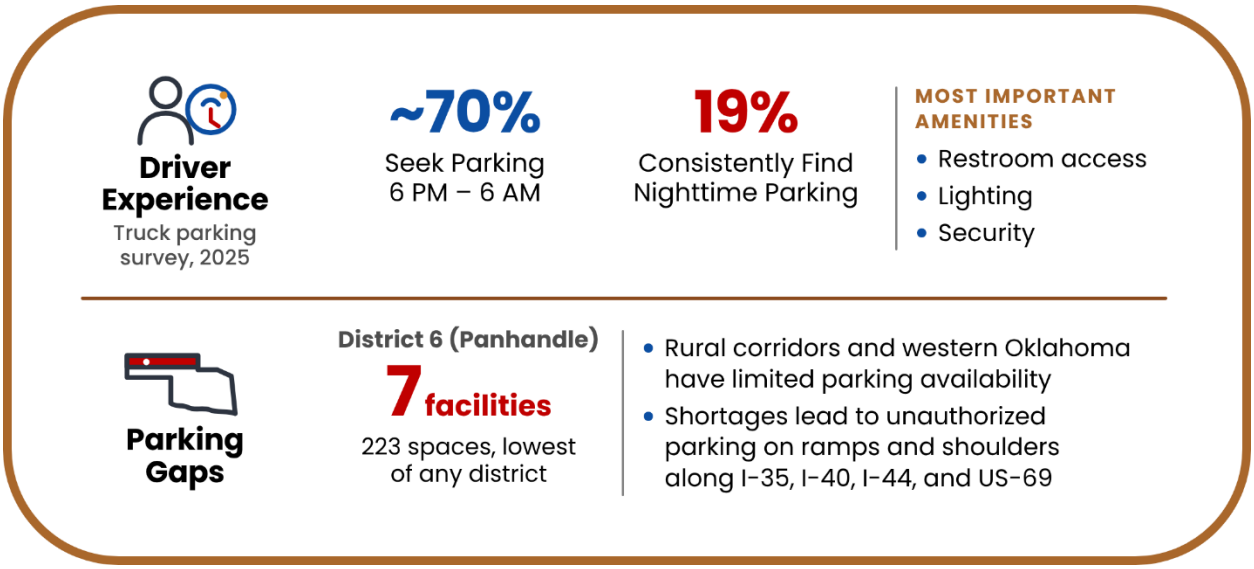
Figure 57: Key Takeaways from Statewide Truck Parking Analysis, 2025



Source: HNTB analysis of Geotab data, 2025

Driver survey findings reinforce the utilization analysis. Approximately 70% of respondents reported seeking parking between 6:00 PM and 6:00 AM, while only 19% consistently found available nighttime parking. Restroom access, lighting, and security were identified among the most important amenities. **Figure 58** summarizes driver experience and geographic parking gaps.

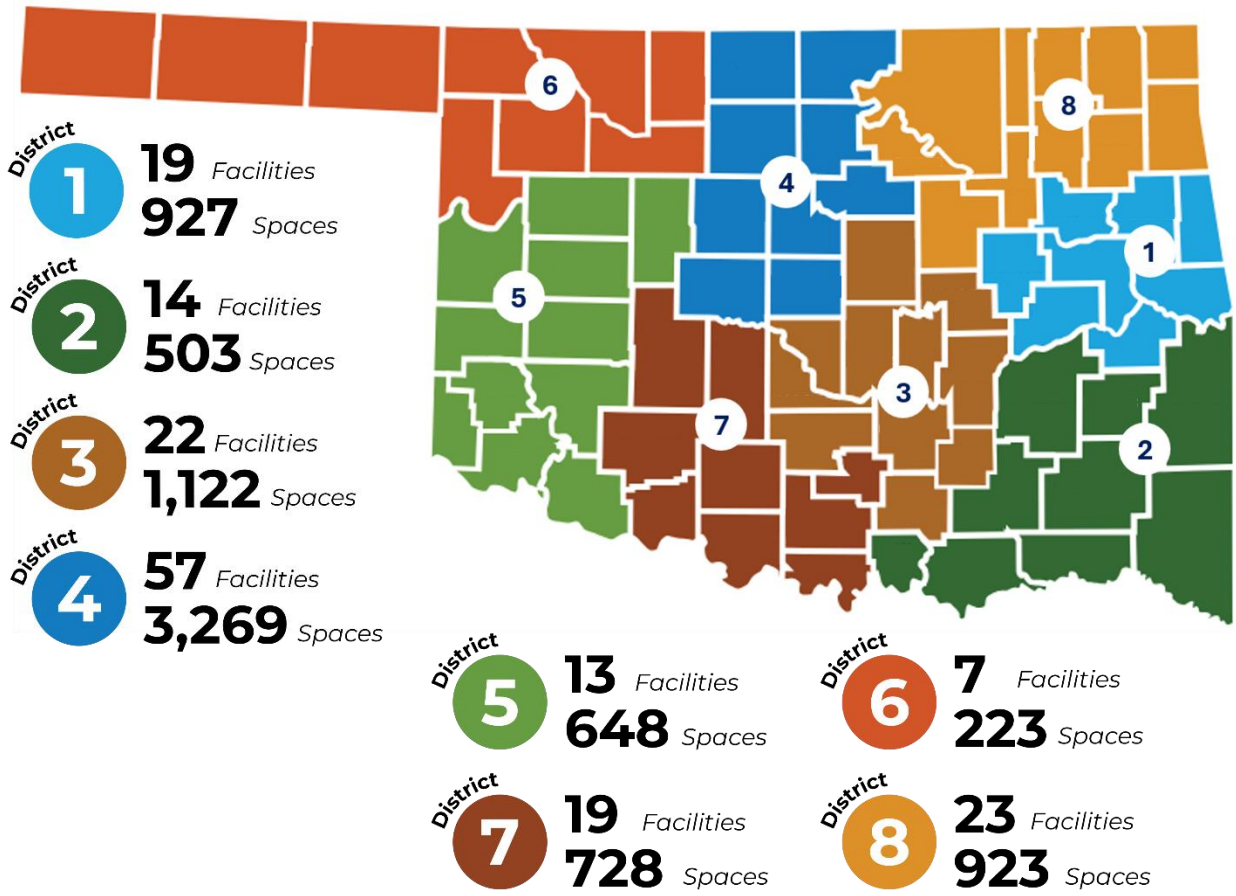
Figure 58: Key Takeaways from 2025 Truck Parking Survey



Source: ODOT Truck Parking Survey, 2025

Parking availability also varies considerably across the state. Rural corridors and portions of western Oklahoma have fewer facilities and spaces, with ODOT District 6 in the Panhandle containing only seven facilities and 223 spaces, the lowest inventory of any district. **Figure 59** shows truck parking distribution by ODOT district. Capacity shortages also contribute to unauthorized parking along ramps, shoulders, and other undesignated locations, particularly along I-35, I-40, I-44, and US-69.

Figure 59: Truck Parking by ODOT District



Source: HNTB Analysis

4.1.5 Military Considerations

The STRAHNET and its connections to military installations support critical national defense missions in Oklahoma and across the country, making their condition and operational reliability important to national security. OS/OW loads and pavement conditions are particular concerns because military freight may involve specialized vehicles, heavy equipment, and nonconventional loads that place additional demands on highway infrastructure. Similar considerations apply to the Strategic Rail Corridor Network (STRACNET) infrastructure serving military installations and supporting the movement of defense-related freight.

Special attention should be given to STRAHNET routes and their connectors to military installations when evaluating pavement conditions, OS/OW

permitting requirements, bridge weight limits, and vertical clearances. Identifying and addressing these constraints can help ensure that critical military shipments can move safely and efficiently without encountering infrastructure limitations. Coordination among ODOT, military installations, and other transportation stakeholders can help identify priority improvements and maintain the readiness of these corridors.

Resiliency should also be a key consideration, particularly during emergencies when military installations may support disaster response and recovery efforts. Transportation infrastructure should be designed to withstand disruptions where practicable, and alternative routes and redundant connections should be identified to maintain access to military facilities. These measures can strengthen Oklahoma's freight network while supporting national defense, emergency response, and long-term transportation reliability.

4.2Modal Needs

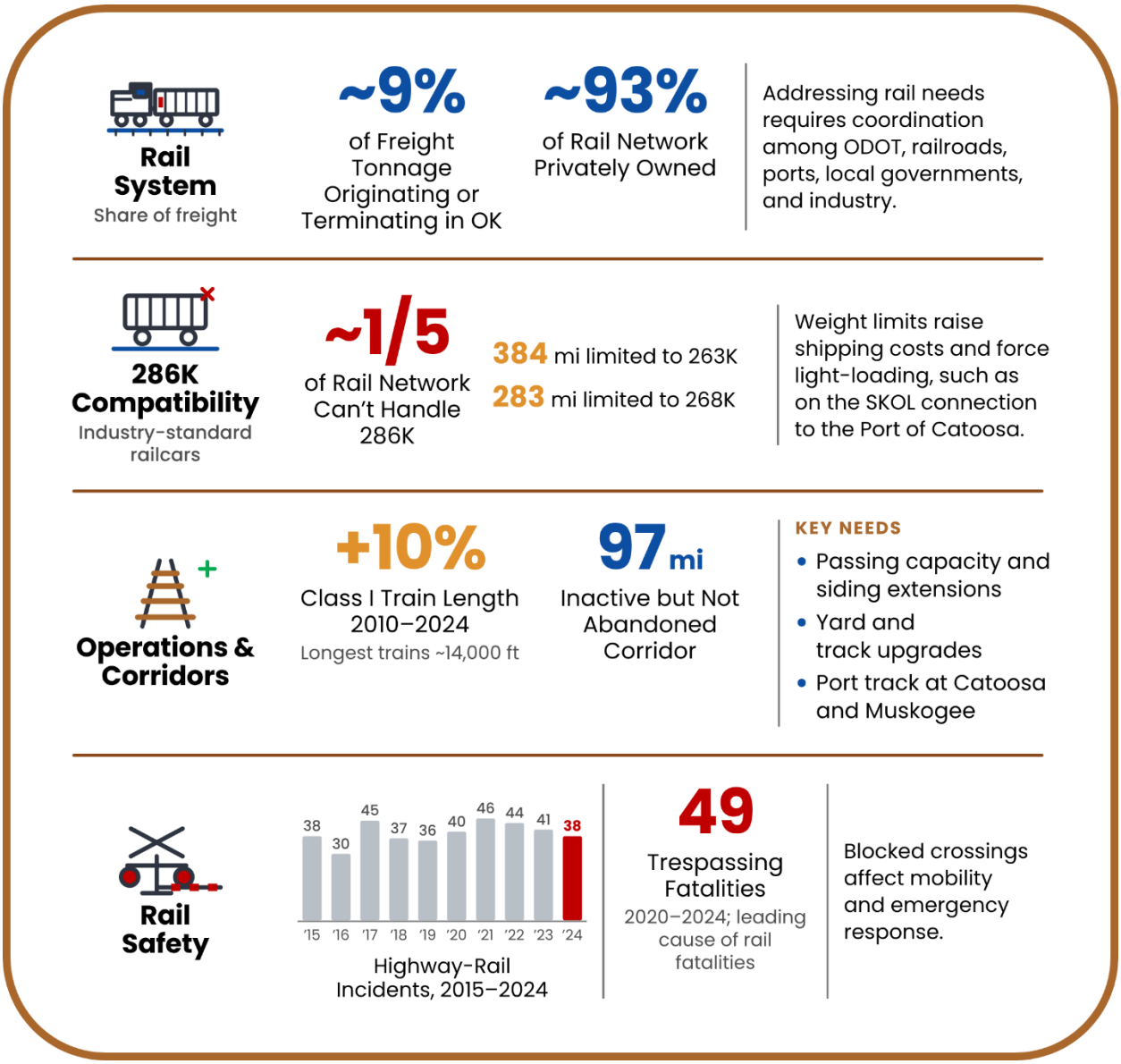
Oklahoma's freight system extends beyond the highway network and depends on reliable rail, inland waterway, port, and aviation connections. These modes support major industries, provide access to regional and national markets, and strengthen the resiliency of the state's multimodal freight system. This section summarizes key modal needs identified through technical analysis, stakeholder input, and coordination with modal partners.

4.2.1 Rail

Oklahoma's freight rail network supports major industries, ports, industrial sites, military facilities, and national through movements. Because approximately 93% of the network is privately owned, addressing rail needs requires coordination among ODOT, railroads, ports, local governments, and freight-generating industries. **Figure 60** summarizes the primary rail freight needs.[47]

[47] *Oklahoma State Rail Plan.* 2026. Oklahoma Department of Transportation.

Figure 60: Key Takeaways from Rail Modal Needs



Source: ODOT, 2024; National Transportation Atlas Database, 2025; NBI, 2025; Transearch, 2024

Infrastructure and operating constraints include railcar weight limits, track and bridge condition, passing capacity, siding length, yard capacity, and longer trains. Approximately one-fifth of the statewide network cannot accommodate industry-standard 286,000-pound railcars, increasing costs for affected shippers. Longer trains also increase demands on passing infrastructure and can contribute to blocked crossings and operational delays. Approximately 97

miles of inactive but not abandoned rail corridor also present opportunities for future service, redundancy, and industrial access.[48]

Additional needs include improved rail access at ports and industrial sites, expanded transload capacity, and highway-rail crossing improvements. Identified port-related needs include unit-train and track improvements at the Tulsa Port of Catoosa and Port Muskogee. Rail safety needs include blocked-crossing mitigation, warning-system upgrades, crossing consolidation or separation, and trespass prevention. Addressing these needs will require continued coordination among public and private partners.

4.2.2 Waterways

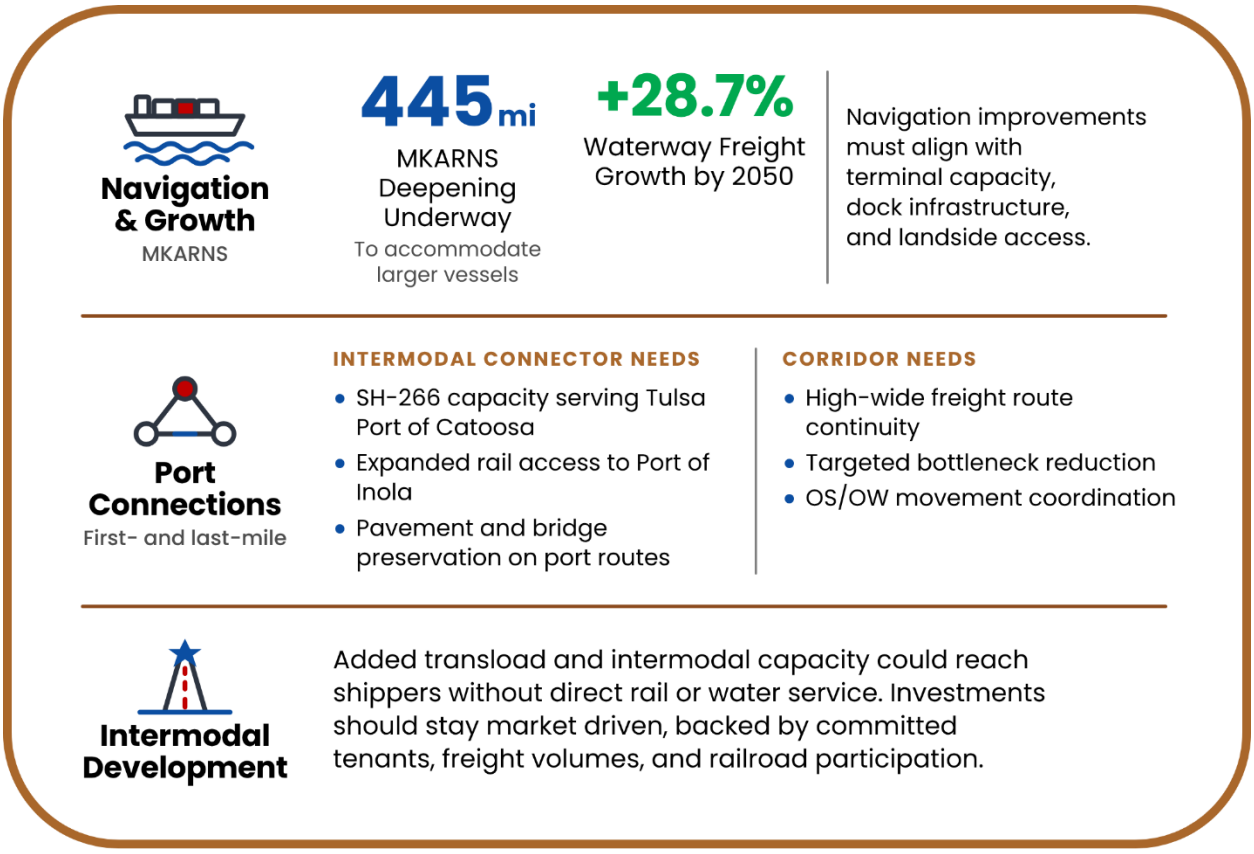
Oklahoma's inland ports and the MKARNS support agricultural, energy, chemical, construction, manufacturing, and cargo projects. Continued industrial development and projected freight growth will increase demands on navigation infrastructure, terminals, and connecting freight corridors.

Navigation needs include continued MKARNS channel improvements, mooring and infrastructure rehabilitation, and long-term system resiliency. With waterway freight projected to grow through 2050, navigation investments will need to be coordinated with terminal capacity, docks, cargo-handling infrastructure, and landside access.

First- and last-mile needs include improvements to SH-266 serving the Tulsa Port of Catoosa,[49] expanded rail access at the Port of Inola,[50] pavement and bridge preservation, high-wide route continuity, bottleneck reduction, and coordination of OS/OW movements. Additional transload and intermodal capacity could expand port access for shippers without direct rail or water service, with future investments guided by demonstrated freight demand and market conditions. **Figure 61** summarizes key inland waterway and port needs.

[48] *Oklahoma State Rail Plan*. 2026. Oklahoma Department of Transportation.
[49] *SH 266 Widening over Bird Creek*. Garver USA. Retrieved from https://garverusa.com/markets/transportation/projects/sh-266-widening-over-bird-creek
[50] *Oklahoma State Rail Plan*. 2026. Oklahoma Department of Transportation.

Figure 61: Key Takeaways from Waterway Modal Needs

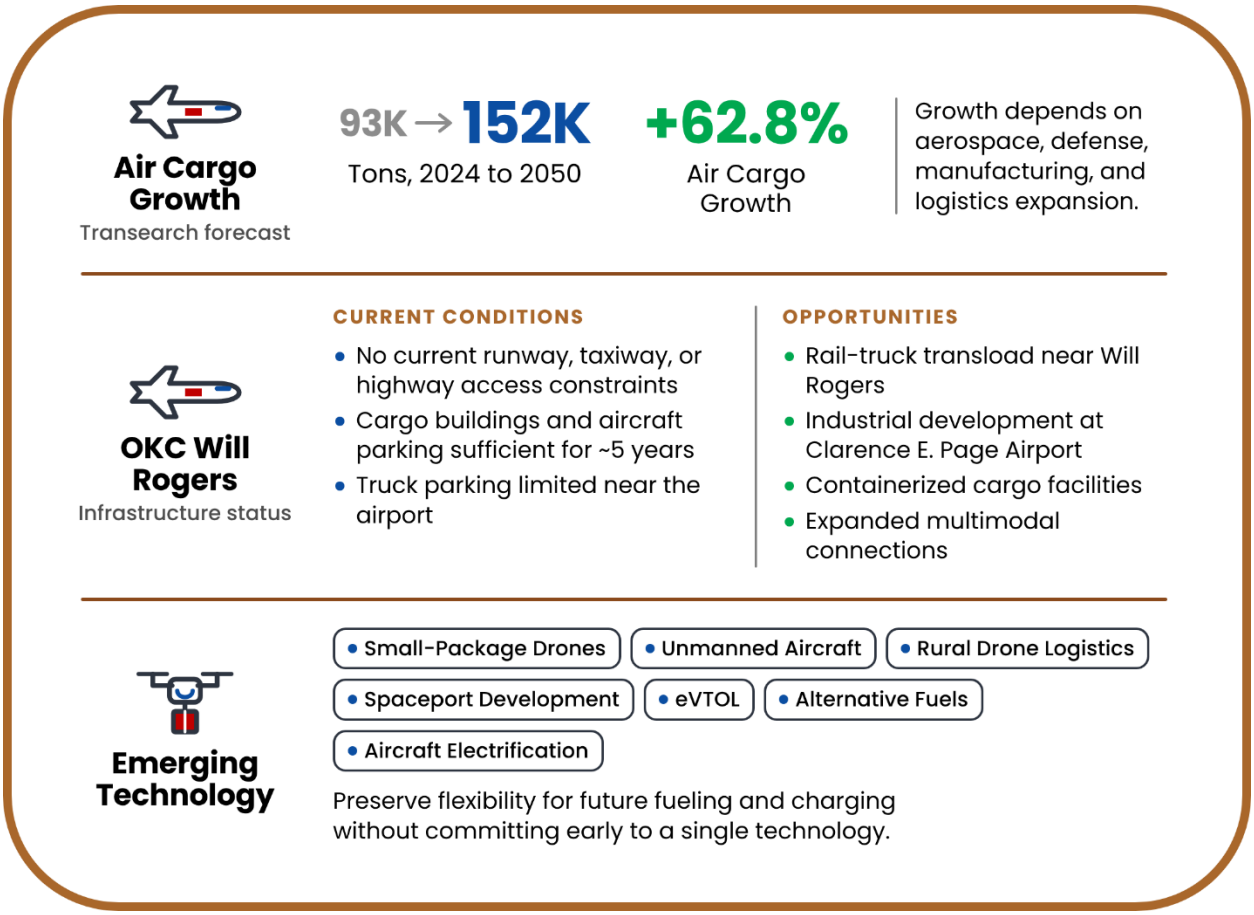


Source: Waterways Journal, 2025; MAIP, n.d.; Transearch, 2024

4.2.3 Air

Oklahoma's aviation freight system supports aerospace, defense, manufacturing, e-commerce, logistics, and other time-sensitive supply chains. Air cargo is projected to grow substantially through 2050, increasing the importance of preserving existing capacity while maintaining flexibility for future development. **Figure 62** summarizes air cargo needs and opportunities.

Figure 62: Key Takeaways from Air Modal Needs



Source: Oklahoma Aerospace and Aeronautics, 2024; Transearch, 2024

Stakeholders did not identify near-term runway, taxiway, or highway access constraints at OKC Will Rogers International Airport, and existing cargo facilities are expected to provide sufficient capacity for approximately five years. Near-term needs center on maintaining existing infrastructure and preserving land and utility capacity for phased expansion as demand develops.

Longer-term opportunities include improved truck parking, rail-truck transload service, industrial development at Clarence E. Page Airport, containerized cargo facilities, and expanded multimodal connections. Emerging technologies such as unmanned aircraft, advanced air mobility, alternative fuels, and aircraft electrification also create future infrastructure

considerations. Maintaining flexibility will allow airports to respond as technologies and freight markets evolve.[51]

4.2.4 Pipeline Network Needs

Because pipeline infrastructure is primarily privately owned and operated, responsibility for investment, maintenance, and operations generally rests with pipeline operators. Key pipeline infrastructure vital to national energy security resides in Oklahoma, so efficient coordination with private entities is needed to ensure the proper maintenance and coordination around these facilities.

From a statewide freight planning perspective, key needs include maintaining reliable multimodal connections to pipeline-related facilities, supporting resilience and emergency preparedness, and coordinating transportation planning and investments with pipeline operators and other public and private partners.

[51] Oklahoma Aerospace and Aeronautics. 2024. *Advanced Mobility Strategy.* Retrieved from https://oklahoma.gov/content/dam/ok/en/oac/documents/advanced-air-mobility/Oklahoma%20Advanced%20Mobility%20Strategy.pdf

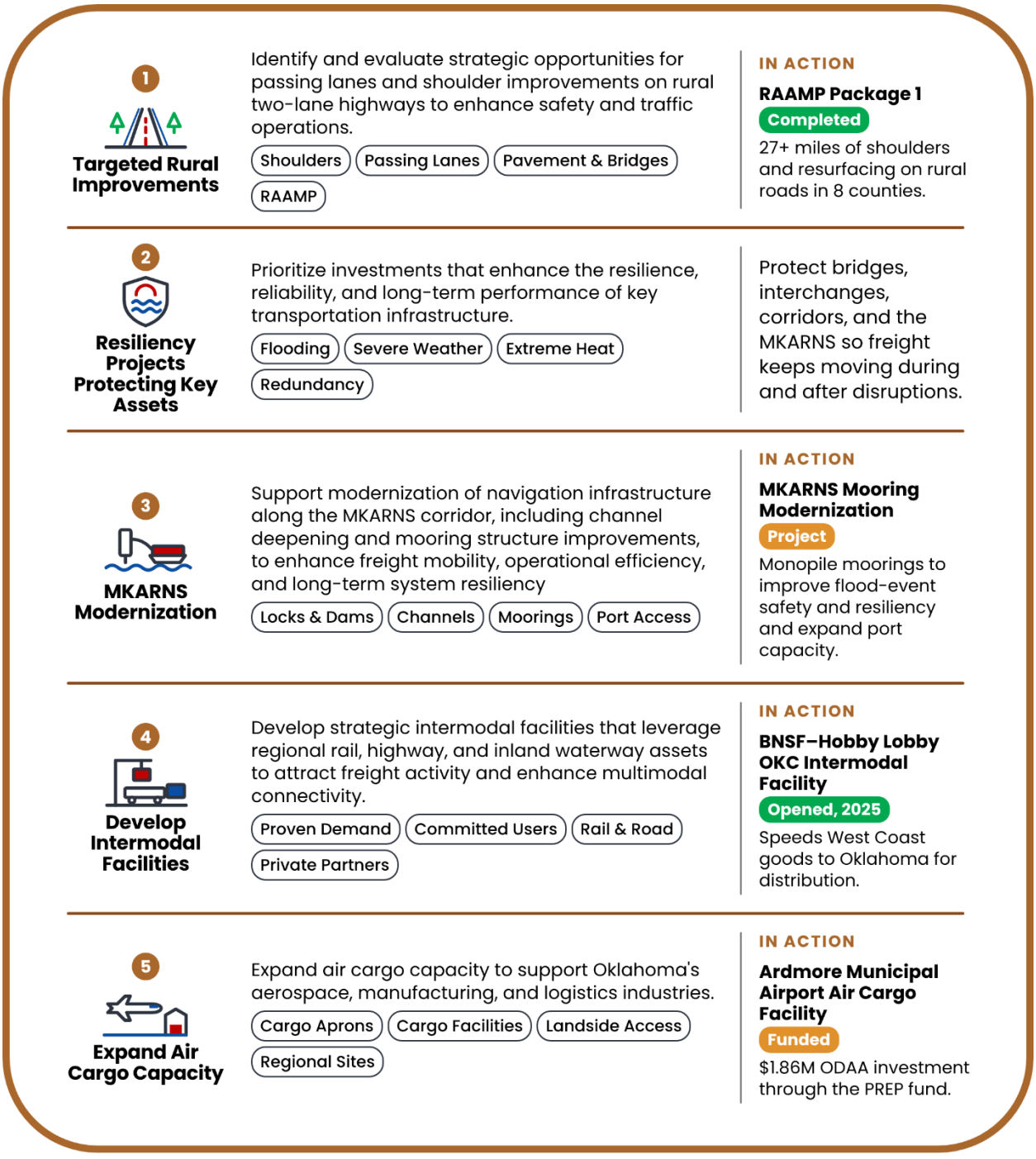
5 STRATEGIES

This chapter translates the freight needs identified in **Section 4** into strategies to guide future planning, investment, operations, and coordination. Strategies are organized around policy and program strategies, infrastructure improvements, and technology and operations. The strategies are intended to improve freight safety, mobility, reliability, resiliency, multimodal connectivity, and economic competitiveness. Implementation will vary based on project readiness, facility ownership, available funding, partner roles, and evolving freight needs.

5.1 Infrastructure Strategies

Infrastructure investments are critical to supporting the safe, reliable, and efficient movement of freight throughout Oklahoma. The infrastructure strategies identified focus on preserving and improving critical freight assets, enhancing system resiliency, strengthening multimodal connections, and supporting economic competitiveness across the state's highway, rail, waterway, and aviation freight networks. **Figure 63** summarizes the five infrastructure strategies.

Figure 63: Infrastructure Strategies Summarized



5.2 Environmental and Resilience Strategies

Environmental considerations are integrated across Oklahoma's freight planning and investment activities. Freight strategies can reduce environmental impacts by strengthening infrastructure resilience, reducing

congestion and unnecessary idling, incorporating flooding and stormwater considerations into project development, and avoiding or mitigating impacts to wildlife and habitat. Many of these objectives are also advanced through other Freight Plan recommendations related to resiliency, truck parking, operations, technology, and multimodal connectivity. **Figure 64** highlights the environmental stewardship and freight resilience strategies.

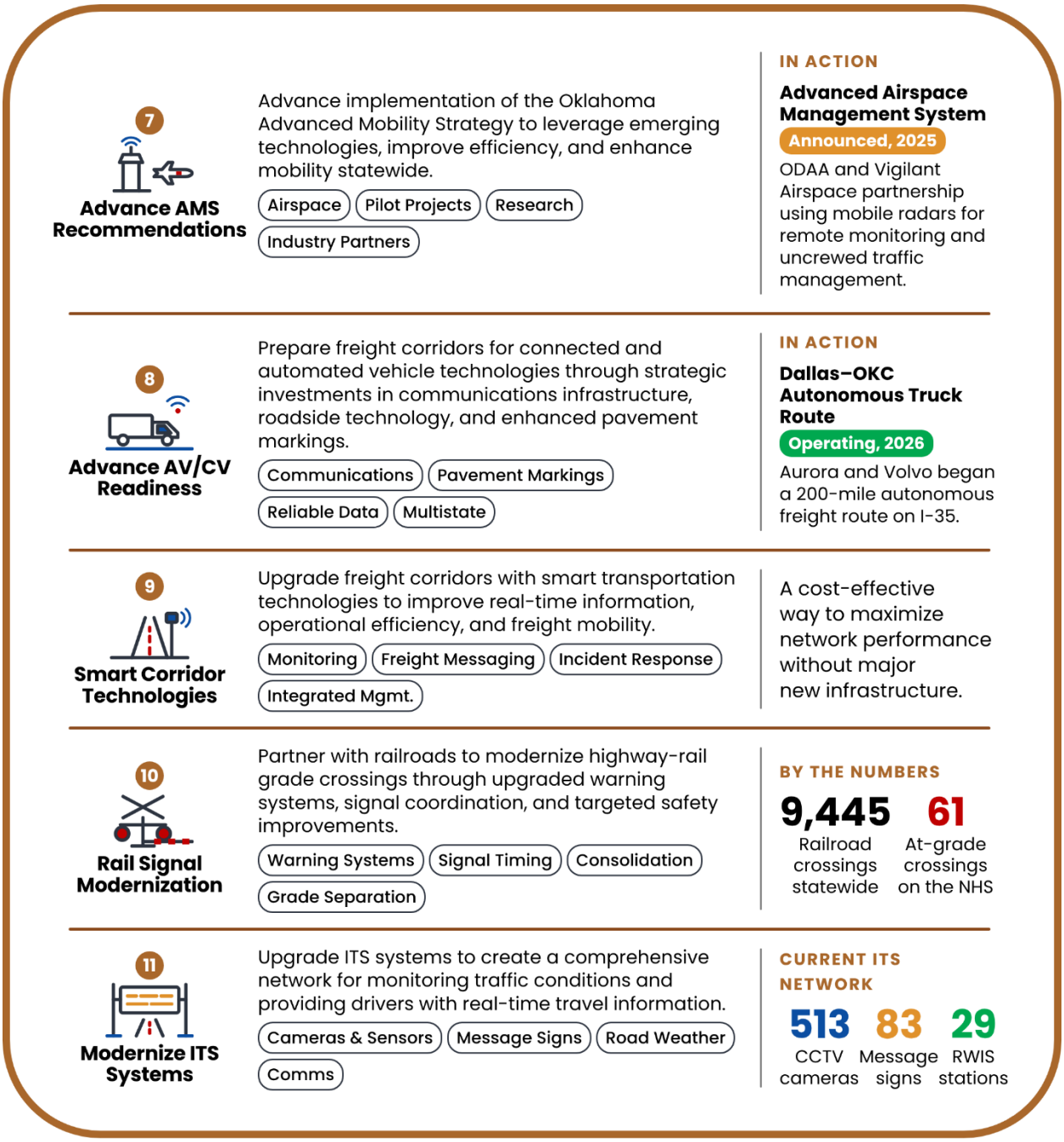
Figure 64: Environmental and Resilience Strategies Summarized



5.3 Technology and Operations Strategies

Technology and operations strategies focus on improving freight system performance, safety, reliability, and readiness for emerging technologies. The strategies summarized in Error! Reference source not found. emphasize l everaging data, ITS, advanced mobility initiatives, and operational improvements to enhance freight movement while preparing Oklahoma's multimodal freight network for future technological advancements.

Figure 65: Technology and Operations Strategies Summarized

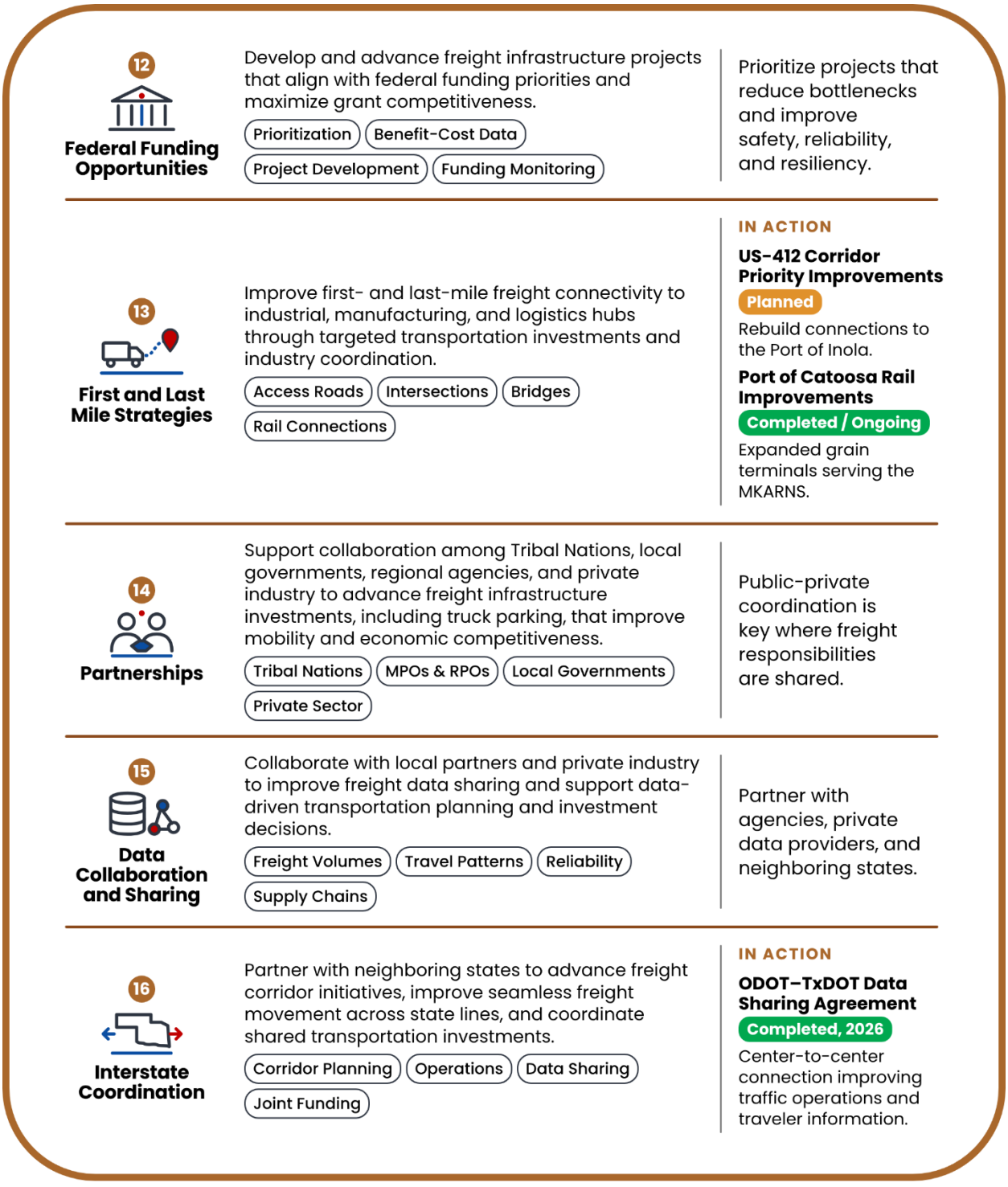


5.4Policy and Program Strategies

Effective freight planning requires more than infrastructure investment alone. The policy and program strategies summarized in Error! Reference source not found. focus on maintaining project readiness, strengthening multimodal freight connections, expanding partnerships and data-driven decision-

making, and coordinating with neighborhood states and industry stakeholders.

Figure 66: Policy and Program Strategies Summarized



5.5 Performance Measures

Implementation progress should be monitored using the OFTP performance measures (PMs) and updated freight-system data. Project and strategy prioritization should consider those that progress towards the achievement of PMs, which are outlined below in **Table 9**. This framework can be updated as freight conditions, available data, funding programs, and implementation priorities evolve.

Table 9: Proposed OFTP Performance Measures

2027 OFTP Goal	Performance Measures (PM)
Safety & Security	**PM 1**: Rate/trend of fatal/serious CMV crashes on the Oklahoma Freight Network. **PM 2**: Rate/trend of highway/rail grade crossing crashes. **PM 3**: Coordinate with public and private entities to monitor the rate/trend of public truck parking spaces. **PM 4**: Mileage with paved shoulders.
Infrastructure Preservation	**PM 5**: Percent of pavement conditions in Good/Fair condition on Oklahoma Freight Network. **PM 6**: Percent of bridges in Good/Fair condition on Oklahoma Freight Network.
Operations & Management	**PM 7**: Percent of Oklahoma Freight Network with ITS device coverage.
Mobility & Accessibility	**PM 8**: Monitor the TTTR Index on Oklahoma interstate freight corridors in accordance with FHWA Transportation Performance Management (TPM) requirements.
Economic Vitality	**PM 9**: Monitor annual freight investments on highway, rail, intermodal, and port infrastructure.

Environment & Quality of Life	**PM 10**: Measure access to clean fuel.
Resiliency & Reliability	**PM 11**: Monitor percent of Oklahoma Freight Network located in high-risk flood, severe weather, or other hazard-prone areas.

5.6 Funding Strategies

Implementing Oklahoma's freight investment priorities will require a coordinated approach that leverages federal, state, local, and private-sector funding sources. Advancing projects identified in this Plan will depend on aligning available funding programs with project needs, readiness, and anticipated benefits. Oklahoma is well positioned to pursue a range of federal formula and discretionary funding opportunities while also utilizing state programs. Partnerships with local governments, Tribal Nations, freight carriers, shippers, port authorities, and private investors can further expand funding opportunities and help advance projects that improve freight mobility, safety, system resilience, and economic competitiveness.

Several existing funding programs are particularly well suited to advancing Oklahoma's freight needs, including:

- Federal NHFP and National Highway Performance Program formula funds
- Federal Infrastructure for Rebuilding America (INFRA) Grant Program
- Federal National Infrastructure Project Assistance (Mega) Program
- Federal Port Infrastructure Development Program (PIDP)
- Federal Consolidated Rail Infrastructure and Safety Improvements Program
- Oklahoma ROADS Fund
- Oklahoma RETRO Fund

Additional federal, state, and local funding opportunities may also be available depending on project type, location, and eligibility requirements.

In addition to traditional public funding sources, Oklahoma agencies and project sponsors may consider a variety of financing mechanisms to accelerate project delivery, spread costs over time, and leverage future revenues or

external investment. The applicability of these mechanisms varies depending on project characteristics, ownership, statutory authority, and available revenue sources. Some options may require legislative action, changes to existing policies, or the establishment of new programs before implementation. When appropriate, these tools can complement grant funding and help advance freight improvements that provide significant public and private benefits. **Table 10** summarizes potential traditional and alternative financing options.

Table 10: Potential Alternative Financing Options

Traditional Financing	Alternative Financing
State Tax Exempt Bonds	State Infrastructure Bank
Federal formula funds	Revenue anticipation notes
State transportation funds	Increase state motor vehicle revenue
Local match contributions	Public-Private Partnerships
Federal competitive grants	Tolling or managed lanes
	Freight-specific user fees
	Inflation-indexed fuel taxes
	Dedicated sales tax
	Increased registration fees
	Retail delivery fee

Note: Some alternative financing mechanisms may require legislative authorization, policy changes, voter approval, or other actions before they can be implemented. Inclusion in this table does not indicate that a funding mechanism is currently authorized or available for use in Oklahoma.

5.7 Investment Plan

The Freight Investment Plan identifies priority freight projects anticipated for implementation during the 2027–2034 planning period and documents how National Highway Freight Program (NHFP) funds are expected to be invested and matched. The projects included in the Freight Investment Plan are fiscally constrained and reflect funding reasonably anticipated to be available during the Plan period.

The Freight Investment Plan builds on ODOT's Eight-Year Construction Work Plan and identifies programmed and planned projects that support freight mobility across Oklahoma. Projects were reviewed for freight significance based on their location on key freight corridors, project readiness and funding, consistency with Freight Plan goals, and alignment with identified bottlenecks, infrastructure conditions, safety concerns, connectivity needs, and other findings from the Freight Plan needs assessment.

The Plan includes improvements on the National Highway Freight Network and other freight-significant corridors. **Table 11** summarizes annual NHFP program obligations, while **Table 12** presents the complete Freight Investment Plan, including project location, description, plan year, estimated cost, NHFN designation, and anticipated funding sources.

ODOT updates and rebalances its Eight-Year Construction Work Plan on an annual basis as project scope, schedule, costs, readiness, and available funding change. As a result, project schedules and funding assignments within the Freight Investment Plan may also be refined over time, and the Plan may be updated between Freight Plan updates as projects advance and funding priorities evolve.

In addition to the projects programmed through the NHFP, ODOT has identified additional projects on the NHFN for consideration should additional freight funding become available. These projects are highlighted in **Table 13**.

Table 11: NHFP Financial Constraint Summary, FFY 2027–2034

Year	NHFP Projects	Apportioned NHFP Funds (millions$)	Obligated or Planned Obligation NHFP Funds (millions$)	Balance NHFP Funds (millions$)
2027	15	23.00	23.00	0.00
2028	16	23.00	23.00	0.00
2029	18	23.00	23.00	0.00
2030	19	23.00	23.00	0.00
2031	21	23.00	23.00	0.00
2032	20	23.00	23.00	0.00
2033	23	23.00	23.00	0.00
2034	18	23.00	23.00	0.00
TOTAL	**150**	**184.00**	**184.00**	**0.00**

Source: NHFP allocations per ODOT review comments; $23 million annual NHFP scenario.

Note: Annual apportionment assumed at $23.0 million for FFY 2027–2034. Apportionments beyond FFY 2026 are subject to federal surface transportation reauthorization.

Table 12: Financially Constrained Freight Investment Plan, FFY 2027–2034

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Atoka District 2	30410(04)	US-69: FROM 12 MI NORTH OF BRYAN C/L, EXT NORTH APPROX 2.5 MI THRU TUSHKA	2027	C	CRFC	$27.10	$2.00	$5.68	$19.42
Atoka District 2	35732(08)	US-69: FROM 14.5 MI NORTH OF BRYAN C/L, EXTEND NORTH APPROX 1.6 MI	2027	P	CRFC	$3.50	$1.00	$1.80	$0.70
Beckham District 5	31692(04)	I-40: AT TURKEY CR, EAST & WEST BOUND LANES AND SAND CR EAST BOUND LANES, LOCATED 16.2 & 19.9 MILES EAST OF THE TEXAS STATE LINE.	2027	B	PHFS	$12.00	$2.00	$8.00	$2.00
Caddo District 7	33762(04)	I-40: BEGIN AT MP 102.2 AND EXT TO MP 104.26.	2027	P	PHFS	$4.20	$1.00	$2.36	$0.84
Caddo District 7	32682(04)	I-40: BEGIN AT MP 95.76 AND EXT TO MP 102.2	2027	P	PHFS	$15.10	$2.00	$3.08	$10.02
Canadian District 4	34831(04)	SH-3: FROM THE CADDO C/L EXTEND SOUTHEAST TO RADIO ROAD	2027	P	CRFC	$9.30	$1.00	$6.44	$1.86
Harmon District 5	34236(04)	US-62: AT THE EAST FORK OF SANDY CREEK LOCATED 2.9 M EAST OF SH-30.	2027	B	CRFC	$4.60	$1.00	$2.68	$0.92
McClain District 3	36185(04)	I-35: FROM JOHNSON ROAD, NORTH 2.0 MILES	2027	C	PHFS	$33.30	$2.00	$21.64	$9.66
Oklahoma District 4	09032(08)	I-35: UNDER I-240 INTERCHANGE RECONSTRUCTION (PHASE IV)	2027	C	PHFS	$48.90	$3.00	$12.62	$33.28
Oklahoma District 4	32425(08)	I-35: FROM MEMORIAL RD, EXTEND NORTH 3 MILES TO SH-66 (RAMP MODIFICATION)	2027	C	PHFS	$45.00	$2.00	$32.80	$10.20
Payne District 4	34979(04)	I-35: FROM THE NORTH END OF THE CIMARRON RIVER BRIDGE NORTH OF GUTHRIE, EXTEND 5 MILES TO MULHALL ROAD.	2027	P	PHFS	$5.00	$1.00	$3.00	$1.00
Rogers District 8	32694(04)	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES	2027	P	PHFS	$61.00	$2.00	$28.80	$30.20
Rogers District 8	30323(06)	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167	2027	P	PHFS	$16.80	$2.00	$8.44	$6.36
Tulsa District 8	35477(04)	US-169: FROM 1.6 MI NORTH OF I-44, EXTEND NORTH 4.68 MI	2027	P	CUFC	$5.30	$1.00	$3.24	$1.06
					Subtotal 2027	**$291.10**	**$23.00**	**$140.58**	**$127.52**

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Beckham District 5	35582(04)	I-40: FROM MP 0.00 TO MP 7.82.	2028	P	PHFS	$15.30	$1.00	$9.20	$5.10
Bryan District 2	35186(04)	US-70: RAMPS AT EAST MAIN STREET IN DURANT, APPROX 3.0 MI EAST OF SH-78	2028	C	CRFC	$2.70	$1.00	$1.16	$0.54
Canadian District 4	32689(04)	I-40: COUNTRY CLUB ROAD OVER I-40, 2 MILES WEST OF US-81	2028	B	PHFS	$18.10	$2.00	$12.48	$3.62
Garvin District 3	30390(06)	I-35: FROM 4.2 MILES NORTH OF SH-7, NORTH 6.2 MILES TO SH-29 (SOUTHBOUND ONLY)	2028	C	PHFS	$49.60	$2.00	$32.24	$15.36
Grady District 7	35161(04)	SH-4: FROM H.E. BAILEY TPK., N. 5.26 MIS. TO SH-37	2028	C	CRFC	$29.20	$2.00	$21.36	$5.84
Harmon, Jackson District 5	34255(04)	US-62: BEGIN 2.0 MILES WEST OF THE JACKSON C/L AND EXTEND EAST 7.0 MILES.	2028	C	CRFC	$16.30	$2.00	$11.30	$3.00
Kay District 4	24432(08)	I-35: FROM 0.5 MILES NORTH OF FORK ROAD, EXTEND NORTH 5.2 MILES TO THE KANSAS STATE LINE	2028	C	PHFS	$33.30	$2.00	$6.66	$24.64
Kingfisher District 4	29849(04)	US-81: NB & SB BRIDGES OVER THE UP RAILROAD 5.3 MILES NORTH OF SH-33	2028	B	CRFC	$21.60	$2.00	$10.28	$9.32
McCurtain District 2	34333(04)	US-259: FROM 8.25 MI N. OF JCT SH-3, EXTEND N. 4.00 MI	2028	C	CRFC	$58.60	$1.00	$2.88	$54.72
McCurtain District 2	17427(21)	US-70: FROM 15.11 MI EAST OF BROKEN BOW EAST 0.59 MI	2028	C	CRFC	$9.40	$1.00	$6.52	$1.88
Okfuskee, Seminole District 3	38529(04)	I-40: FROM 0.2 MILE WEST OF OKFUSKEE COUNTY LINE, EAST 7.3 MILES	2028	P	PHFS	$3.00	$1.00	$1.40	$0.60
Oklahoma District 4	38205(04)	I-44: FROM SE 74TH STREET IN OKC, EXT SOUTH 1.2 MILES TO SE 89TH ST	2028	P	PHFS	$2.90	$1.00	$1.32	$0.58
Okmulgee District 1	34343(04)	US-75: FROM US-62 N 1.02 MI TO SH-56 JCT.	2028	C	CRFC	$12.30	$1.00	$8.84	$2.46
Osage District 8	36353(04)	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151	2028	C	CRFC	$32.10	$2.00	$8.68	$21.42
Sequoyah District 1	33456(04)	I-40: FROM 0.15 MI. E OF MP 299 TO 0.35 MI. E OF DWIGHT MISSION RD.	2028	P	PHFS	$25.80	$2.00	$18.64	$5.16
					Subtotal 2028	**$330.20**	**$23.00**	**$152.96**	**$154.24**

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Beckham District 5	34256(04)	I-40: BEGIN AT MP 25.1 AND EXT TO MP 32.6.	2029	P	PHFS	$17.00	$2.00	$11.00	$4.00
Canadian District 4	34832(04)	SH-3: FROM SH-4, EXTEND SE TO HEFNER RD/JKT RAMP.	2029	P	CRFC	$5.80	$1.00	$3.64	$1.16
Canadian District 4	35681(04)	SH-4: FROM THE NW EXPRESSWAY EXT NORTH APPROX 3.5 MI TO KINGFISHER C/L	2029	P	CRFC	$5.30	$1.00	$3.24	$1.06
Cimarron District 6	36222(04)	US-287: BEGIN 7.94 MI SE OF JCT US-64 (US-412), EXTEND NW 7.0 MI	2029	P	CRFC	$7.50	$1.00	$5.00	$1.50
Craig District 8	33828(04)	US-60: FROM 0.67 MILES EAST OF SH-2 EXTENDING EAST 7.23 MILES.	2029	C	CRFC	$16.60	$1.00	$12.28	$3.32
Garvin District 3	30390(06)	I-35: FROM 4.2 MILES NORTH OF SH-7, NORTH 6.2 MILES TO SH-29 (SOUTHBOUND ONLY)	2029	C	PHFS	$49.60	$2.00	$30.24	$17.36
Harmon District 5	34969(04)	US-62: AT THE WEST FORK OF SANDY CREEK, LOCATED 0.3 M EAST OF THE TEXAS STATE LINE.	2029	B	CRFC	$4.20	$1.00	$2.36	$0.84
Logan, Payne District 4	31020(04)	I-35: NB AND SB BRIDGES OVER THE CIMARRON RIVER AT THE LOGAN/PAYNE CL	2029	B	PHFS	$5.80	$1.00	$3.64	$1.16
Muskogee, Sequoyah District 1	34334(04)	I-40: OVER ARKANSAS RIVER, BEGIN MP 290, E 1.0 MI	2029	B	PHFS	$86.00	$2.00	$66.80	$17.20
Oklahoma District 4	33771(04)	I-35: SOUTHBOUND BETWEEN MEMORIAL ROAD AND NE 122ND STREET, 4 MILES NORTH OF I-44/I-35 INTERCHANGE	2029	C	PHFS	$27.60	$3.00	$12.08	$12.52
Oklahoma District 4	29871(04)	I-35: FROM I-44, EXTEND NORTH 4.3 MILES TO THE KILPATRICK TURNPIKE	2029	P	PHFS	$8.30	$1.00	$5.64	$1.66
Oklahoma District 4	31013(06)	I-240: FROM 0.2 MILES EAST OF I-35, EXTEND EAST 5.8 MILES TO AIR DEPOT	2029	P	PHFS	$2.40	$1.00	$0.92	$0.48
Oklahoma District 4	35629(04)	I-240: OVER EASTERN AVE, 1.0 MILE EAST OF I-35	2029	B	PHFS	$3.00	$1.00	$1.40	$0.60
Pittsburg District 2	34368(04)	US-69: FROM 0.45 MI N. OF JCT US-69B, EXTEND N. 1.6 MI	2029	P	CRFC	$2.90	$1.00	$1.32	$0.58
Rogers District 8	36409(04)	US-412: AT 4190RD APPROX. 1.50 MILES WEST OF SH-88.	2029	C	CRFC	$26.00	$1.00	$19.80	$5.20
Tulsa District 8	35115(04)	US-169: FROM 51ST STREET EXT. NORTH 3.64 MILES	2029	P	CUFC	$84.40	$2.00	$51.00	$31.40

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Woodward District 6	33361(04)	SH-34: BEGIN AT JCT US-412, EXTEND NORTH 0.8 MI	2029	C	CRFC	$10.60	$1.00	$2.48	$7.12
					Subtotal 2029	**$363.00**	**$23.00**	**$234.84**	**$107.16**
Atoka District 2	35200(04)	US-69: FROM 6.8 MI N. OF JCT. SH-7W., EXTEND N. 1.85 MI THRU STRINGTOWN	2030	C	CRFC	$27.30	$2.00	$19.84	$5.46
Canadian District 4	36350(04)	I-40B: FROM JCT OF US-81/I-40B (ELM ST.) EXT N. TO WADE ST. THEN W. TO ELLISON ST.	2030	P	CRFC	$1.10	$0.80	$0.08	$0.22
Carter, Murray District 7	35696(04)	I-35: FROM MM 41, EXTEND N. 4.83 MIS.	2030	P	PHFS	$2.90	$1.00	$1.32	$0.58
Custer District 5	36143(04)	I-40: S FRONTAGE ROAD OVER BEAR CR, 3.7 MILES EAST OF THE I-40B EAST JCT IN CLINTON.	2030	B	PHFS	$2.80	$1.00	$1.00	$0.80
Custer District 5	36144(04)	I-40: N FRONTAGE ROAD OVER UNNAMED CR, 0.4 MILE WEST OF SH-54.	2030	B	PHFS	$1.30	$1.00	$0.04	$0.26
Garfield District 4	36253(04)	US-60/412: OVER UNNAMED CREEK; APPROX. 4.5 MILES EAST OF THE MAJOR COUNTY LINE.	2030	B	CRFC	$0.50	$0.40	$0.00	$0.10
Garfield District 4	35671(06)	US-64: FROM JCT OF SH-74 EXT EAST APPX 7.0 MI TO THE NOBLE C/L - N3110 RD	2030	P	CRFC	$4.40	$1.00	$2.52	$0.88
Garvin, McClain District 3	30389(04)	I-35: FROM SH-145, NORTH 4.3 MILES	2030	C	PHFS	$45.80	$2.00	$25.65	$18.15
Harmon District 5	35560(04)	US-62: BEGIN 1.0 M EAST OF SH-30 & EXT EAST 7.17 MILES.	2030	C	CRFC	$20.30	$1.00	$13.30	$6.00
Kay District 4	33406(04)	US-60: FROM GRANT C/L, EXTEND EAST 6.5 MILES TO I-35	2030	C	CRFC	$26.40	$2.00	$11.60	$12.80
Kay District 4	36249(04)	US-60: OVER DUCK CREEK; APPROX. 3.3 MILES EAST OF US-177	2030	B	CRFC	$2.20	$1.00	$0.76	$0.44
Logan District 4	35854(05)	I-35: FROM E. COLLEGE AVE EXT NORTH APPROX 7.5 MI TO CIMMARON RIVER	2030	P	PHFS	$5.50	$1.00	$3.40	$1.10
McIntosh District 1	32822(04)	US-69: FROM MCINTOSH/MUSKOGEE C/L, S. 2.5 MI.	2030	P	CRFC	$6.10	$1.00	$3.88	$1.22
McIntosh, Muskogee District 1	34355(04)	I-40: FROM MP 271.6 TO MP 276.8	2030	P	PHFS	$5.10	$1.00	$3.08	$1.02
Oklahoma District 4	30637(04)	I-44: OVER THE UPRR, 0.7 MILES NORTH OF I-40	2030	B	PHFS	$38.20	$2.00	$10.56	$25.64

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Oklahoma District 4	36255(04)	I44: UNDER SW 44TH (SOUTHBOUND); APPOX. 1.7 MILES NORTH OF I-240	2030	B	PHFS	$1.60	$1.00	$0.28	$0.32
Osage District 8	34826(04)	US-60: BEGIN 13.86 MILES EAST OF SH-18 , EXTEND EAST 4.90 MILES	2030	P	CRFC	$6.50	$1.00	$4.20	$1.30
Pawnee District 8	33825(04)	SH-18: FROM THE CIMARRON TURNPIKE TO US-64	2030	C	CRFC	$24.60	$1.80	$17.88	$4.92
Rogers District 8	31093(04)	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	2030	C	PHFS	$15.30	$1.00	$11.24	$3.06
					Subtotal 2030	**$237.90**	**$23.00**	**$130.63**	**$84.27**
Choctaw District 2	31854(04)	US-70: BEGIN JCT SH-209 EXTEND EAST 5.76 MILES TO MCCURTAIN COUNTY LINE	2031	C	CRFC	$29.30	$1.00	$22.44	$5.86
Cimarron District 6	36220(04)	US-287: BEGIN AT TEXAS S/L, EXTEND NW 6.12 MILES	2031	P	CRFC	$8.00	$1.00	$5.50	$1.50
Craig, Mayes District 8	32693(08)	US-69: SB FROM 13.35 MILES N OF SH-20, EXTEND 3.18 MILES	2031	C	CRFC	$17.30	$1.00	$12.84	$3.46
Garvin District 3	31043(04)	I-35: FROM 3.2 MILES NORTH OF SH-19, NORTH 3.5 MILES TO SH-145	2031	C	PHFS	$57.00	$2.00	$23.37	$31.63
Grady District 7	24428(17)	US-81 REALIGNMENT: I-44 INTERCHANGE IMPROVEMENTS INCLUDING RAMP SURFACING (INCLUDES BR. G & I) (PHASE 7) (OTA FUNDING)	2031	C	PHFS	$49.70	$1.00	$4.12	$44.58
Kay District 4	36300(04)	I-35: FROM MM224 TO MM230	2031	P	PHFS	$8.00	$1.00	$5.40	$1.60
Logan District 4	35854(04)	I-35: FROM TRIPLETT RD. EXT NORTH APPROX 1 MI TO MM156	2031	P	PHFS	$10.00	$1.00	$7.00	$2.00
Mayes District 8	32693(04)	US-69: SB FROM 8.0 MILES N OF SH-20, EXTEND N 5.35 MILES	2031	C	CRFC	$29.00	$2.00	$21.20	$5.80
Mayes District 8	33861(04)	US-69: BEGIN AT THE MAYES C/L EXTEND NORTH 3.5 MILES	2031	C	CRFC	$18.00	$1.00	$13.40	$3.60
McCurtain District 2	38351(04)	SH-3: OVER LITTLE RIVER, 2.5 MI EAST OF PUSH C/L	2031	B	CRFC	$4.00	$1.00	$2.20	$0.80
Noble District 4	35124(04)	I-35: FROM MM 179, EXTEND NORTH TO MM 185	2031	P	PHFS	$5.00	$1.00	$3.00	$1.00
Oklahoma District 4	35123(04)	I-35: FROM I40/35 JCT, EXT SOUTH APPX 6 MILES TO SE 89TH STREET (CLEV. CL)	2031	P	PHFS	$7.00	$1.00	$4.60	$1.40

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Oklahoma District 4	35122(04)	I-240: FROM 0.21 MILES EAST OF I-44, EXT EAST 3.32 MI EAST TO BRIDGE OVER SANTA FE BOTH DIRECTIONS.	2031	P	PHFS	$4.00	$1.00	$2.20	$0.80
Oklahoma District 4	36257(04)	I-240: UNDER HIWASSEE ROAD; APPROX 11.2 MILES EAST OF JCT OF I-35	2031	B	PHFS	$3.00	$1.00	$1.40	$0.60
Oklahoma District 4	36256(04)	I-240: UNDER DOUGLAS BLVD; APPROX 7 MILES EAST OF JCT OF I-35	2031	B	PHFS	$2.60	$1.00	$1.08	$0.52
Pushmataha District 2	33874(04)	SH-3: FROM 2.0 MI EAST JCT. US-271, EXT. EAST APPROX 5.22 MI	2031	C	CRFC	$20.00	$1.00	$15.00	$4.00
Sequoyah District 1	35781(04)	I-40: CONCRETE PATCHING, FROM APPROX 1.4 MI W OF US-64B, EXTEND E TO MM-325	2031	P	PHFS	$8.30	$1.00	$5.64	$1.66
Tulsa District 8	36323(04)	US-75: AT BIRD CREEK AND BIRD CREEK OVERFLOW AND ROAD UNDER	2031	B	CUFC	$5.00	$1.00	$3.00	$1.00
Tulsa District 8	38596(04)	US-75: UNDER W. 96TH STREET SOUTH	2031	B	CUFC	$4.50	$1.00	$2.60	$0.90
Tulsa District 8	35780(04)	SH-11: FROM ERIE AVE. EXTEND EAST TO I-244	2031	P	CRFC	$51.60	$1.00	$2.05	$48.55
Wagoner District 1	34345(04)	SH-72: FROM 0.3 MI N OF SH-51B JCT. IN COWETA, N 0.4 MI	2031	P	CRFC	$2.00	$1.00	$0.60	$0.40
					Subtotal 2031	**$343.30**	**$23.00**	**$158.64**	**$161.66**
Atoka District 2	38429(04)	US 69: SB FROM APPROX 1.6 MI NORTH OF JCT SH-3, EXTEND NORTH APPROX 6.22 MI	2032	P	CRFC	$20.60	$1.00	$15.48	$4.12
Beckham District 5	36140(04)	I-40: SOUTH FRONTAGE ROAD OVER TIMBER CREEK AND OVERFLOW, 2.7 & 2.8 MILES EAST OF EAST I-40B JCT IN SAYRE.	2032	B	PHFS	$3.60	$1.00	$1.88	$0.72
Beckham, Washita District 5	33311(07)	I-40: BEGIN MP 40.1 AND EXT TO MP 45.17 TO INCLUDE EXITS 40 & 41 E & WB LN	2032	C	PHFS	$68.50	$2.00	$30.00	$36.50
Cimarron District 6	36221(04)	US-287: BEGIN 14.94 MI SE OF JCT US-64 (US-412), EXTEND NW 7.00 MI	2032	P	CRFC	$7.50	$1.00	$5.00	$1.50
Craig District 8	28901(07)	US-60: BEGIN 7.48 MILES EAST OF NOWATA C/L EXTEND EAST 4.5 MI TO JCT SH 66	2032	C	CRFC	$15.30	$1.00	$11.24	$3.06
Craig District 8	28901(04)	US-60: BEGIN 3.03 MILES EAST OF NOWATA C/L EXTEND EAST 4.45 MI	2032	C	CRFC	$11.00	$1.00	$7.80	$2.20

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Ellis District 6	35745(04)	US-60: BEGIN 2.0 MI EAST OF THE TEXAS S/L, EXTEND EAST 5.24 MI (0.5 MI EAST OF JCT US-283	2032	C	CRFC	$11.60	$1.00	$1.28	$9.32
Grady District 7	35170(04)	SH-92: FROM US-62, EXTEND N. 5. MIS. TO COUNTY ROAD E1310	2032	C	CRFC	$24.60	$1.00	$4.92	$18.68
Kay District 4	24432(05)	I-35: FROM THE SALT FORK RIVER, EXTEND NORTH 6.0 MILES TO HUBBARD ROAD	2032	C	PHFS	$41.60	$1.00	$32.28	$8.32
Kingfisher District 4	35676(04)	US-81: FROM THE CIMARRON RIVER SOUTH OF DOVER, EXTEND SOUTH 5.5 MI TO AIRPORT RD	2032	P	CRFC	$3.00	$1.00	$1.40	$0.60
Mayes District 8	24382(04)	SH-28: BEGIN US-69/SH-28 JCT. AND EXTEND EAST 7.0 MILES	2032	C	CRFC	$39.20	$1.00	$11.36	$26.84
Noble District 4	35621(04)	I-35: OVER BNSF RR APPROX 3.3 MILES SOUTH OF PERRY	2032	B	PHFS	$2.50	$1.00	$1.00	$0.50
Noble District 4	35622(04)	I-35: OVER BNSF APPROX 1 MILE SOUTH OF PERRY	2032	B	PHFS	$1.80	$1.00	$0.44	$0.36
Oklahoma District 4	28951(08)	I-40: OVER I-44 5.3 MIS. E. OF THE CANADIAN C/L ("K" INTERCHANGE PH II).	2032	C	PHFS	$93.70	$2.00	$28.50	$63.20
Oklahoma District 4	36294(04)	SH-152: FROM COUNCIL RD; EXTEND EAST TO TPK INTERCHANGE IN OKC	2032	P	CRFC	$4.00	$1.00	$2.20	$0.80
Oklahoma District 4	35749(04)	I-40: COUNCIL ROAD OVER I-40 INTERCHANGE	2032	C	PHFS	$20.00	$1.00	$15.00	$4.00
Okmulgee District 1	35846(04)	US-75: OVER OKMULGEE CREEK, 2.27 MI N OF US-62 JCT.	2032	B	CRFC	$5.60	$1.00	$3.48	$1.12
Okmulgee District 1	35576(04)	I-40: OVER WOLF CREEK WB, 9.8 MI EAST OF OKFUSKEE C/L	2032	B	PHFS	$4.00	$1.00	$2.20	$0.80
Pottawatomie District 3	21007(10)	I-40: FROM 2.5 MILES EAST OF THE OKLAHOMA COUNTY LINE, EAST 2.2 MILES	2032	C	PHFS	$42.80	$2.00	$16.26	$24.54
Tulsa District 8	32705(04)	I-444: AT 12TH STREET, 0.5 MILES EAST OF JCT. I-244	2032	B	PHFS	$7.00	$1.00	$4.60	$1.40
					Subtotal 2032	**$427.90**	**$23.00**	**$196.32**	**$208.58**
Adair District 1	33461(04)	US-59: FR APPROX 200' N OF SHELL BRANCH CRK, N APPROX 4.8 MI TO WESTVILLE	2033	C	CRFC	$15.70	$1.00	$3.14	$11.56
Beckham District 5	31693(04)	I-40: AT US-283 LOCATED 13.4 MILES EAST OF THE SH-30 JCT.	2033	B	PHFS	$8.70	$1.00	$1.96	$5.74

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Caddo District 7	36142(04)	I-40: SOUTH FRONTAGE ROAD OVER UNNAMED CR, 1.3 MILES E OF THE CUSTER C/L.	2033	B	PHFS	$4.60	$1.00	$2.68	$0.92
Canadian, Oklahoma District 4	35794(04)	I-40: FROM MACARTHUR AVE EXTEND WEST TO MORGAN ROAD (ADD ACCEL/DECEL LANES)	2033	C	PHFS	$10.00	$1.00	$7.00	$2.00
Custer District 5	30352(04)	I-40: BEGIN AT MP 65.65 AND EXT TO MP 69.07	2033	P	PHFS	$7.30	$1.00	$2.84	$3.46
Harmon District 5	36133(04)	US-62: BEGIN 8.17 MILES EAST OF SH-30 AND EXTEND EAST 4.20 MILES.	2033	C	CRFC	$8.54	$1.00	$5.83	$1.71
Kay District 4	24226(04)	I-35: FROM JUST NORTH OF HUBBARD RD, EXTEND NORTH APPROX. 4.75 MILES TO JUST NORTH OF ADOBE RD	2033	C	PHFS	$29.10	$1.00	$21.30	$6.80
Logan District 4	30446(08)	I-35: FROM MM 156, EXTEND NORTH 1.00 MILES	2033	C	PHFS	$18.90	$1.00	$14.12	$3.78
McCurtain District 2	17427(08)	US-70: FROM 9.32 MI EAST OF BROKEN BOW EAST 2.48 MI	2033	C	CRFC	$16.40	$1.00	$12.12	$3.28
McIntosh District 1	38342(04)	I40: OKMULGEE/MCINTOSH C/L EXT E 8 MI	2033	P	PHFS	$6.00	$1.00	$3.00	$2.00
Muskogee District 1	36236(04)	I-40: ON AND OFF RAMPS AT SH-100 JCT.	2033	P	PHFS	$6.90	$1.00	$4.52	$1.38
Oklahoma District 4	20330(07)	I-35: FROM FORT SMITH JCT, EXTEND NORTH 4.5 MI TO I-44	2033	C	PHFS	$45.00	$1.00	$9.00	$35.00
Oklahoma District 4	33354(04)	I-44/SH-74/SH-66: INTERCHANGE OPERATIONAL IMPROVEMENTS	2033	C	PHFS	$14.00	$1.00	$10.20	$2.80
Oklahoma District 4	29846(04)	I-40: EB & WB BRIDGES OVER SUNNYLANE 2 MILES EAST OF I-35	2033	B	PHFS	$31.00	$1.00	$6.80	$23.20
Pittsburg District 2	30397(04)	US-69: OVER DANCING RABBIT CREEK, APPROX. 0.2 MI NORTH OF INDIAN NATION TNP	2033	B	CRFC	$5.40	$1.00	$3.32	$1.08
Rogers District 8	35510(07)	US-412: AT 4170 RD	2033	C	CRFC	$30.90	$1.00	$14.72	$15.18
Seminole District 3	23289(04)	SH-99: FROM 3.1 MILES SOUTH OF US-270, SOUTH 4.1 MILES	2033	C	CRFC	$40.40	$1.00	$22.22	$17.18
Sequoyah District 1	32106(04)	I-40: ACCESS IMPROVEMENTS AT I-40/US-64 JCT. (MP 325)	2033	C	PHFS	$8.20	$1.00	$5.56	$1.64

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Tulsa District 8	33839(04)	I-444: UNDER BOULDER AVE., 1.02 MILES EAST OF I-244	2033	B	PHFS	$2.20	$1.00	$0.76	$0.44
Tulsa District 8	36321(04)	I-244:TISDALE EXPY UNDER	2033	B	PHFS	$2.00	$1.00	$0.60	$0.40
Tulsa District 8	33788(10)	I-44: AT THE US-75 INTERCHANGE WP 4	2033	C	PHFS	$26.00	$1.00	$10.80	$14.20
Washita District 5	36146(04)	I-40: S FRONTAGE ROAD OVER CLINTON LAKE, 8.1 MILES EAST OF THE BECKHAM C/L.	2033	B	PHFS	$2.60	$1.00	$1.08	$0.52
Washita District 5	36145(04)	I-40: N FRONTAGE ROAD OVER TURKEY CR, 6.5 MILES EAST OF THE BECKHAM C/L.	2033	B	PHFS	$2.20	$1.00	$0.76	$0.44
					Subtotal 2033	**$342.04**	**$23.00**	**$164.33**	**$154.71**
Atoka District 2	31858(04)	US-75: BEGIN 2.18 MILES WEST OF US-69, EXTEND NORTHWEST TO COAL C/L	2034	C	CRFC	$10.20	$1.00	$7.16	$2.04
Bryan District 2	36281(04)	US-69 NORTHBOUND: BEGIN APPROXIMATELY 6.8 MILES NORTH OF JUNCTION US-70, EXTEND NORTH APPROXIMATELY 7.5 MILES	2034	P	CRFC	$7.70	$1.00	$5.16	$1.54
Cleveland District 3	32758(04)	SH-9: FROM 4.9 MILES WEST OF POTTAWATOMIE COUNTY LINE, EAST 4.6 MILES	2034	C	CRFC	$39.90	$2.00	$23.94	$13.96
Cleveland, Oklahoma District 3	30391(04)	I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET IN OKC	2034	B	PHFS	$4.50	$1.00	$2.60	$0.90
Creek, Pawnee District 8	36271(04)	SH-99: FROM SH-51 EXTEND NORTH 7.5 MILES TO CIMARRON TURNPIKE.	2034	C	CRFC	$18.80	$1.00	$14.04	$3.76
Dewey, Major District 5	35711(04)	US-183: BEGIN 7.75 MILES S. OF US-270 AND EXT N. 7.75 MILES TO US-270	2034	C	CRFC	$19.10	$1.00	$14.28	$3.82
McClain District 3	38545(05)	I-35: NORTHBOUND AND SOUTHBOUND OVER SH-39	2034	B	PHFS	$21.00	$1.00	$15.80	$4.20
McCurtain District 2	17427(15)	US-70: FROM 11.97 MI EAST OF BROKEN BOW EAST 3.14 MI	2034	C	CRFC	$22.00	$1.00	$16.60	$4.40
Muskogee District 1	36237(04)	US-69: NB & SB OVER THE ARKANSAS RIVER	2034	B	CRFC	$7.50	$1.00	$1.50	$5.00
Oklahoma District 4	29851(04)	I-40: EB & WB BRIDGES OVER MERIDIAN AVE. 4.0 MIS. E. OF THE CANADIAN C/L	2034	C	PHFS	$52.00	$1.00	$11.60	$39.40
Oklahoma District 4	31787(04)	I-44: FROM JCT OF SH74/66/03, EXTEND EAST4.3 MILES TO I-235	2034	C	PHFS	$50.00	$2.00	$21.50	$26.50

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Oklahoma District 4	29850(04)	I-40: EB & WB BRIDGES OVER MACARTHUR BLVD. 3.0 MIS. E. OF THE CANADIAN C/L	2034	B	PHFS	$45.00	$2.00	$34.00	$9.00
Okmulgee District 1	35848(04)	I-40: FROM APPROX 0.5 MI W OF INDIAN NATION TURNPIKE, EXTEND E 6.0 MI TO MCINTOSH C/L	2034	P	PHFS	$4.00	$0.80	$0.80	$2.40
Pottawatomie District 3	21007(13)	I-40: FROM 4.7 MILES EAST OF THE OKLAHOMA COUNTY LINE, EAST 2.7 MILES	2034	C	PHFS	$40.90	$2.00	$14.72	$24.18
Pottawatomie District 3	23288(04)	SH-9: FROM SH-102, EAST 5.5 MILES	2034	C	CRFC	$27.10	$1.20	$20.48	$5.42
Pushmataha District 2	33875(04)	SH-3: FROM APPROX 7.85 MI EAST OF JCT US-271, EXT EAST APPROX 2.84 MI WITH EXCEPTION OF JP 28007(07)	2034	C	CRFC	$12.00	$1.00	$8.60	$2.40
Tulsa District 8	33788(29)	I-44: OVER THE ARKANSAS RIVER .5 MILE EAST OF US-75 WP 6	2034	B	PHFS	$80.70	$2.00	$16.14	$62.56
Tulsa District 8	30366(04)	US-75: OVER I-244 & RR, 2.2 MILES NORTH OF I-44	2034	B	PHFS	$1.70	$1.00	$0.36	$0.34
					Subtotal 2034	**$464.10**	**$23.00**	**$229.28**	**$211.82**
					GRAND TOTAL	**$2,799.54**	**$184.00**	**$1,405.58**	**$1,209.96**

**NHFP eligibility tag: PHFS = Primary Highway Freight System; CRFC = Critical Rural Freight Corridor; CUFC = Critical Urban Freight Corridor (CRFC/CUFC as proposed in this Plan update). Project Types: Capacity / Reconstruction (C), Pavement Preservation (P), Bridge (B).*

Source: ODOT 8-Year Construction Work Program, FFY 2027–2034 (November 2026); NHFP allocations per ODOT review comments ($23 million annual NHFP). Note: NHFP replaces state funding up to the point where total federal funding (NHFP plus Other Fed) reaches 80 percent of plan cost; any remaining NHFP reduces Other Fed. Projects already programmed at or above 80 percent federal show NHFP entirely within the federal share. State / Other includes state funds and other sources (e.g., grants, bond or OTA funding). Due to rounding, some column totals may not match exactly.

Table 13: Unconstrained Freight Investment Plan Projects, FFY 2027–2034

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Beckham District 5	39197(04)	I-40: SOUTH FRONTAGE ROAD NEAR MILEPOST 20. LOW WATER CROSSING	2027	C	PHFS	$0.50	$—	$0.30	$0.20
Cleveland District 3	35235(04)	I-35 FRONTAGE: OPERATIONAL IMPROVEMENT FROM SW 34TH STREET TO SW 19TH STREET IN MOORE	2027	C	PHFS	$26.00	$—	$0.00	$26.00
Kay District 4	33362(04)	US-77: FROM US-60, EXTEND SOUTH 1 MILE TO US-60B. EAST ALONG US-60B, THEN NORTH TO US-60	2027	C	CRFC	$5.80	$—	$4.64	$1.16
McCurtain District 2	34333(17)	US-259: FROM 8.25 MI N. OF JCT SH-3, EXTEND N. 4.00 MI	2027	C	CRFC	$12.00	$—	$0.00	$12.00
Tulsa District 8	31078(04)	I-244: AT UTICA AND LEWIS LOCATED 0.65 AND 1.2 MILES EAST OF I-444	2027	B	PHFS	$5.00	$—	$4.00	$1.00
Tulsa District 8	31960(04)	US-64: OVER QUANAH AVENUE, 14.5 MILES SE OSAGE C/L	2027	B	CUFC	$1.20	$—	$0.96	$0.24
					Subtotal 2027	**$50.50**	**$0.00**	**$9.90**	**$40.60**
Canadian District 4	39375(04)	I-40: UNDER NORTH CIMARRON ROAD 7.0 MILES EAST OF US-81	2028	B	PHFS	$15.50	$—	$12.40	$3.10
Grady District 7	34262(04)	SH 4: AT FOX LANE (EW 122) 2.24 MIS. N. OF I-44	2028	C	CRFC	$15.70	$—	$12.56	$3.14
Pottawatomie District 3	38974(06)	US-177: FROM SH-59B NORTH 8.0 MILES TO US-270	2028	P	CRFC	$3.10	$—	$2.48	$0.62
Pushmataha District 2	34354(04)	SH-3: FROM JCT US-271, EXTEND E. 1.37 MI	2028	C	CRFC	$10.40	$—	$8.32	$2.08
Rogers District 8	35092(04)	SH-266/SH-167: INTERSECTION IMPROVEMENTS	2028	OI	CUFC/PHFS	$8.10	$—	$6.48	$1.62
Sequoyah District 1	17670(20)	I-40: I40/US59 INTERCHANGE IN SALLISAW	2028	P	PHFS	$1.80	$—	$1.44	$0.36
Tulsa District 8	31966(04)	SH-151: FROM SH-51 TO US-64	2028	C	CRFC	$12.70	$—	$10.16	$2.54
					Subtotal 2028	**$67.30**	**$0.00**	**$53.84**	**$13.46**
Cimarron District 6	13337(23)	US-287: BEGIN APPROX 13.28 MILES N OF VAN BUREN ST IN BOISE CITY, EXTEND NORTH APPROX 4.5 MILES	2029	C	CRFC	$27.50	$—	$22.00	$5.50
McCurtain District 2	35471(04)	US-259: FROM 0.34 MI NORTH OF JCT SH-3, EXTEND NORTH APPROX 3.0 MI	2029	C	CRFC	$39.20	$—	$31.36	$7.84
McCurtain District 2	38549(04)	US-259: NB/SB AT SH-3/US-70	2029	OI	CRFC	$2.10	$—	$1.68	$0.42

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Rogers District 8	39426(04)	SH-167: AT PINE ST. IN CATOOSA, 1.0 MILE NORTH OF I-44	2029	OI	CUFC	$3.70	$—	$2.80	$0.90
Woodward District 6	33361(08)	BNSF RAILROAD SURFACE, DOT 014439M, MP 387.77	2029	OI	CRFC	$0.12	$—	$0.09	$0.03
					Subtotal 2029	**$72.62**	**$0.00**	**$57.93**	**$14.69**
Kay District 4	35680(04)	US-60: FROM I-35 EXTEND EAST TO TONKAWA	2030	P	CRFC	$3.30	$—	$2.64	$0.66
Rogers District 8	35091(04)	SH-266: AT SH-167 JUNCTION TO SH-66 JUNCTION	2030	OI	PHFS	$1.30	$—	$1.04	$0.26
					Subtotal 2030	**$4.60**	**$0.00**	**$3.68**	**$0.92**
Carter District 7	38232(04)	I-35: FROM MM 32.38, N. 1.72 MIS. TO MM 34.10	2031	C	PHFS	$43.00	$—	$0.00	$43.00
Ellis District 6	35746(04)	US-60: BEGIN 0.5 MI EAST OF JCT US-283, EXTEND 6.5 MI EAST TO JCT OF US-283 (EAST OF ARNETT)	2031	C	CRFC	$14.00	$—	$11.20	$2.80
					Subtotal 2031	**$57.00**	**$0.00**	**$11.20**	**$45.80**
Carter District 7	38441(04)	I-35: FROM MM 34.10, N. 6.9 MIS. TO MM 41	2032	C	PHFS	$63.40	$—	$0.00	$63.40
Kay District 4	35612(04)	US-60: OVER US-77 2 MILES EAST OF I-35 NEAR TONKAWA	2032	B	CRFC	$2.00	$—	$1.60	$0.40
McCurtain District 2	35471(08)	US-259: FROM 0.34 MI NORTH OF JCT SH-3, EXTEND NORTH APPROX 3.0 MI	2032	C	CRFC	$30.90	$—	$24.72	$6.18
Muskogee District 1	38333(04)	US-62: JCT US-62 & US-69 EXTEND E 2.5 MI	2032	C	CRFC	$2.50	$—	$2.00	$0.50
					Subtotal 2032	**$98.80**	**$0.00**	**$28.32**	**$70.48**
Canadian District 4	36302(04)	US-81: FROM JCT OF I-40; EXTEND SOUTH APPROX 5 MILES TO SW 29TH	2033	C	CRFC	$5.00	$—	$4.00	$1.00
Choctaw District 2	35009(04)	US-271: OVER THE RED RIVER & CO RD AT THE OK/TX STATELINE	2033	B	CRFC	$23.00	$—	$9.20	$13.80
Kingfisher District 4	34982(04)	SH-33: FROM 8 MILES EAST OF BLAINE C/L, EXTEND EAST 7.2 MILES TO SH-81	2033	C	CRFC	$22.40	$—	$17.90	$4.50
Mayes District 8	33823(04)	SH-82: FROM 2.82 MILES NORTH OF SH-20 EXTENDING NORTH TO SH-28 AND SH-28 FROM SH-82 N TO SH-82 S	2033	C	CRFC	$18.30	$—	$14.64	$3.66
Mayes District 8	28891(04)	SH-28: FROM EAST END OF THE I-44 INTERCHANGE, EXTEND EAST APROX. 5.45 MILES	2033	C	CRFC	$17.60	$—	$14.08	$3.52

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFP Eligible*	Plan Cost Est. (M$)	Funding Source		
							NHFP	Other Fed	State / Other
Nowata District 8	33819(04)	US-169: FROM 1.9 MI S OF US-60, N TO US-60	2033	C	CRFC	$8.00	$—	$6.40	$1.60
Okmulgee District 1	35847(04)	US-75: FROM 1.50 MI N OF SH-56 LOOP, EXTEND N 5.4 MI (NB)	2033	P	CRFC	$6.00	$—	$1.20	$4.80
Okmulgee District 1	38345(04)	OKMULGEE COUNTY SAFETY IMPROVEMENT	2033	OI	CRFC	$0.15	$—	$0.12	$0.03
Pawnee District 8	35548(04)	US-64: UNDER 296TH W. AVE, 17.5 MILES EAST OF SH-99	2033	B	CRFC	$1.40	$—	$1.12	$0.28
Payne District 4	31005(04)	SH-51: WB SH-51 FROM I-35 JUNCTION, EXTEND EAST TO SH-86 JCT; EB FROM SH-86 JCT, EXTEND EAST 4.5 MILES (SHOULDERING AND RESURFACING)	2033	C	CRFC	$19.30	$—	$15.44	$3.86
Rogers District 8	36369(04)	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	2033	B	PHFS	$12.00	$—	$9.60	$2.40
Seminole District 3	23289(04)	SH-99: FROM 3.1 MILES SOUTH OF US-270, SOUTH 4.1 MILES	2033	C	CRFC	$40.40	$—	$22.22	$18.18
Seminole District 3	23289(13)	SH-99: FROM 7.2 MILES SOUTH OF US-270, SOUTH 4.0 MILES	2033	C	CRFC	$26.80	$—	$21.44	$5.36
					Subtotal 2033	**$200.35**	**$0.00**	**$137.36**	**$62.99**
Beckham District 5	39418(04)	I-40: BEGIN AT MP 7.82 AND EXTEND TO MP 15	2034	P	PHFS	$11.00	$—	$6.00	$5.00
Comanche District 7	39467(04)	I-44: FROM 0.85 MILES NORTH OF US-62 (ROGERS LANE), NORTH 5.60 MILES	2034	P	PHFS	$4.20	$—	$3.36	$0.84
Garfield District 4	32688(10)	US-412: FROM GARLAND ROAD, EXTEND EAST 3 MILES TO US-81 (PH II)	2034	C	CRFC	$16.60	$—	$13.28	$3.32
Grady District 7	35620(04)	SH-4: FROM SH-37, NORTH 2.30 MILES	2034	P	CRFC	$4.20	$—	$3.36	$0.84
Murray District 7	39468(04)	I-35: FROM MM 45.8, NORTH 6.60 MILES TO MM 52.4	2034	P	PHFS	$4.20	$—	$3.36	$0.84
					Subtotal 2034	**$40.20**	**$0.00**	**$29.36**	**$10.84**
					GRAND TOTAL	**$591.37**	**$0.00**	**$331.59**	**$259.78**

**NHFP eligibility tag: PHFS = Primary Highway Freight System; CRFC = Critical Rural Freight Corridor; CUFC = Critical Urban Freight Corridor (CRFC/CUFC as proposed in this Plan update). Project Types: Capacity / Reconstruction (C), Pavement Preservation (P), Bridge (B), Operational Improvements (OI).*

Source: ODOT 8-Year Construction Work Program, FFY 2027–2034 (November 2026). Note: Projects on the NHFN or proposed CRFC/CUFC network not receiving NHFP under the $23 million scenario. State / Other includes state funds and other sources (e.g., grants or anticipated bond funding). Due to rounding, some column totals may not match exactly.