

Freight Advisory Committee - Meeting 3

Project: 2027-2034 Oklahoma Freight Transportation Plan

Date: August 25, 2026

Overview

ODOT hosted the third and final Freight Advisory Committee (FAC) meeting for the 2027-2034 Oklahoma Freight Transportation Plan (the Plan) on August 25th, 2026. The meeting provided an update on the needs and opportunities analysis, the economic impact analysis and the stakeholder interviews conducted since the committee last met in April. This is the last FAC meeting prior to the 30-day public comment period this fall.

Key Discussion Items

- Six performance measures for the Plan were reviewed: Safety and security; Infrastructure preservation; technology and communications; Economic vitality; Environment and quality of life; and Resilience and reliability. All six performance measures will be tracked over time. The FAC had no comments.
- The Plan will discuss emerging technologies including drone delivery and advanced air mobility, which are discussed as part of the stakeholder engagement process. The 2027 Freight Plan will reference the Advanced Mobility Plan for more detail on strategies and recommendations.
- FAC members noted many crashes on the Turner Turnpike related to trucks parking on the wide shoulders; the project team will review truck stop analytics and crash data at these locations.

Discussion Notes

Performance Measures

- The performance measures were developed based on stakeholder input, available data, and federal freight planning guidance. ODOT emphasized that the measures were selected to be both meaningful and practical to monitor over time.
- The Association of Central Oklahoma Governments (ACOG) noted that the state and the Oklahoma City metro are working together on ITS upgrades. Alternate routes and first-and-last mile connections are critical components and are considered gaps in the existing critical urban freight network.

Truck Parking

- Truck parking drew the longest discussion of the session. This topic was discussed in nearly every stakeholder meeting. Committee members noted that federal hours-of-service rules create the demand without funding the supply. Electronic logs leave drivers no discretion to push on to a safer stop.

- During the analysis, staging parking has been identified as an underrecognized need. Drivers arriving early for an appointment need somewhere safe to wait near the destination.
- Parking on turnpike shoulders has become more of a safety concern recently. Enforcement remains an issue. As new interchanges are planned, additional parking development should occur to alleviate congestion, however, this is not a near-term plan.

Stakeholder Engagement

- Themes from the one-on-one stakeholder interviews were presented. Five major themes emerged: freight infrastructure and connectivity; multimodal freight network; safety and reliability; resilience and technology; economic growth; and future readiness.

Freight Needs and Opportunities

- Existing bottlenecks and their associated delays, such as US 69, were highlighted. It was noted US 69 serves as an automotive parts corridor running from Mexico to Michigan and Ohio. This corridor was frequently mentioned to have bottleneck concerns in stakeholder interviews. One notable finding is that many of the highest delay segments occur on rural freight routes rather than within major urban areas.
- Statewide travel time reliability analysis results were shown. Committee members noted that an area near Norman has previously had bottleneck and travel time problems, however, since the construction of a diverging diamond interchange, congestion has been relieved.
- One source of bottlenecks is at-grade rail crossings, a frequent item discussed in stakeholder meetings. Claremore was mentioned as a city with a high frequency of daily at-grade crossings due to it being bisected by three major rail lines. Near-term recommendations will include crossing modernization and operational improvements due to the high cost of grade separation per mile.
- Other sources of freight bottlenecks include insufficient bridge clearances at a few locations and the lack of adequate shoulders on two-lane rural highways. Limited bridge clearance for oversized loads can require rerouting traffic or temporarily removing signage, which may disrupt traffic flow. In addition, narrow or nonexistent shoulders reduce operational flexibility during incidents. To address these issues, the Plan recommends wider shoulders and strategic passing lanes on key rural freight corridors.

Supply Chains and Economic Impact

- The economic impact analysis found approximately 8.3 million hours of annual truck delay statewide, resulting in an estimated 10.4 million gallons of wasted fuel and approximately \$54.6 million in additional truck operating costs annually. These freight system deficiencies were estimated to cost Oklahoma businesses up to \$413.9 million per year.

- Members discussed nearshoring and its potential to shift freight closer to Oklahoma, noting the significant growth at Texas ports, particularly Port Houston.
- The team discussed the economic impact of key freight supply chains.
- The team also discussed the economic impact of freight bottlenecks.

Recommendations

- Recommendations were developed using stakeholder feedback, technical analysis, economic impact findings, and the needs assessment. The project team emphasized that many technology and operational strategies represent lower-cost opportunities to improve freight mobility and reliability without major roadway expansion.
- Recommendations were categorized as either Infrastructure, Technology and Operations or Policies and Programs. Each category had specific recommendations such as targeted rural improvements, modernizing the MKARNS corridor, preparing for connecting and autonomous vehicles, and improving first and last mile freight connectivity.
- Committee members noted there is an opportunity to increase air cargo movement in the state as congestion and costs rise at nearby facilities.
- Additional intermodal facilities are also a major opportunity for the freight industry.
- Oklahoma should continue to prepare for autonomous freight; noting the introduction of autonomous trucks on I-35. It was noted that there are no significant infrastructure needs, mostly good signage and striping and wide shoulders. The biggest issue for autonomous vehicles is needing advance information on construction zones.

Schedule and Next Steps

- ODOT and HNTB will complete the draft plan in fall 2026.
 - A 30-day public comment period will follow. ODOT will post the draft plan to the freight plan website and notify committee members by email when the window opens.
- FHWA will review the Plan, which must be finalized by January 2027.

List of Attendees

Name	Organization
Freight Advisory Committee Members	
John Sharp	Association of Central Oklahoma Governments
Jennifer Sebesta	Association of Central Oklahoma Governments
Thomas Dow	Indian Nations Council of Governments
Chad Bruner	Love's Travel Stops
Michelle McPherson	Oklahoma City Department of Airports
Paul Swighart	Oklahoma Corporation Commission
Jon Chiappe	Oklahoma Department of Commerce
Marla Peek	Oklahoma Farm Bureau
Roger Kelly	Oklahoma Manufacturing Alliance
Matt Herndon	Oklahoma Petroleum Alliance
Kenzie Westwood	Oklahoma Trucking Association
Joe Echelle	Oklahoma Turnpike Authority
Steve Rhodes	Tinker Air Force Base
Jason Giebler; Dan Knickmeyer	ODOT Bridge
Jared Schwennesen; Sarah McElroy; Laura Chaney	ODOT Multimodal and Planning
Matt Ingham	ODOT Oversize/Overweight Permitting
Kendal Theisen	ODOT Traffic Engineering
Consultant Team	
Brian Comer	HNTB
Jeremy Upchurch	HNTB
Derek Duty	Jones Strategies
Chelsea Adams	Jones Strategies
Suzanne Singleterry	Jones Strategies

Freight Advisory Committee

- August 25th, 2026
- 2027 Oklahoma Freight Plan Update





Agenda

Performance Measures

Truck Parking

Stakeholder Engagement

Freight Needs & Opportunities

Supply Chains & Economic Impact

Recommendations

Schedule & Next Steps

Project Update

Completed Tasks

Surveys
Stakeholder Interviews
Existing Conditions
Truck Parking Inventory
Goals and Objectives

In Progress Tasks

Commodity Flow
Economic Analysis
Truck Parking Demand
Needs Analysis

JAN
26

FEB
26

MAR
26

APR
26

MAY
26

JUN
26

JUL
26

AUG
26

SEP
26

OCT
26

NOV
26

FAC Meeting #3

- Present the plan highlights

Public Comment Period

- Gather input/feedback

Draft Report





Performance Measures

Performance Measures



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 condition in Good/Fair condition on Oklahoma Freight Network.

PM 6: Percent of bridges in Good/Fair condition on Oklahoma Freight Network.



Operations & Technology

PM 7: Percent of Freight Network with ITS device coverage.



Economic Vitality

PM 8: Monitor annual freight investments on highway, rail, intermodal, and port infrastructure.



Environment & Quality of Life

PM 9: Measure access to clean fuel.



Resiliency & Reliability

PM 10: Monitor percent of Oklahoma Freight Network located in high-risk flood, severe weather, or other hazard-prone areas.



Truck Parking

2025 Statewide Truck Parking

By the Numbers

Existing Infrastructure (Public & Private)



8,343

Number of truck
parking spaces



174

Truck parking
facilities

96%

Privately
owned facilities



4%

Publicly
owned facilities

Public Parking



18 Locations

297 Parking
Spaces

Private Parking



156 Locations

8,046 Parking
Spaces

Note: Inventory numbers are approximate based on a review of primary sources, third-party applications, and aerial imagery verification.



OKLAHOMA
Transportation



Stakeholder Engagement

Stakeholder Interviews Key Themes

- **Freight Infrastructure & Connectivity**
 - Need for strategic freight corridors, [last-mile connections](#), and [truck parking](#) to improve access and network performance.
- **Multimodal Freight Network**
 - Stronger integration of highway, rail, airport, and military transportation assets, including [intermodal facility development](#).
- **Safety & Reliability**
 - Enhance safety and operational reliability through [bottleneck reduction](#), [grade crossing improvements](#), and [targeted roadway upgrades](#).
- **Resilience & Technology**
 - Need for a more resilient and [technology-enabled freight system](#) supported by advanced communications, alternative route, and real-time information tools.
- **Economic Growth & Future Readiness**
 - Need for freight investments that [support industry growth](#), [emerging technologies](#), and Oklahoma's [long-term economic competitiveness](#).



Freight Needs and Opportunities

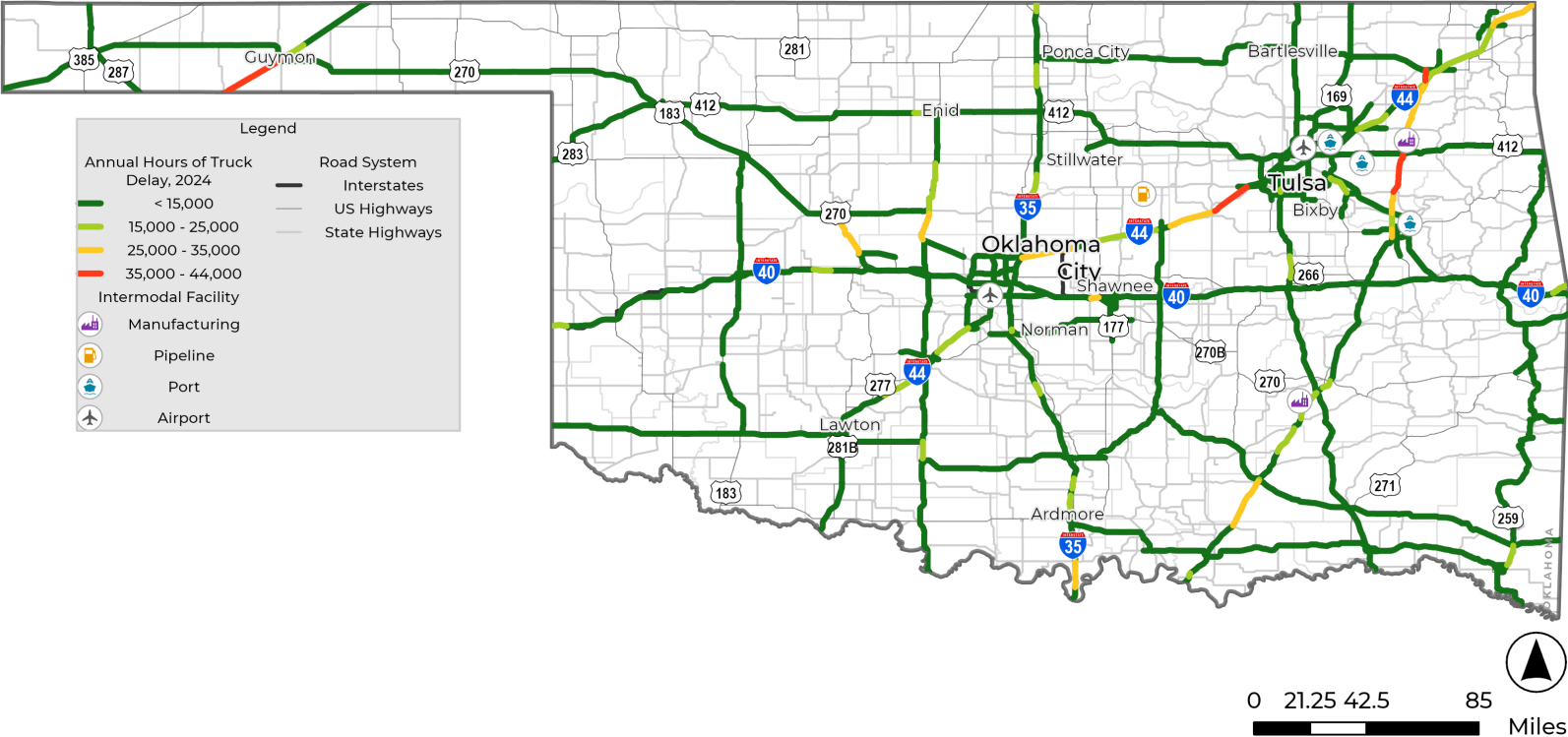
Truck Delay

Top 5 Segments by Truck Delay, 2024

Road	Annual Hours of Truck Delay
 Craig County	43.8k
 Mayes & Wagner County	41.4k
 Texas County	40.2k
 Creek County	39.5k
 Pottawatomie County	34.3k



Bottlenecks are concentrated on rural roadways, emphasizing the role of rural freight in the state.



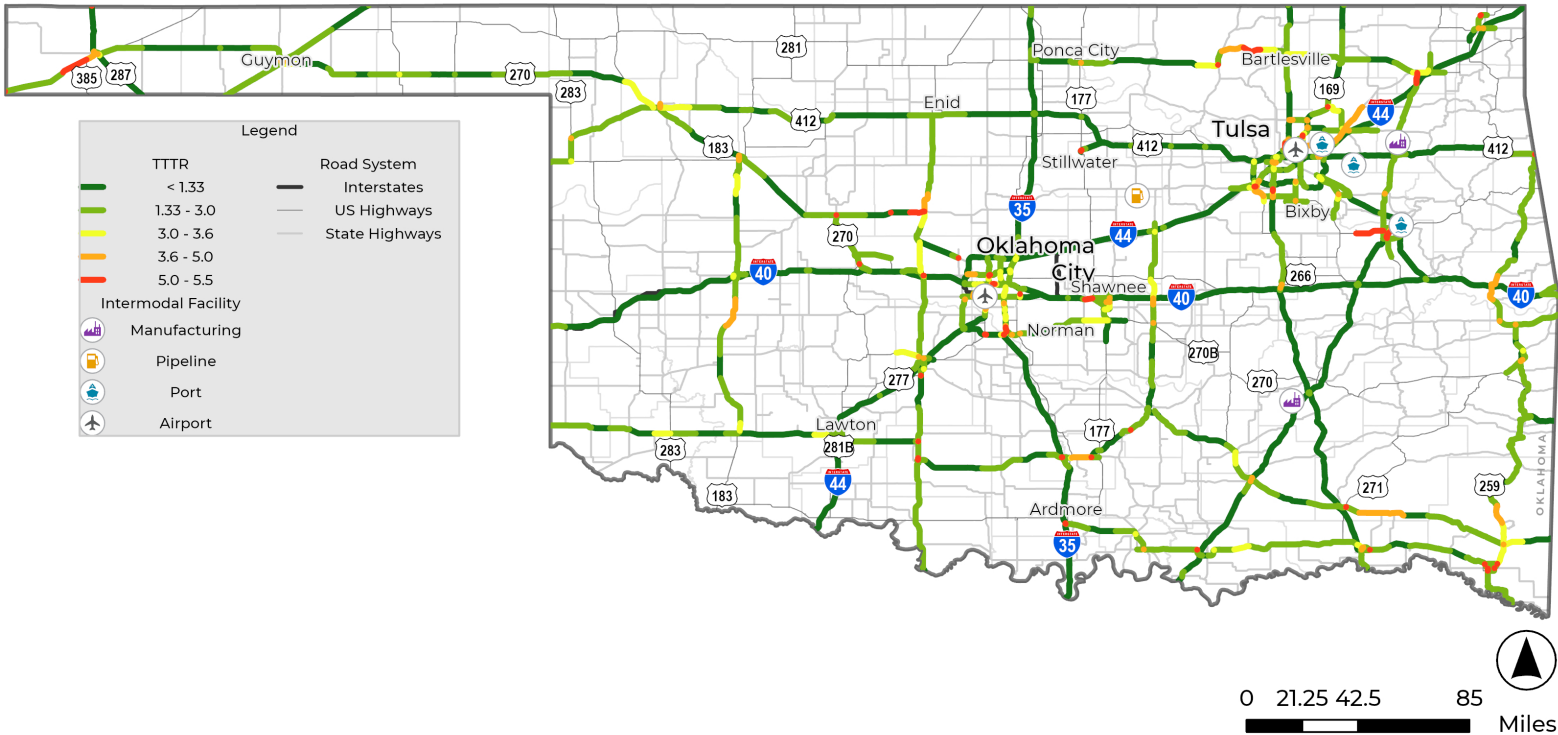
Truck Travel Time Reliability (TTTR)

Top 5 Segments by TTTR, 2024

Road	TTTR
 Payne County	12.59
 Cleveland County	8.76
 Craig County	8.13
 Canadian County	7.83
 Pottawatomie County	7.29



TTTR is stable throughout the state, but key truck routes show need for reliability improvements.



Crash Rates

Top 5 Crash Segments, 2024

Road	Crashes per Segment
 Le Flore County	8
 Oklahoma County	8
 OK/TX Border	6
 McClain County	6
 Oklahoma County	5



Crash hotspots are concentrated in urban areas, but highest-risk segments are on rural roads.



Other Needs Analyzed



Needs Assessment is in progress, with analysis taking into consideration all aspects of the multimodal network.

Other Needs Analyzed



**At-Grade
Highway-Rail
Crossings**



**Pavement
Condition**



**Bridge
Clearance**



**Shoulders and
Passing lanes on
2-Lane Highways**

Any Others Missing?





Supply Chains and Economic Impact

Key Industry Supply Chains

Agriculture & Food Manufacturing

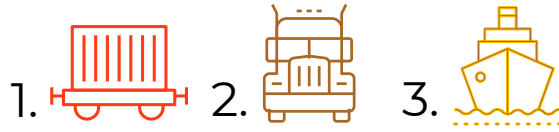
194.6M

Tons Moved

\$132.7B

Value Produced

Critical Modes



Critical Corridors



Energy

219.5M

Tons Moved

\$82.7B

Value Produced

Critical Modes



Critical Corridors



Manufacturing

15.9M

Tons Moved

\$132.1B

Value Produced

Critical Modes



Critical Corridors



Mining

137.0M

Tons Moved

\$5.9B

Value Produced

Critical Modes



Critical Corridors



Chemicals

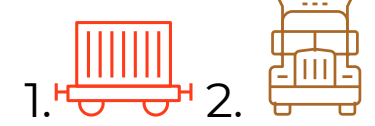
56.3M

Tons Moved

\$43.1B

Value Produced

Critical Modes

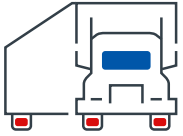


Critical Corridors



Economic Impact

System Needs and Deficiencies



Truck Annual Travel Delay (2024)

8.3M hours in truck travel delay which is

22.9K Hours spent in traffic per day



Truck Gallons of Fuel Wasted (2024)

10.4M gallons of fuel wasted annually or

15 Olympic swimming pools
of wasted fuel



Truck Additional Operating Cost (2024)

Extra fuel, tire wear, and maintenance resulted in

\$54.6M spent on additional
operating costs in 2024



Up to **\$413.9 million** lost
by Oklahoma truck costs
every year



Recommendations

Modal Recommendations

Infrastructure



Targeted Rural Improvements

Identify and evaluate strategic opportunities for passing lanes and shoulder improvements on rural two-lane highways to enhance safety and traffic operations.



Resiliency Projects Protecting Key Assets

Prioritize investments that enhance the resilience, reliability, and long-term performance of key transportation infrastructure.



MKARNS Modernization

Support modernization of navigation infrastructure along the MKARNS corridor, including channel deepening and mooring structure improvements, to enhance freight mobility, operational efficiency, and long-term system resiliency.



Develop Intermodal Facilities

Develop strategic intermodal facilities that leverage regional rail, highway, and inland waterway assets to attract freight activity and enhance multimodal connectivity.



Expand Air Cargo Capacity

Expand air cargo capacity to support Oklahoma's aerospace, manufacturing, and logistics industries.



Modal Recommendations

Technology & Operations



Advance AMS Recommendations

Advance implementation of the *Oklahoma Advanced Mobility Strategy* to leverage emerging technologies, improve efficiency, and enhance mobility statewide.



Advance AV/CV Readiness

Prepare freight corridors for connected and automated vehicle technologies through strategic investments in communications infrastructure, roadside technology, and enhanced pavement markings.



Smart Corridor Technologies

Upgrade freight corridors with smart transportation technologies to improve real-time information, operational efficiency, and freight mobility.



Rail Signal Modernization

Partner with railroads to modernize highway-rail grade crossings through upgraded warning systems, signal coordination, and targeted safety improvements.



Modernize ITS Systems

Upgrade ITS systems to create a comprehensive network for monitoring traffic conditions and providing drivers with real-time travel information.



Modal Recommendations

Policies & Programs

-  **Federal Funding Opportunities**

Develop and advance freight infrastructure projects that align with federal funding priorities and maximize grant competitiveness.
-  **First and Last Mile Strategies**

Improve first- and last-mile freight connectivity to industrial, manufacturing, and logistics hubs through targeted transportation investments and industry coordination.
-  **Partnerships**

Support collaboration among Tribal Nations, local governments, regional agencies, and private industry to advance freight infrastructure investments, including truck parking, that improve mobility and economic competitiveness.
-  **Data Collaboration and Sharing**

Collaborate with local partners and private industry to improve freight data sharing and support data-driven transportation planning and investment decisions.
-  **Interstate Coordination**

Partner with neighboring states to advance freight corridor initiatives, improve seamless freight movement across state lines, and coordinate shared transportation investments.





Schedule and Next Steps

Project Schedule

Oklahoma Freight Plan Schedule						
Activity	2025	2026				2027
	Fall	Winter	Spring	Summer	Fall	Winter
Existing and Future Conditions						
Engagement		◆★	◆	◆	●	
Needs Assessment						
Recommendations						
Draft Freight Plan						
Final Freight Plan						

◆ Freight Advisory Committee

★ Public Survey

● Public Comment Period

Questions?

[Freight Plan Website](#)



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