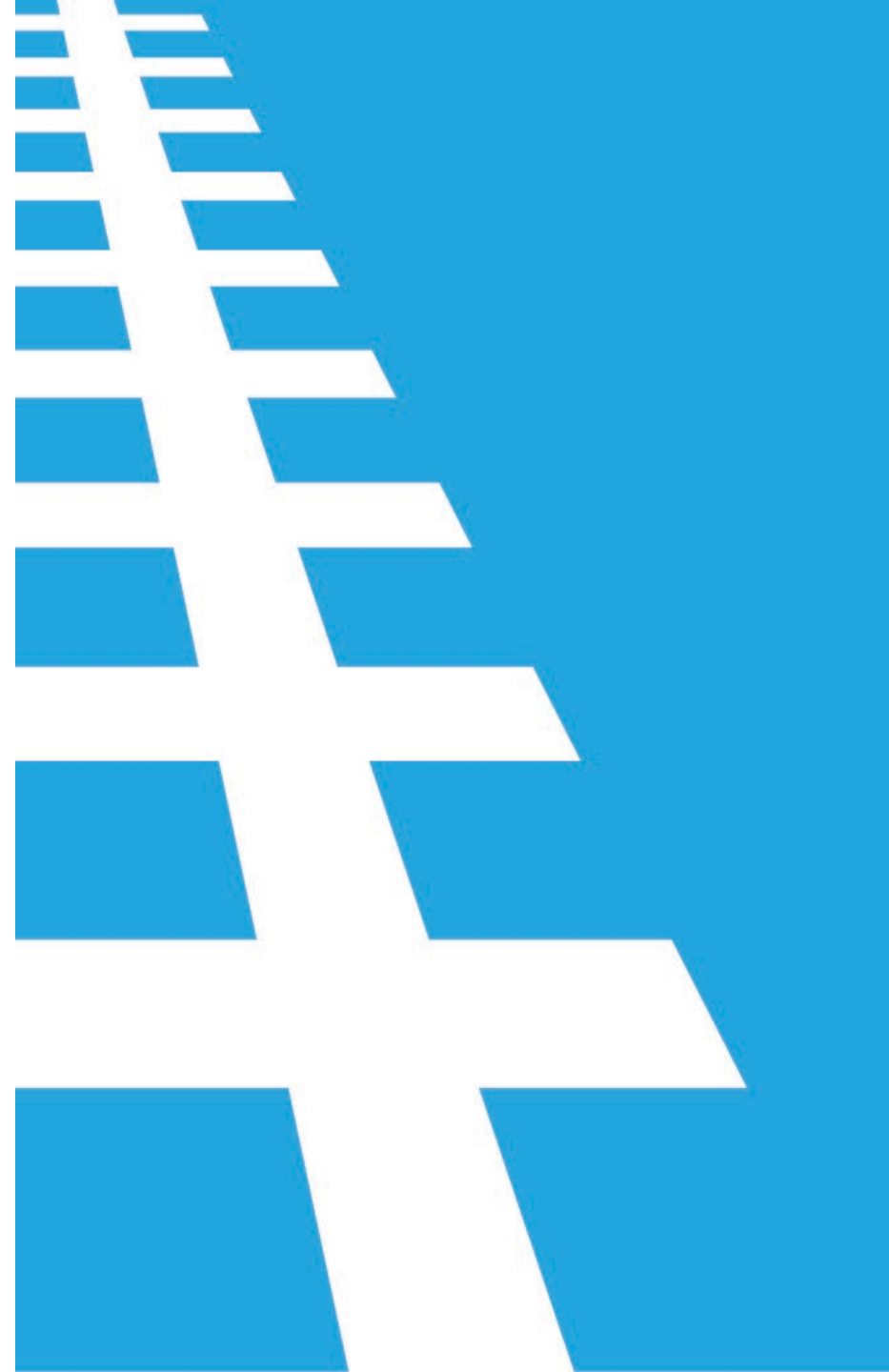




OKLAHOMA
Transportation

Oklahoma State Rail Plan Public Meeting

December 9, 2025



House Keeping Items

- This meeting is being recorded
- All participants are muted
- Post your questions or comments in the chat window; we will address them during the Q&A at the end of the presentation
- Presentation materials will be available on our website shortly after the meeting



Scan the QR code to
view our website

Introduction

Meeting Purpose

- Provide information about the State Rail Plan
- Respond to questions and comments
- Provide instructions for additional feedback

Agenda



- Introduction
- Background
- Question and Answer
- Wrap up

Background

Why a State Rail Plan?

- Federal recommendation
- Helps position stakeholders for federal funding opportunities
- Helps to better understand rail needs and priorities
 - Take inventory and review usage of all rail lines
 - Analyze rail service goals and rail's contribution
 - Catalog and assess potential infrastructure projects
 - Examine financing issues for projects and services
 - Review rail safety improvement projects

Additional Outreach

- Another public meeting after the draft plan release
- Online survey – Please complete!
- Outreach to railroads, regional planners, economic development etc.
- We welcome your comments at any time



Modes Covered by a Rail Plan

Intercity Passenger Rail



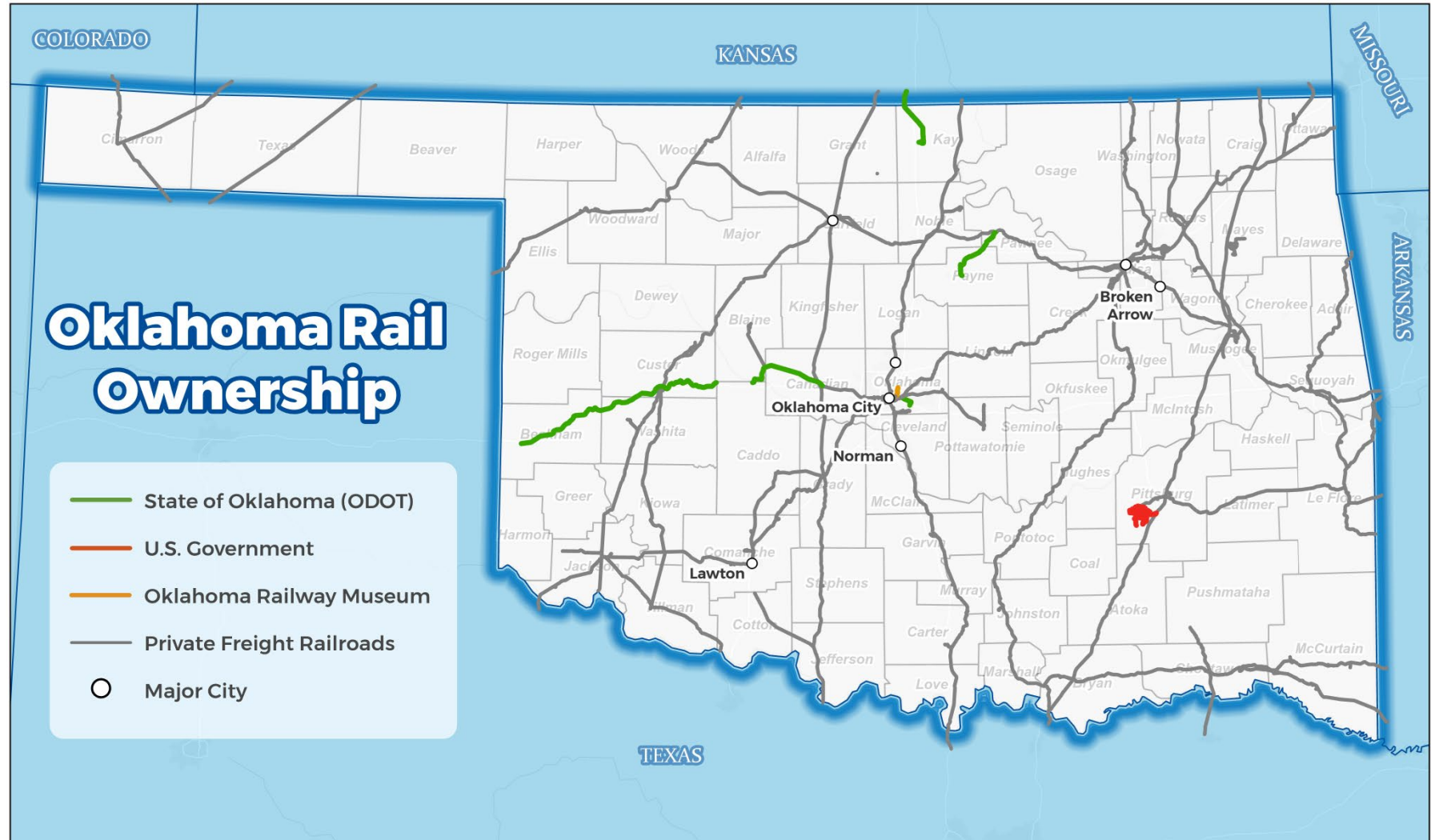
Freight Rail



State Rail Plans also cover commuter rail, but none are in operation in Oklahoma

Most of Oklahoma's Rail Network is Owned and Operated by Private Freight Railroads

- About 93% is owned by private freight railroads
- About 5% is owned by ODOT
- About 2% is owned by the U.S. Department of Defense, port authorities, excursion railroads

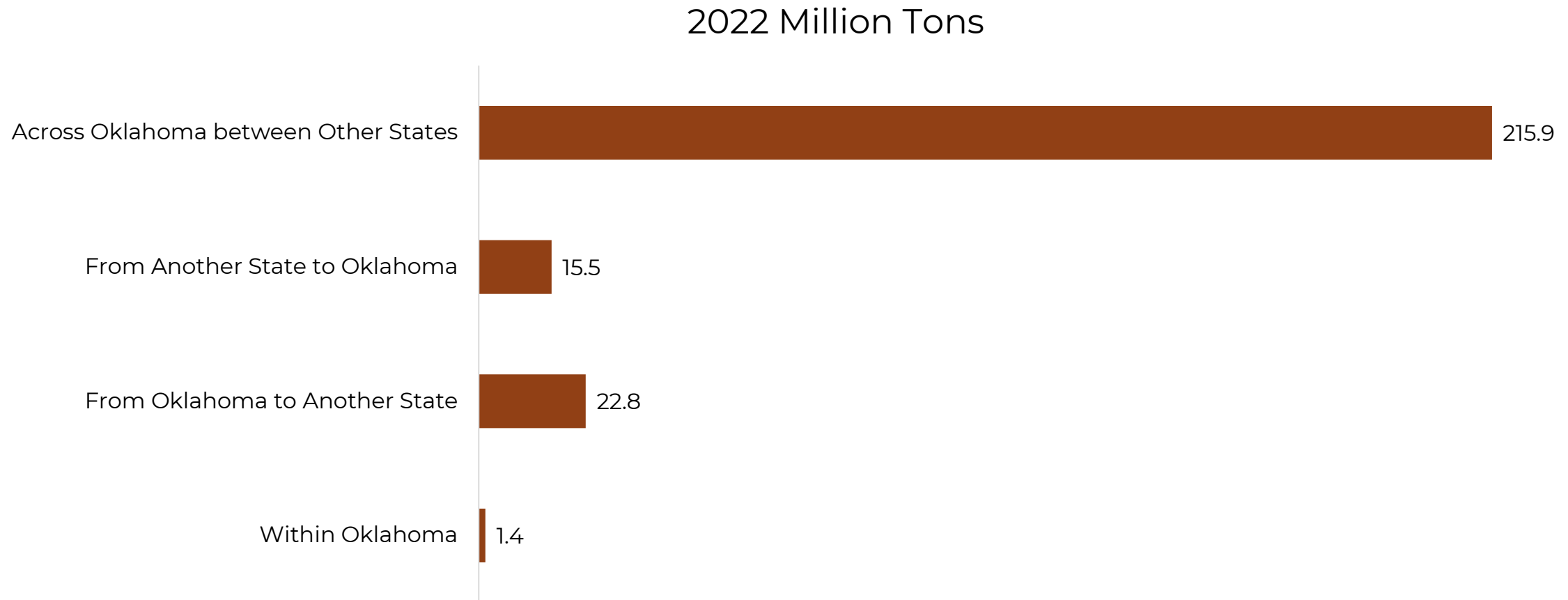


Oklahoma Rail Lines Are Operated by Three Large Class I Railroads, and 16 Smaller Class III Railroads

- BNSF, UP, and CPKC are Class I Railroads with revenue in excess of \$1 billion and move shipments between Oklahoma and other parts of North America
- Class III railroads have revenues less than \$47 million and provide last mile service to customers



Much of the Rail Traffic in Oklahoma is Passing through the State, but This Still Benefits Oklahoma by Relieving Highways

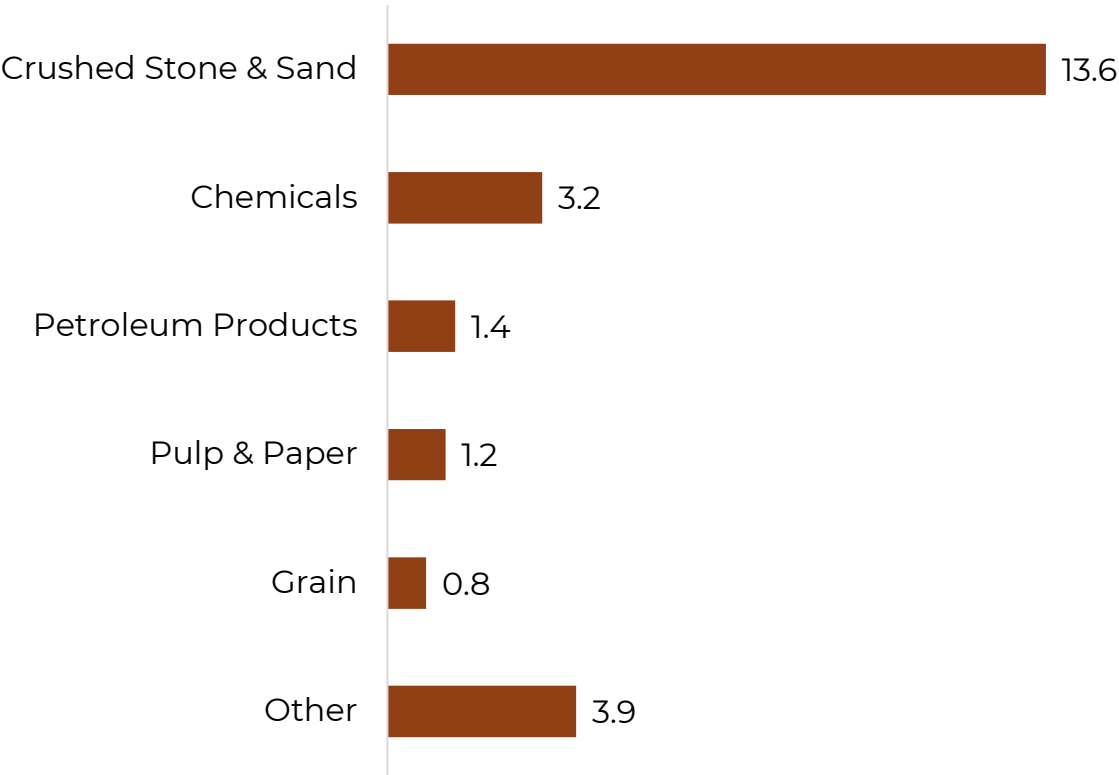


Sources: Association of American Railroads, STB Public Use Waybill

Products Shipped to and from Oklahoma by Rail Are Mostly Bulk Materials

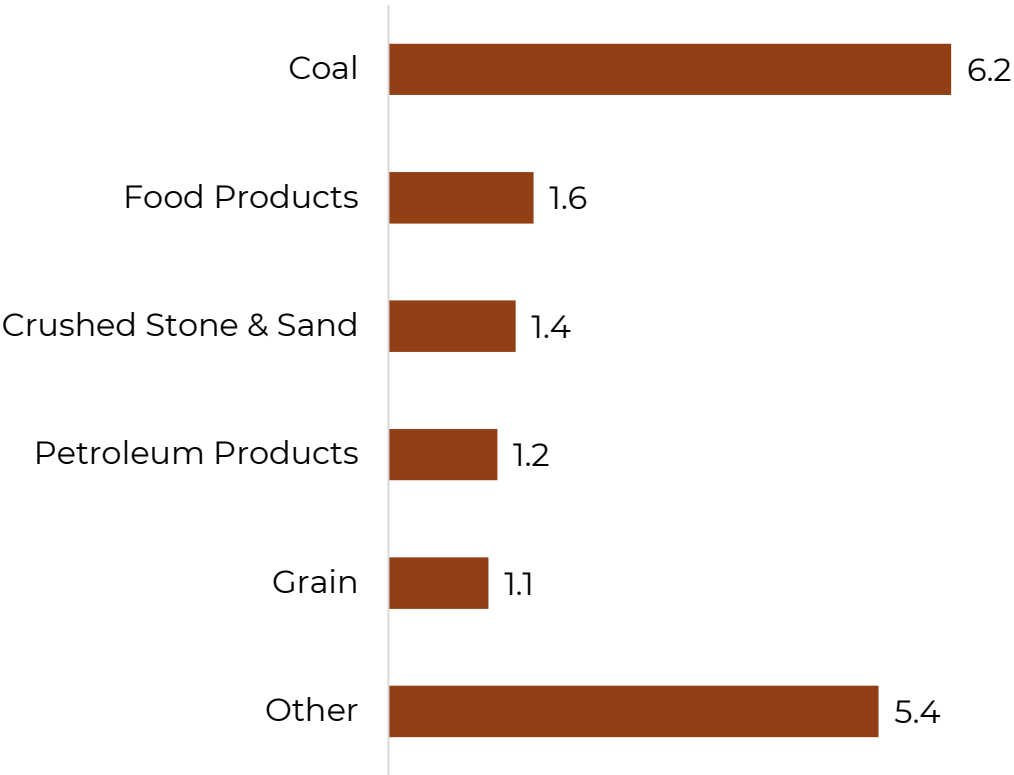
Rail Traffic Originating

Millions of Tons



Rail Traffic Terminating

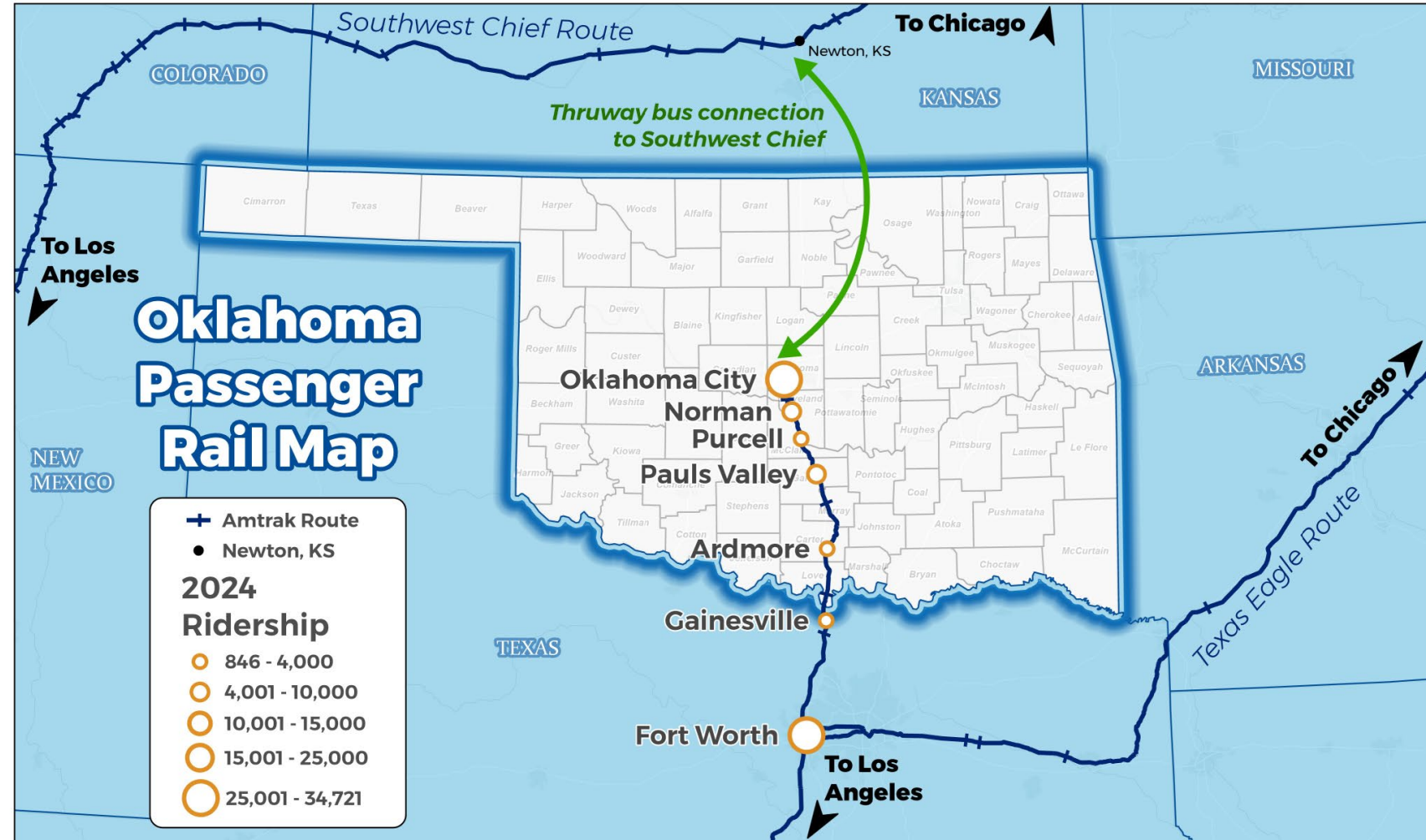
Millions of Tons



Source: Association of American Railroads

Passenger Rail Service in Oklahoma is Provided by the Amtrak Heartland Flyer Route

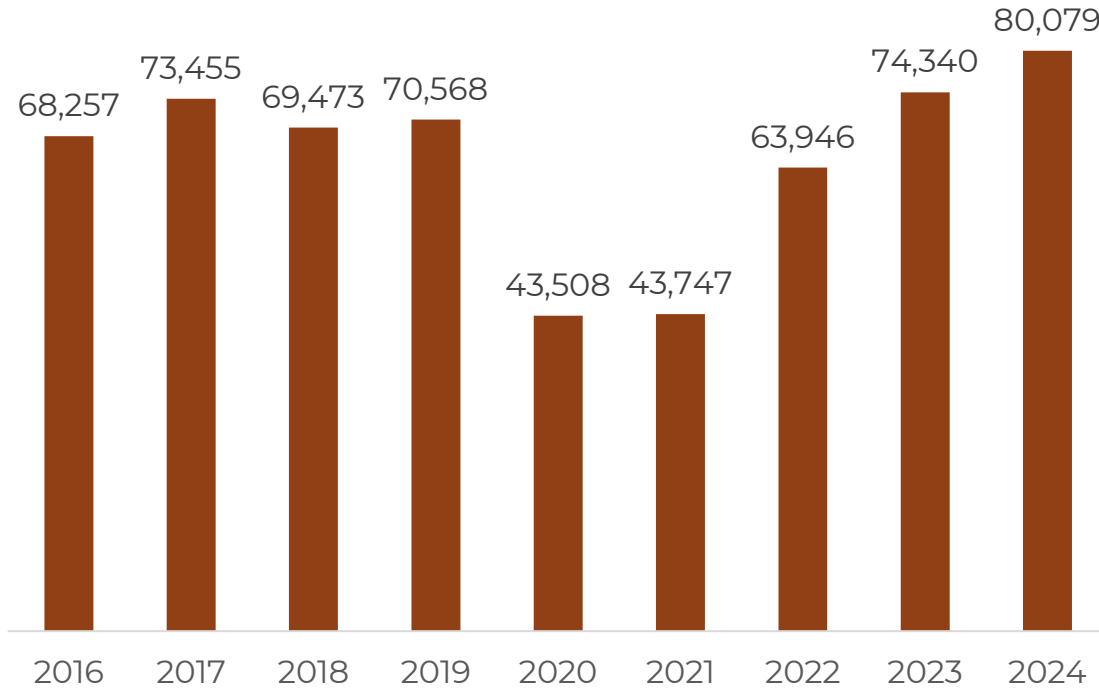
- One train per day each direction
 - Southbound departs Oklahoma City at 8:25 AM and arrives at Fort Worth at 12:27 PM
 - Northbound Fort Worth at 5:25 PM and arrives at Oklahoma City 9:27 PM
- Timed to facilitate connections with the Texas Eagle between Fort Worth and Los Angeles
- Thruway Bus connects with the Southwest Chief
- Heartland Flyer is supported by ODOT and TxDOT



The Heartland Flyer Ridership and Farebox Recovery Have Increased since the Pandemic

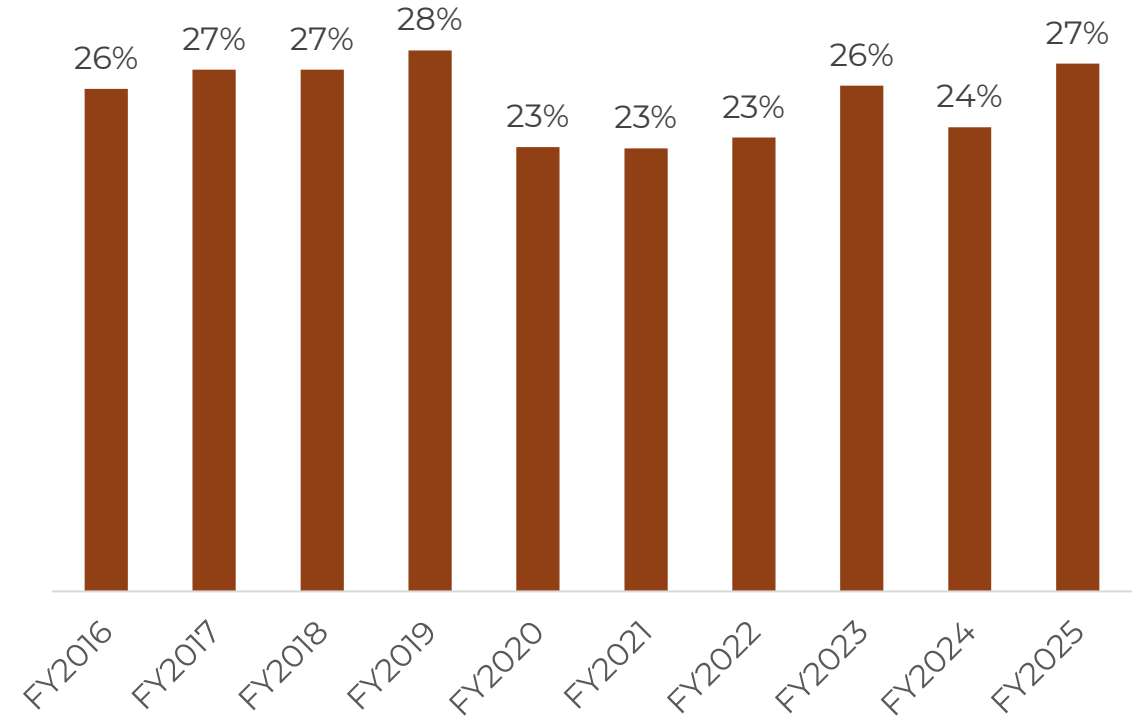
Ridership

■ Ridership



Farebox Recovery

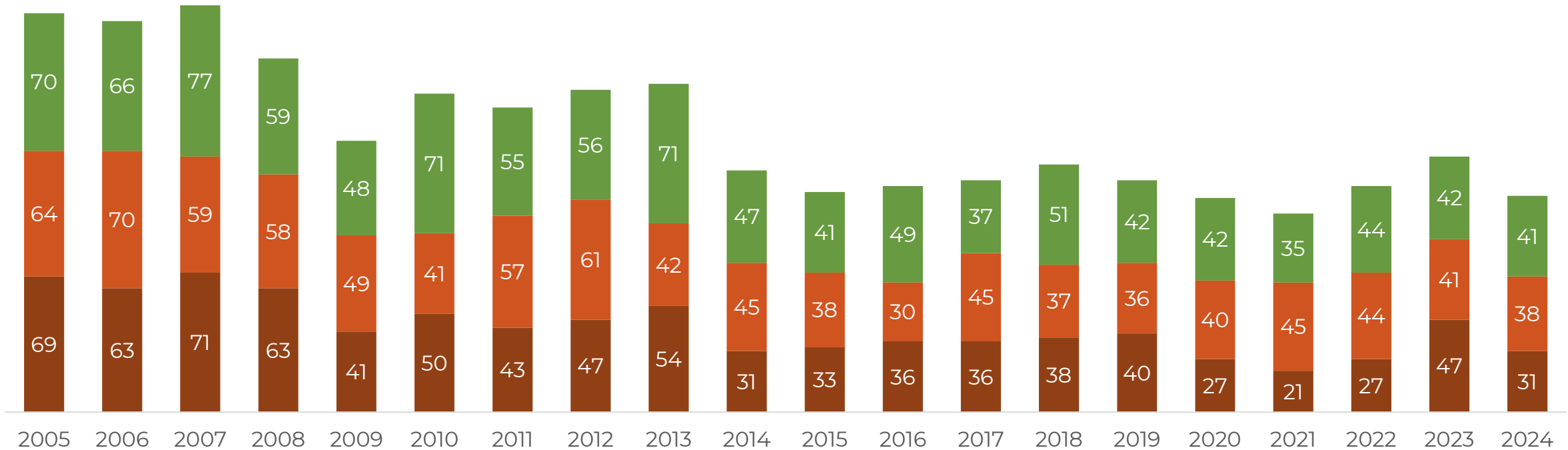
■ Farebox Recovery



Sources: Amtrak, FRA

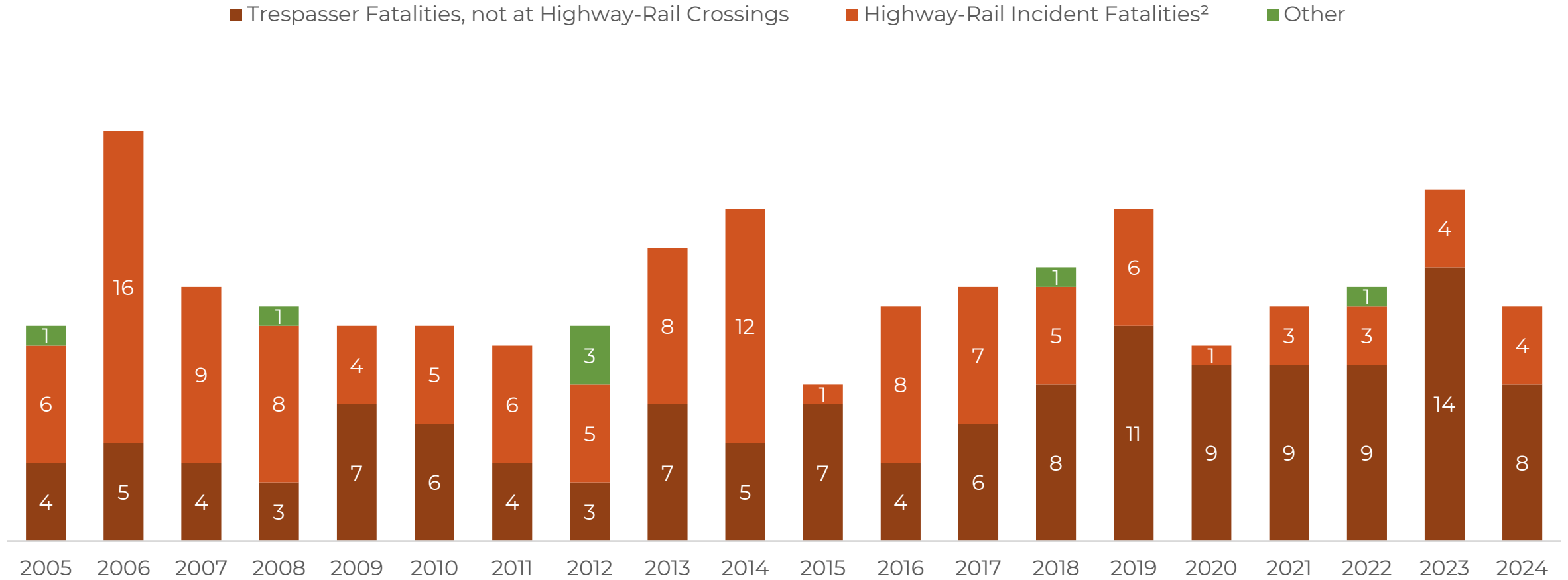
The Number of Rail-Related Accidents and Incidents Has Decreased over the Past 20 Years

■ Train Accidents (not at Highway-Rail Crossings) ■ Highway-Rail Incidents ■ Other Accidents/Incidents



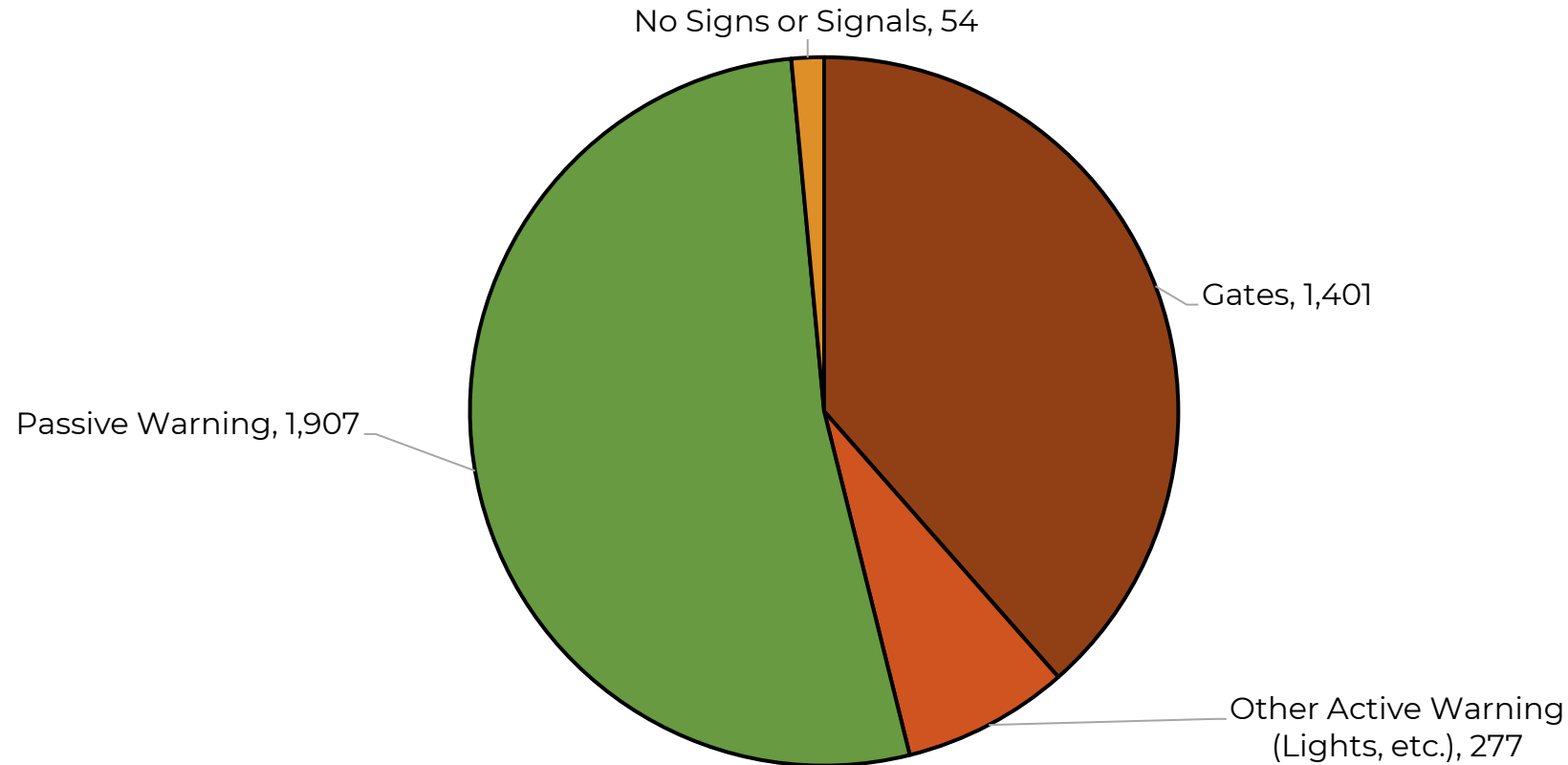
Source: FRA

Unfortunately, Fatalities Have Not Declined



Source: FRA

Slightly Less than Half of Oklahoma's 3,369 Grade Crossings Have Gates and other Active Warning Devices



Source: FRA

What is the Role of the State in This?

- Planning
- State-Owned Rail Lines
 - Rail lines were originally purchased when abandonment was the alternative
 - ODOT Leases 143 miles of state-owned rail lines to Class III (short line) railroad operators
 - Maintains lease agreements, completes yearly inspections for proper maintenance and administers state funds for the upkeep of these properties
- Funding the Heartland Flyer
 - The Heartland Flyer is less than 750 miles therefore is considered a “Regional Route” and state responsibility for funding, as opposed to “Long Distance” routes of over 750 miles, which are funded by the federal government
 - TxDOT and ODOT collectively maintain a contract with Amtrak to fund the Heartland Flyer service which costs about \$7 million per year, of which ODOT pays \$5 million

So What is the Role of the State in All This, (*Continued*)

- ODOT Administers the Section 130 Highway/Rail Crossing Safety Program
 - \$5.7 million per year with supplement up to \$8 million
 - 12 to 15 safety projects per year
 - Broad range of projects, including crossing signal upgrades, but a range of other upgrades as well
- Oklahoma Corporation Commission is a regulatory agency that oversees at-grade crossings and compliance with state laws and regulation
- Oklahoma Department of Commerce provides financial assistance to attract industries that use rail, including, in some instances,

What Is the Role of other Public Sector Agencies?

- Metropolitan Planning Organization or Regional Planning Associations provide planning for rail projects
- Local economic development agencies help to attract industries that use rail
- Tulsa Ports, whose directors are appointed by the Mayor of Tulsa and the Rogers County Commissioners, owns rail property
- The federal government has a range of roles:
 - Funds intercity passenger and freight rail projects, primarily through competitive “discretionary grant” programs
 - Regulates railroad infrastructure and operations through the FRA, STB
 - Funds Amtrak services
 - Funds highway/rail safety programs through the Section 130 program

What Were Some of the Freight Issues, Opportunities Uncovered by the Last Oklahoma State Rail Plan?

- Potential for intermodal container terminal in Oklahoma
- Need for improved rail access through enhancements to branch lines, additional transload facilities
- Port improvement projects
- Class III railroad projects
 - Upgrade to 286,000 pound standard
 - State of good repair projects – track and bridges
 - Track upgrades and bridge upgrades
- Reduction of bottlenecks
- Rail opportunities through oil and gas development, but also decline of coal
- Recommendation regarding communication and education, economic development, funding

Passenger Rail Developments since the Last Plan – Two Studies

Amtrak Connects US

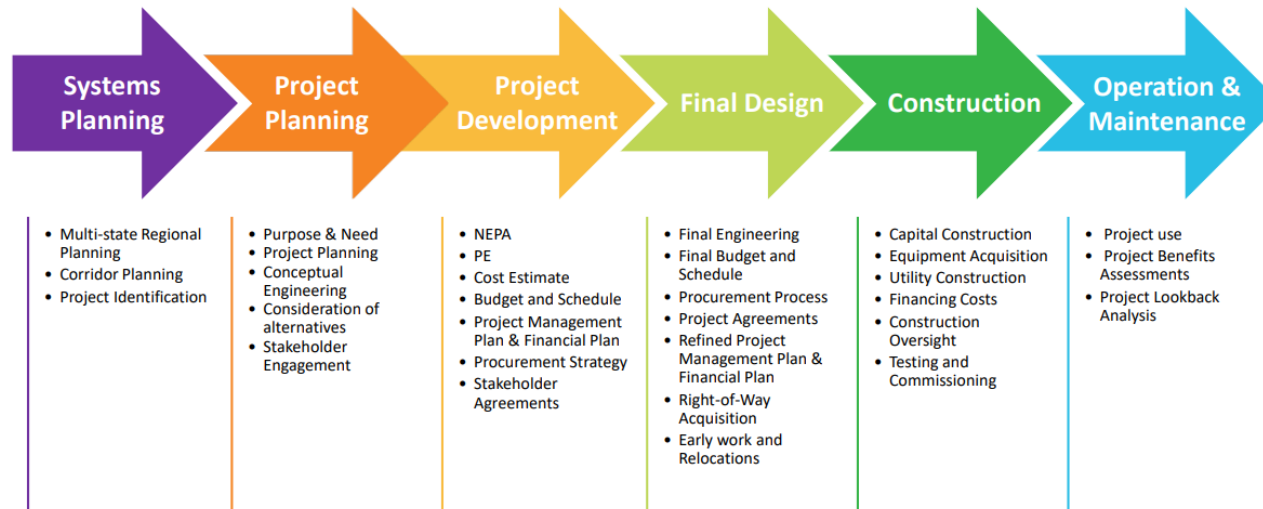


FRA Long-Distance Study



Passenger Rail Developments since the Last Plan – FRA Framework and Corridor ID Program

FRA Framework



Corridor ID Program



Federal Discretionary Grant Programs (IIJA Expires 2026)

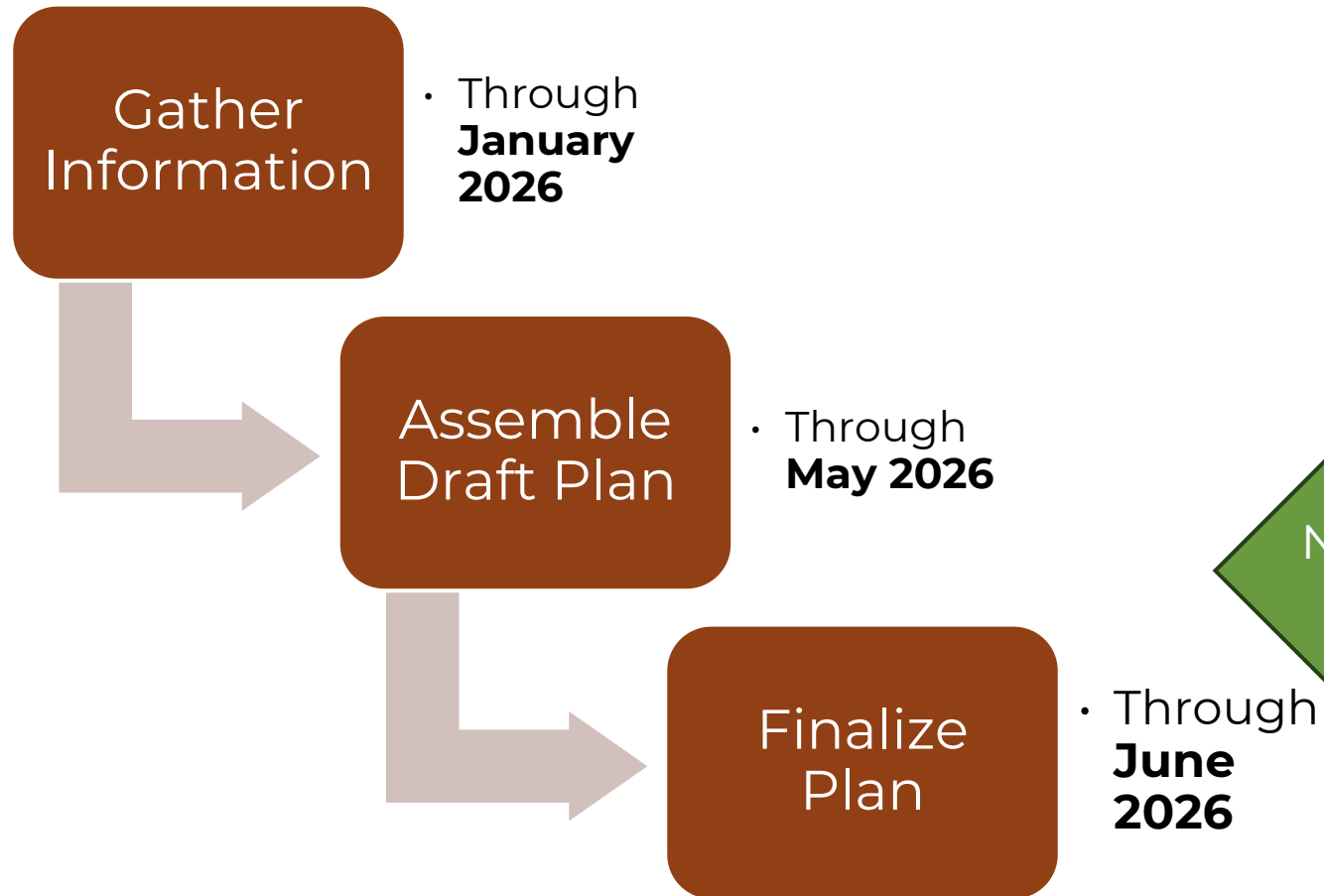
- Safety/Crossing Program – Railroad Crossing Elimination Program
- Freight Rail
 - Nationally Significant Multimodal Freight & Highway Projects (INFRA)
 - Port Infrastructure Development Program
- Passenger Rail
 - Corridor ID
 - Federal-State Partnership for Intercity Passenger Rail
 - Restoration and Enhancement
- Freight and Passenger Rail – Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Multimodal
 - Better Utilizing Investments to Leverage Development (BUILD)
 - National Infrastructure Project Assistance (Mega)

Question and Answer

Wrap Up

Rail Plan Schedule

Rail Plan Process



Public Input

Online
Survey is
Live

Next Public Meeting and
Public Comment

Comments are Welcome at any Time

We Want to Hear from You!

- Please complete our online survey!

[Oklahoma State Rail Plan](#)

