

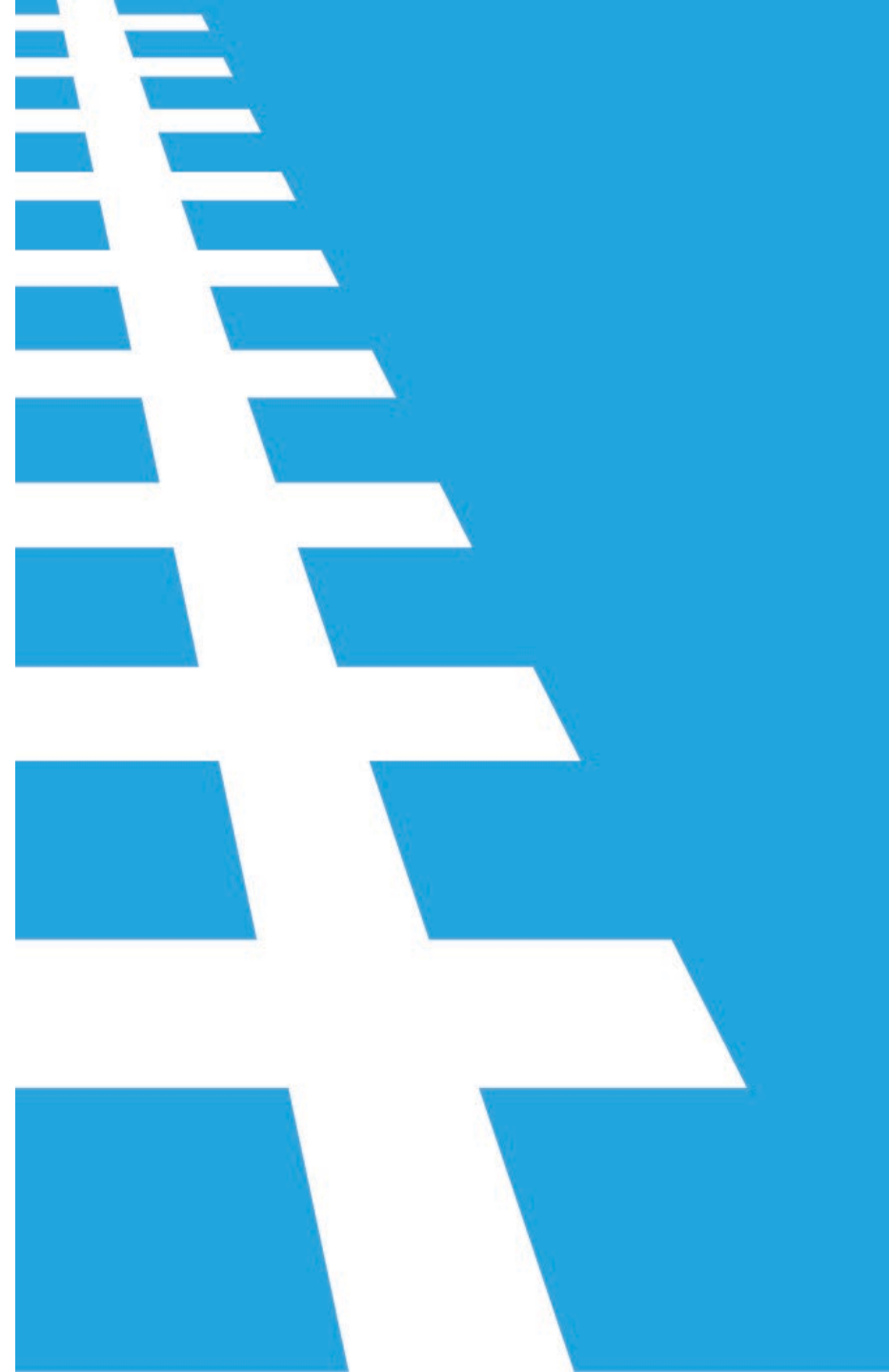


**OKLAHOMA**  
Transportation

# Oklahoma State Rail Plan Public Meeting

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Wednesday, June 3, 2026



# House Keeping Items

- This meeting is being recorded.
- All participants are muted.
- We will take questions and comments after the presentation using the Q&A function located within your toolbar.
- Scan the QR code to the right to view the project website. Presentation materials will be available at there later this week.



# Introduction

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# Agenda

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- General Rail Plan parameters
- Summary of rail plan findings
  - Goals, and objectives
  - Freight rail themes
  - Safety and crossing themes
  - Passenger rail
  - Proposed projects
- Question and Answer
- Wrap up

# Meeting Purpose

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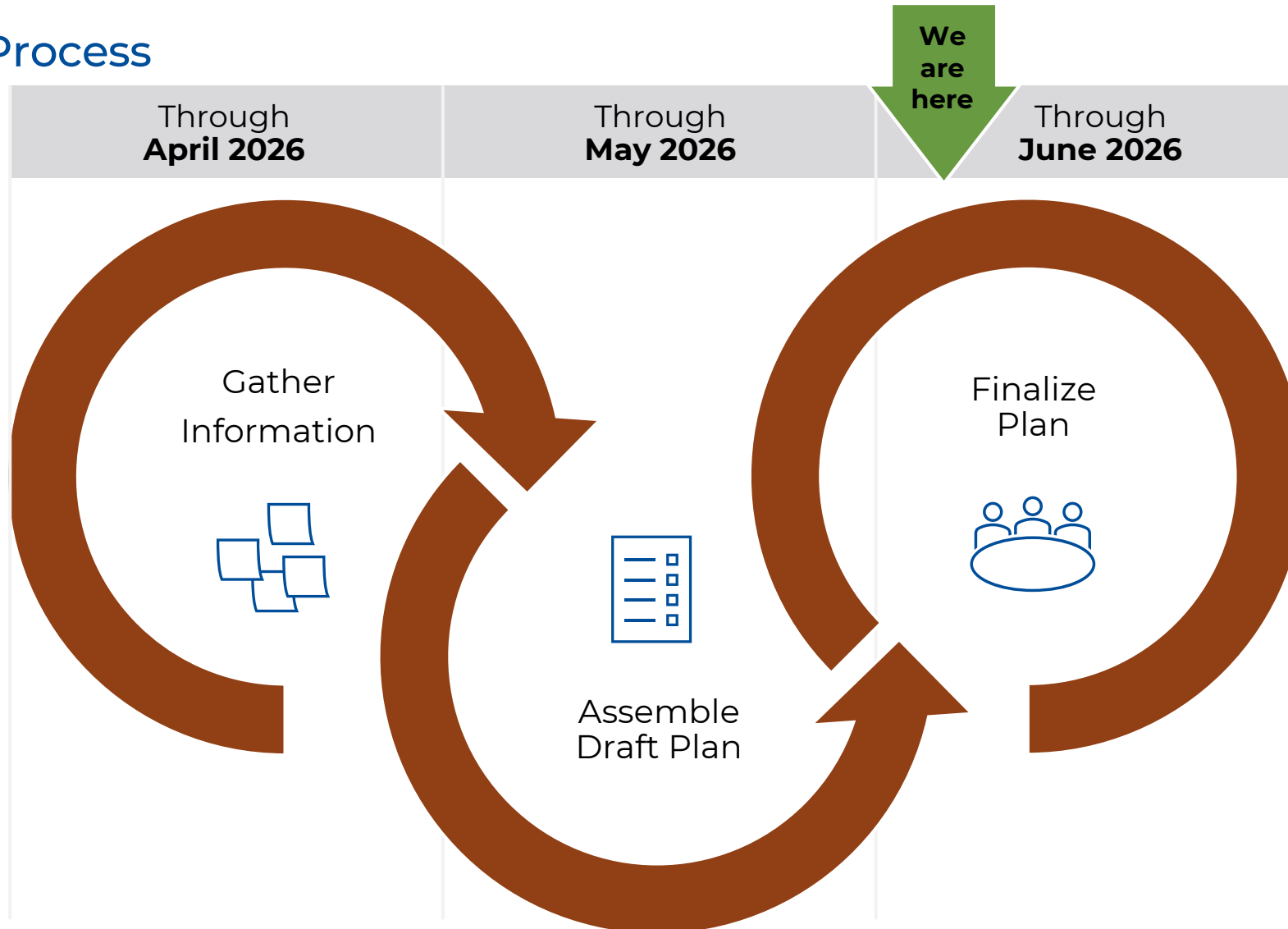
- Review Rail Plan findings
- Respond to questions and comments
- Provide instructions for additional feedback as Rail Plan is finalized

# General Parameters

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# Rail Plan Schedule

## Rail Plan Process



# Format of the Rail Plan

## Excerpt from the FRA State Rail Plan Guidance

The following outline represents the required standard format for State rail plans:

### Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System
  - 2.1. Description and Inventory
  - 2.2. Trends and Forecasts
  - 2.3. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

### Technical Appendix

The State rail plan format, addressing content and organization, is shown below with a detailed description of each chapter provided in Section V of this Guidance.

#### Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System:
  - 2.1. Description and Inventory
  - 2.2. Trends and Forecasts
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#### Technical Appendix

The State rail plan may be published and presented to FRA either as a stand-alone document or as an element of the State's Long Range Transportation Plan, as required in 23 U.S.C. 135 and 49 U.S.C. 5304. In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), incorporation of the State rail plan within the statewide Long Range Transportation Plan may provide an opportunity for States to more fully envision and present their rail program within a broader context of the State's multimodal statewide transportation system. If the State rail plan is incorporated within the State's Long Range Transportation Plan, it is important that the State rail plan standard format be used (for the State rail plan section of the statewide Long Range Transportation Plan) and that the State Rail Plan Approval Authority, as described in Section III of this Guidance, explicitly approves the State rail plan element.

# Information Gathered through Outreach, Data Gathering and Analysis, other Planning Efforts

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## Outreach

- Meetings with, surveys from railroads
- Information from port authorities
- Meetings with adjoining states
- Meetings with industry associations, state federal agencies, economic development representatives
- Meetings with regional planning representatives
- Public meeting
- Public survey responses
- Stakeholder workshops

## Data Analysis

- Compiling railroad data
- Freight flow data
- Safety data
- Socio economic data
- Land use, congestion, travel demand, etc.

## Other Planning

- Review of MPO/RPO planning documents
- Passenger rail initiatives
- ODOT Studies, Initiatives

# Goals and Objectives

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# Goals and Objectives

## Ensure a safe and secure railroad system

**Continue to upgrade** warning devices at highway-rail grade crossings

**Look for opportunities** to eliminate crossings, either through closure or through grade separation

**Continue to support rail safety education** and enforcement efforts

Identify opportunities to improve the **safety of roadway approaches to highway-rail grade crossings**

**Investigate opportunities reduce** trespassing and improve pedestrian safety near the railroad network, including coordination with local law enforcement on enforcement efforts and identification and diagnosis of problem areas

## Preserve and modernize railroad infrastructure

**Work with railroads** on needed maintenance for state-owned rail lines

**Promote efforts to upgrade** rail lines to 286,000 pound standard, developing a program of recommended improvements

**Support efforts** to ensure that inactive or low density rail corridors remain viable rail transportation corridors

**Promote projects** that establish new transportation connections by restoring service to previously inactive rail lines

## Mobility and accessibility

Where funding is available, support efforts to **provide passenger rail modal options.**

**Work with railroads and municipalities** to reduce instances of crossings occupied by stationary trains over extended periods of time.

## Economic vitality

**Promote better multimodal connections** between the rail network and other modes, including port connections and truck/rail connections

**Identify and advance opportunities** for rail to better tie Oklahoma to national and international markets

**Support rail access** to industrial hubs and employment generators

## Operations and management

Look for opportunities to **develop innovative partnerships** to fund transportation projects and initiatives

**Capitalize on federal funding programs** to aid investment in the rail system

## Environment and quality of life

Support efforts to **mitigate negative impacts of railroad operations** on communities in ways that benefit both railroad operators and surrounding communities

## Resiliency and reliability

**Help to mitigate rail bottlenecks** to support a more fluid network

**Promote the resilience of the rail network** to extreme weather events and other environmental conditions

# Major Freight Rail Themes

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# Rail supports Oklahoma economic development

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## Target industries:

- Energy
- Agriculture and food production
- Manufacturing
  - Agriculture, food and forestry products
  - Chemicals, petroleum and plastics
  - Metalworking and foundries
  - Machinery and equipment
  - Electronics and transportation
- Transportation and distribution

# Definitions: Unit Trains, Manifest Trains

## Manifest Train

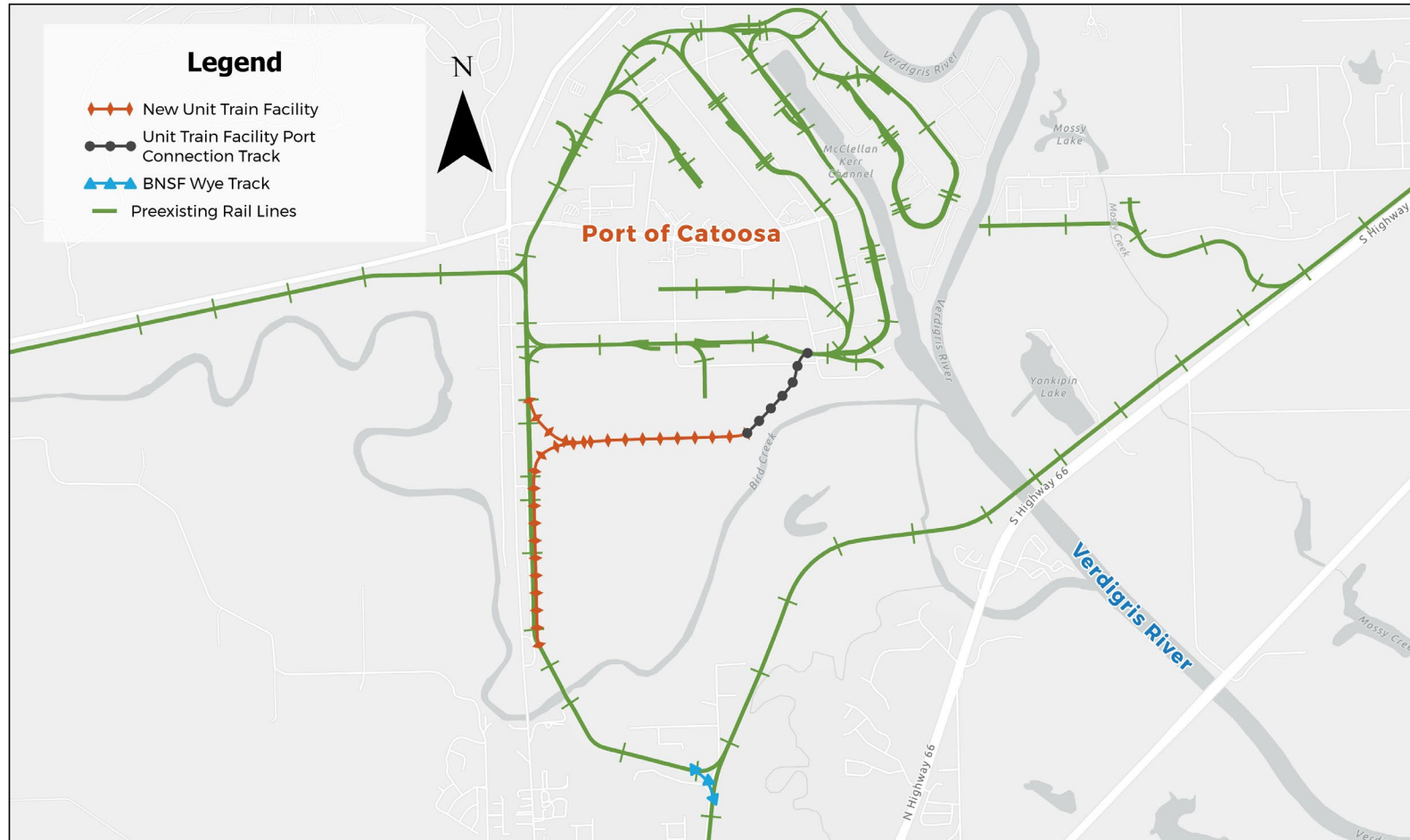


## Unit Train

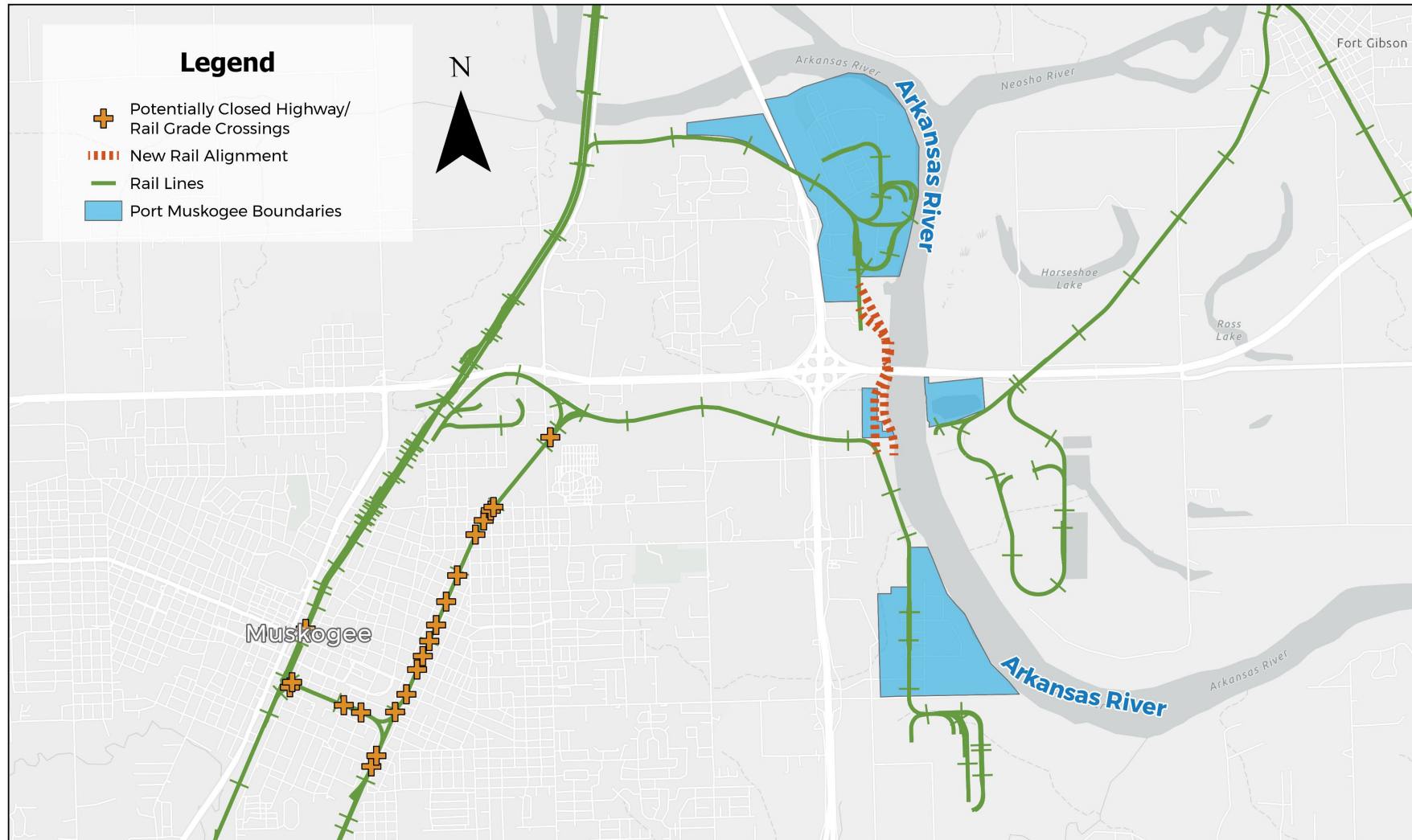


# Oklahoma's port authorities have major rail initiatives

## Tulsa Ports Unit Train Initiative



# Rail access to Port Muskogee South



# Definition: Intermodal



# Although Oklahoma lacks a marketed intermodal terminal, containerized service is available to specific shippers

## PCCA Loading Facility in Altus



Source: PCCA

## Oklahoma City

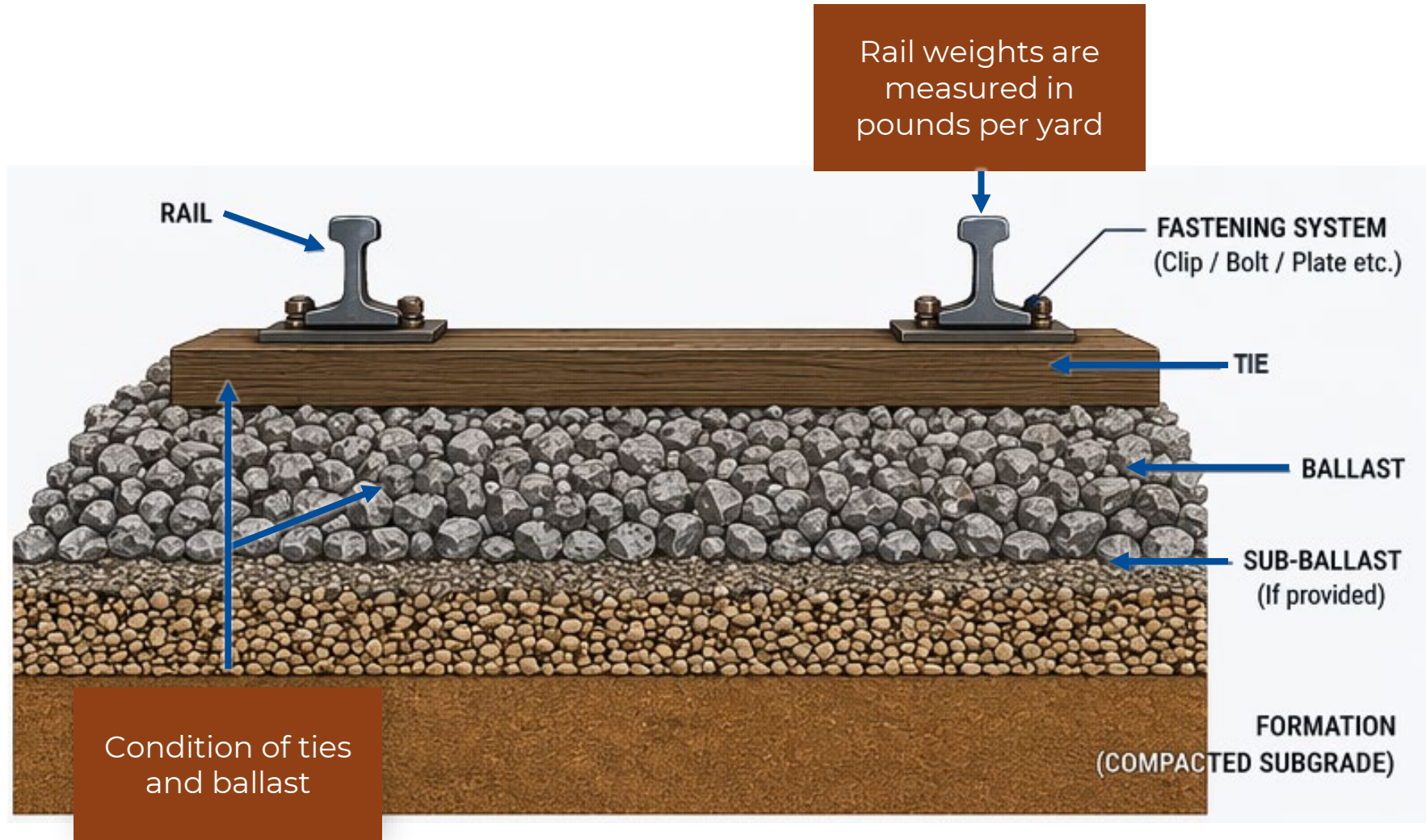
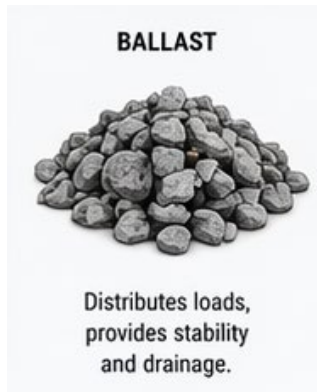
- Service now to a single customer, but BNSF plans to expand to market more generally

## Feasibility of Intermodal Facilities

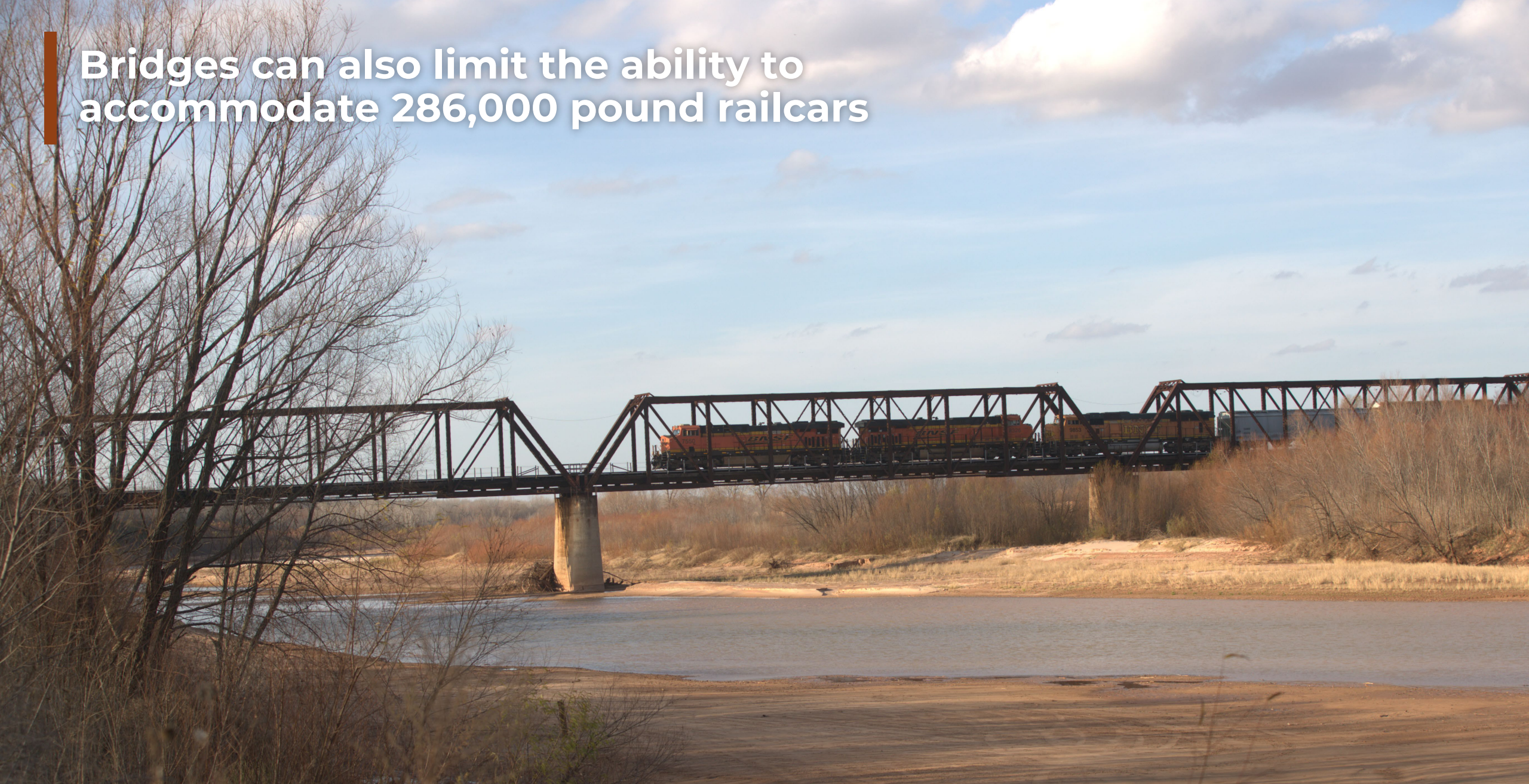
- High volume demand – preferably dedicated trains
- Support from serving railroads, container owners
- Traffic balance
- Fit within intermodal network

# Rail lines that cannot accommodate 286,000 pound railcars

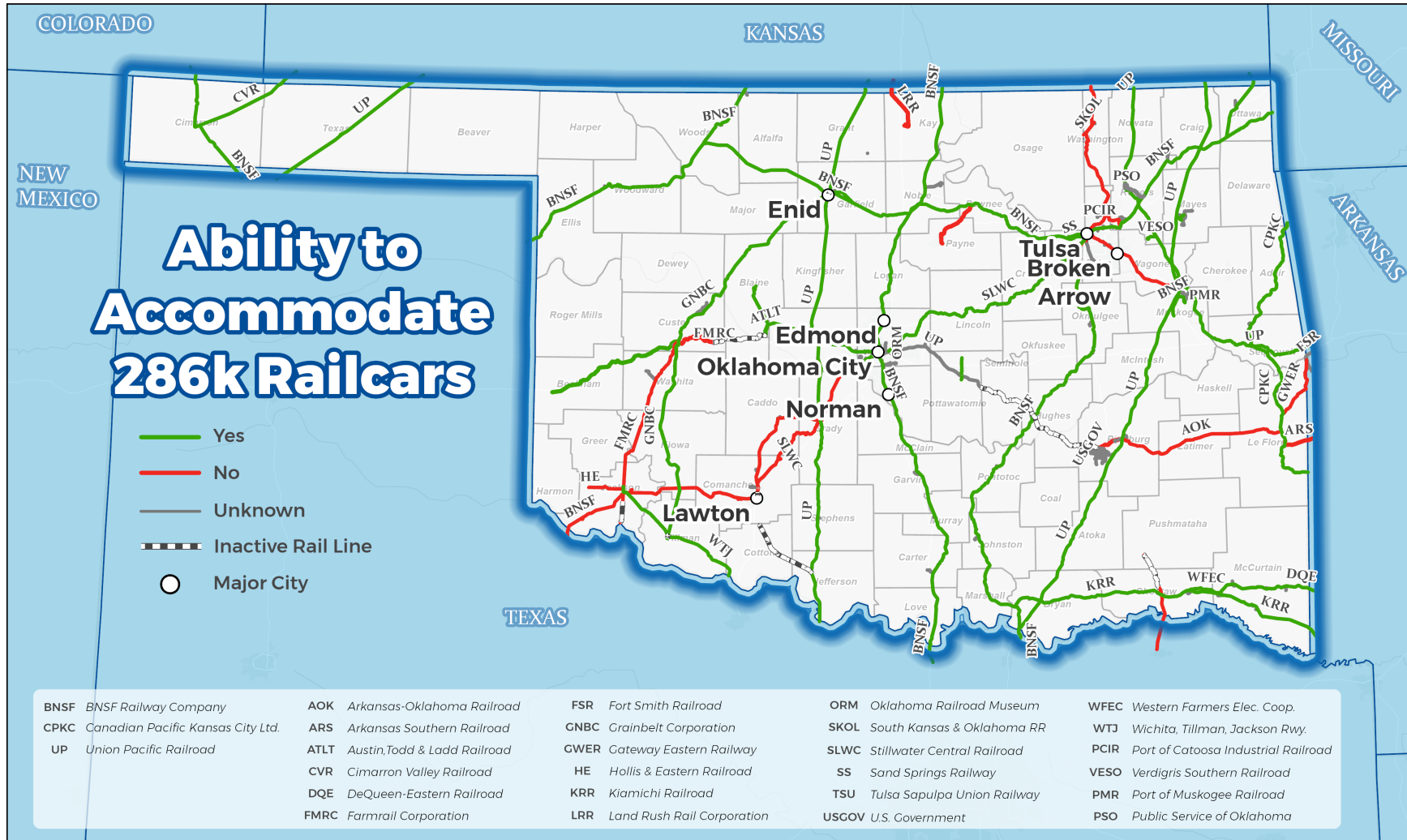
## Key Factors for Heavy Axle Loads (HAL)



**Bridges can also limit the ability to accommodate 286,000 pound railcars**

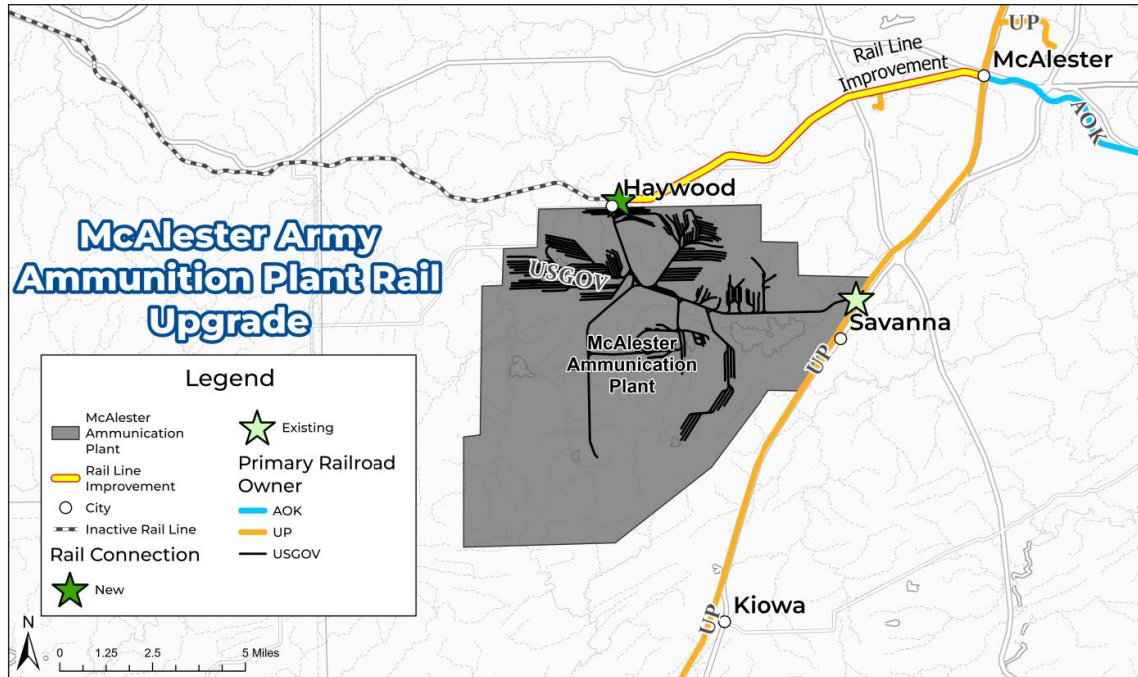


# About a fifth of Oklahoma's rail mileage cannot accommodate industry standard railcars, not just on Class III railroads

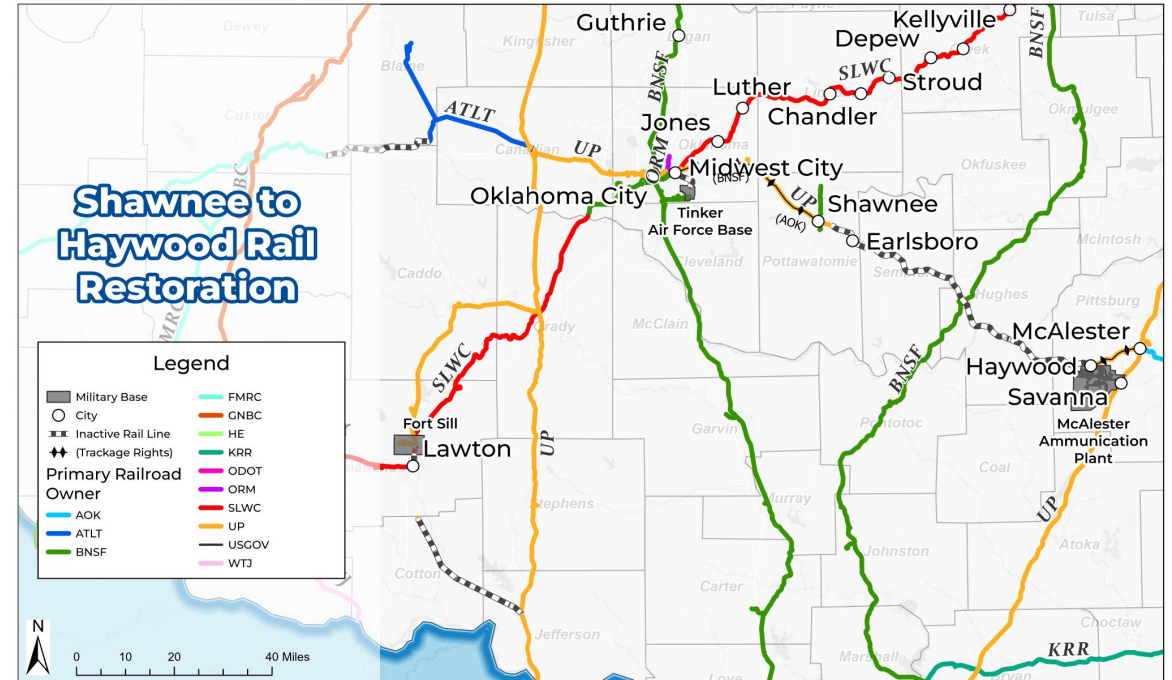


# Stakeholders noted opportunities to restore rail connections

## McAlester Army Ammunition Plant North Gate

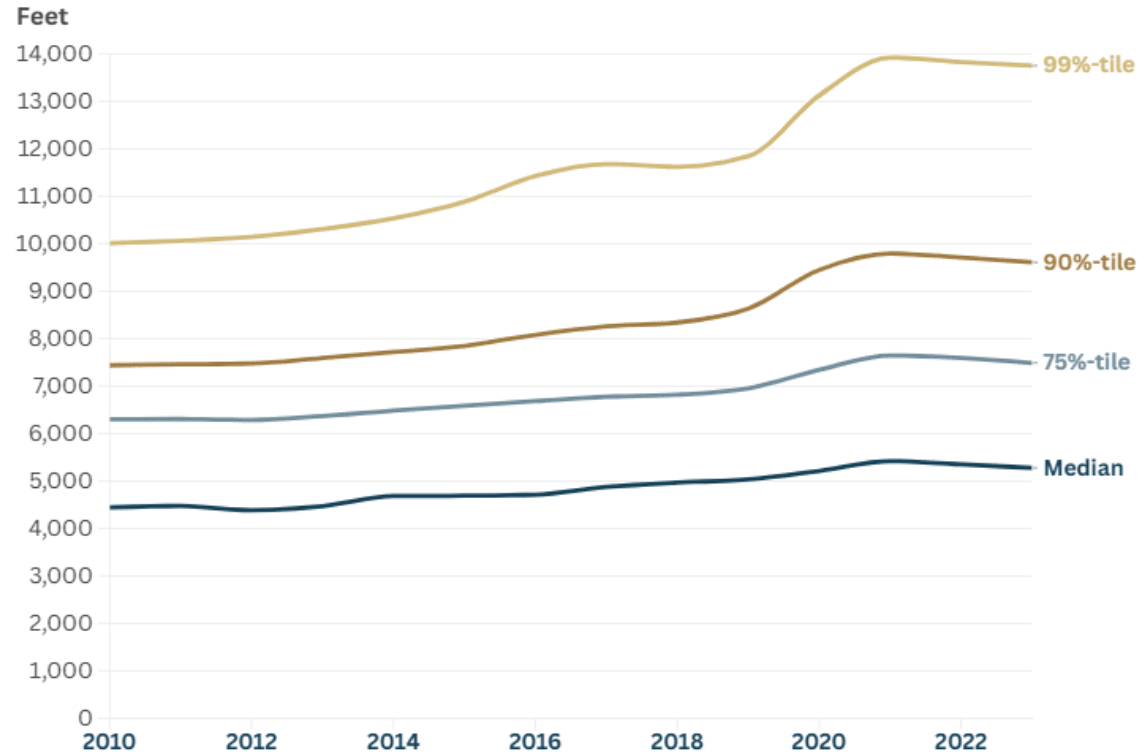


## Shawnee to Haywood



# Rail industry trends have an impact on Oklahoma

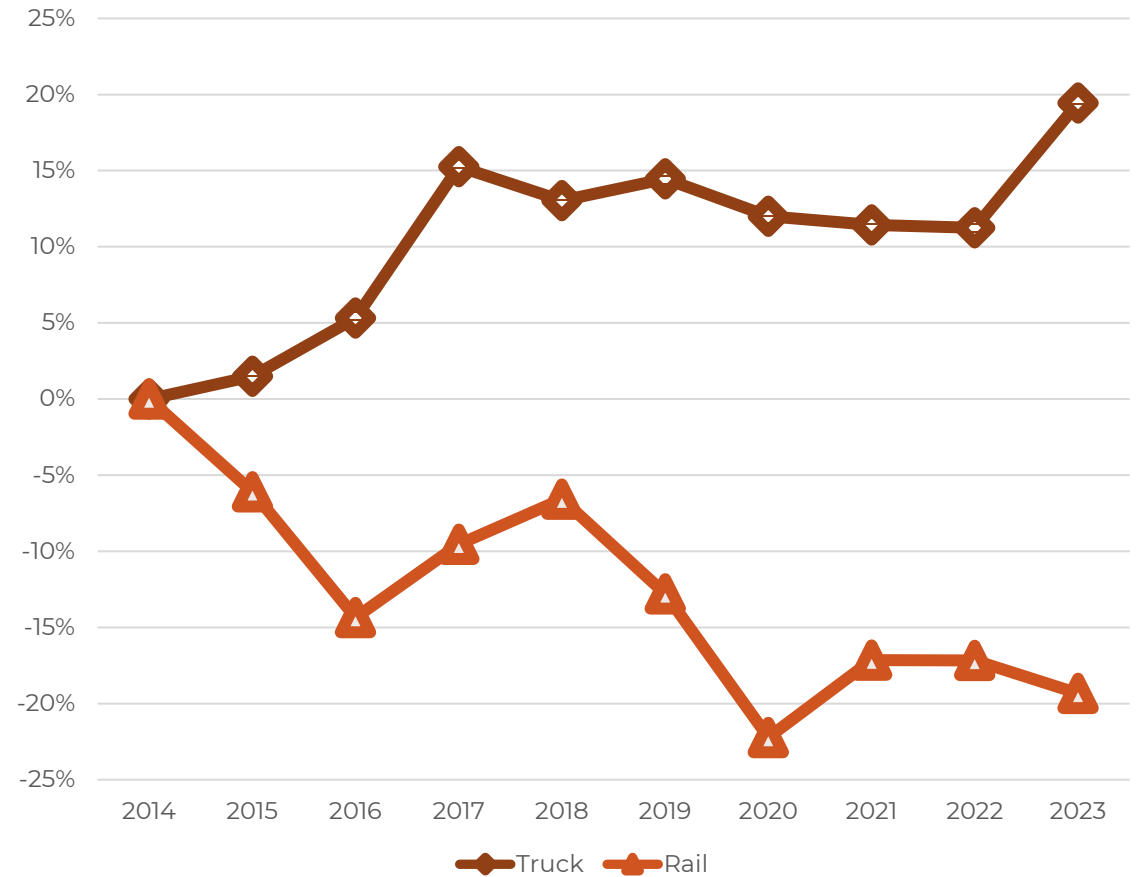
## Average Train Length



"Long trains" have operated safely for decades and the industry's safety record has dramatically improved during that period. The median train length increased by 19% in 2023 since 2010 and 6% since 2018, decreasing overall since 2021. Source: AAR analysis of industry data.



## Change in Modal Ton-Miles since 2014



# As do potential changes in the rail industry structure

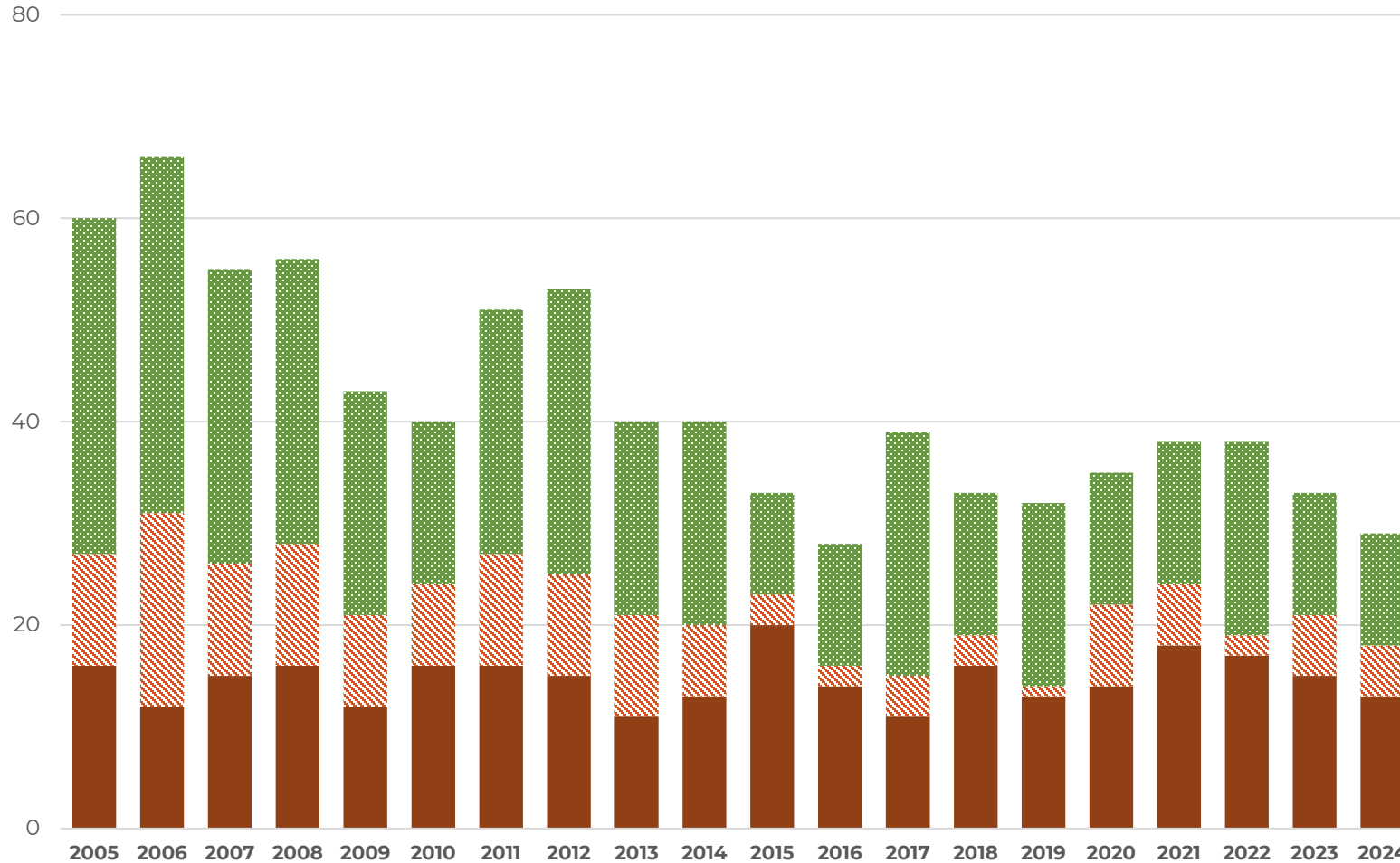





# Safety and Crossing Themes

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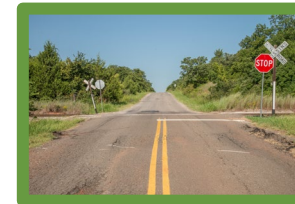
# Crashes, particularly at unprotected crossings have declined

## Grade Crossing Crashes by Crossing Protection



-  Passive Warning Device
-  Other Active Warning Device
-  Gates

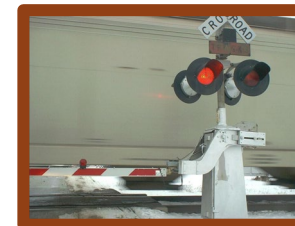
Unprotected Crossing



Lights Only



Gates and Lights

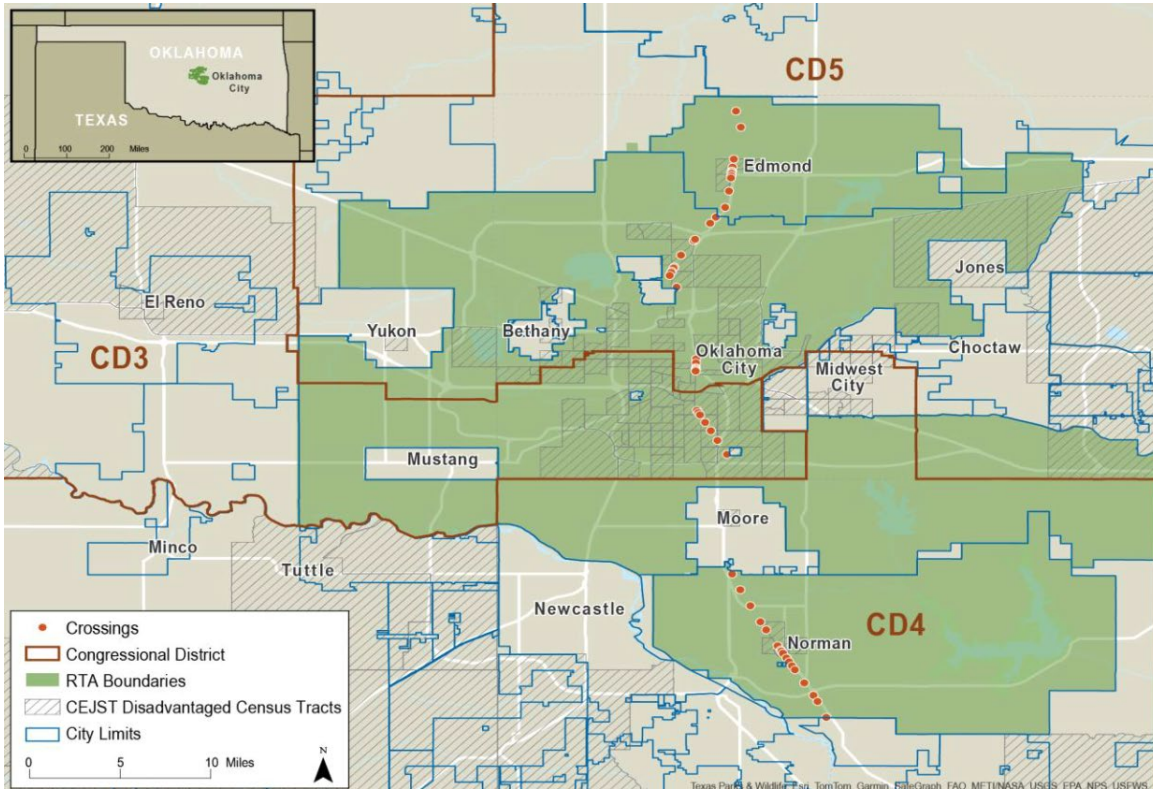


Crossing approaches and skew are also important



# Highway-rail grade crossing conflicts remain a major issue in Oklahoma

## Oklahoma City Crossing Study



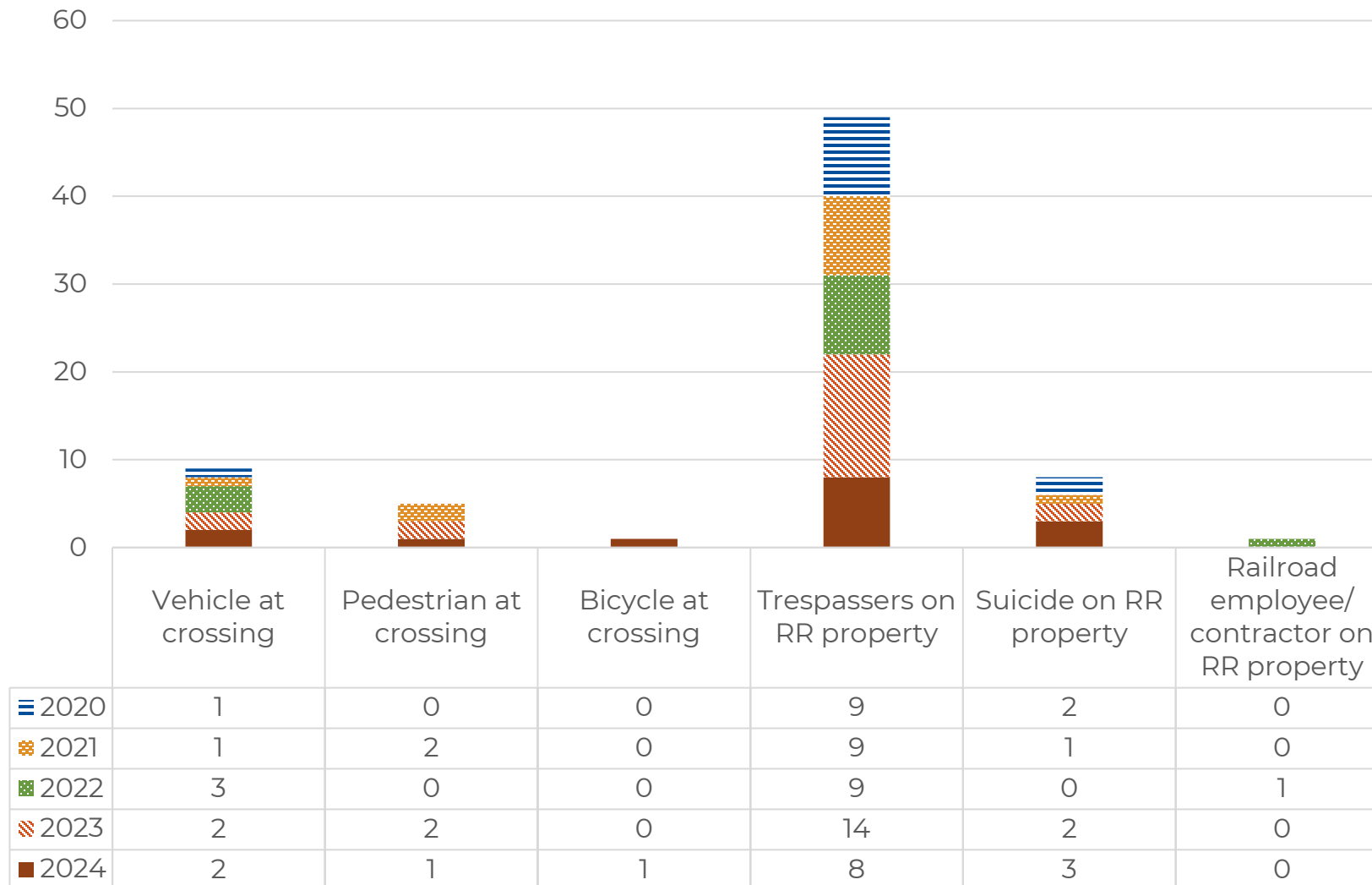
## Claremore Crossing Study



# A range of alternatives can address blocked crossings



# Most rail-related fatalities involve unauthorized people on railroad property



The issue prompted the Oklahoma City Police Department to launch Operation *Keep Oklahoma City Rails Safe* program

- Identify Hot Spots
- Investigate reasons for Hot Spots
- Targeted patrols for enforcement, relocation

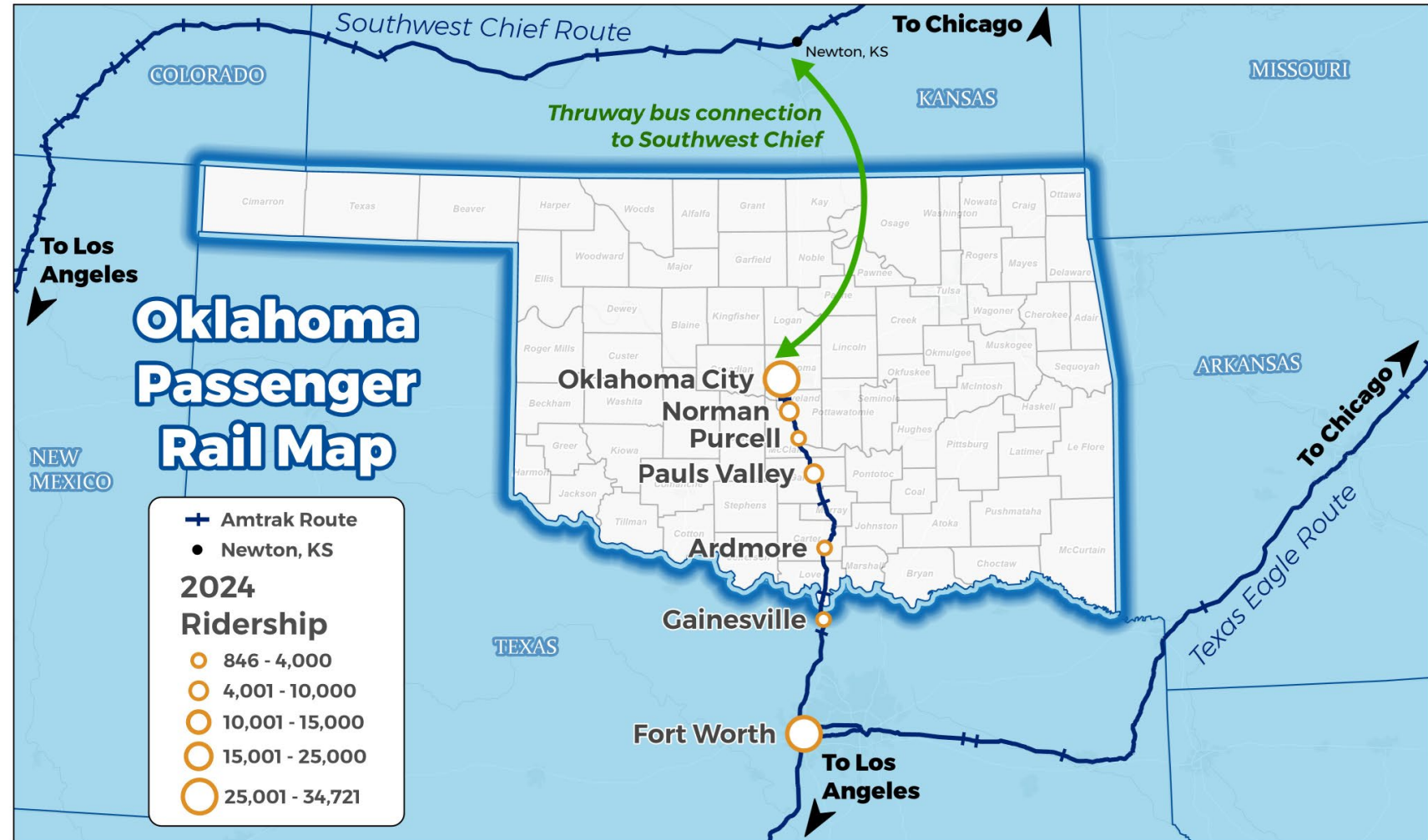
**!** Homeless encampments on railroad rights-of-way have created hazards, nuisance

# Passenger Rail

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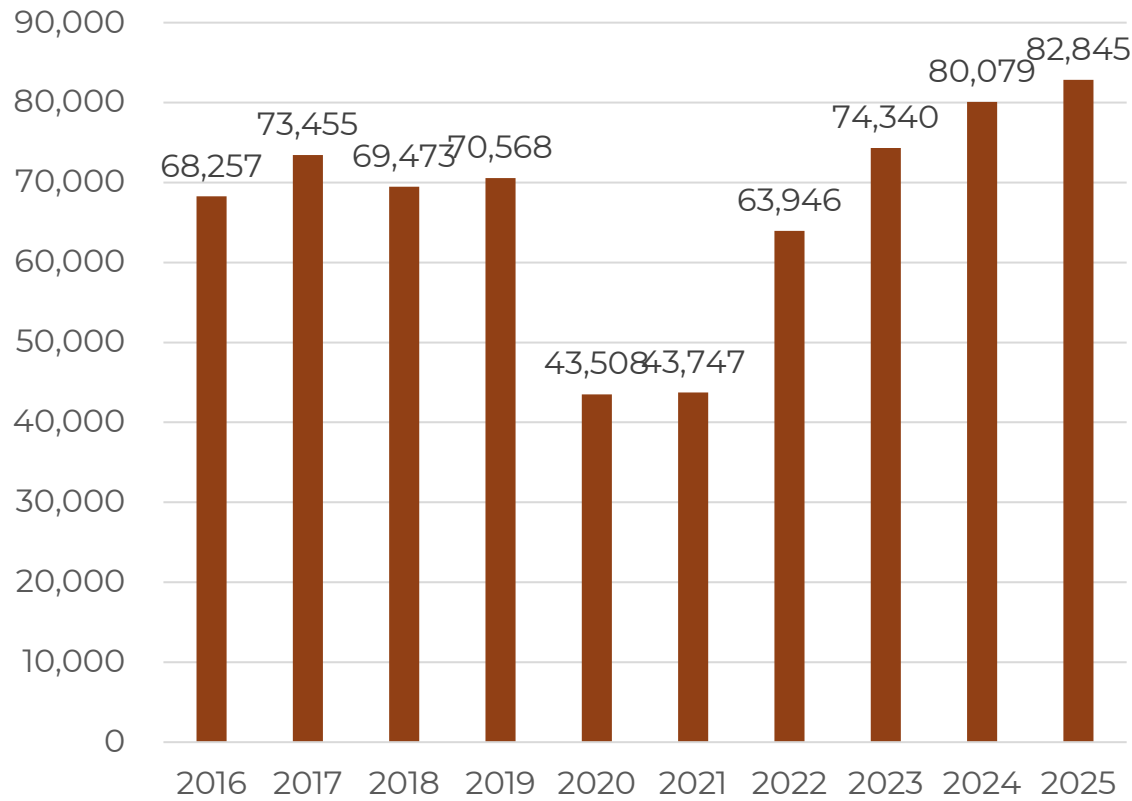
# Passenger Rail Service in Oklahoma is Provided by the Amtrak Heartland Flyer Route

- 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

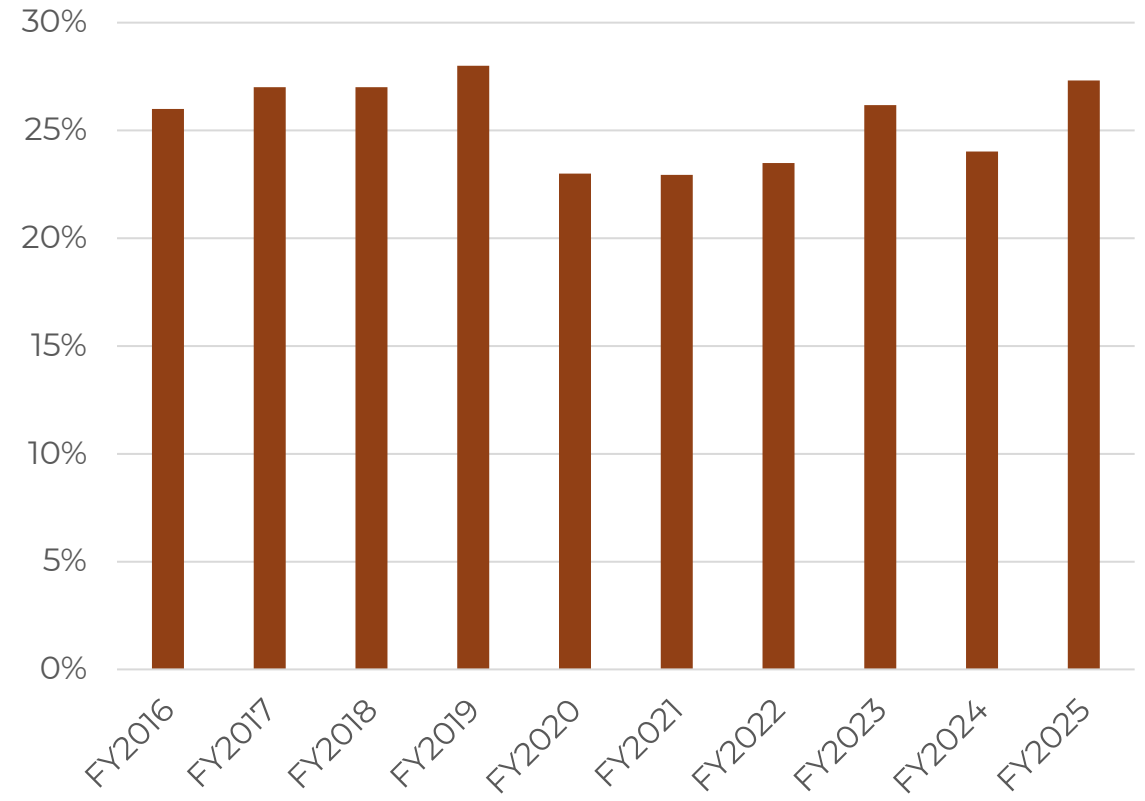


# The Heartland Flyer Ridership and Farebox Recovery Have Increased since the Pandemic

## Ridership

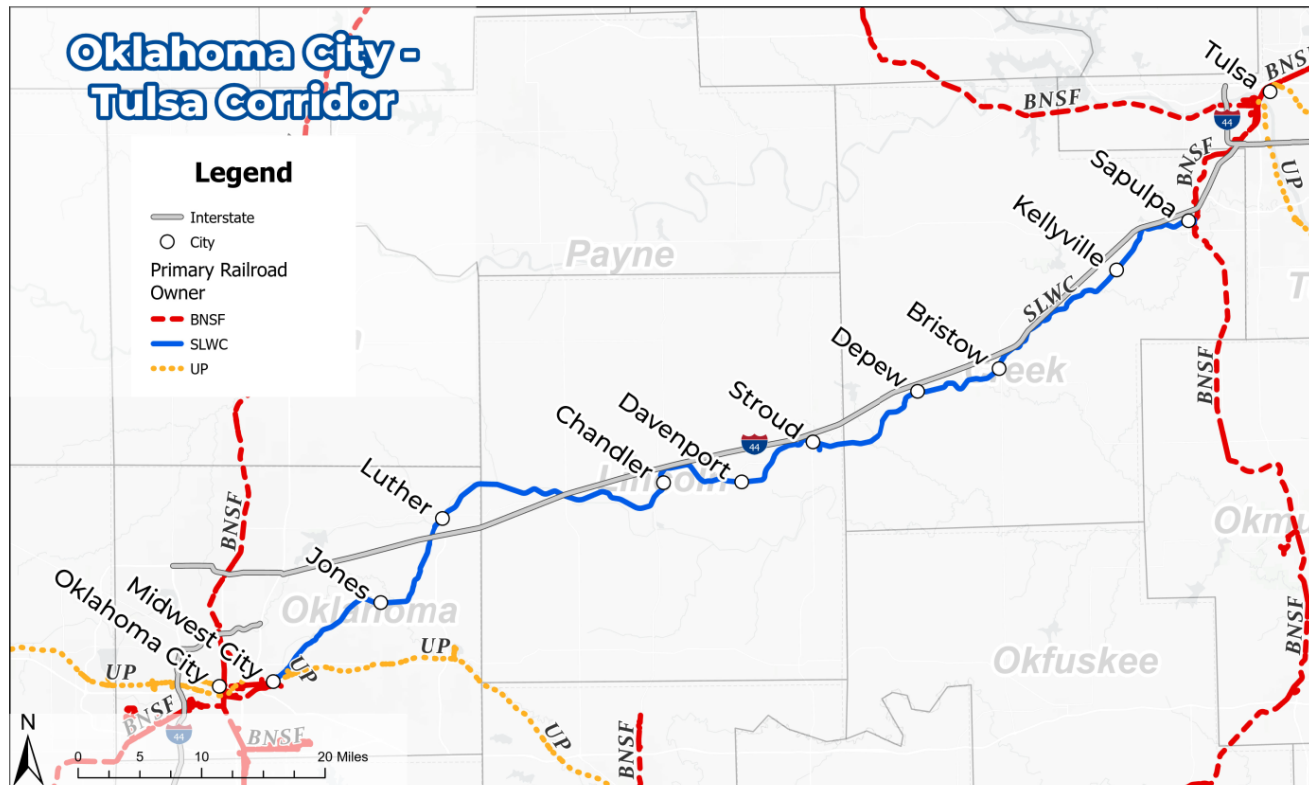


## Farebox Recovery



Sources: Amtrak, FRA

# Passenger rail between Tulsa and Oklahoma City remains a popular concept



Several legal and infrastructure arrangements support the establishment of passenger rail service

- ODOT retains easement over Sooner Sub for passenger rail
- Agreement with BNSF to provide access from Sapulpa to former Union Depot in Tulsa
- SLWC was required to and has upgraded the Sooner Sub to FRA Track Class 3 (up to 60 mph passenger rail)
- I-244 Downtown Tulsa Double-Decker Bridge includes room for passenger rail

# Proposed Projects

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# Most of the projects proposed for this Rail Plan are conceptual

Project Type	Defined Project	Conceptual Project	Identified Need	Grand Total
State of good repair	9	1		10
286K upgrade	3	1		4
286K upgrade program			9	9
Modernization	5	2		7
Capacity	3	4		7
Industrial access	3	14		17
Multimodal	7	2		9
Multimodal study			2	2
Reactivation	2	1		3
Passenger projects and studies		3	8	11
Crossings and safety	6	17		23
Crossings and safety study			4	4
Quiet zones		1		1
<b>Total</b>	<b>38</b>	<b>46</b>	<b>23</b>	<b>107</b>

# The projects with cost estimates total \$592 Million

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Project Type	Number of Projects	Estimated Cost
286K upgrade	3	\$67 m
Capacity	3	\$62.5 m
Industrial access	3	\$27.9 m
Modernization	5	\$144.0 m
Multimodal	7	\$109.5 m
Reactivation	2	\$160.0 m
State of good repair	9	\$47.9 m
Crossings and safety	6	\$56.6 m
<b>Total</b>	<b>38</b>	<b>\$675.3 m</b>

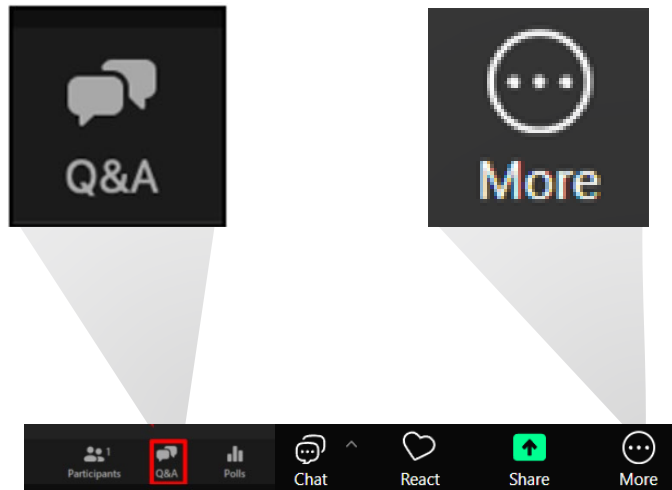
# Question and Answer

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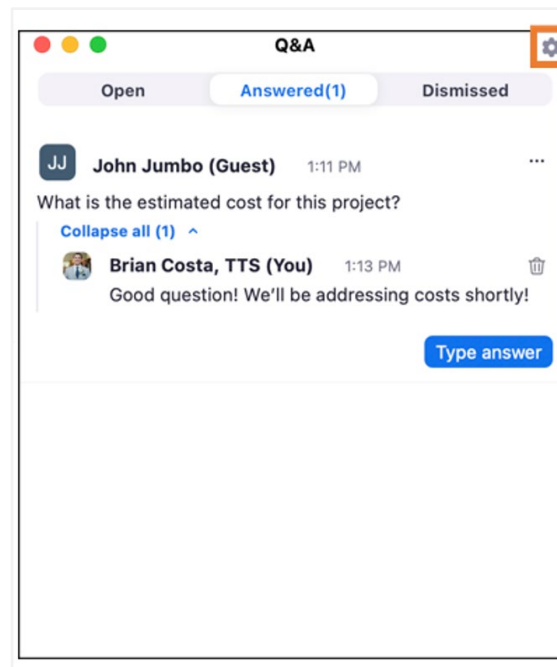
# How to Ask a Question

- Please use the Q&A feature to ask questions.
- The Q&A feature can be found by clicking on the elipses (...) in the bottom toolbar. A dropdown menu will appear that includes the Q&A.

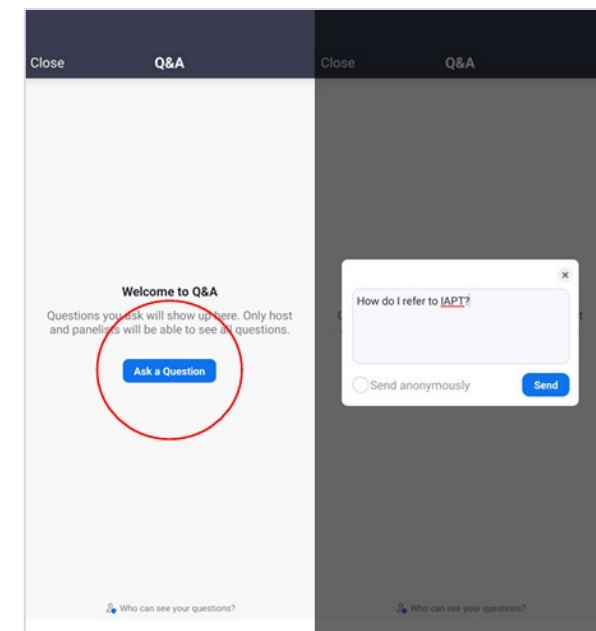
## Open Q&A Window:



## Computer:



## Phone



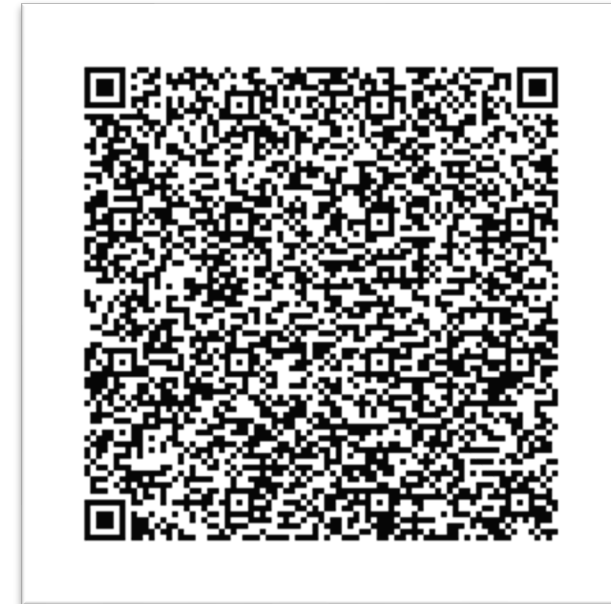
# Wrap Up

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# Next Steps

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- Draft plan will be posted to the website
- Read the draft plan and then use the comment form on the website
- Comment period through June 15



*Scan the QR code to  
view our website*