

Oklahoma 2025-2050 Long Range Transportation Plan

Needs and Revenue



A major component of the 2050 LRTP planning process is identifying transportation needs across all modes and assets. ODOT holds direct responsibility for the condition, safety, and capacity of the state highway system. The 2025-2050 needs on the state highway system total \$50.7 billion or \$1.9 billion annually. ODOT collaborates closely with various partner agencies that are responsible for addressing the needs of other vital components of the multimodal transportation system. The 2025-2050 needs for other modes total \$12.4 billion or \$475.4 million annually.

Needs Category	Average Annual Needs (\$M)	Total 2025-2050 Needs (\$M)
Pavement	\$600.0	\$15,600.0
Bridge	\$235.0	\$6,110.0
Maintenance	\$333.1	\$8,662.4
Expansion	\$81.7	\$2,125.3
Interchanges	\$293.8	\$7,637.5
Safety	\$389.5	\$10,125.8
Intelligent Transportation Systems (ITS)	\$8.8	\$229.3
Weight Stations & Ports of Entry	\$8.0	\$208.5
Rest Areas	\$1.5	\$38.7
State Highway System Needs Total	\$1,951.4	\$50,737.5
Freight Rail	\$23.1	\$600.6
Passenger Rail	\$81.3	\$2,111.7
Public Transportation	\$274.4	\$7,133.3
Bicycle and Pedestrian	\$90.5	\$2,351.7
Ports and Waterways	\$6.1	\$159.4
Other Modal Needs Total	\$475.4	\$12,356.7
Needs Grand Total	\$2,426.8	\$63,094.2

Revenue Outlook

ODOT's funding relies on state and federal sources such as fuel taxes, motor vehicle fees and federal programs. But as vehicles become more fuel-efficient and electric vehicle use grows, fuel tax revenue is expected to decline.

Between 2025 and 2050:

- Gross revenue: \$51.8B (nominal)
- Gross revenue (2024 dollars): \$39.6 B
- Inflation impact: \$12.2 B (2024 dollars) in lost spending power
- Funding gap: \$21.1 B between projected needs and available revenue^[1]

What This Means for Oklahoma

Oklahoma's \$21.1 billion transportation funding gap may require policy changes, new funding or stronger partnerships to maintain a safe, modern system.

^[1] Gross revenue does not account for debt service or administrative costs, which will increase the funding gap

The future transportation needs ODOT is responsible for include infrastructure assets and various modes of transportation. The following provides a brief summary of the needs assessment.

Pavement: Maintaining 12,235 miles of roads, including interstate, NHS and non-NHS routes.

Bridge: Rehabilitating and replacing 6,751 state highway bridges, 2,614 of which are on the NHS.

Interchange: Keeping freeway and highway connections efficient and safe based on traffic and design needs.

Expansion: Evaluate widening roads when traffic regularly exceeds capacity to improve travel times.

Safety: Reducing crashes and injuries for drivers, cyclists and pedestrians through targeted safety efforts.

Maintenance: Routine care including pothole patching, surface and bridge repair, guardrail and cable barrier replacement, snow and ice removal and other repairs.

ITS: Using technology to improve traffic flow, safety and travel reliability.

Weight Stations & Ports of Entry: Upgrading 14 facilities (5 POEs, 7 weight stations, 2 virtual) for truck regulation and safety.

Rest Areas: Maintaining 5 rest areas, 5 welcome centers and 7 truck pullouts statewide.

Public Transportation: Supporting capital and operating needs for 34 urban, rural and tribal transit providers, mainly with federal funding.

Bicycle and Pedestrian: Supporting a robust non-motorized transportation system. Ensuring access to safe and efficient mobility options.

Freight Rail: Supporting private freight rail projects. Use federal and state funding to support selected projects, like rail-highway grade crossings.

Passenger Rail: Oklahoma and Texas share costs of the Heartland Flyer; four more lines are identified as future needs.

Ports and Waterways: Supporting port maintenance and expansion. In 2024, the state created a \$16M fund for port infrastructure.