Oklahoma Ports-to-Plains Interstate Corridor Advocacy Brief

Economic case and policy priorities

Oklahoma's approximately 34-mile Ports-to-Plains corridor follows US 287 through the Panhandle. Advancing the route toward Interstate standards would improve safety and freight reliability, connect rural communities with larger markets, and strengthen the north south link between Texas and Colorado.

12,969	$2.13B	$1.17B	$116.71M
total jobs	economic output	state GDP	state tax revenue

The economic case for action

Construction investment

- An estimated $1.16 billion construction investment generates $2.13 billion in statewide output.
- The construction phase supports $1.17 billion in GDP and approximately $955.82 million in personal income.
- The 12,969 jobs supported include 8,034 direct, 753 indirect and 4,181 induced jobs.

Benefits after construction

- Annual output above baseline rises from $225 million in 2055 to $379 million in 2080.
- By 2080, the corridor supports 842 jobs and 1,348 residents above baseline.
- Cumulative state tax revenue reaches $873.1 million over 2055–2080.

Why the corridor matters

- Improving US 287 can reduce conflict points and make long-distance travel more reliable.
- Lower transportation costs and better access support agriculture, local businesses and rural residents.
- A continuous route links Oklahoma to freight networks in Texas and Colorado.

What policymakers can do

- Advance US 287 project development, including solutions near Boise City.
- Support a multi-state feasibility study and Future Interstate designation and numbering north of Texas.
- Provide predictable federal funding for safety, environmental review and preliminary engineering.

Oklahoma's role in the corridor

The Oklahoma segment links the Texas corridor with southeastern Colorado through Boise City. Though short relative to other states, this connection is essential to continuous travel across state lines. Improvements to US 287, including the Boise City area, can reduce conflicts among through freight, local traffic and farm vehicles while improving access for Panhandle communities.

Move from corridor vision to project delivery

Advance the US 287 corridor through a coordinated multi-state feasibility study, environmental review and preliminary engineering. Phase improvements around safety and freight bottlenecks, including the Boise City area, while aligning project development with Texas and Colorado. Predictable federal and state investment would connect individual projects into a reliable Interstate-quality route.

Cost methodology. The $34.04 million per mile figure is a preliminary planning assumption supplied by the Ports-to-Plains Alliance, not a REMI model output. It reflects estimates for upgrading existing two-lane and four-lane highways to Interstate standards, escalated by 3 percent annually over an assumed 25-year construction period. Actual costs will vary by segment.

About the analysis. The attached REMI/Proseris one-pager separates construction effects from long-term transportation efficiency. REMI develops economic forecasting and policy-analysis tools; North Dakota State University's Upper Great Plains Transportation Institute provided transportation data. The source reports construction output in fixed 2024 dollars, construction tax in fixed 2022 dollars, and operating benefits in fixed 2025 dollars.

Ports to Plains Corridor — Oklahoma

Economic Impact of Corridor Investment & Long-Run Transportation Efficiency

Construction Phase

Static impact

Construction in Oklahoma spans roughly 34 miles at approximately $34.04 million per mile, a total investment of about $1,157.36 million. This delivers $2.13 billion in total economic output and 12,969 jobs across the state economy, including 8,034 direct construction jobs and 4,934 supported indirectly through suppliers and household spending. Each direct job generates an additional 0.61 jobs statewide, and each dollar of direct output generates an additional $0.79 in statewide output. This construction phase generates a total of $116.71 million in tax revenue for the state.

Cost per mile ($34.04 million) is a preliminary planning assumption supplied by the Ports to Plains Alliance for this corridor scope, not a REMI model output. Actual costs will vary by segment based on existing highway configuration, structures, interchanges, right-of-way, utilities, environmental requirements, and urban conditions.

$116.71M	1.79×	12,969	$2.13B	$34.04M	34.00
TOTAL TAX REVENUE fixed 2022 dollars	OUTPUT MULTIPLIER total ÷ direct output	TOTAL JOBS SUPPORTED direct + indirect + induced	TOTAL ECONOMIC OUTPUT fixed 2024 dollars	COST PER MILE corridor construction	CORRIDOR MILES Oklahoma segment

Impact Channel	Employment (jobs)	Economic Output ($M)	Description
Direct	8,034.16	1,191.22	Construction activity itself
Indirect	753.49	200.83	Supplier & supply-chain purchases
Induced	4,180.87	735.54	Household re-spending of wages
Total Impact	**12,968.51**	**2,127.58**	**All channels combined**

Gross Domestic Product: $1,174.61M (millions of fixed local 2024 dollars) · Personal Income: $955.82M (thousands of current dollars, shown in millions)

Operations Phase — Transportation Efficiency

2055–2080 · 26-year horizon

Expanding the highway system increases transportation access and lowers transportation costs for businesses and residents of Oklahoma, supporting a wide range of industries and employment opportunities. This generates sustainable economic growth from $225 million in 2055 to $379 million in 2080. Employment reaches 842 sustained jobs by 2080 after peaking at 852 in 2071. Population grows to 1,348 residents by 2080, having peaked at 1,361 in 2076. Cumulative tax revenue reaches $873.1 million over the 26-year horizon.

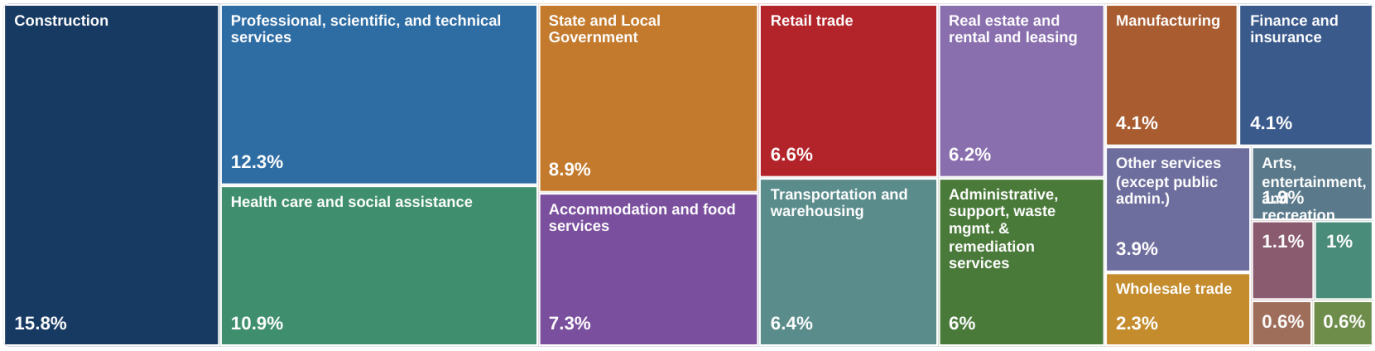
$873.1M

Total Tax Revenue

2055–2080, fixed 2025 dollars

Sustained Gain for Oklahoma, Over Baseline	2055	2070	2080	Peak
Total Employment (jobs)	767	850	842	852 (2071)
Population (persons)	246	1,307	1,348	1,361 (2076)
Economic Output ($M, fixed 2025)	225.0	318.0	379.0	379.0 (2080)
Total Tax Revenue ($M/yr, fixed 2025)	**26.53**	**34.79**	**39.14**	**39.14 (2080)**

Employment Distribution — Operations Phase



REMI/Proseris simulation results, Oklahoma only.