



U.S. Chamber of Commerce

Oklahoma

About the Infrastructure Network

In the state of Oklahoma:



Roads

115,427 miles of roads, with **28%** in poor or mediocre condition



Bridges

7.5% of **22,926** bridges are deemed structurally deficient



Rail

3,683 miles of freight rail; **183** miles of passenger rail



Transit

30+ transit providers serve **over 8 million** riders annually



Ports and Waterways

77 waterways throughout the state

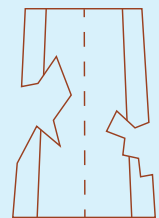


Airports

500 airports in the state

Moving People and Goods

Driving on deteriorated roads costs Oklahoma motorists **\$1.4 billion**, or **\$529 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:

88.1%

of workers in Oklahoma commute by driving

8.5%

use transit, walking, biking, or other modes of transportation

Freight:

\$167 billion

in domestic trade is shipped from the state each year

73%

of that volume moved by truck

Economic Impact



6,043
direct

and

36,895
indirect

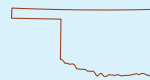
transportation jobs generate
over \$2 billion in wages
each year within Oklahoma.

Safety



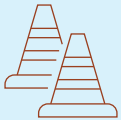
3,473

people died on Oklahoma highways
from 2020 through 2025, an average
of **695** fatalities per year.



1.35 > 1.1

Oklahoma traffic fatality rate of
1.35 fatalities per **100** million
vehicle miles traveled is **higher**
than the national average of **1.1**.



117 work zone fatalities
occurred in Oklahoma between
2020–2024.



**1,719 structurally
deficient bridges**
pose safety risks if not addressed.

Federal Funding for Infrastructure

21%

Federal funding accounts for
21% of spending
on road and bridge projects...

49%

and provides
49% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

Oklahoma has received approximately
\$4.71 billion in federal transportation
funding under the Infrastructure
Investment and Jobs Act.



What's at Stake

Without reauthorization at current or
increased levels, **Oklahoma risks
losing federal funding** needed to
maintain critical freight routes like I-35
and I-40, support the energy industry, and
strengthen connections between rural
communities and economic centers.

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