



U.S. Chamber of Commerce

Ohio

About the Infrastructure Network

In the state of Ohio:



Roads

122,876 miles of roads, with **33%** in poor or mediocre condition



Bridges

4.7% of **26,713** bridges are deemed structurally deficient



Rail

8,605 miles of freight rail; **1,055** miles of passenger rail



Transit

66 transit providers serve **over 76 million** riders annually



Ports and Waterways

848 waterways throughout the state

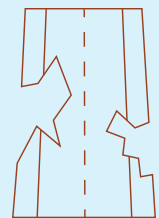


Airports

1,086 airports in the state

Moving People and Goods

Driving on deteriorated roads costs Ohio motorists **\$5.3 billion**, or **\$628 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:

84.1%

of workers in Ohio commute by driving

11.5%

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

Freight:

\$610 billion

in domestic trade is shipped from the state each year

80%

of that volume moved by truck

Economic Impact



11,670
direct

and

121,051
indirect

transportation jobs generate
over \$8 billion in wages
each year within Ohio.

Safety



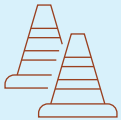
6,147

people died on Ohio highways from
2020 through 2025, an average
of **1,229** fatalities per year.



0.98 < 1.1

Ohio traffic fatality rate of **0.98**
fatalities per **100** million vehicle
miles traveled is **lower than**
the national average of **1.1**.



105 work zone fatalities
occurred in Ohio between
2020–2024.



**1,266 structurally
deficient bridges**
pose safety risks if not addressed.

Federal Funding for Infrastructure

26%

Federal funding accounts for
26% of spending
on road and bridge projects...

28%

and provides
28% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

Ohio has received approximately **\$9.86 billion** in federal transportation funding under the Infrastructure Investment and Jobs Act.



What's at Stake

Without reauthorization at current or increased levels, **Ohio risks losing federal funding** needed to maintain critical freight corridors like I-70 and I-75, support manufacturing, logistics, and Great Lakes commerce, and strengthen connections across the state.

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