



U.S. Chamber of Commerce

West Virginia

About the Infrastructure Network

In the state of West Virginia:



Roads

38,837 miles of roads, with **54%** in poor or mediocre condition



Bridges

17.8% of **7,345** bridges are deemed structurally deficient



Rail

2,329 miles of freight rail; **358** miles of passenger rail



Transit

19 transit providers serve **over 5.9 million** riders annually



Ports and Waterways

383 waterways throughout the state

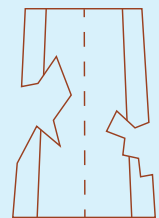


Airports

126 airports in the state

Moving People and Goods

Driving on deteriorated roads costs West Virginia motorists **\$960 million**, or **\$848 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:

87.5%

of workers in West Virginia commute by driving

8%

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

Freight:

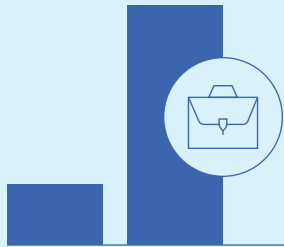
\$69 billion

in domestic trade is shipped from the state each year

71%

of that volume moved by truck

Economic Impact



2,078
direct

and

8,262
indirect

transportation jobs generate
over \$546 million in wages
each year within West Virginia.

Safety



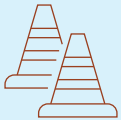
1,302

people died on West Virginia
highways from 2020 through 2025, an
average of **260** fatalities per year.



1.46 > 1.1

West Virginia traffic fatality rate
of **1.46** fatalities per **100** million
vehicle miles traveled is **higher**
than the national average of **1.1**.



27 work zone fatalities
occurred in West Virginia between
2020–2024.



**1,307 structurally
deficient bridges**
pose safety risks if not addressed.

Federal Funding for Infrastructure

32%

Federal funding accounts for
32% of spending
on road and bridge projects...

45%

and provides
45% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

West Virginia has received approximately
\$3.57 billion in federal transportation
funding under the Infrastructure
Investment and Jobs Act.



What's at Stake

Without reauthorization at current or
increased levels, **West Virginia**
risks losing federal funding
needed to maintain mountain highways
and bridges, support access to energy-
producing regions, and strengthen
connections between communities
and economic opportunity.

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