**Solutions to Raise the Grade**

To raise Ohio’s infrastructure grade, ASCE developed the following three recommendations:

**Investment**
- Ohio should consistently dedicate public funding from both the state and local levels to infrastructure investment. The state should also sufficiently assess user-generated fees so that infrastructure trust funds are used only for new infrastructure projects.
- To ensure long-term, sustainable funding for the federal surface transportation program, the user fee on gasoline and diesel fuel must be raised and tied to inflation to restore its purchasing power, fill the funding deficit and ensure reliable funding for the future.

**Leadership & Planning**
- The state should authorize programs that improve specific categories of deficient infrastructure, and then support that commitment by fully funding them in an expedient, prioritized manner.
- Infrastructure owners and operators must charge, and Ohioans must be willing to pay, rates and fees that reflect the true cost of using, maintaining and improving all infrastructure, including our water, waste, transportation and energy services.

**Preparation for the Future**
- Develop asset management programs to establish communications systems and recovery plans to reduce impacts on the local economy, quality of life and environment.
- To ensure long-term utility, consider emerging technologies and shifting social and economic trends — such as autonomous vehicles, distributed power generation and storage, and larger ships — when building new infrastructure, to assure long-term utility.

**About ASCE-OHIO**

The Ohio Council of Local Sections of the American Society of Civil Engineers (Ohio Council) was organized in 1969 to focus statewide attention on issues of interest and concern to the approximately, 3,300 ASCE Members in Ohio. There are six Local Sections including Akron-Canton, Central Ohio, Cincinnati, Cleveland, Dayton, and Toledo. The Ohio Council meets twice annually and activities are supported by the Local Sections.

**Contact Us**

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**Infrastructure Is Important**

Ohio’s infrastructure plays a vital role in the quality of life for the state’s residents and visitors while also enabling commerce for local businesses and freight. Ohio roadways and bridges carry the third highest freight volume in the U.S., and accommodate the sixth most vehicle miles travelled, making the state an essential tool in the national economy. While surface transportation, rail, ports and inland waterways are all meeting the needs of Ohioans, continued investment is needed to sustain these volumes, expand the local economy, and ensure no sector is left behind.

Further, supporting Ohio is the transit systems which need to become an immediate priority. With so many travelers coming to and through the state, local businesses cannot thrive, and the local economy will become stagnant without reliable methods of transportation for all individuals. The report card’s findings also underscore Ohio’s concerted efforts to modernize and innovate in the state’s roads and energy grid. While these successes are notable, decision makers shouldn’t become overly consumed with next-generation technologies at the expense of addressing current needs.

Overall, as stewards of our infrastructure, civil engineers, policy makers, and the general public need to advocate for infrastructure that supports the state’s economy, while holding public safety and quality of life in utmost importance.

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**How You Can Get Involved**

1. **Get the Full Story**
   - Find the condition of the infrastructure near you on the Save America’s Infrastructure app available on iTunes and Google Play.
   - Ask your elected leaders what they’re doing to make sure your infrastructure is reliable for the future. Use your zip code to find your list of elected officials at [www.infrastructurereportcard.org/take-action](http://www.infrastructurereportcard.org/take-action).
Ohio's infrastructure report card

The 2021 Report Card for Ohio's Infrastructure gave the state an overall GPA of a C-. Ohio's civil engineers studied 16 categories of infrastructure. Of those 16, two infrastructure categories are in good condition, seven are in mediocre condition, and seven are in poor condition.

The good news is that there are solutions to all of these challenges, and we can raise Ohio's infrastructure grades. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grade.

Bridges

Ohio is home to 4,763 bridges, of which 58% are rated in good condition, 36% are in satisfactory or fair condition and 6% are in poor condition. There are 2,022 (43%) bridges that require a reduced load capacity and 200 that are closed altogether. Starting in 2018, the Ohio Department of Transportation has labeled counties to generate additional revenue for improving their local transportation network by levying a 2% vehicle registration fee for passenger vehicles and 3% for commercial vehicles.

Hazardous Waste

With 36 sites listed in the National Priorities List, Ohio is ranked 16th in total number of sites listed. It is ranked 4th in total number of contaminants (1,255 entities) of hazardous waste under the Resource Conservation and Recovery Act of 1976, with more than 5,000 California tons of toxic substances generated across the state. In 2019, state leaders raised the state's gas tax from $0.385 cents to $0.385 cents. Overall, Ohio faces a significant funding shortfall, partly in addressing the state’s future needs. However, an increased emphasis on system preservation has helped to hold off the growing needs of Ohio's bridges.

Rail

Ohio has an extensive rail network that is closely integrated with the State's economy. Ohio's 38 freight railroads Class I (Class I and Class II) carry approximately 289,693 tons for freight annually. Ohio ranks 4th in the nation in the total miles of track with 5,968 miles and total number of highway grade crossings with 5,737 at grade vehicular public crossing. Ohio ranks 2nd in the nation in the number of intermodal terminal facilities with 12. There are also more than one hundred transit facilities and numerous maritime facilities along Lake Erie and the Ohio River that have rail service.

Roads

Located within a day's drive of 60 percent of the population of the USA and Canada, Ohio maintains one of the most extensive and heavily travelled roadway systems in the nation. As of November 2016, there are nearly 125,000 miles of roadways, consisting of over 262,000 miles of total road miles and over 44,000 bridges. This places Ohio's system 2nd in the nation for number of bridges, 3rd largest in freight volume, 4th in the nation for total interstate lane miles, and 6th largest in total vehicle miles travelled. Ohio has about the same percentage of roadway in poor condition as the national average. Even though Ohio's highway network is extensive, congestion costs Ohio's motorists an estimated $4.7 billion each year in lost time and wasted fuel. In 2019, the Ohio General Assembly approved a transportation budget that included a variety of revenue enhancements as increases to the motor fuel tax and vehicle registration fees which are estimated to generate an additional $865 M for Ohio's roads and bridges per year. Regardless, more funding is required to eliminate or narrow the gap between funding available and funding required.

Stormwater

Ohio has 27 urban and 54 rural transit systems serving 83 of Ohio's 88 counties. These systems provided 100.6M rides in 2018 – 25% increase in the last 15 years. In 2018, approximately 17% of Ohio's revenue vehicles exceeded their useful lives, a 35% increase over the nearly 12% in vehicles in 2010. This coincides with the dramatic and long-term lack of state funding for transit that has resulted in average vehicle age increasing from 12.3M in 2010 to 15.8M in 2018. The state of Ohio, on average spends $65 M to provide 24-7 service in each county, and further reduced to $7.3 M in 2013. In 2018 the State of Ohio provided only $36.5 M to support 42nd in per capita funding while the average was $85.68 per capita, over 150 times more than Ohio's transit system.

Schools

Ohio's infrastructure report card

The diverse programs in Ohio solid waste management provide many options for the recovery, and disposal of solid waste. Most landfill are self-funded through tipping fees. There are also more than 500 landfills in Ohio, with an average capacity of approximately 30,000 acre-feet. A large portion of this revenue goes directly to the operation and maintenance of the individual landfills. In 2018, Ohio received solid waste at 50 disposal facilities, yielding a combined permitted disposal capacity of over 770 M cubic yards, in or over 35 years of expected life. Residential and commercial (OHC) Solid waste is generated within Ohio totaled more than 14 M tons during 2018, equating to 6.6 tons per person per year, greater than the 2011 national average of 4.51 pounds per person per day. Based on available data, Ohio's solid waste industry is well performing, especially with respect to capacity, operations, public safety and resilience.

To meet the needs of Ohio's nearly 12 M residents, the state has an extensive partnerships with transit agencies, roadways, and railroads built to protect the surrounding health and the environment. Ohio has approximately 109 stormwater utilities that charge an average of $4.30 monthly, less than the national average of $5.85. While nearly 95% of the state's stormwater infrastructure funding comes from state and local sources, Ohio's state infrastructure spending ranks 49th in the nation. Ohio currently spends between $400 to $600 M annually on its stormwater infrastructure, but Ohio still needs at least $650 M in annual funding to keep pace with the estimated $1.2 B required to meet both existing infrastructure and future needs related to predicted climate change impacts.

Transit

Ohio's infrastructure report card

Ohio's electricity consumption continues to increase. This increase is attributed to more energy intensive industries and changes in service and consumer choices such as air conditioning, appliances and electronics. However, much of the existing transmission and distribution infrastructure is approaching its end of life and needs to be replaced or upgraded in order to maintain efficient and productive operations. Systemwide infrastructure assessments for capacity and resilience, adequate funding for improvements and upgrades, and continued focus on public safety, and technological innovations are needed to minimize the length and frequency of power interruptions while providing the expected level of service.