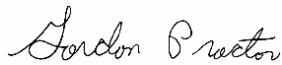


Approved:

Policy No. 25-007(P)
Effective: December 22, 2006
Responsible Division: Local Programs



Gordon Proctor
Director

CREDIT BRIDGE PROGRAM POLICY

POLICY STATEMENT:

This policy establishes the requirements for eligibility, project selection, and project administration of the Credit Bridge Program for the Ohio Department of Transportation (ODOT). This program permits counties and municipalities to replace or rehabilitate a bridge that is not on a Federal-aid highway and receive credit for up to 80 percent of the eligible construction costs. The credit, in turn, serves as the 20 percent non-Federal share for a future Federal-aid bridge project.

To be eligible for the Credit Bridge Program, a bridge must meet the eligibility criteria for Highway Bridge Replacement and Rehabilitation Program funds (i.e. Federal Bridge funds). Credit Bridge projects are subject to all applicable state and local laws and requirements. Projects sponsors are responsible for ensuring that these laws and requirements are adhered to. ODOT is responsible for certifying that the projects are carried out according to applicable standards and that costs are federally eligible.

The Office of Local Projects is responsible for maintaining project documentation within ODOT's Central Office, and the Office of Payroll and Project Accounting is responsible for determining and maintaining Credit Bridge balances for projects determined eligible under the program in accordance with Standard Procedure No. 310-007(SP). The Federal Highway Administration is responsible for certifying credit and program reviews.

AUTHORITY:

Title 23, U.S.C. 144(n)

SCOPE:

This policy is applicable to all ODOT Districts, Divisions and Offices of the Department, and Counties and Municipal Corporations.

BACKGROUND AND PURPOSE:

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The Surface Transportation and Uniform Relocation Assistance Act of 1987, Section 123 (e), and sub-section (n) of the revised Section 144 of Title 23 created the Off-System Bridge Program. This program permits a governmental entity to earn ‘credit’ for a bridge replacement or rehabilitation project funded with local dollars, not located on Federal-aid highways. The credit is then used as the non-Federal share of any Federal-aid bridge replacement or rehabilitation project. In 1988, in cooperation with the Federal Highway Administration (FHWA), ODOT initiated Ohio’s Credit Bridge Program for counties and municipalities. In 1996, the program was discontinued due to large Toll Revenue Credit (TRC) balances that ODOT was receiving as a result of the capital expansion on the Ohio Turnpike. ODOT allowed local governments to use TRC in place of the Credit Bridge credits. However, TRC balances are quickly being depleted, warranting the reinstatement of the Credit Bridge program. Both Credit Bridge and TRC are considered to be “soft match” since they are credits used to increase the Federal share up to 100% Federal funding.

Currently, there are approximately 18,100 off-system bridges that meet the Federal definition of a bridge (structure with an opening greater than 20 feet, measured along the centerline of the roadway).

DEFINITIONS:

County: As defined by Title 3 of the Ohio Revised Code.

Eligibility Criteria for Highway Bridge Replacement and Rehabilitation Program (HBRRP): To be eligible for HBRRP funds, a bridge must meet the following criteria:

- be on the National Bridge Inventory database;
- have a Sufficiency Rating of 80 or less for rehabilitation, and less than 50 for replacement;
- classified as either structurally deficient or functionally obsolete; and,
- not have been replaced or rehabilitated within the past ten years.

Municipal Corporation: A city or village as defined by Title 7 of the Ohio Revised Code.

Off-System: Roads that are not on a Federal-aid highway. These are functionally classified as “Local” in urban areas, and “Local” or “Minor Collector” in rural areas.

Toll Revenue Credit: Credit based on the amount of toll revenue used for capital expenditures to build or improve public highway facilities that serve interstate travel. Federal law permits a State to earn credit which can be applied toward the nonfederal share requirement for any project financed under Title 23, other than the emergency relief program and projects utilizing Appalachia funds, to increase the Federal share up to 100% Federal funding.

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TRAINING:

The Office of Local Projects will schedule sessions, as appropriate, to educate ODOT districts, counties and municipalities of the requirements of this program.

FISCAL ANALYSIS:

Implementation of this policy does not result in any additional funds, yet it may cause Federal funds to be spent faster since bridges where credit is used would be funded at a pro rata greater than 80%. Therefore, fewer Federal-aid bridges would be funded.