CEAO Funding

- LBR
- HSIP
- CSTP
- Funding for NBIS Bridges
  - Greater than 20 feet in length (clear span measured along highway centerline)
- On any public road regardless of functional class
- Annual Allocation of about $34.4 million
- PE and R/W Phases Not Normally Funded
- Funding is 80% Federal/20% Local Match
- If County has Credit Bridge Credit, can increase share to 95% Federal/5% Local
What is Credit Bridge Credit

- Bridge meets all criteria for Federal Funding
- On a Rural Minor Collector or Local Road
- Work is funded with State and/or Local Funds
- County can earn up to 80% of the cost of the project in credit if approved by FHWA
- Credit is then applied to future federally funded project
Applications taken once per year during the summer

Ranked based on:
- Sufficiency Rating
- General Appraisal
- County Priority (30 discretionary points)
- Current Funds in Program/Total County Bridge Deck Area
- Overall County Deficiency (Bridges w/GA of 4 or less)
- Bridge Load Limit

Counties Guaranteed One Eligible Bridge every 4 years

$5 million per project max

$7.5 million overall LBR max in any 4-year period (not including projects that cost over $2.5 million)
Federal/State Exchange Program

- New program that started in FY 2015
- Only for bridge projects
- Up to $12.5 million per year of federal LBR funding can be swapped for state funding
- County has complete control of the project
- Limited environmental
- County acquires R/W using 100% local funds or other non-federal source (no ODOT reviews)
- County does design (in-house or consultant) with no ODOT reviews/oversight
- County sells and awards project
- County performs Construction Inspection (in-house or consultant)
Projects that Correct or Improve an Identified Hazardous Road Section or Intersection
- Must be based on crash data
- Funded at 80% Federal/20% Local Match

Systematic Improvements
- Guardrail
- Pavement Marking
- Raised pavement Marker
- Curve Sign Upgrades
- Funded at 100% federal
- Sign Upgrades – Funded at 80% federal

Safety Studies
- Inventories (Sign, Guardrail, Pavement Markings, etc.)
- Speed Zone/No Passing Zone
- Traffic Studies
- Funded at 90% Federal/10% Local Match
CEAO HSIP

- Annual Allocation of about $14 million
- Can be on any County Roadway regardless of Functional Class
- PE and R/W Phases Not Normally Funded
- Applications taken once per year during the summer
- Map of eligible locations is provided
- Applications Scored By:
  - Crash Rate
  - Rate of Return
  - Relative Severity Index
  - Equivalent Property Damage Only
  - Amount of Funding Request
- Annual Allocation of About $14 million
- Any type of project on County Roads from resurfacing to major reconstruction/relocation
- Must be on Functional Class of Major Collector or Above
  - Up to $3 million annually can be spent on Rural Minor Collectors
- PE and R/W Phases Not Normally Funded
- 80% federal/20% local match
- Applications taken once per year during the summer
- Applications Ranked by Amount of Funds Currently in Program/County Roadway Mileage
- $2 million per project cap
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