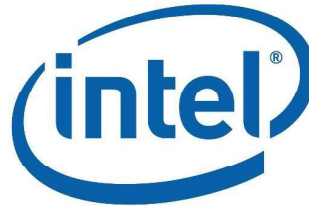


# Delaware County Infastructure Update

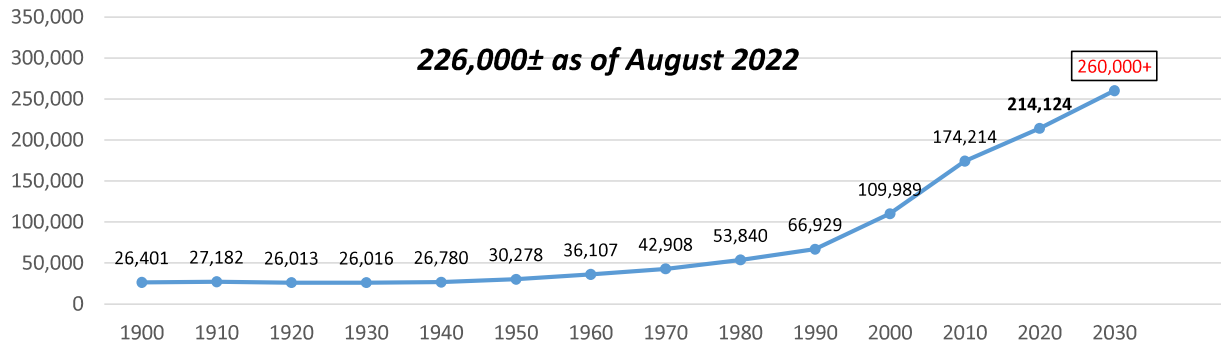
## Intel Related Projects

November 28, 2022

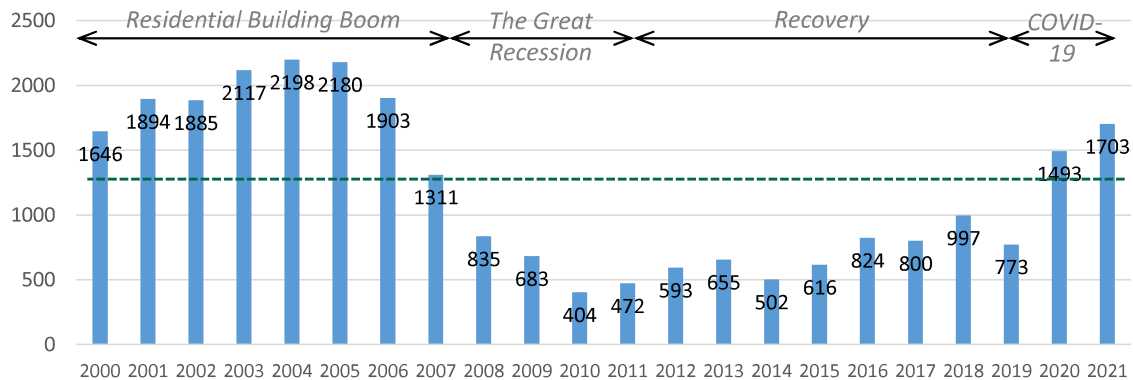


Intel Steering Committee – November 28, 2022

### Delaware County Population

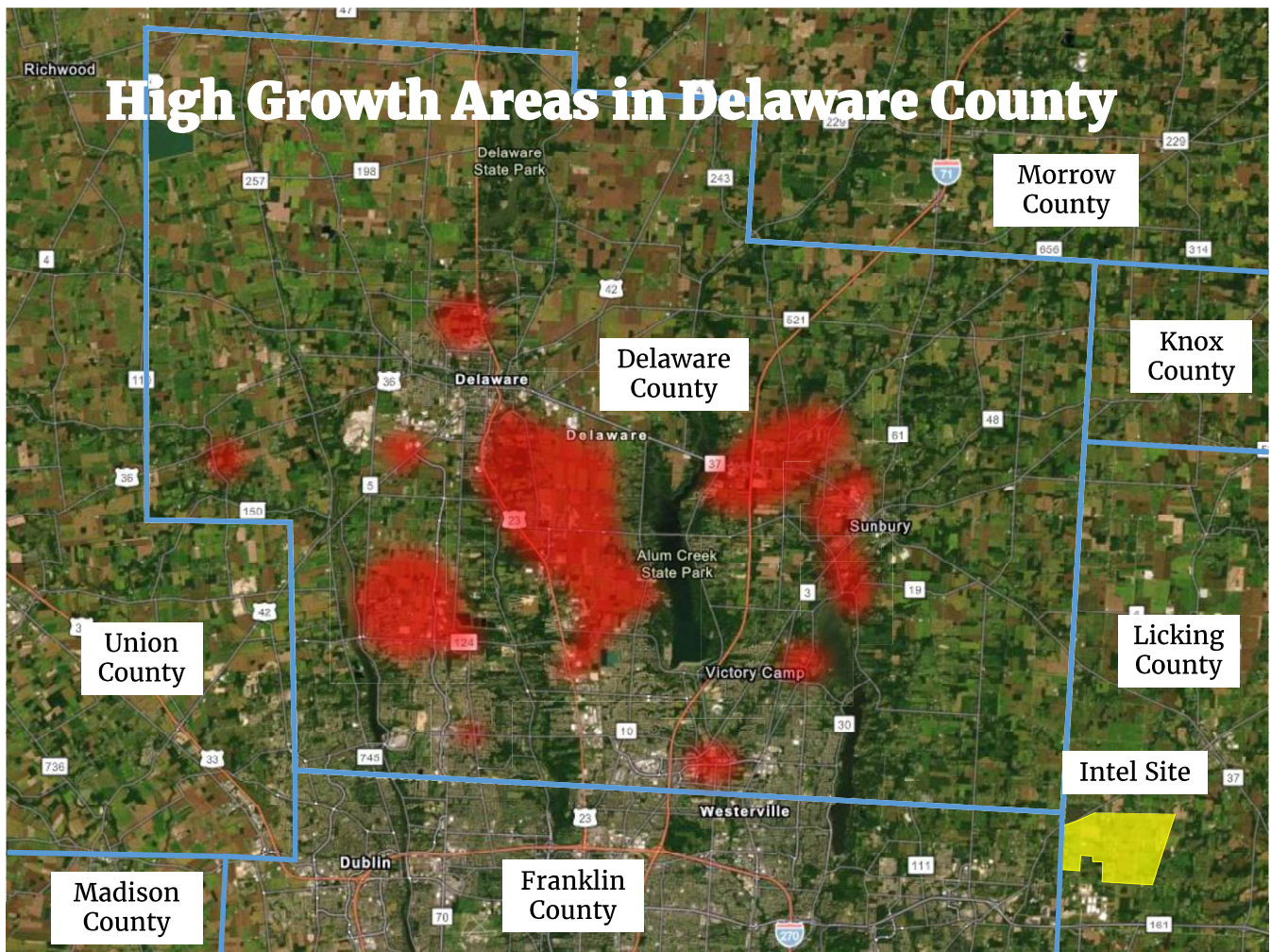


### Building Permits (Unincorporated Areas Only)

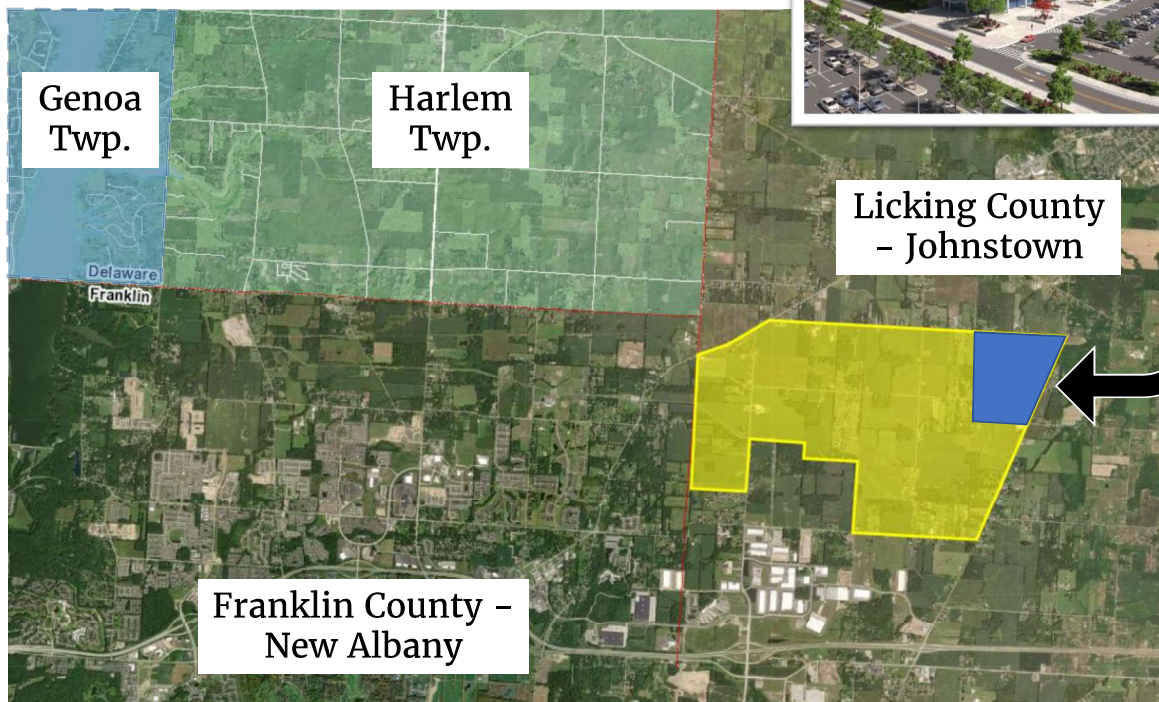


Data by Delaware County Regional Planning Commission

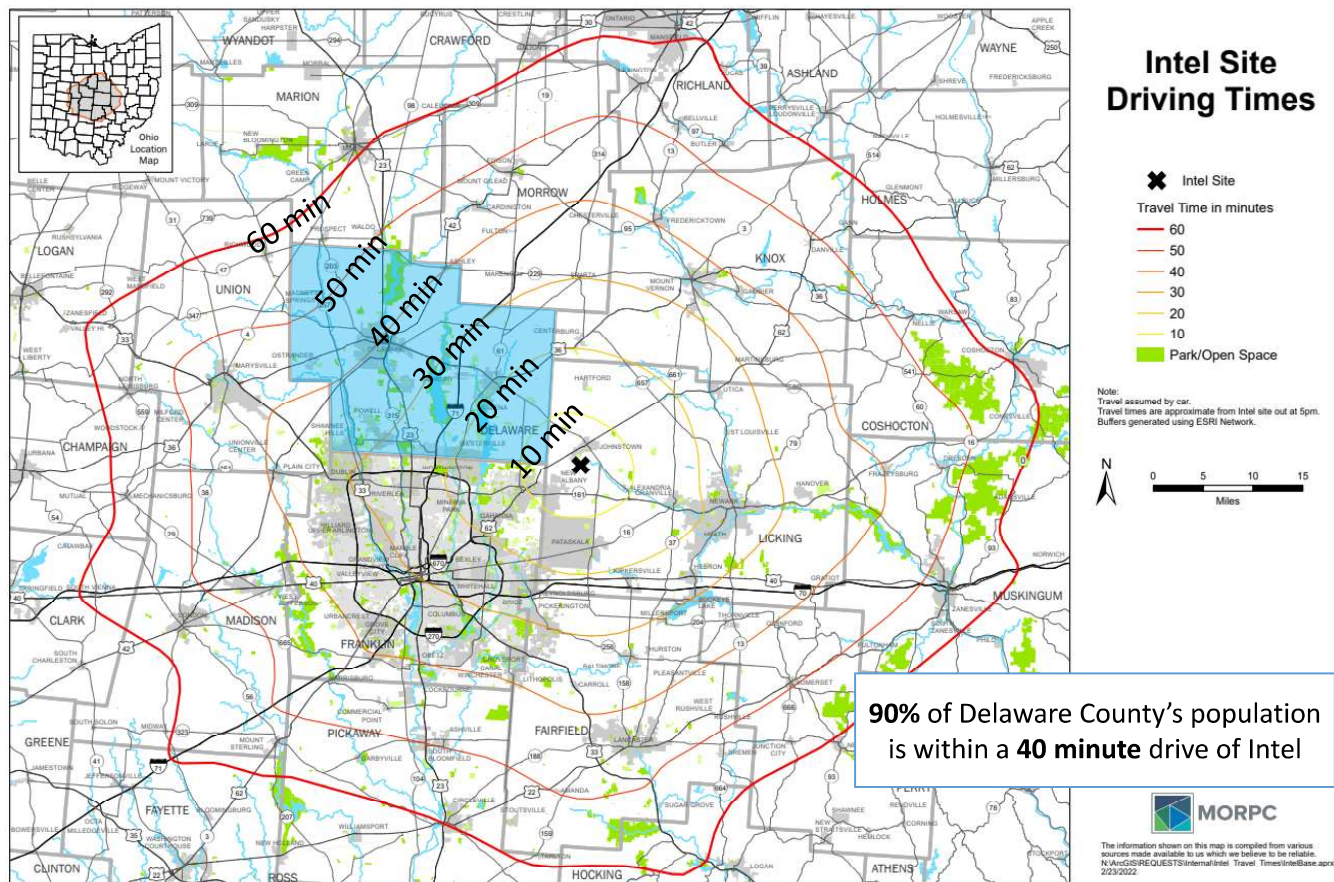
Intel Steering Committee – November 28, 2022



## Intel Manufacturing Site







## Impacts of Intel

Commuting patterns will change in Delaware County.

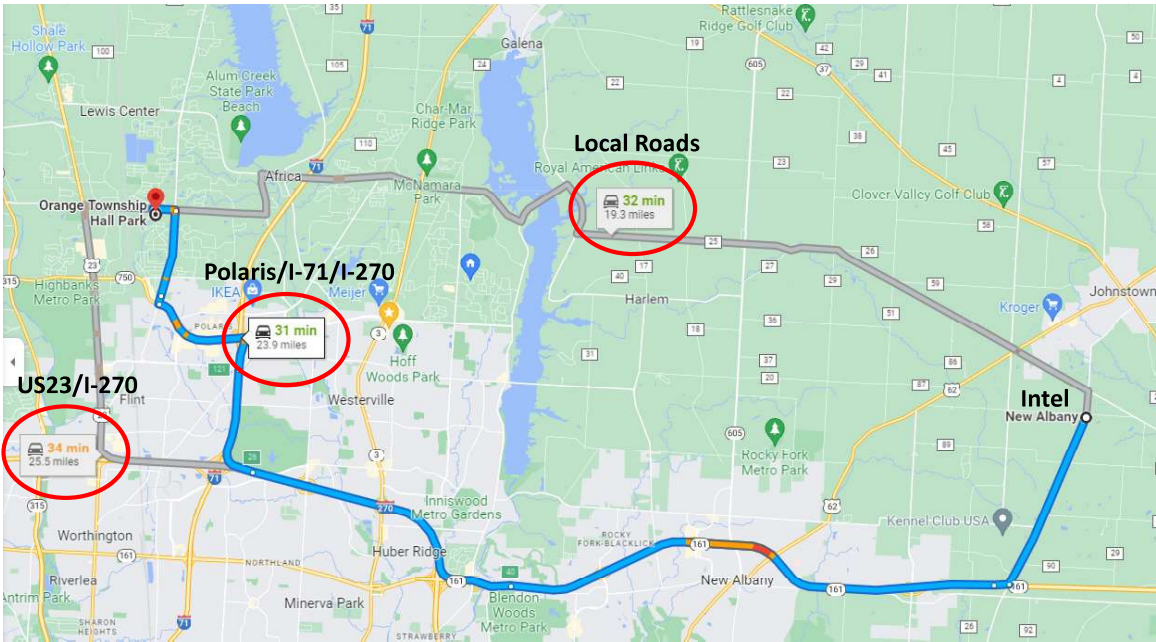
Most trips are currently oriented north-south to/from Franklin County.

More east-west travel on local roads from Delaware County to New Albany is expected.

Delaware, Licking and Franklin County TID's are currently studying key travel corridors

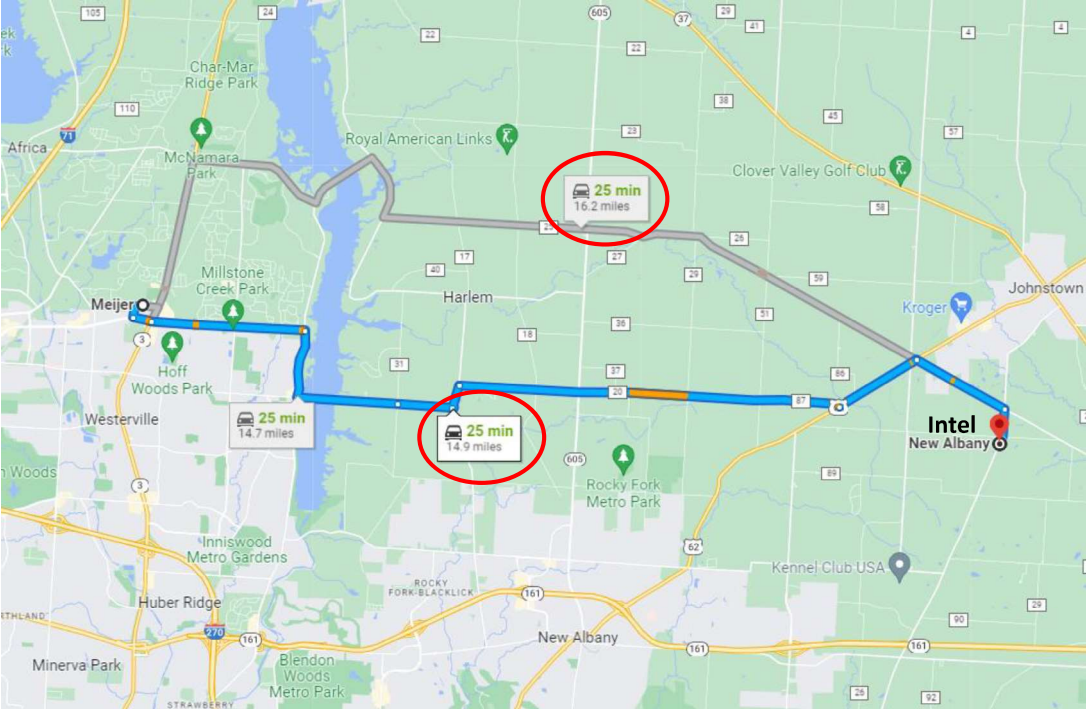
# Sample Intel Commutes

Drive time from Intel Campus to Orange Township Hall – 4:00pm Wednesday 11/2/2022



# Sample Intel Commutes

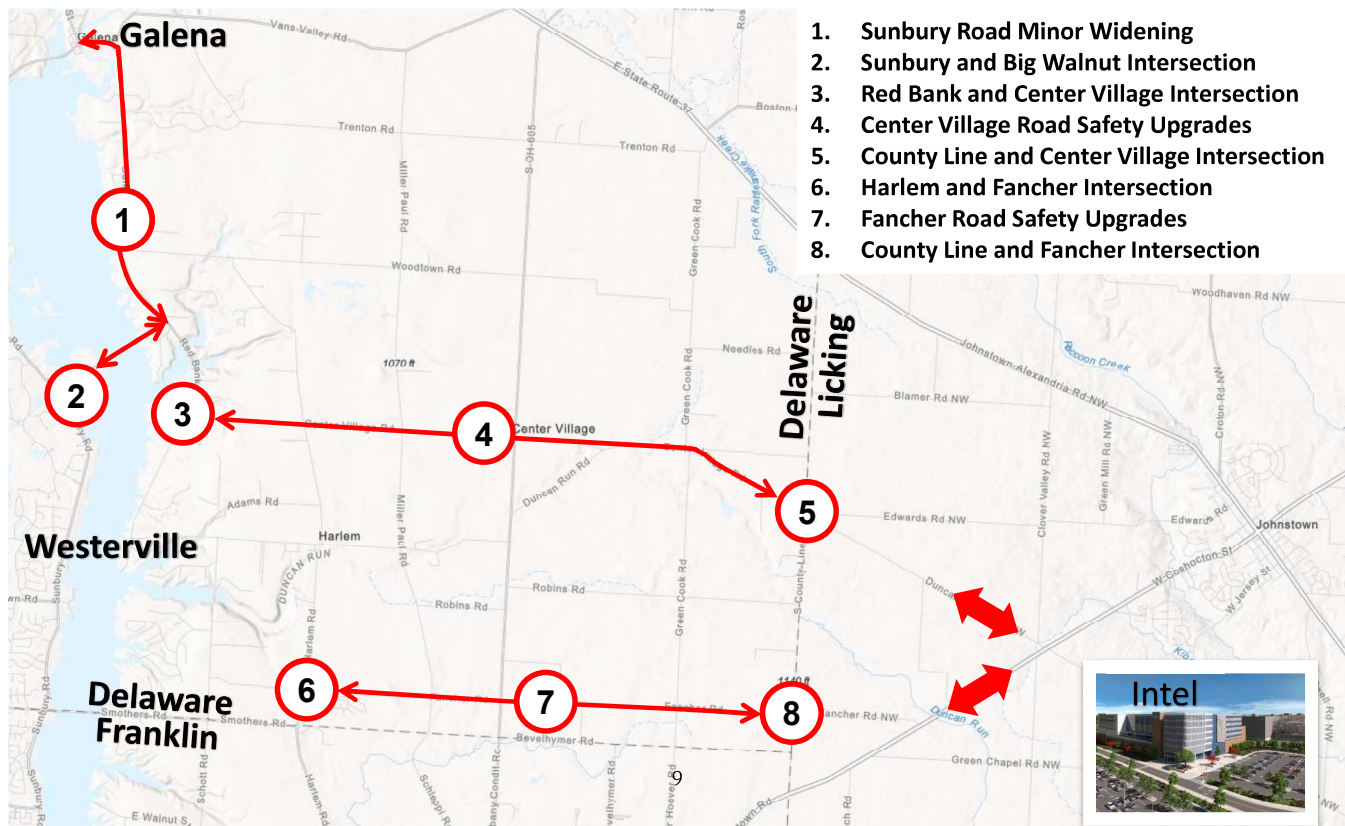
Drive time from Meijer Polaris Parkway to Intel Campus – 10:00am Friday 11/25/2022



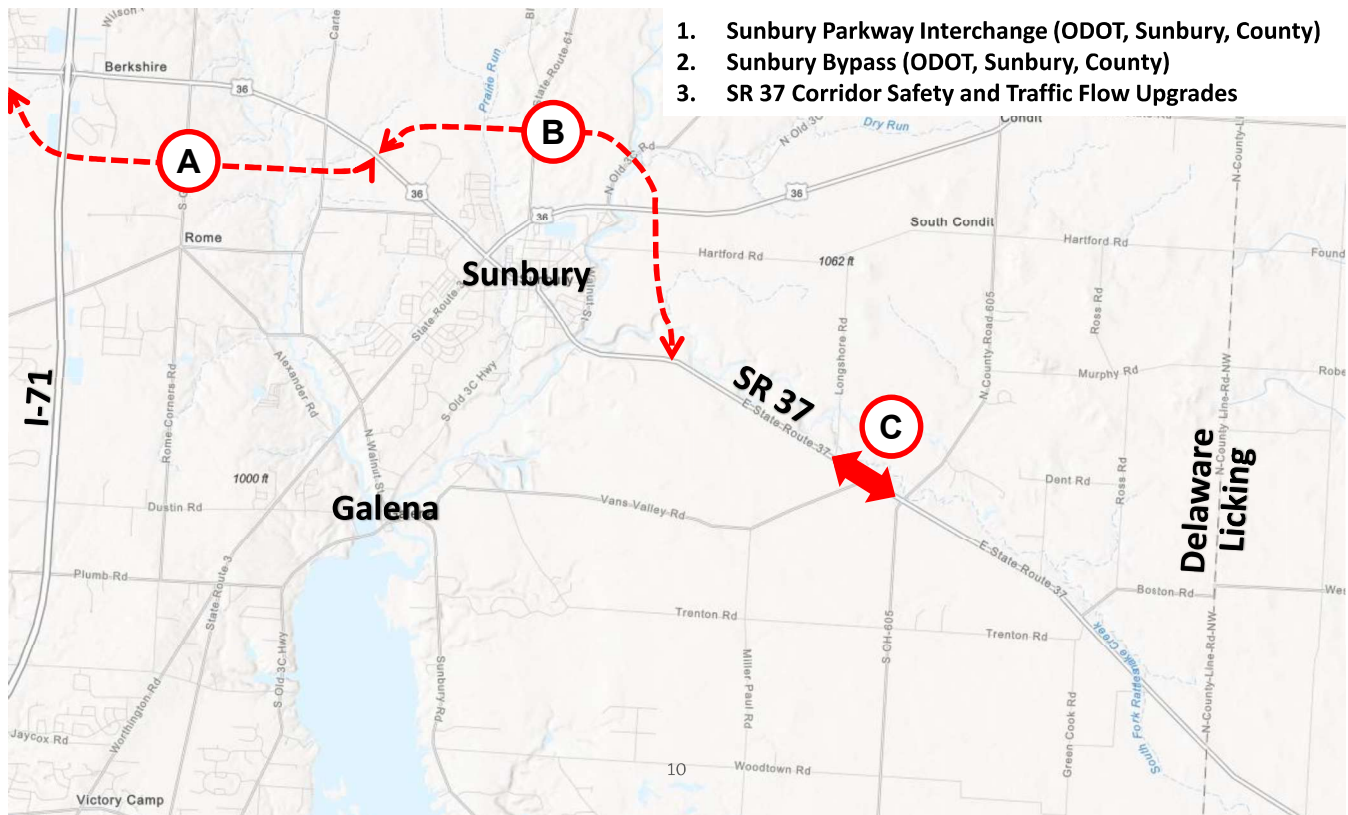


# Delaware County Intel Related Projects

## Small-Medium Size: 2025-30 Construction



## Other Intel Related Projects – Major Projects Needing More Planning



# Planned Major Roadway Infrastructure Projects

Home Road Extension

Orange Road RR Grade Separation

I-71/US 36 Interchange

I-71 Big Walnut Interchange

Other Development Related Projects

## Cheshire Road RR Grade Separation

Overpass on Cheshire Road at CSX and NS Railroads

Estimated cost: **\$10 million** – Funded 100% by County

Construction complete by 2025





# Home Road Extension to Lewis Center

Overpass on Home Road at the CSX/NS Railroads

Estimated cost: **\$17 million** – Funded 100% by County

Construction complete by 2026



## Orange Road RR Grade Separation

**\$25 million** construction cost:

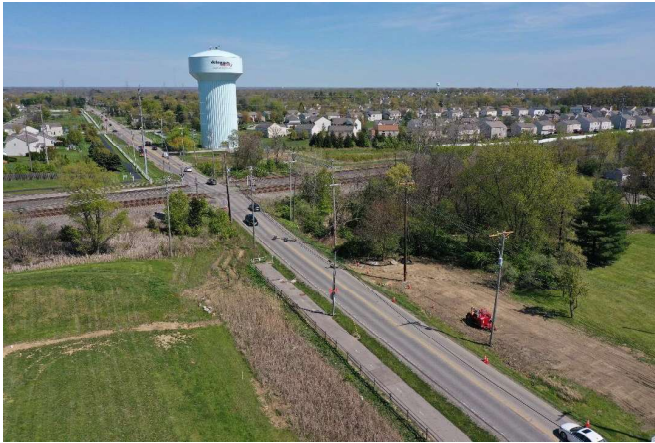
- \$7 M current commitment from MORPC
- Will seek federal Railroad Crossing Funds for add'l \$12 M+
- Balance (\$6M+ from County and Township)

Construction scheduled for 2026+

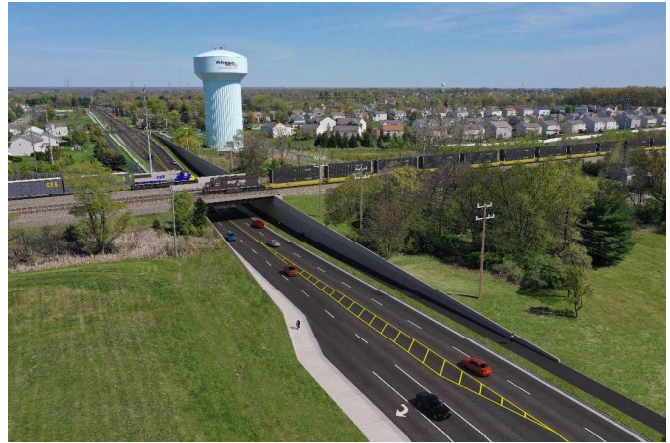


# Orange Road RR Grade Separation

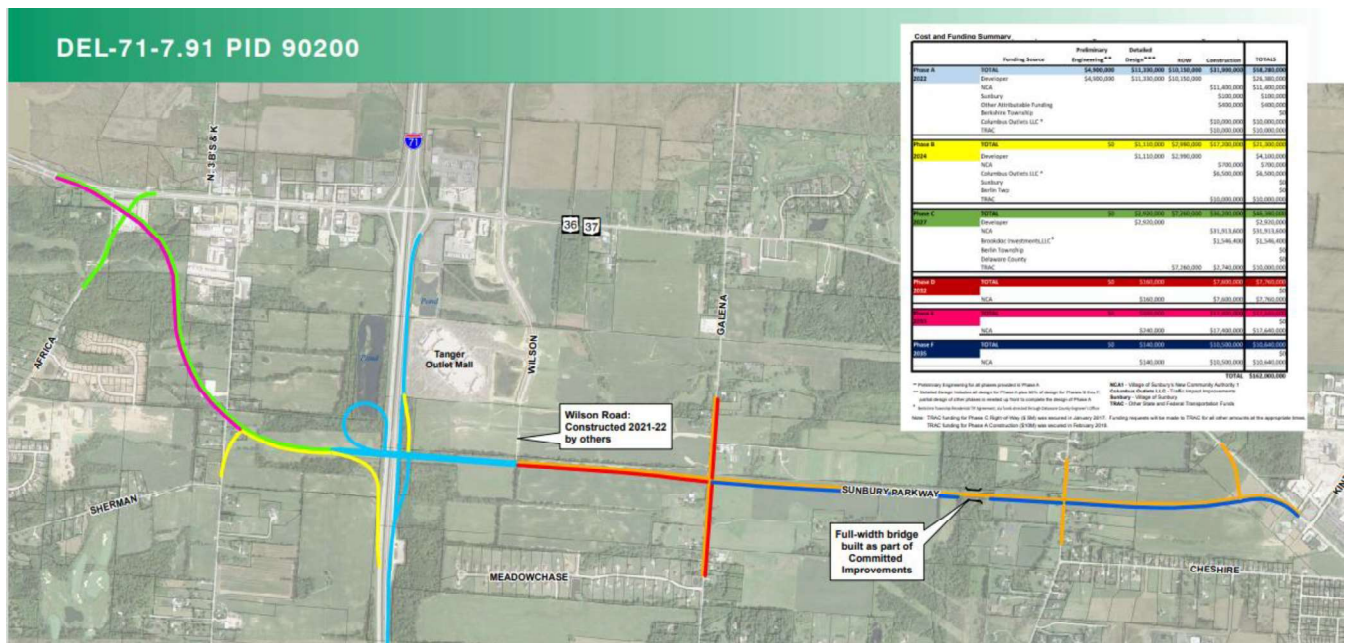
## Before



## After



# I-71/US 36 Interchange





# I-71/US 36 Interchange

Delaware County TID advancing final design for Phase A  
ODOT concurrently updating environmental approvals

Phase A includes bridge over I-71, new ramps and extension  
of Sunbury Parkway east to Wilson Road

**\$42 million** Phase A funded by ODOT, Columbus Outlets LLC  
(Tanger) and Delaware County with TIF reimbursement  
from Sunbury area developments

Final Design 2022-23

Right of Way Purchase 2024-25

Construction 2025-27

# I-71 Big Walnut Interchange

## What's happening now?

ODOT and Delaware County are currently conducting new traffic  
study looking at different benefits of the interchange based on  
newer land-use models

## I thought you already studied the interchange?

Previous work looked at the traditional evaluation criteria of  
“**peak-hour level of service**” which was formerly the “bar” that  
needed to be cleared for the project to proceed, no matter what  
other benefits the project may have.

The previous analyses **did not pass** the peak hour level of service  
criteria because more traffic will use I-71 with a new interchange  
and therefore there would be slightly more congestion on I-71 in  
the peak travel hours.

# I-71 Big Walnut Interchange

## What has changed since the last study?

First, land use projections have changed significantly since 2015. Evans Farm, US 23 development and other area developments were not fully captured in previous land-use models.

Second, major improvements at Polaris/Gemini to I-270 were completed in 2021. These weren't considered in the 2015 analysis and I-71 operates better now than in 2015.

Third, ODOT has recently included additional criteria or “measures of effectiveness” to be considered for a new interchange, include **system connectivity, reducing travel times and reducing miles traveled.**

# I-71 Big Walnut Interchange

## Where does that leave us now?

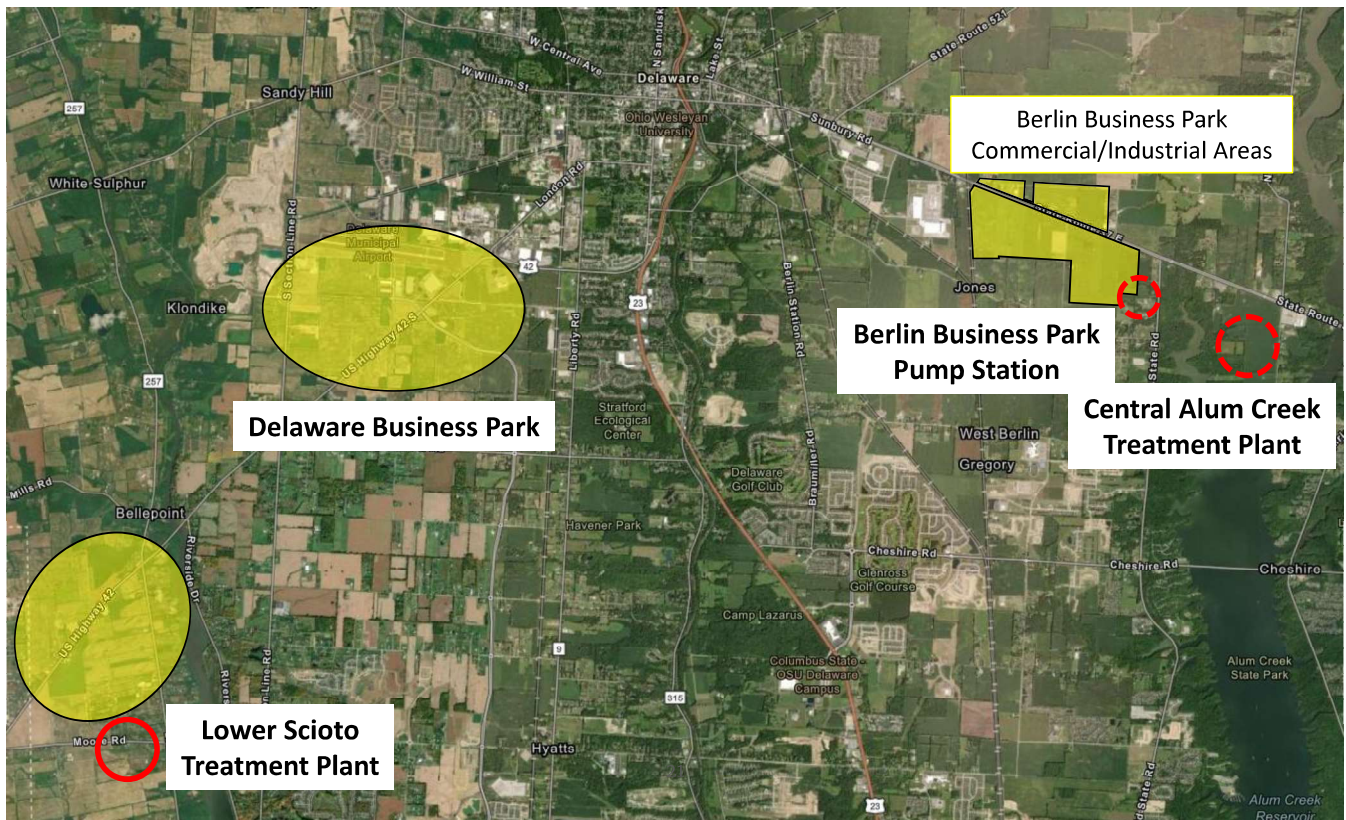
We still don't know if this is a technically feasible project. The first step is to determine if an interchange can even satisfy the basic traffic criteria for a new interchange considering new measures of effectiveness. This will take another **8-12 months.**

If these new measures of effectiveness **do show** net benefit to travel, we will then proceed into looking more closely at the impacts the interchange would have on the area and how to address public concerns.

If these criteria can't be satisfied and **don't** show a net benefit to travel, further studies will be suspended.



# Other Development Related Infrastructure Projects



## Transportation Challenges for Delaware County

Already \$70+ million commitment to 5 major road projects

- Cheshire Road RR Overpass
- Home Road RR Overpass
- Orange Road RR Overpass
- I-71/US 36 Interchange
- I-71/Big Walnut Interchange

# What About Federal Funding?

Federal Funding for Delaware County projects comes from 2 main source:

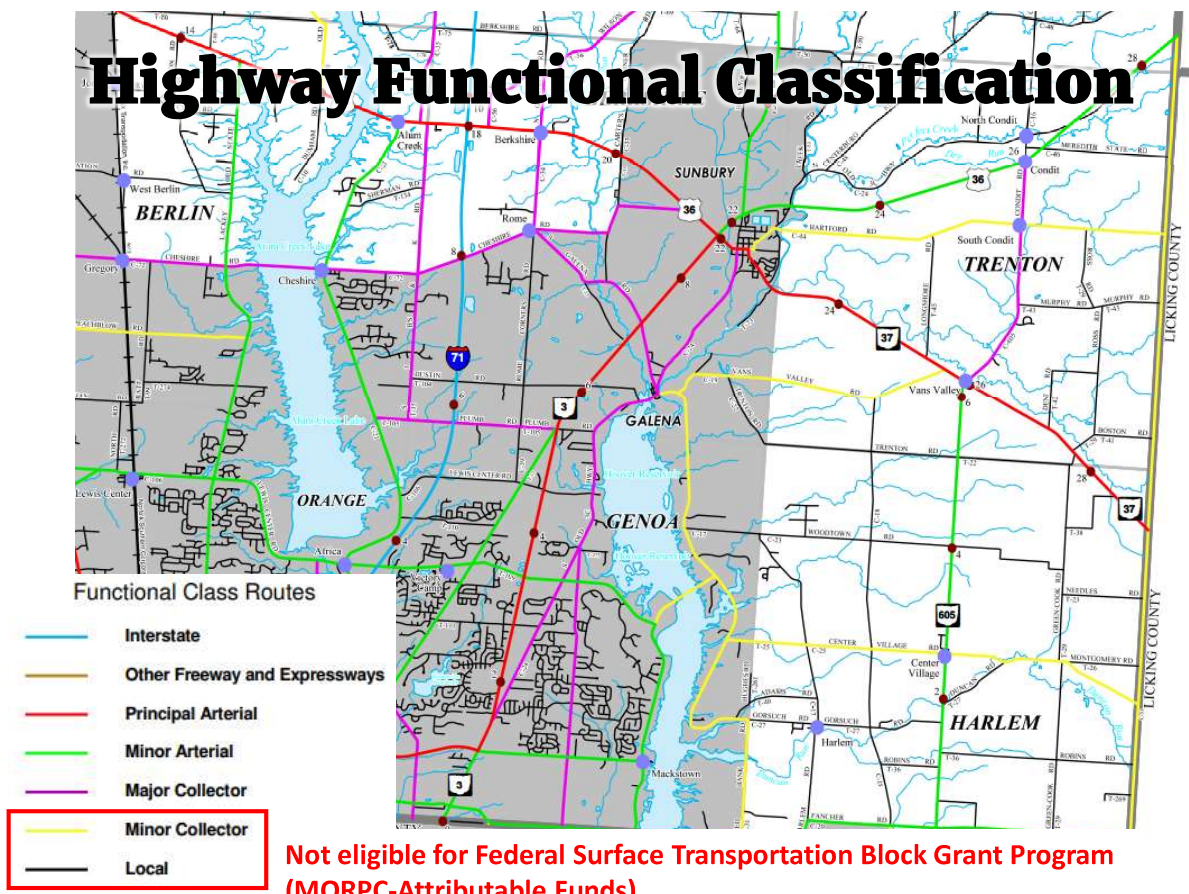
## MORPC-Attributable Programs (STBG, CMAQ, TA)

- Difficult to compete with Columbus projects that have much higher population densities and more traffic
- Many roads in Delaware County aren't eligible for federal STBG transportation funding through MORPC (local and minor collector roads)

## ODOT Safety and Local Bridge Programs (HSIP and LBR)

- Many county locations do not “yet” have a safety problem bad enough to score highly in competitive ranking
- Bridge projects with work in waterways require a higher amount of environmental consultation and documentation (i.e. more consulting fees and more time)

All federal-aid projects must be audited and overseen by ODOT





# What Other States are Doing... Federal-State Fund Exchange

## What is it?

Instead of providing federal funds to local governments for projects, state DOT's exchange those for state dollars

## Why do it?

All federally funded transportation projects must comply with a slew of regulations including NEPA and the federal Uniform Act which add time and cost to every project, even routine small projects

- State gas tax or GRF dollars don't have the "red tape"
- Provides more flexibility for local projects (i.e. not just funding for eligible projects that "check the most boxes" on funding applications
- Less auditing and oversight burden for ODOT
- Less risk to ODOT of federal non-compliance due to local agencies not following the right steps
- Some states exchange at less than 1:1 (e.g. 90%)...
- For state DOT, this results in net win of time and money
- For locals, this is a net "tie" on funding and win on time

## Iowa Senate OKs controversial DOT road fund swap with cities, counties

William Petroski [bpetroski@dmreg.com](mailto:bpetroski@dmreg.com)  
Published 6:47 p.m. CT March 13, 2017

[View Comments](#) [f](#) [t](#) [e](#) [r](#)



Signs guide drivers through a construction zone in Altoona. Bryon Hougrave/Register File Photo

State transportation officials would keep federal road and bridge money normally sent to Iowa's cities and counties and replace it with state dollars under a controversial bill that received final passage Monday from the Iowa Senate.

**Kansas**  
Department of Transportation

### FEDERAL FUND EXCHANGE PROGRAM GUIDELINES

#### Program Description

The federal fund exchange program is a voluntary program that allows a local public agency (LPA) to trade all or a portion of its federal fund allocations in a specific federal fiscal year with the Kansas Department of Transportation (KDOT) in exchange for state transportation dollars or with another LPA in exchange for their local funds.

## Federal-State Fund Exchange on Transportation Projects

### Controversial topic?

Democratic Representatives DeFazio and Finkenauer have opposed the practice stating it is a "loophole" to get out of Buy America and Local Prevailing Wage regulations.

### Is that an issue in Ohio?

No... Ohio law (O.R.C. § 4115.05) requires prevailing wage on any road project over ~\$96,000 and Buy America is already required for steel products (O.R.C. § 153.011).

ODOT already exchanges a portion of federal Local Bridge Program (LBR) funds for state funds

### How could the federal-state exchange program be expanded?

STBG, CMAQ and HSIP projects would benefit from streamlining by using state funds instead of federal funds

Federal-state exchange was researched by Government Accountability Office in 2019–2020 at the request of some Democratic Congressional Representatives DeFazio and Finkenauer.

State DOT officials were interviewed by GAO staff and audits were done in accordance with Generally Accepted Government Auditing Standards.

See GAO-21-88

<https://www.gao.gov/assets/gao-21-88-highlights.pdf>

Iowa exchanges the largest share of funds in the U.S. at 18%

Intel Steering Committee – November 28, 2022

## GAO Highlights

Highlights of GAO-21-88, a report to the Committee on Transportation and Infrastructure, House of Representatives

### Why GAO Did This Study

The Federal Highway Administration (FHWA) provides funding to states to build and maintain the nation's roadways and bridges. States must follow applicable federal standards such as laws that require contractors to pay locally prevailing wages. States can make federal funding available to local agencies for projects, but the ability of local agencies to comply with federal requirements is a well-documented risk area. Some states have established "fund swapping" programs where local agencies swap proposed federal funding with the state in return for state dollars. FHWA does not directly oversee these programs, and no federal statutes or regulations authorize or prohibit fund swapping.

GAO was asked to review swapping of federal-aid highway funds and its impact. In this report, GAO describes: (1) the extent to which states and local agencies engage in fund swapping; (2) factors affecting whether state and local agencies engage in federal fund swapping; and (3) what is known about the impact fund swapping has on prevailing wages paid to workers and other federal requirements. GAO reviewed relevant regulations and reports; sent a questionnaire to officials in 50 states; and interviewed officials from 15 state DOTs that reported having swapped funds in the past 5 years and 3 local agencies selected for program size and other factors.

The U.S. Department of Transportation provided technical comments, which we incorporated as appropriate.

View GAO-21-88. For more information, contact Elizabeth Repko at (202) 512-2384 or [repko@gao.gov](mailto:repko@gao.gov).

October 2020

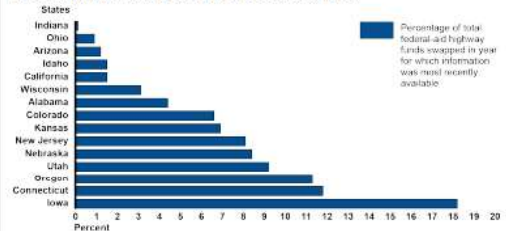
## FEDERAL-AID HIGHWAYS

### States and Local Governments Reported Benefits to Federal Highway Fund Swapping, but Impacts Cannot be Definitively Determined

#### What GAO Found

In the past 5 years, 15 states reported they had fund swapping programs, which allow local agencies, such as cities and towns, to swap their state's proposed suballocation of federal-aid highway funds for state transportation funds. This exchange allows local agencies to undertake local projects with state funds, rendering the projects subject to applicable state and local, rather than federal, requirements. For most states, the reported amount of federal funds swapped is a relatively small portion of the state's overall federal-aid apportionment, ranging from less than 1 percent to 12 percent. However, Iowa swapped about 18 percent (or about \$97 million) of its federal-aid funds in 2019. See figure.

Percentage of States' Federal-aid Funds Swapped for State Funds



Source: GAO analysis of information from state DOT officials and FHWA data. | GAO-21-88

Note: Data are for 2019, except for Alabama, Colorado, New Jersey, and Wisconsin where GAO presents the most recent data these state DOT officials had available.

Officials GAO interviewed from state departments of transportation (DOTs) and selected local agencies said that they participate in fund swapping because it increases project flexibility for local agencies and may result in time and cost savings. Obstacles officials cited included a lack of sufficient state funds to swap with local agencies and the absence of state law authorizing fund swapping.

The impact of fund swapping on wages and other federal requirements cannot be definitively determined because, among other reasons, state DOTs generally do not track data needed to measure these impacts. For example, state officials said that federal funds swapped by local agencies are combined with other federal funds, so they cannot identify which projects were funded with swapped federal dollars. State officials offered mixed views of the impact of swapping on workers' wages and other federal requirements. For example, officials in two states that told GAO their states do not have prevailing wage laws said wages paid were not impacted by the lack of federal prevailing wage requirements because of economic conditions in their states. Officials in two other states said that the lack of a state prevailing wage law potentially enabled contractors to pay their workers less than the federal prevailing wage on swapped projects.

United States Government Accountability Office

## Conclusion

### What can and are we doing now?

1. Complete studies to identify and confirm key travel corridors, safety issues and traffic bottlenecks
2. Program funding for "manageable size" projects that will address issues on those corridors
3. Continue infrastructure development for industrial areas to create pad-ready sites

### What do we need to do soon?

1. Initiate studies on larger scale transportation projects (e.g. Sunbury Bypass)
2. Discuss funding solutions that will help make those and other local projects happen