Metropolitan Transportation Plan – Adopted May 2016
Where Are We in Implementing the Projects?

Of the specific projects identified, construction has started on:

- **46.5 lane miles of 113 lane miles of freeways**: 0%
- **2 of 16 interchange modifications**: 13% (2017-18)
- **0 of 4 new interchanges**: 0%
- **5.2 of 82 new miles of arterial or collector roadways**: 7% (2017-18)
- **8.2 of 66 miles of lane additions (arterial or collector)**: 0%
- **4.7 of 96 miles of minor widening/safety improvements**: 0%
- **20 of 81 intersection improvements**: 0%
- **2 of 14 ‘other’ roadway modification projects**: 0%
- **8 of 26 miles of stand-alone bike/pedestrian facilities**: 0%
- **9 of 11% increase in fixed route transit service hours**: 0%
- **1 of 1 high capacity transit project**: 0%

Other Construction Activity

- **20 projects totaling over $68 million** have gone to construction since the MTP adoption, utilizing 54% of the $149 million forecasted.

Stand-alone Bike/Pedestrian Projects

- **Six projects totaling over $29 million** have gone to construction since the MTP adoption, utilizing 40% of the $75 million forecasted.
$19.6 Billion in Investment Priorities

- $6.8B Preserve and Maintain
- $0.5B Stand-alone Bike/Ped
- $6.1B Transit
- $2.8B Non-Freeway Roads
- $3.3B Freeway-Related

- Implemented by state and local governments through a variety of federal, state and local funding programs and sources
Preservation & Maintenance

- Not shown in MTP as specific projects

- Line items in the project listing

- ODOT and locals generally ensure sufficient funding to maintain existing as first priority
Bicycle & Pedestrian

- Specific projects in the MTP
  - 234 miles Multi-use Path (MUP)
  - 42 miles of bike lanes or wide shoulders
  - 9 miles of sidewalks
- Other projects implemented as well
- Facilities also added as part of road projects
- Majority implemented with local dollars with some state and federal funding

Miles of stand-alone bike/pedestrian facilities

Percent of Line Item Funds Utilized

2017, 15%
2018, 25%
Transit

- Vast majority of transit funding is to operate existing bus service
  - Routes aren’t specifically shown on the MTP project map
- MTP included the implementation of the CMAX
- 19 other high-capacity transit corridors identified for study
  - COTA NextGen study has now further refined high-capacity corridors for further focus
- Funding mostly from local sources with some federal funding

![Map of transit routes and funding distribution](image-url)
Non-Freeway Roads

- Specific projects in the MTP
  - 82 miles of new road segments
  - 82 miles with lane additions
  - 96 miles with more minor capacity or safety improvements
- Other projects implemented as well
- Funded with a mix of local, state and federal dollars through a variety of programs

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<th>Category</th>
<th>2017-18</th>
<th>2019</th>
<th>2018</th>
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<td>Miles of new arterial or collector roadways</td>
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<td>Miles of lane additions (arterial or collector)</td>
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<td>3%</td>
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<td>Miles of minor widening/safety improvements</td>
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<td>Intersection improvements</td>
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<tr>
<td>Other roadway modification projects</td>
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Freeways

- Specific projects in the MTP
  - 113 new lane miles
  - 16 interchange modifications
  - 4 new interchanges
  - 4 corridors for managed lanes
  - Other

- Funded primarily through ODOT programs (like TRAC) with mostly federal funding with some state and local dollars
TRAC Projects

2019 TRAC Round
- 8 projects

- Big Walnut Interchange
- US 33/SR 161 AT Post Rd
- Far East Freeway: Phase 1
- Far East Freeway: Phase 2 & 3
- US 33 AT Pickerington/Allen Rd
- I-71 NB: Stringtown Rd to I-270
- I-270 & US 23 Interchange