

Appendix 6

State and Regional Plans

Jobs and Progress Plan: Ohio's Transportation Improvement Strategy (August 2003)

In 2003, Governor Taft unveiled the "Jobs and Progress Plan", the largest transportation initiative in Ohio since the creation and construction of the interstate system. The plan includes a \$5 billion, 10-year Ohio construction program to address the state's most pressing needs; address high-congestion, high-crash locations on freeways; improve state bridges and pavement conditions; and connect all parts of Ohio by completing the rural routes.

The majority of funds for plan implementation are already in place. The Jobs and Progress Plan address many transportation needs in Greater Cincinnati and Southwest Ohio, including

- Major improvements to I-75 in Cincinnati,
- Working with Kentucky on a new Brent Spence Bridge,
- Improved access throughout the Eastern Corridor,
- Improvements to State Route 63 in Butler County,
- Improvements to U.S. 22 in Warren County,
- Upgrading State Route 232 in Clermont County,
- Widening State Route 4 on the Hamilton/Butler County line to reduce congestion, and
- Upgrading the intersection at State Route 73 and State Route 503 in Butler County.

Access Ohio 2004-2030 Statewide Transportation Plan (Draft)

Scheduled to be finalized this year, Access Ohio is the statewide transportation plan prepared by the Ohio Department of Transportation. It includes comprehensive analysis of the existing transportation conditions and a 26-year projection of the needs and recommendations for Ohio's multi-modal transportation system. The study includes roads, bridges, bicycles and pedestrian trails, rail systems, and air and water ports. The recommended projects include projects identified by the Metropolitan Planning Organizations (MPO) in their long-range plan, projects first identified by Governor Taft's Jobs and Progress Plan, Ohio Rail Development Commission and others. The foremost goal is to increase the safety and efficiency of Ohio's transportation system.

The Ohio Third Frontier Project

The Third Frontier Project was unveiled in 2002. It is the state's largest initiative on expanding high-technology research capabilities and promotes innovation and company formation. This 10-year, \$1.1 billion initiative is designed to build world-class research capacity, support early stage capital formation and development of new products, and finance advanced manufacturing technologies to help existing industries become more

productive. The objective includes creating high paying jobs. The related projects and programs include:

- The Third Frontier Fuel Cell Program- a grant to support the growth of Ohio's fuel cell industry
- Biomedical Research and Technology Transfer Partnership Program- grants to support biomedical and biotechnology research and innovation in Ohio
- Wright Center of Innovation- grants to support large-scale world-class research and technology development platforms to accelerate the pace Ohio commercialization. These centers will be collaborations between institutions of advanced learning, non-profit research organizations, and Ohio companies in the area of advanced material, bioscience, power, etc.

Several other programs including loan funding and internship programs are part of the Third Frontier.

The Clean Ohio Fund Program

The Clean Ohio Fund program is one of the most innovative and comprehensive brownfields program in the nation. According to Ohio Department of Development (ODOD), it is also one of the largest state brownfield programs in the country. The Office of Urban Development at ODOD administers the program by making below market rate loans to assist communities with brownfield remediation and aid communities in Ohio's Appalachian region to identify brownfield properties and to apply for brownfield funds. The goal is to revitalize blighted neighborhoods by returning abandoned or underutilized industrial properties to productive use and promote economic development. According to the Office of Urban development's annual report, brownfield redevelopment helps community reclaim and improve its lands, create jobs, and expand tax base.

OKI 2030 Regional Transportation Plan 2004 Update

The OKI 2030 Regional Transportation Plan 2004 Update is the blueprint for transportation projects in the OKI region, which includes eight counties in three states: Butler, Clermont, Hamilton and Warren counties in Ohio; Boone, Campbell and Kenton counties in Kentucky; and Dearborn County in Indiana. It is designed to address current and future transportation needs necessitated by growth and development. It also must meet Federal Highway Administration and Clean Air Act requirements to mitigate congestion, and to address air quality and other environmental, social and financial issues. In order to adequately address local needs this plan is updated every three years. The Introduction to the Plan states that this "is a comprehensive, balanced and coordinated plan for the region and will serve as guide for policy boards and implementing agencies that make transportation investments and service decisions".

OKI Land Use Commission Policy Plan

OKI established the Land Use Commission to produce a plan that will establish regional policies for land use, public facilities, and services, in response to federal transportation legislation enacted in 1991 and 1998. The original intent was to create a commission whose membership represents the region geographically. Since broad representation is also the foundation of the OKI Board of Trustees, the Board elected to sit as the Land Use Commission. To assist in their work, the Board apportioned themselves among three working committees and added representatives from throughout the region who bring their particular expertise to the project. The Commission's three working committees are

Land Use Planning and Policy, Environment and Infrastructure, and Economic Development and Funding.

OKI envisioned that the LUC would make recommendations in support of land use patterns to promote multimodal travel alternatives and reduced trips. These recommendations would be included in the strategic regional policy plan, which could then be used to guide local and county jurisdictions to ensure that land use and transportation linkages are considered in all planning processes. Through the Commission's work, strategic issues have been identified for transportation, public facilities and services, natural resources and open space, housing, economic development, and land use.

OKI Regional Bicycle Plan

As a component of the region's multi-modal transportation plan, the OKI regional bicycle plan has the following goals:

- develop a regional bicycle system integrated with other transportation systems,
- provide a safe, convenient and appealing bicycling environment,
- secure adequate funding for bicycle improvements in the region, and
- encourage and support bicycle safety, education and enforcement programs.

The purpose is to identify problems and recommend actions to improve conditions for bicycling in the seven county transportation planning area of Butler, Clermont, Hamilton, Warren, Boone, Campbell, and Kenton Counties. Many recommendations in the plan strive to improve the region's road system for safe traveling by bicycles. The plan includes recommendations for bicycle facilities on roads and bridges, network of shared use paths, bicycle parking opportunities, and bikes on transit programs.

Cincinnati/Northern Kentucky International Airport (CVG) Plans

FAR Part 150 Noise Compatibility Study

Federal Aviation Regulations (FAR) Part 150 provides the standards for the development of Noise Exposure Maps and Noise Compatibility Programs that may be developed by airport operators. The Kenton County Airport Board (KCAB) is the official airport operator for CVG. The purpose of the FAR Part 150 Noise Compatibility Study is to assist the KCAB in assessing the impacts of noise on the surrounding community and develop a balanced plan that:

- Reduces the impact of aircraft noise
- Mitigates the impact of noise caused by aviation activities
- Resolves local conflicts at the local level to protect the National Aviation System
- Enables CVG to become eligible to request FAA funding assistance to implement the program

The 2004 FAR Part 150 Study is an update to the Noise Compatibility Plan that has been in operation since 1999.

Master Plan Study Update

An airport Master Plan Study provides guidance for efficiently handling aviation demand while remaining flexible enough to respond to changes in the aviation industry. The CVG Master Plan Study provides a framework for the development of the airport through the year 2025 and includes a list of projects to be implemented, when demand dictates the need for each project. The purpose and need for each project and a graphic representation of the preferred development concept is included in the plan. The reason for conducting a Master Plan Update is to reflect major growth in the region, a continued increase in operations since 1991, heightened security requirements, the consolidation of

airport hubs, and the decision of DHL to consolidate its operation at Wilmington Airport instead of at CVG. The CVG Master Plan Update will be completed utilizing the input of a large group of community representatives through the CVG Planning Advisory Committee and is expected to be approved in late 2005.