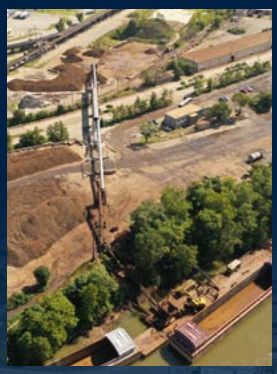
OKI
Ohio · Kentucky · Indiana
Regional Council of Governments

60 YEARS

2024 Annual Report

www.oki.org

Advancing a Transportation System for All

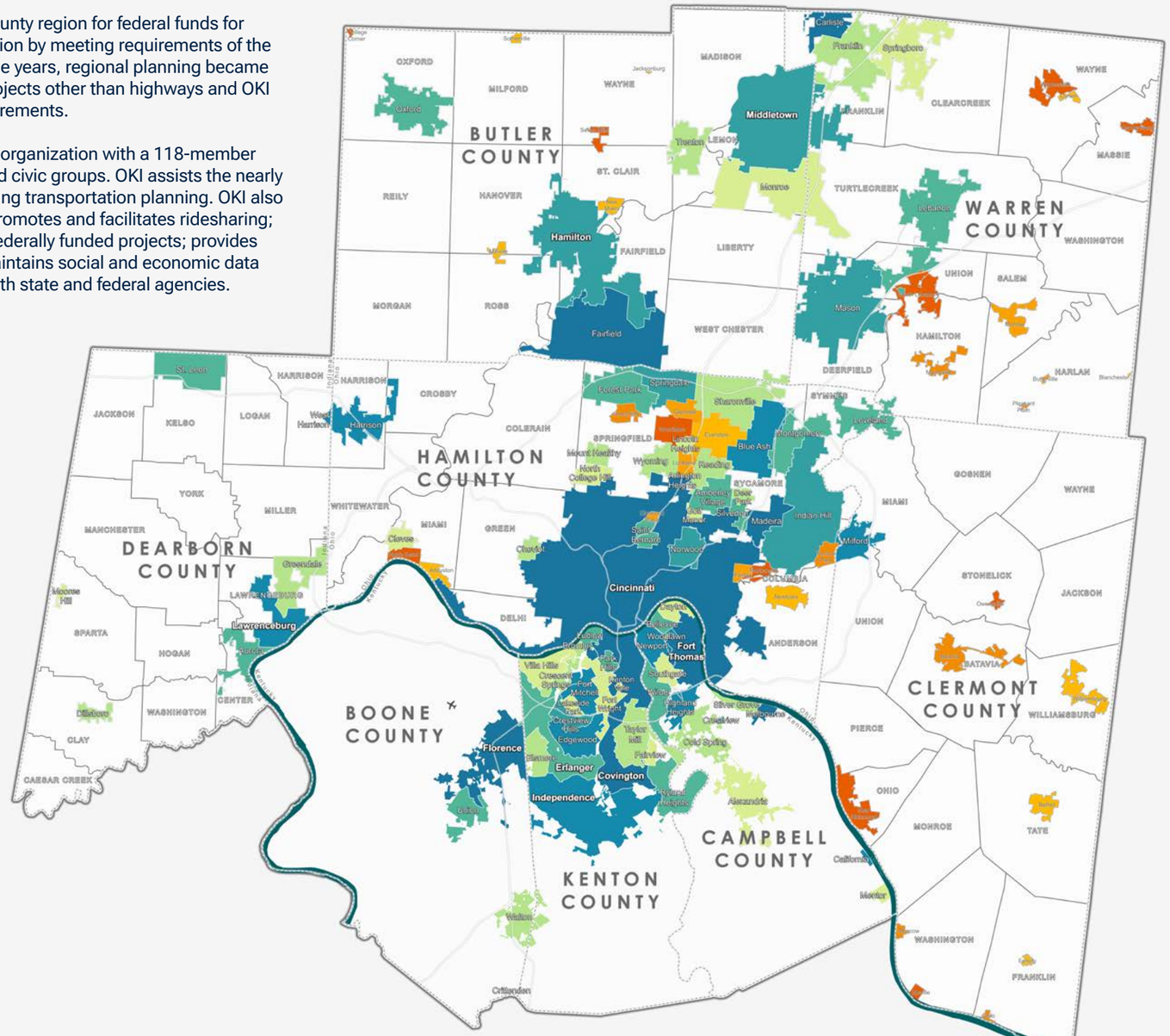


OKI: Who We Are and How We Serve You

OKI is a service agency and a forum for local governments and communities to share transportation, environmental, economic and other challenges for which causes and solutions cross political boundaries.

Since 1964, OKI has qualified our eight-county region for federal funds for interstate highway planning and construction by meeting requirements of the 1962 Federal Aid Highway Act. Through the years, regional planning became a prerequisite for the federal funding of projects other than highways and OKI expanded its activities to meet these requirements.

Today, OKI operates as a public, nonprofit organization with a 118-member board representing government, social and civic groups. OKI assists the nearly 200 communities of the region in conducting transportation planning. OKI also performs air and water quality planning; promotes and facilitates ridesharing; coordinates intergovernmental review of federally funded projects; provides technical aid to member governments; maintains social and economic data for planning purposes; and coordinates with state and federal agencies.



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Advancing a Transportation System for All

"Six decades of funding roads and roundabouts, buses and bridges, traffic signals and transit centers, multi-use paths and myriad other initiatives have transformed the eight-county region we call home."

Gary W. Moore, OKI President

President's Letter

Gary W. Moore

Two thousand twenty-four marked a milestone for all of us at OKI. We celebrated our 60th anniversary as this region's federal transportation planning agency.

Six decades of funding roads and roundabouts, buses and bridges, traffic signals and transit centers, multi-use paths and many other initiatives have transformed the eight-county region we call home.

The impact of OKI on the nearly 200 local jurisdictions in our region can be measured in many ways. One way is the financial investment OKI has made in communities that make up our home. Just since 2020, we have awarded nearly $265 million for infrastructure projects through our annual federal prioritization program.

And a few more compelling figures: The total value of projects in the OKI pipeline is $25 billion, with $7 billion in the Transportation Improvement Program.

Remarkable numbers!

This annual review is proof that our OKI staff are not resting on their laurels; they are planning for the next 60 years.

I am inspired by this success and am honored to present the 2024 OKI Annual Report.

I share a handful of highlights here that best illustrate OKI's commitment to the more than two million residents in our region.

Looking toward the future, the OKI Board of Directors adopted the region's 2050 Metropolitan Transportation Plan (MTP) Update in June 2024. The plan identifies hundreds of road, transit, bike, pedestrian, and freight projects valued at $18.4 billion.

Always innovating, OKI created the Regional Housing Data Dashboard, a digital tool for those who work in the housing planning and policy sectors. Designed to address the housing shortages and rising prices in the region, the dashboard integrates data from multiple sources to present metrics on community demographics; the physical characteristics of the housing stock; housing costs and affordability; and activity in the housing market.

As our industry is aware, electric vehicles (EVs) play an important role in the future of transportation. Through funds from OKI's Carbon Reduction Program, the board approved $11.1 million to build 43 regional electric vehicle charging stations at their monthly meeting in October.

Great news for walkers, cyclists, and runners in 2024: OKI has awarded a $13.2 million to support the development of multi-use paths. Since 2010, we have invested $128 million in bike and pedestrian infrastructure, funding 121 multi-use paths to enhance our communities.

I strongly encourage you to thumb through the 2024 OKI Annual Report. See for yourself how OKI is fulfilling our mission to provide safe, fair and reliable transportation in our region.

I conclude my President's Letter by acknowledging the outstanding leadership that has consistently defined OKI. Under the stewardship of CEO Mark Policinski, OKI continues to foster a culture of consensus and collaboration, driving our region to new heights of service and success.

I am deeply grateful for your support during my second year as board president. I eagerly anticipate our continued collaboration as a member of OKI's Board and Executive Committee, working with staff to provide the leadership and guidance necessary to sustain our region's momentum.

Let us never forget: Transportation drives economic development. I am confident that the professional team at OKI will continue to shape the economic future of Ohio, Kentucky and Indiana.

Best Regards,

Gary W. Moore

Gary W. Moore

2024 OKI Board of Directors & Executive Committee

Leadership

OKI is a public, non-profit organization pursuant to Chapter 167 of the Ohio Revised Code. Agency structure, responsibilities and authority are described in the OKI Articles of Agreement.

The structure of OKI includes four standing committees that involve public officials and others in the development of plans, programs and policy adoption. These committees are the Board of Directors, the Executive Committee, the Intermodal Coordinating Committee (ICC) and the Environmental Justice (EJ) Advisory Committee.

The Board of Directors governs OKI and is responsible for agency policy decision-making. Two-thirds of the members are elected officials; the other one-third are representatives of local planning agencies, community groups, the private sector and individual citizens.

The Executive Committee serves the Board by developing consensus on area-wide or multi-jurisdictional transportation policy matters. The Executive Committee can establish policy, adopt plans and establish committees for advisory purposes. Members include an elected official from each member county's governing body; a cross-section of local governments; and representatives from state transportation agencies, regional planning commissions and transit agencies.

OKI works across party lines. Our Board puts politics aside to work together to set the transportation priorities of our region. The best measure of this unprecedented cooperation is that nearly 100% of OKI board votes have been unanimous for the past 20 years.

2024 OKI Board of Directors

(Bold indicates Executive Committee member, Italics indicate Executive Committee member alternate)

OKI Board Officers

Gary W. Moore
President
Boone County Fiscal Court

Josh Gerth
First Vice President
Anderson Township, Ohio

Rick Probst
Second Vice President
Dearborn County Board of Commissioners

Kenneth F. Reed
Treasurer
Resident Member

David L. Painter
Past President
Clermont County Board of Commissioners

Mark R. Policinski,
Secretary
OKI CEO

Member Counties

Boone County Fiscal Court – Gary W. Moore *(Matthew Webster)*

Butler County Board of Commissioners – T.C. Rogers *(David C. Fehr)*

Campbell County Fiscal Court – Steve Pendery *(Matt Elberfeld)*

Clermont County Board of Commissioners – David L. Painter *(Bonnie Batchler)*

Dearborn County Board of Commissioners – Rick Probst *(Nicole Daily)*

Hamilton County Board of Commissioners – Alicia Reece *(Denise Driehaus)*

Kenton County Fiscal Court – Kris Knochelmann *(Spencer Stork)*

Warren County Board of Commissioners – David G. Young (Martin Russell)

Municipalities With Population Over 5,000

Alexandria, Kentucky

Bellevue, Kentucky – Charlie Cleves

Blue Ash, Ohio – Brian Gath

Cheviot, Ohio

Cincinnati, Ohio – Mark Jeffreys *(John Brazina)*

Cold Spring, Kentucky

Covington, Kentucky – Steve Hayden *(Joseph Meyer)*

Dayton, Kentucky

Deer Park, Ohio – Natasha Kohorst

Edgewood, Kentucky – Rob Thelen

Elsmere, Kentucky – Serena Owen

Erlanger, Kentucky – Jessica Fette

Fairfield, Ohio – Dale Paullus *(Mitch Rhodus)*

Florence, Kentucky – Gary Winn

Forest Park, Ohio – Don Jones

Ft. Mitchell, Kentucky – Dr. Alyson Roeding

Ft. Thomas, Kentucky – Ben Pendery

Ft. Wright, Kentucky – Dave Hatter

Hamilton, Ohio – Susan Vaughn *(Tim Naab)*

Harrison, Ohio – Doug Abrams

Highland Heights, Kentucky

Independence, Kentucky – Christopher Reinersman

Indian Hill, Ohio – Pat Stern

Lawrenceburg, Indiana – Mark Fette *(Guinevere Banschbach)*

Lebanon, Ohio – Brian Lamoreaux

Loveland, Ohio – Ted Phelps

Madeira, Ohio – Doug Moormann

Mason, Ohio – Joy Bennett

Middletown, Ohio – Elizabeth Slamka *(Paul Horn)*

Milford, Ohio – Kim Chamberland

Monroe, Ohio – Ben Wagner

Montgomery, Ohio – Chris Dobrozsi

Mt. Healthy, Ohio – Jennifer Moody

Newport, Kentucky – Elizabeth Fennell *(Brian Steffen)*

North College Hill, Ohio – Mary DeWald

Norwood, Ohio – Susan Hoover

Oxford, Ohio – Michael Smith

Reading, Ohio – Robert Boehner

Sharonville, Ohio – Glen Lovitt

South Lebanon, Ohio – Linda Allen

Springdale, Ohio – Jeffrey P. Anderson

Taylor Mill, Kentucky – Dan Bell

Trenton, Ohio – Floyd Croucher

Union, Kentucky – Larry Solomon

Villa Hills, Kentucky – Seth Thompson

Wyoming, Ohio – Dan Driehaus *(Jodi Woffington)*

Leadership

(2024 OKI Board of Directors continued; Bold indicates Executive Committee member, Italics indicate Executive Committee member alternate)

Board of Townships Over 40,000

Anderson Township – Josh Gerth *(Lexi Lausten)*

Colerain Township – Dan Unger *(Tiphanie Mayes)*

Green Township – Tony Rosiello *(Adam Goetzman)*

Liberty Township – Steve Schramm *(Tom Farrell)*

Miami Township – Mary Makley Wolff *(Steve Kelly)*

Union Township – Michael Logue *(Cory Wright)*

West Chester Township – Ann Becker *(Arun Hindupur)*

Board of Township Trustees Under 40,000

Butler County Association of Township Trustees & Clerks – Shannon Hartkemeyer *(Norma Pennock)*

Clermont County Township Association – Tom Peck *(Teresa Hinners)*

Hamilton County Township Association – Thomas Weidman

Warren County Association of Township Trustees & Clerks – Jonathan D. Sams *(Jeff Wright)*

Public Officials From Kentucky and Indiana

Cathy H. Flaig, Boone County Fiscal Court

Jude Hehman, Kenton County Fiscal Court

Brian Painter, **Campbell County Fiscal Court** (*Tom Lampe*)

Vincent Karsteter, City of Greendale, IN

County Planning Commissions

Boone County Planning Commission – Randy Bessler

Butler County Planning Commission – David C. Fehr

Campbell County Planning & Zoning Commission – Sharon Haynes

Clermont County Planning Commission – Darin Hinners

Dearborn County Plan Commission – Nicole Daily

Hamilton County Regional Planning Commission – David Okum *(Steve Goodin)*

Kenton County Planning Commission – Gailen Bridges

PDS of Kenton County – Sharmili Reddy *(Andrew Videkovich)*

Warren County Regional Planning Commission – Ryan Cook (*Duncan McDonel)*

Planning Commissions 40,000 or More Population

Cincinnati (City) Planning Commission – Emily Ahouse

Fairfield (City) Planning Commission – Greg Kathman

Hamilton (City) Planning Commission – Lauren Nelson

Middletown (City) Planning Commission – Claire Fetters

Voting Ex-Officio Members

Indiana Department of Transportation – Chris Wahlman *(Terry Summers)*

Kentucky Transportation Cabinet – Robert Yeager *(Mike Bezold)*

Ohio Department of Transportation – Tammy Campbell *(Scott Brown)*

Southwest Ohio Regional Transit Authority – Darryl Haley *(Khaled Shammout*)

Transit Authority of Northern Kentucky – Gina Douthat

Butler County Regional Transit Authority – Christopher Lawson *(Matthew Dutkevicz)*

Resident Members

Craig Beckley, Resident

Laura Brunner, The Port

Jeff Earlywine, Resident

Shannon Jones, Warren County Board of Commissioners

Liz Keating, Resident

Roger Kerlin, Resident *(Christopher Reinersman)*

Eric Kranz, Dearborn County Chamber of Commerce

Christine Matacic, Resident

Larry H. Maxey, Resident

Henry (Hank) Menninger, Jr., Resident

Pete Metz, Cincinnati USA Regional Chamber

Pamela E. Mullins, Resident

Kenneth F. Reed, Resident

Sal Santoro, Resident

Karl B. Schultz, Resident *(Joe Braun)*

V. Anthony Simms-Howell, Resident, Ohio Comm. on Hispanic/Latino Affairs, *(Michael Florez)*

Spencer Stork, Kenton County Public Works

Thomas Voss, Resident *(Charlie Cleves)*

Melissa Wideman, CVG Airport Authority

Renee Wilson, Resident

Aicholtz Road:

The roundabouts, located along Aicholtz Road at Eastgate Square Drive and Glen Este-Withamsville North and South, ease congestion throughout the corridor, improve safety and provide more efficient travel time.

This project was built using $4 million CMAQ funds from OKI.

Thornton Avenue:

New traffic signals, and other improvements, were part of a $1.3 million safety project that will create a safer four-way intersection. OKI funded $1 million of the project.

The project was part of a multi-use path built across River Road, over three sets of railroad tracks and linking to a path in Fernbank Park.

The traffic signals will improve safety for pedestrians crossing River Road and for vehicles turning from Thornton Avenue onto River Road.

(2024 OKI Board of Directors continued)

Other Elected Officials And Persons Responsible to Elected Officials or From Special Purpose Districts

Bonnie Batchler, Clermont County Board of Commissioners

Eric Beck, Hamilton County Engineer

Claire Corcoran, Clermont County Board of Commissioners

Denise Driehaus, Hamilton County Board of Commissioners

Jeremy Evans, Clermont County Engineer

Tom Grossman, Warren County Board of Commissioners

J. Todd Listerman, Dearborn County Engineer

Stephanie Summerow Dumas, Hamilton County Board of Commissioners

Neil Tunison, Warren County Engineer

Gregory Wilkens, Butler County Engineer

2024 OKI ICC Committee

(as of July 1, 2024)

Technical Leadership

The Intermodal Coordinating Committee (ICC) is a technical advisory committee for the Board of Directors and Executive Committee on transportation planning issues. The ICC provides technical review and input to staff and the Executive Committee. Members include local traffic engineers and representatives from transit agencies, utilities, community and environmental groups, and federal and state agencies.

Green Township
Adam Goetzman
Chair

Butler County TID
Dan Corey
First Vice Chair

Boone County Fiscal Court
Robert Franxman
Second Vice Chair

Tri-State Trails
Wade Johnston

Hamilton Township
Jeff Wright

John R. Jurgensen
Josh Carter

Great Parks
Frank Busofsky

Cincinnati/N. Kentucky International Airport
Debbie Conrad

City of Cincinnati
Jamie Edrosa

Northern Kentucky Chamber of Commerce
Tom Voss

City of Cincinnati
Chris Ertel

City of Cincinnati
Brian Goubeaux

City of Cincinnati
Diego Jordan

City of Fairfield
Nick Dill

City of Fairfield
Erin Lynn

City of Hamilton
Ed Wilson

City of Hamilton
J. Allen Messer

City of Middletown
Bill Horst

City of Middletown
Scott Tadych

Butler County Engineer's Office
Gregory Wilkens

Campbell County Fiscal Court
Luke Mantle

Clermont County Engineer's Office
Jeremy Evans

Dearborn County Dept. of Transportation & Engineering
J. Todd Listerman

Hamilton County Engineer's Office
Todd Long

Kenton County Engineer's Office
Spencer Stork

Warren County Engineer's Office
Neil Tunison

Boone County Planning Commission
Jenna LeCount

Butler County Regional Planning Commission
David Fehr

Campbell County Fiscal Court
Cindy Minter

Dearborn County Planning and Zoning
Nicole Daily

Hamilton County Regional Planning Commission
Mark Boswell

Northern Kentucky Area Development District
Jeff Thelen

PDS of Kenton County
Laura Tenfelde

Warren County Regional Planning Commission
Duncan McDonel

Indiana Department of Transportation
Emmanuel Nsonwu

Kentucky Transportation Cabinet District 6
Dane Blackburn

Kentucky Transportation Cabinet
Thomas Witt

Ohio Department of Transportation District 8
Taylor Webster

Ohio Department of Transportation District 8
Andrea Henderson

Hamilton County Department of Environmental Services
Brad Johnson

Northern Kentucky Health Department
Kelly Schwegman

Federal Highway Administration/ Indiana
Patrick Carpenter

Federal Highway Administration/ Kentucky
Nick Vail

Federal Highway Administration/Ohio
Sam Wallace

City of Edgewood
Rob Thelen

City of Florence
Tom Gagnon

City of Newport
Brian Steffen

City of Forest Park
Christopher Anderson

City of Lebanon
Jason Millard

City of Oxford
Sam Perry

Hamilton County Transportation Improvement District
Eric Beck

Anderson Township
Steve Sievers

Colerain Township
David Miller

Liberty Township
Bryan Behrmann

Miami Township
Brian Elliff

Union Township
Cory Wright

Butler County Regional Transit Authority
Russell Auwae

City of Cincinnati Streetcar
Matt Hulme

Clermont Transportation Connection
Jessica Powell

SORTA
Steve Anderson

TANK
Olivia Tussey

Warren County Transit Service
Susanne Mason

2024 OKI Environmental Justice Advisory Committee

The Environmental Justice Advisory Committee (EJ) was created to ensure the agency's EJ part of the Public Participation Plan is carried out correctly.

Adam Goetzman – Chair
Megan Bessey
Karla Boldery
Scott Brown
Frank Busofsky
Nancy Cahall
Tyeisha Cole
Jaeydah Edwards
James A. Foster
Jenna LeCount
Erin Lynn
Cindy Minter
Rosalind Moore
Pamela Mullins
Keith Smith
Olivia Tussey

The Environmental Justice population is defined as:

- **Elderly:** Persons aged 65 or older
- **Minority Population:** Persons from every racial category except White only plus all Hispanic persons
- **People with Disabilities:** Non-institutionalized persons aged 18 to 64 years with any disability
- **Low Income:** Persons below the poverty level
- **Zero Car Households:** Occupied housing units for which no car is available

Public Participation

OKI Bolstered Public Participation, Exceeded Fed Requirements

More than 2 million people live, work, have fun, or do business in the OKI eight-county region and are affected by the region's transportation decisions.

Part of OKI's job is to inform and involve those people in transportation planning. To do this, OKI works with local governments and agencies, civic associations, wide-ranging partner organizations, transit leaders and users, the general public and more.

OKI promotes public participation through:

- The work of over 200 volunteers who serve on the agency's committees
- Active electronic outreach
- Maintaining relationships with the media
- Attending and holding community events and meetings

Robust public engagement ensures comprehensively planned projects that address community needs, differences and preferences.

OKI exceeds federal requirements on environmental justice (EJ), which are group designations to help ensure equal access to decision-making and protect people's health. OKI defines five EJ population groups: low-Income, minority persons, persons with disabilities, zero-car households, and the elderly.

For the record, the elderly are not a legally required EJ group. OKI is a pioneer with its EJ Advisory Committee, which awards points for proposed projects in the transportation funding process. OKI also partners with the Tristate Transportation Equitable Opportunity Team, a group of 60 volunteers specializing in the mobility needs of the elderly and people with disabilities.

In 2024, OKI representatives attended council meetings in more than 20 EJ communities, public transit hearings, Cincinnati Accessibility Board meetings and more. OKI staffed information booths at the Su Casa Hispanic Center; the METRO diversity expo; and at the Tour de CROWN, a trails event. OKI staff regularly attend events by the Northern Kentucky, Greater Cincinnati, Hispanic, and the African American chambers of commerce.

News about transportation funding and traffic changes due to the I-471 bridge closure traffic changes was featured on radio and TV and in newspapers due to OKI outreach. In 2024, OKI's three social media streams reached 251,000 people, and the OKI website had 96,500 page views. The website offers translation in ten languages for Limited English Proficient (LEP) populations.

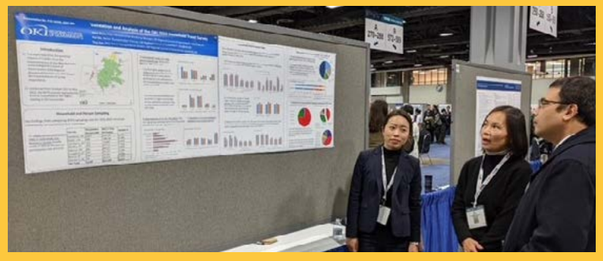
The 2024 Annual Report details OKI's efforts in surveying 5,600 transit riders, collaborating with 70 communities on carbon reduction, and working with leaders and the public on ports, rail, housing, congestion management, traffic forecasts, and much more.

OKI's Julia Brossart (left), visited Kentucky Lt. Governor Jacqueline Coleman (right) in Frankfort to talk about the role the agency plays in Northern Kentucky and Greater Cincinnati.

OKI hosted nearly 75 regional housing planners and policy makers to discuss ideas to increase housing supply.

OKI gathered regional legislators to discuss state programs and regulations aimed at making housing more available and affordable.

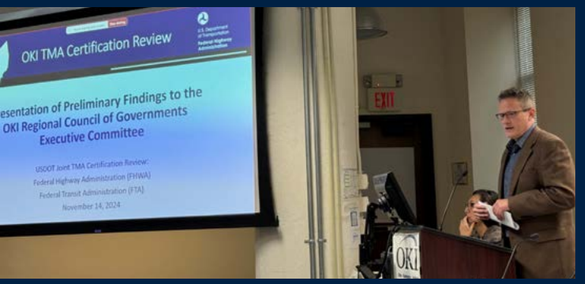
OKI's Jenny Newcomb participated in a variety of community events, including METRO's Small Business Expo in 2024.



OKI CEO Mark Policinski (above) spoke to the NKY Chamber of Commerce on key regional infrastructure initiatives, including the Brent Spence Bridge Corridor project. OKI senior transportation planners (left) presented at the Transportation Research Board Annual Meeting.

Funding and Financing

Distribution and Budget



U.S. transportation officials visited OKI to conduct a Federal Certification Review in 2024. The final report is expected to be finished in spring 2025.

USDOT Visits OKI to Review the Agency Planning Processes

In October 2024, OKI staff hosted USDOT representatives, state DOTs and local transit agencies for a certification of the OKI metropolitan planning process.

The Federal Highway Administration and Federal Transit Administration conduct the federal certification review every four years. This ensures that OKI meets federal standards for the ongoing, comprehensive and cooperative (3C) planning process.

OKI Staff presented highlights of the many transportation planning activities that meet and often exceed the federal standards. The final report is anticipated to be finished in spring 2025. However, OKI has received a letter to certify the 3C Planning Process.

2024 Distributed Funds by Project Type

All Federal Funds Awarded by OKI in 2024 (Ohio STBG, Ohio CMAQ, Ohio TA, KY SNK, KY TA, OH CRP, KY CRP, 5310) = $55,993,985

OKI Federal Funds Encumbered in 2024 = $38,402,796

Encumbered funds are those set aside for a specific obligation or purpose but may not have been physically paid out.

5310 Funding
$2,192,171

Bike/Ped/Other
$8,470,577

Transit
$7,640,239

Maintenance-Reconstruction
$7,504,982

Electrical Vehicle Infrastructure
$220,000

Traffic Operations-Safety
$4,090,365

MLK Interchange
$1,000,000

Widening/Relocation
$5,542,912

OKI Supplemental Planning
$1,741,546

OKI Fiscal Year 2024 Operating Budget

Revenue Sources	Percentage	Amount
Federal	43.3%	$6,043,086
State	46.7%	$6,510,094
Local	6.1%	$844,887
Other	3.9%	$547,041
Total		**$13,945,108**

Expenses by Activity	Percentage	Amount
Transportation	92.6%	$13,099,708
Commuter Services and Regional Clean Air	2.9%	$411,365
Regional Planning	0.5%	$70,000
Environmental Planning	1.5%	$212,559
General and Administrative Activities	2.5%	$354,975
Total		**$14,148,607**

Innovative Technologies

Planning For Future Transportation

OKI Board Approves 2050 Metropolitan Transportation Plan Update

In a nod to the future of mobility, the OKI Board of Directors adopted the region's 2050 Metropolitan Transportation Plan (MTP) Update in June 2024.

The MTP update is a complete blueprint projecting the transportation needs of the OKI region area for the next 25 years. Specific updates include revisions due to changes in technology, infrastructure, environment, and fiduciary considerations.

With sizeable feedback from the region's many communities, the plan identifies hundreds of projects valued at about $18.4 billion. They address roadway, transit, bike, pedestrian, and freight projects.

OKI 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

View the OKI 2050 Update Plan

View the Recommended Projects

Inclusion in the MTP is the first step toward eligibility for federal transportation funds. Many of those projects will move to the Transportation Improvement Program (TIP), with funding allocated from a variety of sources, including from OKI.

Major updates since the 2020 Plan:

- New demographic information based on the 2020 Census
- Updated Transit and Highway Networks
- New OKI Travel Model parameters and processes, incorporating the HHTS
- Brent Spence Bridge and Western Hills Viaduct are funded
- Adjusted Connected and Autonomous Vehicle (CAV) adoption and Trip rates

As the region's sole federal transportation funding agency, OKI recognizes that vast changes will occur in this sector over the next three decades. While their extent depends on various factors, technology will consistently drive how we move about the world.

Innovative Technologies

Visualizing Housing and Safety

Senior Data Analyst Aided in Housing Data Dashboard, Vehicle Crash Info

Our senior data analyst supported a variety of OKI projects and worked to implement improvements in data quality in 2024.

The most significant data project was the creation of the OKI Housing Data Dashboard.

Initial support included creating R scripts for data collection and processing, designing visualizations, and creating the application. This is a large and ongoing data project involving census data, county-level datasets, and modeled data that will be updated annually.

During the summer, a University of Cincinnati intern joined the OKI team to help improve the motor vehicle crash data cleaning and geolocation process.

Crash data is downloaded from each state every spring. Before using the data for safety analysis, it is important to verify that crash locations are correct. Since there are nearly 60,000 crashes each year in the OKI region, automation of this process is critical.

Any crash whose location cannot be verified using current Python scripts must be verified or corrected manually. About 20% of the crashes needed some amount of manual location verification in 2023. Due to improvements in process and Python scripts, only 5% of crashes needed manual verification in summer 2024. More improvements are set for 2025.

Innovative Technologies

Datasets from Above

In 2024, OKI's UAV program produced high-resolution photos and videos for various projects. Highlights included the Daniel Carter Beard Bridge (I-471) rebuilding after a November fire (above and below), and aerial imagery (left) of Amberly Green in Amberly Village to monitor environmental changes and greenspace preservation. OKI staff prepare for a UAV flight near the Richwood Rd Interchange on I-71/75 in Boone County.

UAV Program Documents I-471 Bridge Repair, Metro Bus Route

OKI's Unmanned Aerial Vehicle (UAV) program maintained its operational excellence throughout 2024, supported by three FAA-certified UAV pilots and two Visual Observers.

The program continues to provide valuable, high-resolution images and video for a variety of applications. They include transportation planning, environmental monitoring, and public communications.

Key collaborations this year included providing aerial footage of a new METRO crosstown bus route to support its launch and documentation.

OKI also continued its multi-year partnership with Bahr Farms and Amberly Village, capturing aerial imagery to monitor environmental changes and greenspace preservation.

Additionally, the UAV team played a crucial role in documenting the I-471 Bridge repair project. The team captured detailed images of the ongoing work and its associated traffic impacts. This data provided valuable insights into the project's progress and its effects on the surrounding transportation network.

OKI staff prepare for UAV flight

Innovative Technologies

Smart Vehicles, Smart Infrastructure

OKI Approved Over $14M for EV Charging Stations Across Region

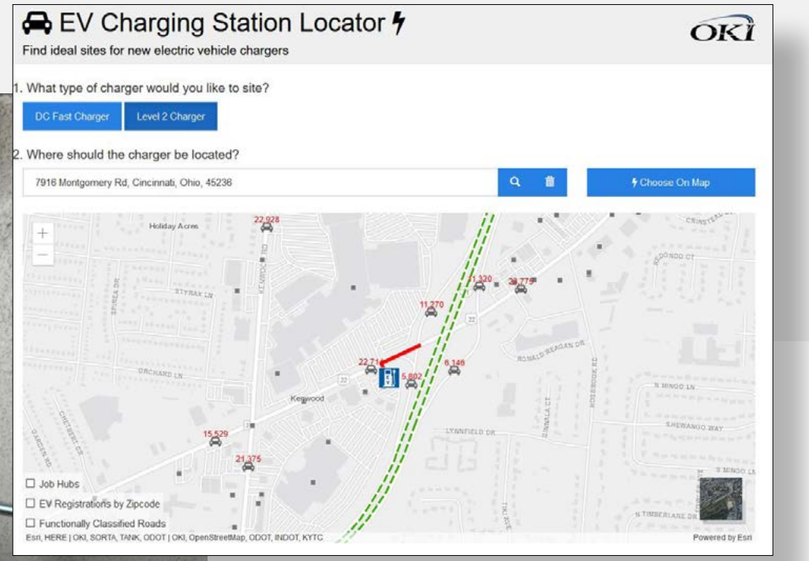
OKI expanded its Carbon Reduction Program (CRP) activities in 2024, focusing on electric vehicle (EV) charging infrastructure.

Two funding rounds resulted in a total investment of $14.3 million for EV charging stations across the region.

In March, OKI approved $3.2 million for projects in Ohio and Kentucky, including for Anderson Township, several cities (Cincinnati, Fairfield, Forest Park, Trenton), and MetroParks of Butler County in Ohio and CVG Airport in Kentucky.

Later in the year, OKI awarded $11.1 million to 16 recipients, including municipalities, park districts, universities, and other organizations. These funds will support the installation of 43 charging stations, with awards ranging from $87,000 to $1.5 million.

This initiative aims to create a robust network of Direct Current Fast Chargers (DCFCs) to support the growing adoption of EVs and contribute to cleaner air and sustainable transportation in the Greater Cincinnati area.



OKI's Electric Vehicle (EV) Charging Station Site Selection Evaluator can be used to help local jurisdictions and other partners find and evaluate ideal locations for both level 2 and DC fast charging stations across Greater Cincinnati.

Innovative Technologies

Greenhouse Gas Reduction Plan

Travel Demand and Mobile Source Emission Modeling

Travel demand is a critical factor in transportation investment decision-making. The travel demand model is a computer tool designed to estimate traffic volumes and speeds by analyzing land use patterns, socioeconomic characteristics of the population and employment, and the composition and configuration of the transportation system.

Travel demand model forecasts roadway segment volumes and speeds, as well as transit ridership on various transit routes. The model undergoes continuous updates and enhancements to maintain accuracy and relevance.

In 2024, OKI refined its Traffic Analysis Zone (TAZ) system and the corresponding transportation networks. A TAZ is a geographic unit used for analyzing travel patterns and forecasting transportation demand.

The integration of TAZs with socioeconomic data, and the highway and transit networks, form the backbone of travel models. Refining the zone system and network structure improves the model's ability to accurately represent current and future travel behavior.

OKI also began processing and analyzing data from the transit on-board survey conducted in Spring 2024. This survey data, along with other traffic and travel datasets, will be used to validate and calibrate the updated travel demand model, which incorporates the refined zone system and network structure.

Throughout 2024, OKI's travel demand model was instrumental in generating system performance measures to evaluate various scenarios in the OKI 2050 Plan Update. It supported the Air Quality Conformity analysis for OKI's Transportation Improvement Program (TIP) and the 2050 Plan Update.

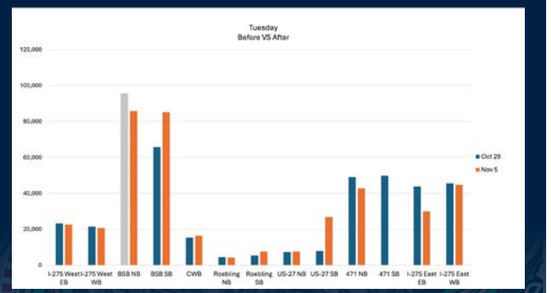
OKI continued to support the air quality analysis, certified traffic studies, and transportation planning initiatives for stakeholders in 2024. Notable projects included:

- Generating mobile source emission estimates for the Cincinnati area 2008 Ozone Standard Maintenance Plan.
- Conducting Mobile Source Air Toxics (MSAT) analysis for the North Hamilton Crossing project.
- Producing mobile source emission estimates for the Greenhouse Gas (GHG) inventory.
- Select zone analysis to assess the impact of major developments in Covington on the Brent Spence Bridge as part of the Environmental Evaluation for the Brent Spence Bridge (BSB) Project (ODOT, KYTC).
- Traffic forecasting for the IR 275 at SR 450 Interchange Improvement Project (ODOT District 8).
- Bus Rapid Transit (BRT) traffic forecasts for the Southwest Ohio Regional Transit Authority (SORTA) in collaboration with ODOT.
- Traffic analysis for the Road Diet Implementation on portions of West 8th Street and Linn Street, west of downtown Cincinnati (City of Cincinnati).

Data, Demographics

Informing Local Government Decision-making

OKI Traffic Data Used to Share Traffic Impacts on I-471 Bridge Fire



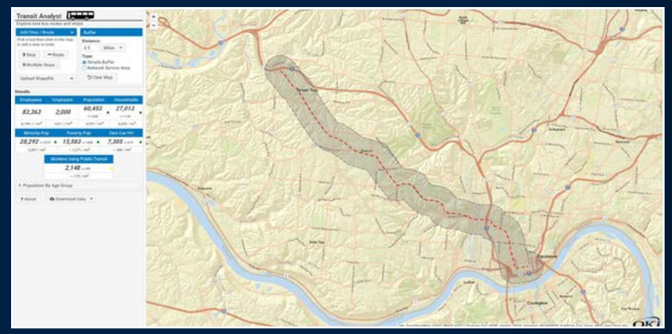
OKI staff processed collected traffic count data from the agency's Ohio River Bridge Count Station (ORBCS) program. Staff then analyzed the effects on traffic due to the I-471 Daniel Carter Beard Bridge fire that took place on the morning of Nov. 1, 2024.

These findings were presented to ICC and the Executive Committee, which showed that over 30,000 vehicles were being rerouted to other bridges daily because of the closure of the I-471 bridge.

These findings were also reported throughout the region's TV, radio and newspaper outlets.

OKI's Jersson Pachar (above) was interviewed on his findings that two nearby bridges picked up most traffic after a fire closed the southbound lanes of the Daniel Carter Beard Bridge in November 2024. OKI collects traffic counts for the region maintaining 15 traffic counters across the seven Ohio River bridges (excluding the pedestrian Purple People Bridge) in collaboration with KYTC. The agency generates data and research underlying transportation planning in the Cincinnati metro region.

OKI's new Regional Housing Data Dashboard helps local planners and communities discuss housing issues and set goals and policies based on data.



The updated OKI Transit Analyst app helps regional transit agencies explore and compare demographic trends around current and future routes.

GIS Highlights: Housing Data Dashboard, AI-powered Geo Updates

Throughout 2024, the GIS Department continued its commitment to providing comprehensive and cutting-edge Geographic Information Systems (GIS) data, analysis, and web mapping applications in support of OKI's diverse programs.

A significant focus for the team was the development of a new housing data dashboard, designed to provide valuable insights into housing trends and patterns across the region. In addition to this key project, we undertook a major upgrade of our enterprise geodatabase, ensuring the robustness and scalability of our core GIS infrastructure for years to come.

Further enhancing our suite of web mapping applications, the Transit Analyst App received a significant update, empowering users with updated data for transit planning and analysis.

Maintaining the accuracy and currency of our extensive GIS data holdings stays a top priority. That said, the team diligently updated and maintained our many GIS layers, ensuring they accurately reflect the dynamic nature of our region.

Building on our existing geospatial capabilities, the department made significant strides in advancing our AI-powered geographic object detection models this year. By using these models, we extracted valuable new data points from updated statewide aerial imagery, enriching our robust regional geodatabase with even more comprehensive information.

Our collaborative efforts with the broader GIS community have fostered improvement in the performance of our AI models. This has further enhanced our capacity to derive insights from raster data and increasing our overall AI capabilities year after year.

Finally, recognizing the importance of data discoverability and usability, we completed a comprehensive overhaul of our GIS metadata. This measure has significantly improved the clarity and consistency of information associated with our spatial datasets.

These accomplishments ensure that OKI is well-equipped with high-quality GIS data and tools to enhance decision making, streamline operations, and support the development and management of its many initiatives and programs.

Data, Demographics

Analysis and Systems Guiding Mobile Communities

Traffic and Travel Data Gathered Valuable Information for OKI Planning Efforts

Traffic and travel pattern data are essential to developing accurate travel demand models, assessing transportation system performance, managing congestion, and executing comprehensive transportation planning studies.

This data serves as a foundation for making informed decisions that enhance regional mobility, optimize infrastructure investments, and support sustainable transportation initiatives.

In 2024, OKI continued its commitment to collecting, compiling, and analyzing traffic and travel pattern data to support regional transportation planning efforts. During Spring 2024, OKI conducted a comprehensive transit on-board survey to gather detailed information on transit users' travel behaviors and demographic characteristics.

The survey covered 85 routes operated by the region's four major transit agencies: SORTA, TANK, BCRTA, and CTC. About 5,600 transit riders were interviewed, offering valuable insights into transit usage across the region. The collected data will help validate and calibrate OKI's travel demand model. It will also support various transit-related planning and studies.

OKI carried out an extensive traffic count data collection in 2024. Vehicle classification counts were collected at about 280 freeway and arterial locations during the spring, with more data collection conducted at about 130 locations in Fall 2024. These counts provide essential data for analyzing traffic volumes, vehicle types, and roadway performance across the region.

OKI advanced its technical capabilities by developing and refining tools to extract and process transit system information from the General Transit Feed Specification (GTFS) open data source. This enhanced tool improves OKI's ability to generate detailed transit networks for use in travel demand modeling and other transportation planning studies.

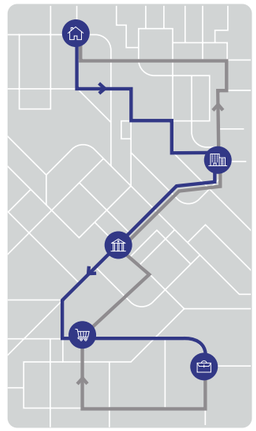
Results of the transit on-board study

KEY STATS & FACTS

- **4** transit agencies
- **10%** of riders surveyed
- **85** routes surveyed
- **5,583** surveys completed

TOP 5 ORIGINS & DESTINATIONS

	Origin	Destination
Home	48%	41%
Workplace	18%	21%
School (K-12 & Higher Education)	9%	8%
Shopping	7%	7%
Personal Business	5%	6%



Origin Destination

OKI Develops ITS Architecture Roadmap for Transportation Systems Integration in the Region

Intelligent Transportation Systems (ITS) is a national program that uses modern data collection and communications to make travel smarter, faster, safer, and more convenient. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require all ITS projects supported by federal funds to meet standards identified in a region's ITS Architecture and Standards.

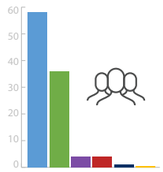
OKI did this by developing and maintaining a regional ITS Architecture that covers all current and planned ITS projects in our eight-county region.

The architecture provides an overarching framework that spans all organizations and individual transportation projects within the OKI region. The architecture enables each transportation project to be seen as an element of the overall transportation system. This provides insight into how individual transportation projects build a cost-effective integrated system over time.

A Connected Vehicle/Automated Vehicle (CV/AV) update is an essential element of the ITS Architecture. This update merges the Ohio Statewide CV/AV Architecture into the regional ITS architecture. By doing so, it promotes consistency and interoperability among all CV/AV technologies and projects conducted in the region.

The regional ITS Architecture update also includes a ten-year strategic plan that provides an outlook for ITS activities in the region. It's a snapshot of the currently anticipated projects based on information from stakeholders.

RIDER CHARACTERISTICS

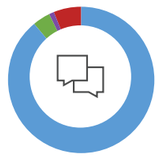


Race and ethnicity

Black / African American	58%
White	36%
Hispanic/Latino	4%
Asian	4%
American Indian / Alaska Native	1%
Somali	<1%

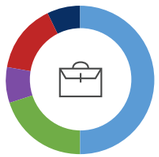
Age

Under 18	9%
18-25	23%
26-34	17%
35-54	32%
55-64	13%
65 and older	6%



Languages riders speak at home

English	89%
Spanish	4%
French	1%
Other	6%



Employment status

Employed full time	50%
Employed part time	20%
Not employed, Seeking work	8%
Not employed, Not seeking work	15%
Retired / Homemaker	7%

59% of all riders do not have a driver's license

48% of all riders have an annual household income of less than $25,000

Data, Demographics

Planning Efficient Performance Systems

ODOT Joins OKI and CORBA in Expanding CORIS to Include All of State's Ohio River Facilities

In 2016, OKI created the Central Ohio River Information System (CORIS) in partnership with the Central Ohio River Business Association (CORBA). CORIS is a web-based application that displays individual port information along with an Automatic Identification System (AIS) receiver network allowing users to see barge vessel movements on the Ohio River for scheduled deliveries.

OKI houses the back end or technical side of CORIS using its servers, while the application is available on CORBA's website. OKI and CORBA have updated CORIS annually in the first quarter of the year since the map's start.

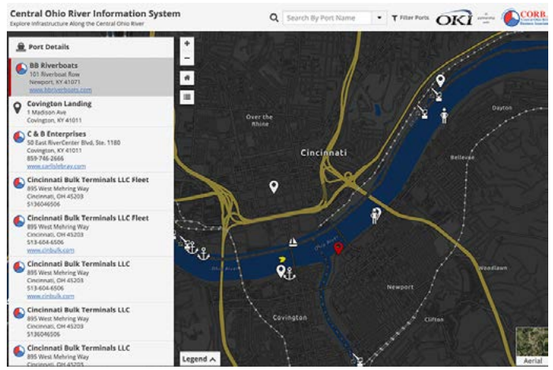
CORIS is recognized nationally as the primary resource for the most current maritime data within the Ports of Cincinnati and Northern Kentucky. It has been used for numerous public and private planning and outreach efforts over the years. For example, CORIS served as OKI's primary resource for maritime data in the region's OKI Freight Plan.

In May 2024, the Ohio Department of Transportation (ODOT), District 10, received notice of a $8,773,800 USDOT 2023-2024 Infrastructure for Rebuilding America (INFRA) grant award for the "Logistics Lane" project. This award will fund the construction of access management and safety improvements over SR 7 to the river port on the Ohio River. The project will deploy innovative mobility solutions to track and manage real-time freight information. It will also expand multimodal technology components in a key freight and logistics corridor in Washington County. The project includes $250,000 for the expansion of CORIS to provide users with real-time data on freight traffic on the Ohio River.

The project will expand CORIS and extend coverage to the entire Ohio River corridor along Ohio's southern border. Coverage east would be near Ohio River Mile Point 335 to 40. This 295-mile extension will more than double existing coverage and provide complete Ohio River coverage for Ohio, Kentucky and West Virginia.

OKI staff have helped get the project off the ground by drafting a scope of work and committing to several tasks. This includes preparing the current CORIS platform to receive new data for the Port of Huntington Tri-State and Mid-Ohio Valley Port Districts, uploading large datasets from the Ohio Maritime Plan and identifying gaps in AIS coverage.

The project is anticipated to be finished by September 2026. With its opening, Ohio's entire span of the Ohio River will be included in OKI and CORBA's Annual CORIS Updates to ensure data remains relevant. ODOT will remain a key partner in aiding OKI and CORBA in these annual updates by providing new Ohio River maritime data or contacts the agency may have acquired in the interim.



Central Ohio River Information System (CORIS) is an app that centralizes important information for potential businesses, investors and elected officials when searching for harbors, vessels and locations along the Ohio River.

View the OKI Freight Plan

View the OKI Freight Data Dashboard

CBT CRISI Grant

In 2020, through public-private partnerships, OKI was awarded two Federal Rail Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants — totaling $2.3 million for the OKI Region.

Completed in June 2023, a year ahead of schedule, the Cincinnati Bulk Terminals (CBT) project built an overhead conveyor to connect barge to rail transport. The goal: to improve safety and efficiency and reduce about 40,000 annual truck trips. In the first year, CBT reported a 90% drop in truck traffic crossing Mehring Way in Cincinnati between their barge and rail yards.

In January 2024, the Benchmark River and Rail Terminals project to enhance rail crossing safety at their Gate 2 Southern Intermodal Yard received final design approval from FRA. By year's end, the relocation of utilities was completed. Following OKI's RFP process, Benchmark hired Bansal Construction to install a new traffic signal with railroad pre-emption. The Central Railroad of Indiana (CIND) finished their Signal RFP process and selected RRSS as their civil vendor. And all partners (CSX, CIND and Bansal) are moving ahead with ordering equipment. Spring 2025 has been set as the target for delivery of materials and the project's construction start date.

Data & Demographics

Exploring Changing Households in the Region

Demographic Highlight: Region's Households Getting Smaller

The OKI Region's average household size declined 4% between 2013 and 2023.

Hamilton County has the smallest average household size at 2.3 people in each household and still saw a 3.8% decline in average household size. Warren, Boone and Butler counties had larger average household sizes compared to the regional average. Interestingly, it had smaller percent declines in average household size compared to the regional average. Clermont, Campbell and Dearborn counties had significant declines in average household, nearly double the regional average.

From 2013 to 2023, about 77,700 new households were added to the OKI region. Forty-six percent of those new households gained are households where people live alone contributing to the decline in overall average household size.

- 5 out of 15 new households were family households
- 3 out of 15 new households were roommate households
- 7 out of 15 new households were people living alone

Average Household Size

Area	2013	2023	Change	Percent Change
Dearborn	2.66	2.50	−0.16	−6%
Boone	2.78	2.71	−0.07	−3%
Campbell	2.49	2.31	−0.18	−7%
Kenton	2.56	2.48	−0.08	−3%
Butler	2.66	2.61	−0.05	−2%
Clermont	2.67	2.47	−0.20	−8%
Hamilton	2.39	2.30	−0.09	−4%
Warren	2.74	2.66	−0.08	−3%
OKI Region	2.60	2.50	−0.10	−4%

Source: 2023 ACS 5-year Estimates · Created with Datawrapper

Household Type Change

Area	Total Households	Living Alone	Family Households	Unrelated Roommates
Dearborn	1,592	649	823	120
Boone	7,086	2,926	3,419	741
Campbell	4,029	2,245	655	1,129
Kenton	5,793	1,235	2,339	2,219
Butler	10,620	6,526	3,238	856
Clermont	10,606	5,407	3,740	1,459
Hamilton	24,267	13,068	2,907	8,292
Warren	13,742	3,639	9,020	1,083
OKI Region	77,735	35,695	26,141	15,899

Source: 2023 ACS 5-Year Estimates · Created with Datawrapper

The communities in the Living Alone Households table have seen the largest rise in people living alone between 2013 and 2023. Folks most likely to live alone are seniors and young professionals who do not reside with roommates. Communities that build new apartment complexes with studios and one-bedroom units are more likely to see an increase in people living alone. Communities that are not building new housing and are seeing more people living alone, are more likely to find that these individuals are seniors.

Living Alone Households

	2013	2023	Net Change	Percent Change
Cincinnati	56,652	64,181	7,529	13%
West Chester Township	4,088	5,924	1,836	45%
Unincorporated Boone County	4,593	6,121	1,528	33%
Batavia Township	1,700	3,056	1,356	80%
Fairfield	4,525	5,832	1,307	29%
Union Township, Clermont	5,055	6,248	1,193	24%
Florence	4,071	5,234	1,163	29%
Colerain Township	5,217	6,331	1,114	21%
Hamilton	7,131	8,164	1,033	14%
Forest Park	1,838	2,830	992	54%

Source: American Community Survey 2023 5-year Estimates · Created with Datawrapper

Enhanced Mobility for All

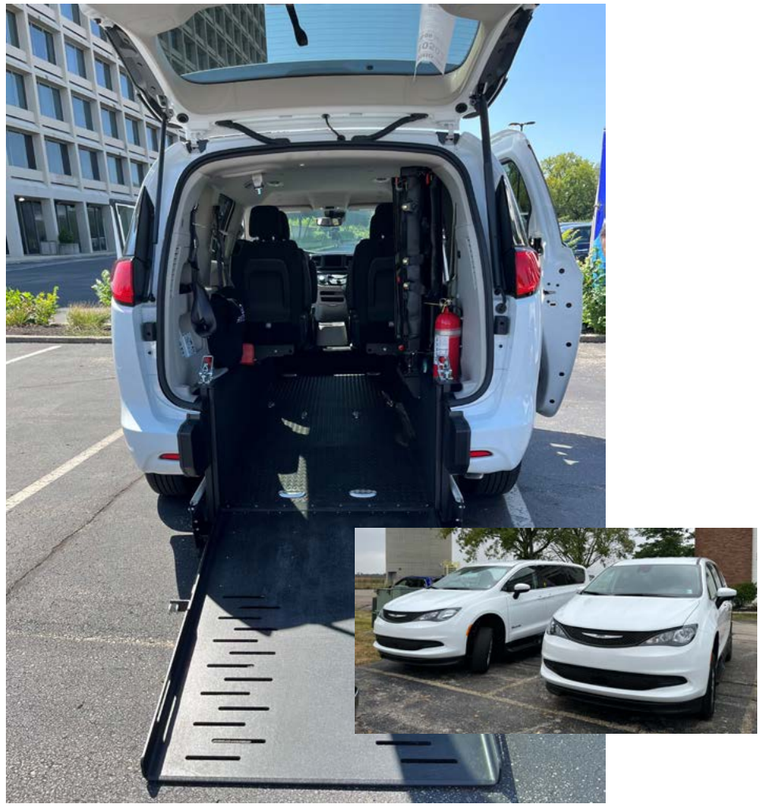
Impacting Select Communities

5310 Enhancing Mobility Options for Seniors, Disabled

OKI awarded nearly $2 million to eight agencies across the region in 2024. They helped fund vehicles and activities that improve mobility for seniors and individuals with disabilities.

These awards were used to buy seven new paratransit vehicles; provide vehicle cameras and dispatching software; preventative maintenance; mobility management programs serving residents with call center support; navigation support to medical appointments; and providing transit training for blind individuals.

This program is crucial to helping individuals with disabilities and older adults maintain their independence and participate fully in their communities.



5310 Oversight Team

Connie Baker, Chair, Meals on Wheels SW Ohio

Jennifer Harcourt, Clermont Senior Services

Lisa Aulick, SORTA/Access

Bryan Black, home52

Kail Clifton, TANK

Shawn Cowan, BCRTA

Mary Huller, SORTA

Jeff Thelen, NKADD

Susanne Mason, Warren County

Dave Minear, BAWAC

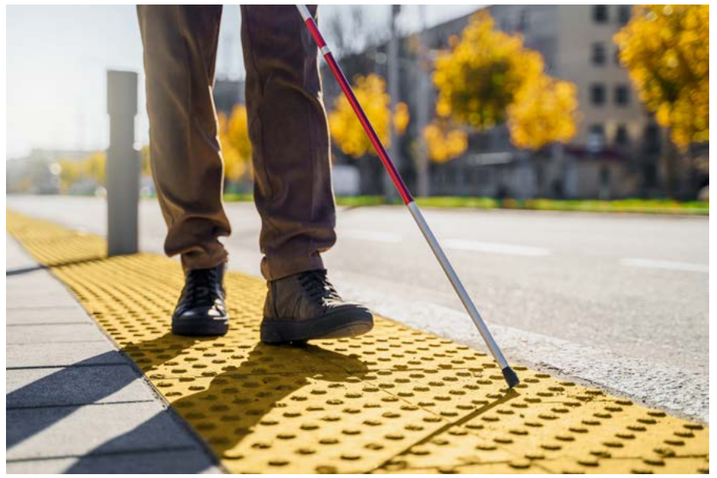
The Coordinated Public Transit Human Services Transportation Plan is a unified, comprehensive strategy for public transportation service delivery that specifically:

- Identifies the transportation needs of seniors and individuals with disabilities.
- Lays out strategies for meeting these needs.
- Prioritizes services for these target populations.

Transportation Equitable Opportunity Team Addresses Needs of Elderly, Disabled

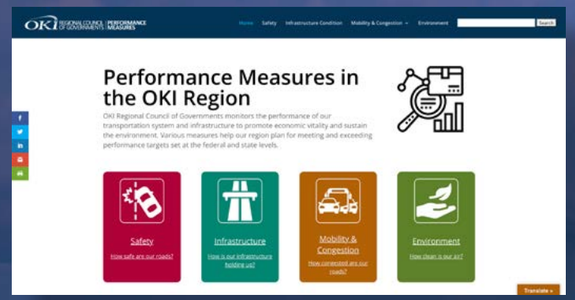
The Tristate Transportation Equitable Opportunity Team (TTEOT), aided by OKI staff, includes members that represent a broad spectrum of transportation planners and transportation providers.

This group works diligently to identify how best to address the transportation needs of the elderly and individuals with disabilities. TTEOT met during the year through workshops to discuss these growing needs and to gauge the most effective and feasible strategies for addressing them.



Performance Measures

Making Transportation Networks More Efficient



These measures help the region meet and exceed performance targets. Visit OKI's Performance Measures website.

OKI Continues to Track Progress of Transportation System

Federal transportation regulations require that states and MPOs establish performance and outcome-based, multimodal programs to strengthen the U.S. transportation system.

The objective of such programs is to ensure that states and regions invest resources in projects that make the regional transportation network more efficient and help achieve national transportation goals.

The program also requires states and regions to track the progress of the performance measures against performance targets. OKI has set performance targets through board resolutions consistent with each of our state departments of transportation.

These targets apply to safety, pavement and bridge condition, congestion, travel time reliability and air quality.

An update to the Congestion Management Process Findings and Analysis Report (CMP), completed in 2024, includes the functional elements of the federal performance measures, along with several additional performance measures to assess congestion. The CMAQ Full Performance Report and CMAQ Baseline Performance Plan, both completed in 2022, as well as the CMAQ Mid Performance Report, completed in 2024, also assess traffic congestion, as well as on-road mobile source emissions for the OKI region.

Along with the two CMAQ documents and the CMP, staff continually monitor and report on progress of the performance measures through the Transportation Improvement Program (TIP), Metropolitan Transportation Plan Update and Performance Measures website.

Congestion Management Process: Findings & Analysis Report to Identify the Most Congested Roadways in OKI Region

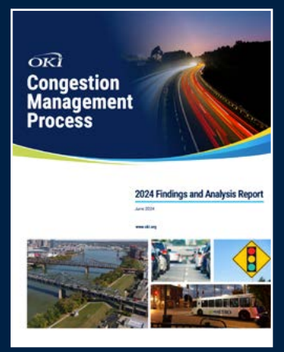
Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.

OKI's Congestion Management Process (CMP) identifies proper performance measures to assess the extent of congestion. It also establishes a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. Finally, the CMP identifies and evaluates appropriate congestion management strategies, with the goal to improve the safety of the existing and future transportation system.

OKI completed an update to the CMP in 2024, which documents the methodology and findings of evaluating travel-time information for the OKI region's congestion management network, as well as forecasted congestion levels for 2050. Congestion mitigation strategies for selected congested locations are evaluated.

This is important because the quality of life and economic competitiveness in the OKI region depend heavily on how well the transportation system ensures adequate levels of mobility.

The importance of congestion is reflected in federal transportation rules requiring a Congestion Management Process (CMP) in metropolitan areas. The CMP provides safe and effective integrated management and operation of the multimodal transportation system. It results in performance measures and strategies that can be reflected in the metropolitan transportation plan and TIP



Performance Measures

Improving Air Quality

OKI Demonstrates Air Quality Conformity for the MTP and TIP

In 1990, Congress adopted the Clean Air Act Amendments (CAAA) to address the country's major air pollution problems.

The CAAA regulates six pollutants: sulfur dioxide, nitrogen dioxide, lead, carbon monoxide, particulate matter, and ozone. Some areas of the region were designated as non-attainment for the 8-Hour Ozone (2015) National Ambient Air Quality Standards (NAAQS), based on observed levels of precursors of ground-level ozone pollutants. Original non-attainment areas were designated in August 2018. Since then, OKI has worked with local communities and agencies to reduce air pollution.

The 2015 Cincinnati ozone area includes parts of Butler, Clermont, Hamilton and Warren counties in Ohio, and Boone, Campbell and Kenton counties in Kentucky. On June 9, 2022, the U.S. Environmental Protection Agency (EPA) found that the Cincinnati area met the 2015 ozone National Ambient Air Quality Standard (NAAQS). The agency re-designated the Cincinnati area (Ohio portion) as a maintenance area for ozone.

In July 2023, EPA found the Kentucky portion of the Cincinnati area had attained 2015 ozone NAAQS and re-designated it to a maintenance area.

With the new designations, the OKI region must maintain the 2015 ozone standards and demonstrate air quality conformity for both the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) Update. Every amendment to the MTP and TIP is evaluated to ensure continued compliance with air quality conformity regulations.

Transportation conformity ensures that federal funding and approval are given only to those activities with air quality goals, as outlined in State Implementation Plans (SIPs).

A State Implementation Plan (SIP) is a set of regulations and documents used by a state, territory, or local air district to implement, maintain and enforce the NAAQS and fulfill other Clean Air Act requirements.

Using the EPA's MOVES model, OKI demonstrated air quality conformity for the region's MTP and TIP in 2024.

Performance Measures

Planning for Change

OKI Managed Regional Team to Create Climate Action Plan

OKI led a team of organizations to develop a regional climate action plan spanning the Cincinnati Metropolitan Statistical Area (MSA) in 2024. This plan is a deliverable to the U.S. EPA per their Climate Pollution Reduction Grant (CPRG).

The team included a steering committee from over 70 local communities and stakeholder organizations. Project planning partners were Green Umbrella; City of Cincinnati Office of Environment and Sustainability; Northern Kentucky Areawide Development District; Hamilton County Environmental Services; and the Indiana University Environmental Resilience Institute.

A Priority Action Plan, titled ThriveTogether: A Sustainability Playbook for Greater Cincinnati, was prepared. The plan covers the Cincinnati MSA, a 16-county region that spans three states, 257 local governments and over 2.2 million residents.

The plan is the precursor to the Comprehensive Climate Action Plan being prepared in 2025. The Priority Action Plan includes a preliminary greenhouse gas (GHG) inventory. It also has 27 measures for reduction organized into various categories, including: transportation, electric power, buildings, industrial, waste, water and sustainable materials management, and agricultural.

The CPRG program's purpose is to reduce GHG emissions. Through 2024, OKI contracted with Unpredictable City LLC to gather GHG data for the MSA.

OKI led a team of over 70 organizations (above) to develop ThriveTogether: A Sustainability Playbook for Greater Cincinnati. Map (left) Cincinnati Metropolitan Statistical Area Counties.

ThriveTogether
A Sustainability Playbook for Greater Cincinnati

Active Transportation & Air Quality

Programs and Funding Improving the Region's Safety and Health

Removing single-occupant vehicles focus of RideShare, Vanpool programs

OKI's RideShare and Vanpool programs continue to remove single-occupant vehicles from the region's roadways. The goal of both is to make commuting easier, more affordable, environmentally friendly, and convenient.

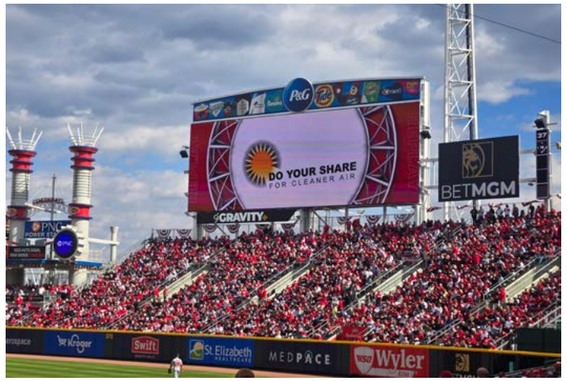
They offer flexibility that fits a commuter's lifestyle by allowing them to share a ride as little as once a week or as often as every day. Vanpool includes a monthly subsidy to spur participation.

RideShare and Vanpool provide commuters with an opportunity to have reliable transportation to work, reduce wear and tear on personal vehicles, and escape the stress of traffic.

The program is committed to improving the daily commute for everyone in the OKI region.

Sign up for RideShare at rideshare.oki.org.

rideshare



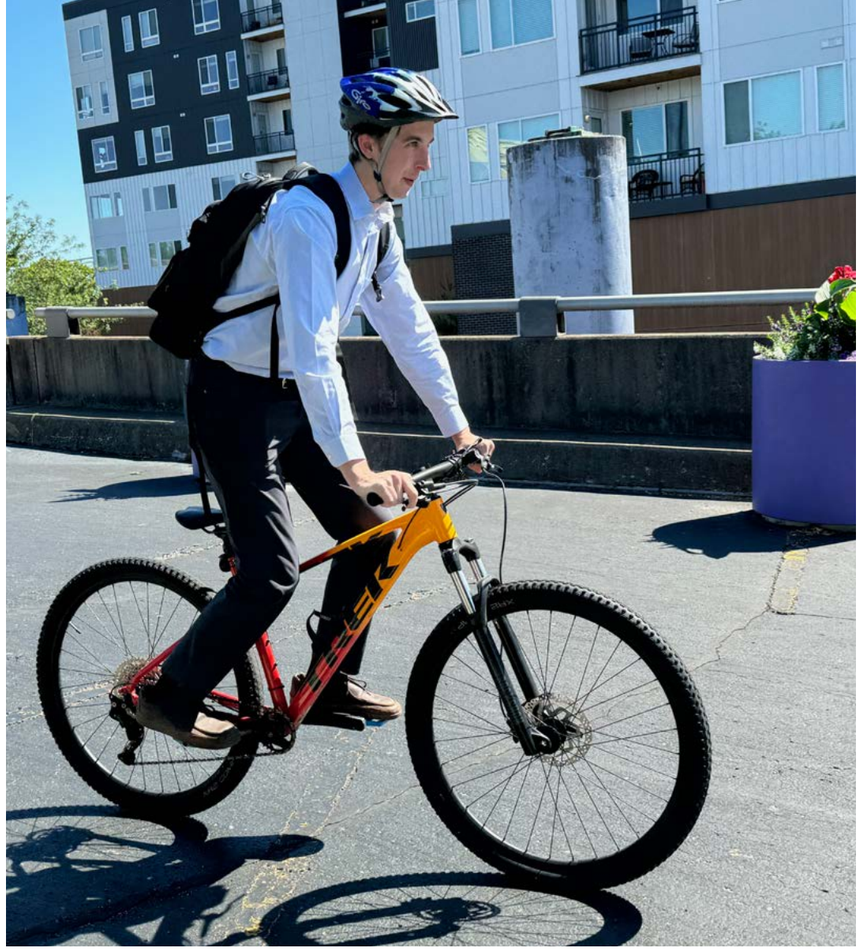
'Do Your Share for Cleaner Air Program' Continued Important Message

OKI's Regional Clean Air Program continues to provide valuable information to the community, businesses and media through the "Do Your Share for Cleaner Air" campaign.

In 2024, OKI promoted our Cleaner Air message through radio campaigns, Red Bike baskets and stations, and while attending community events.

OKI is committed to addressing the harmful effects of ozone and particulate matter pollution through this program. Improved air quality leads to better quality of life and enhanced economic vitality.

Learn more about cleanair.oki.org.



Non-motorized Transportation Received $5.6M in 2024

Bicycle and pedestrian infrastructure supports everyone in a community, whether they need or choose to bike or walk to get to their jobs, schools, stores, or other destinations.

The OKI region's 2.1 residents want to feel connected and have access to the communities in which they live and work.

It's universally accepted that safe and convenient access to reliable transportation is essential for the livelihood and well-being of communities. OKI provides funding for many trail and bike projects to communities to help make this happen.

In 2024, OKI awarded over $5.6 million in Transportation Alternative Program (TAP) funds toward projects that advance non-motorized transportation. Combined with other OKI programs, the agency has awarded over $128 million to 117 multi-use (bike and pedestrian) paths since 2010.

In another nod to bike and pedestrian support, OKI adopted a Complete Streets policy in November 2022. This policy is a design approach that ensures streets are safe, comfortable, and accessible for all users, regardless of their mode of transportation. This includes pedestrians, cyclists, transit riders, and motorists.

Additionally, many of the roadway projects funded by OKI included elements that improved bike and pedestrian facilities in 2024.

Strategic Regional Planning

How Do We Grow

OKI Board Approves Strategic OKI SRPP: Providing Vision for Vitality, Sustainability

Nearing its 20th anniversary mark, the OKI Strategic Regional Policy Plan, focusing on the land use–transportation connection, has remained alive through regular updates and vibrant through constant evaluation and stakeholder input.

Major themes from last year's public and stakeholder engagement included offering more transportation and housing options, being mindful of equity, addressing food waste, planning for climate change, and considering 21st century economic development strategies.

This plan's 136 policy recommendations are organized by 30 regional opportunity areas. They inform and guide local decision makers with regional trends in population growth and increasing costs of public services, while incorporating environmental stewardship and quality of life values.

The SRPP encourages consistent local comprehensive planning by rewarding applicants when awarding funding for transportation projects.

OKI's scoring criteria were updated in 2024 to provide more levels of scoring based on how well a proposed transportation project advances a local comprehensive plan. The comprehensive plan is the fundamental tool for ensuring that development is consistent with community resources and priorities. OKI also encourages local planning efforts by providing resources like the Elements of an Effective Local Comprehensive Plan guide, maps, data, and tools, and even limited staff involvement, when requested.

HOW do WE GROW From Here?

Housing Data Dashboard Designed to Address Regional Challenges

In October 2024, OKI launched the Regional Housing Data Dashboard to provide easy access to key housing data for the over 200 jurisdictions and neighborhoods in the OKI Region.

Housing is of great interest not only in the OKI Region, but also across the country. "Location, location, location" is the mantra in real estate circles. And with that, the housing challenges facing communities are equally localized. Each community faces their own set of housing challenges. A large hurdle to effectively crafting plans and policies for housing is the lack of key data at the local level. The Housing Dashboard fulfills this need and allows planners and leaders to have a current and detailed understanding of housing needs in their communities.

Many housing issues are at play — supply, affordability, housing age and condition, and the failure of housing stock to keep pace with community needs. The dashboard provides data to understand each of these variables. Spread across four tabs, data is grouped to build out the different facets of the housing discussion: Who lives in the community? Where do they live? What does the housing market look like? And how does the community compare?

The launch of the OKI Regional Housing Dashboard coincides with other housing studies in the region — most notably by the Northern Kentucky Areawide Development District (NKADD) and Local Initiatives Support Corporation (LISC). This work has spurred several communities to develop local housing action plans.

The Regional Housing Dashboard is ideal to support efforts such as these in the future. The dashboard also has attracted the attention of federal departments in the region. The Federal Highway Administration review committee showed particular interest and were eager to share the product with other MPOs. Likewise, the Columbus office of HUD has touted the housing dashboard as a model tool for other metro areas to emulate.

The Regional Housing Dashboard will be kept up to date with yearly data updates. That said, OKI seeks input from communities using the dashboard about further refinements. The dashboard is built primarily for use at the local level, and OKI will look to ensure it provides the information local planners and decision makers need.

In 2024, OKI developed the Regional Housing Data Dashboard, a digital tool for those who work in the housing planning and policy sectors. The dashboard integrates data from multiple sources to present metrics on community demographics; the physical characteristics of the housing stock; housing costs and affordability; and activity in the housing market.

Strategic Regional Planning

Greenspace: Understanding Region's Environmental Issues

OKI Continued to Tackle Critical Environmental Issues

Experts weighed in on their concerns about proposed transportation projects during OKI's environmental consultations in 2024. They ranked potential strategies to reduce project-level impact by importance, feasibility and progress.

Environmental Consultations- Building on our innovative approach

OKI completed the 2024 Environmental Consultations as part of the 2050 Metropolitan Transportation Plan Update. Environmental experts from federal, state and local governments weighed in on their concerns about the proposed transportation projects.

Participants ranked potential strategies to reduce project-level impact by importance, feasibility and progress. For the 2024 round of environmental consultations, local transportation project engineers were part of a workshop to provide feedback on the environmental consultation results. The engineers' workshop was a new step in our consultation process and provided us with a better understanding of the differences between environmental experts' and project engineers' viewpoints on important and feasible strategies to reduce environmental impact.

The results of the engineer's workshop were proposed and accepted for presentation at the International Conference on Ecology and Transportation (ICOET) in May 2025.

Greenspace Partnerships — Fostering a regional network of Greenspace professionals

OKI has a longstanding collaborative relationship with the Banklick Watershed Council (BWC), providing staff to serve on the BWC's Board of Directors. OKI provided data sharing, technical aid, and access to GIS data, modeling tools, and planning documents. This continued participation demonstrates OKI's commitment to the BWC's mission of "protecting, promoting and restoring the biological, chemical and physical integrity of Banklick Creek, its tributaries and watershed." The BWC has refined and applied innovative solutions that have helped guide other jurisdictions, raising awareness about addressing hydromodification and erosion with improved stormwater management.

OKI continues to serve in a leadership role with Green Umbrella's Greenspace Alliance. In 2024, the alliance continued building interest through monthly meetings of both the Greenspace Alliance and the Greenspace Alliance membership team. The Alliance developed a 2025 working plan focusing on local government coordination, understanding conservation partners, including university partnerships, and researching grant funding opportunities. The Greenspace Alliance has organized into three working groups to move ideas into action.

OKI has provided technical support to the Ohio River Way (ORW) Conservation Committee. The committee promotes the protection and conservation of natural resources within the Ohio River ecosystem. It does so by Identifying and prioritizing natural ecosystems for focused protection and potential public access, promoting local conservation education, and finding funding opportunities for natural resource protection along the Ohio River corridor in the ORW work area.

To identify and prioritize natural ecosystems, OKI worked with the Boone County Planning Commission to develop a working group of conservation GIS experts, including staff from Cincinnati Parks, the City of Covington, and the Great Parks of Hamilton County. Interest in the conservation GIS working group is growing and working to develop best practices for conservation-related GIS development.

Greater Cincinnati Stewardship Collaborative (GCSC)

The Stewardship Network

The Stewardship Network is a national organization that connects, equips and mobilizes people and organizations to care for land and water in their communities. A local chapter of The Stewardship Network, GCSC, started in the fall of 2024 and is a group of Cincinnati-area land managers. The GCSC has already begun identifying ecological priority areas based on forest health, invasive species and ecological restoration. OKI is supporting this newly formed stewardship collaborative that serves to make conservation investments as impactful as possible with active stewardship.

Eco-logical Approach & Advanced Mitigation

OKI was selected for a case study using the National Water Model (NWM). This model is a hydrologic modeling framework that simulates observed and forecast streamflow over the continental United States. It complements official NWS river forecasts at about 4,000 locations across the CONUS and produces guidance at millions of other locations that do not have a traditional river forecast.

This case study was conducted through Northeastern University and NOAA to find practical applications for using the National Water Model. The three sites selected are near projects proposed for inclusion in the 2050 Metropolitan Transportation Plan Update. Through this process, OKI learned that we could calibrate and visualize "design storm" scenarios for local project areas, as a complementary approach to using multiple data sources.

OKI continues to research the environmental mitigation needs in the region. OKI was an early adopter of the Federal Highway Administration Eco-Logical approach, a landscape-scale, ecosystem approach for planning and developing infrastructure projects that:

- Bring together resources, infrastructure, and regulatory agencies to form strong partnerships
- Incorporate natural resources and infrastructure data for use in mitigation, conservation and planning
- Allow agencies to establish joint priorities

OKI continues to support the Environmental Mitigation and Suitability Modeler (EMSM), an online tool developed to help communities find priority areas for compensatory mitigation, restoration, and conservation within the OKI region. OKI consulted with the US Army Corps, The Nature Conservancy, and local groups working to find and secure mitigation opportunities.

OKI has researched past permitting needs and supported partner efforts to develop regional greenprint priorities (key focus areas in a comprehensive environmental plan). OKI is determining mitigation needs relating to the 2050 Metropolitan Transportation Plan Update and exploring ways to engage and help inform the mitigation decisions made for projects within our region.

Figure 3-14. Establishment of Wetland Vegetation Between May 2019 (left) to August 2021 (right).

OKI continued to support the Environmental Mitigation and Suitability Modeler (EMSM).

Strategic Regional Planning

Water Quality

OKI continued collaborations with goal of improving water quality

Southeast Aquatic Resource Partners Crossing Training

The topography and streams of the OKI region equate to many bridges and culverts across these waterways. Often these crossings create barriers to fish moving up and down stream, resulting in impaired waterways.

With that reality, Southeast Aquatic Resource Partners (SARP) maintains a national database of stream crossings. It has developed a systematic evaluation process to decide if the crossing creates a barrier. This data is run through a prioritization model that allows local jurisdictions to make decisions about replacing or mitigating those structures to eliminate the barrier.

OKI worked with SARP, the Hamilton Conservation District, and SD1 to run a two-day "train the trainer" session in 2023. This past year, OKI led two training events to increase the number of people in our region qualified to assess stream crossings.

OKI also joined the statewide Kentucky Aquatic Connectivity Team (ACT). This diverse group includes representatives from state agencies, such as the Kentucky Transportation Cabinet and the Kentucky Division of Water. ACT also has local and regional non-profits, NRCS, and consultants joining together to coordinate and prioritize assessments in a systematic way across the state.

Southwest Ohio Stormwater Basin Inventory Evaluation

OKI is the designated area-wide management agency for the four southwestern counties in Ohio. This is both a state and federal designation arising from Section 208 of the Clean Water Act, which calls for regional coordination related to water issues.

Historically, the primary focus of this effort has been on wastewater management planning. However, the Ohio Environmental Protection Agency (OEPA) has recently initiated more efforts and increased funding for watershed planning and stormwater-related issues.

OKI used OEPA funding to gather an inventory of existing stormwater management basins across the four southwest counties in Ohio, which were Butler, Clermont, Hamilton and Warren counties. This inventory collection allowed OKI to use Ohio PL funds from the Ohio Department of Transportation to complete a planning-level assessment of that inventory. OKI retained Strand Associates, Inc. (Strand) to complete the stormwater basin inventory evaluation and stormwater management capacity analysis project.

Six municipalities or agencies provided mapping data to OKI for this initiative:

- Butler County Storm Water District
- City of Cincinnati Stormwater Management Utility (SMU)
- City of Mason
- Clermont County Soil and Water Conservation District
- Hamilton County Soil and Water Conservation District
- Warren County Soil and Water Conservation District

In addition to mapping of stormwater basins across the region, this evaluation focused on identifying opportunities for potential retrofits to existing detention basins. Many of the region's existing detention basins were built in recent decades to meet local regulations, primarily for flood control measures needed with new development. Because of the historical emphasis on flood control, detention basins typically provide little benefit during smaller-scale typical year rainfall events (less than a 2-year design storm). These smaller-scale typical year rainfall events can have significant and detrimental impacts on the stability of local streams and can result in water quality-related issues in local watersheds.

Retrofitting existing stormwater detention basins offers a cost-effective solution for managing stormwater runoff. This approach helps mitigate downstream water quality impairments and reduces the impacts of stream erosion (hydromodification). Basins with excess storage ability can also provide more effective flood control during more intense rainfall events. Cost-effective detention basin retrofits are typically focused on modifications to existing outlet control structures, which may include plates with various dimensions and openings that can be fastened onto low-flow outlet pipes and structures to reduce peak flow rates. As the OKI region continues to see an increase in extreme precipitation, knowing where opportunities for retrofits exist will be an important piece of building a more resilient system.

The final intent of the study was to identify the ten best candidates for retrofits. Strand conducted an initial review of the data for almost 7000 basins, filtering out all but the dry detention basins. This left almost 3000 basins to run through a deeper GIS desktop analysis looking at storage capacity and drainage area. This review further reduced the data set to about 250 basins with a storage volume of 4-acre feet or greater. These 250 basins were then prioritized based on:

- Drainage Area
- Storage Volume
- Storage Volume to Drainage Area Ratio (excess storage volume metric)
- Tributary Impervious Areas
- Ownership (Public or Private)
- Land Use (Governmental, Residential, Commercial)
- Clustered Basins

At this stage, 25 basins were identified as potential candidates for final recommendations. Strand conducted field visits to every site to gather measurements and assess the current condition of the basins. Ten basins were selected for the development of recommendations. Details of the results are available in the final report submitted by Strand.

Given the regional scale and planning-level nature of this evaluation, OKI aims to use it as a foundational step toward broader evaluations and the implementation of detention basin retrofits throughout the southwest Ohio region.

(top) In 2024, OKI staff taught a class on assessing bridge and culvert blockages that can impede fish passage. Graduates can upload field data to the National Aquatic Barrier Inventory & Prioritization Tool. This tool aids in making informed decisions to reconnect fragmented river networks and secure funding for critical stream infrastructure repairs.

(bottom) OKI used OEPA funding to gather an inventory of existing stormwater management basins across the four southwest counties in Ohio: Butler, Clermont, Hamilton and Warren. OKI is the designated area-wide management agency for the four southwestern counties in Ohio.