Today, OKI operates as a public, non-profit organization. It assists its 117 members who represent governmental, social and civic groups from nearly 200 communities in addressing transportation planning. It also conducts air and water quality planning; promotes and facilitates ridesharing; coordinates intergovernmental review of federally-funded projects; provides technical assistance to member governments; maintains social and economic data for planning purposes and coordinates with state and federal agencies. Inherent in all of its functions, OKI is a forum for local governments to share transportation, environmental, economic and other challenges for which causes and solutions spread across political boundaries.

This report highlights how OKI continues to fulfill its mission of providing safe, reliable modes of transportation on behalf of our region. OKI approves $1 billion in projects every year, and we invest approximately $40 million in projects annually. This year, OKI was charged with updating its 2040 Regional Transportation Plan, the region’s transportation roadmap that defines the policies, programs and projects to be implemented over the next 20 plus years. Highlighting OKI’s commitment to outreach and innovation, the 2016 Update involved a survey that engaged over 2,300 residents and the development of an entirely web-based, interactive plan. The 2040 Plan met with unanimous adoption by the OKI Board of Directors in June 2016.

Since its founding, OKI has been characterized by strong leadership. As Mark R. Policinski embarks on his 13th year as Chief Executive Officer, he upholds this tradition. Mark has fostered a culture of collaboration, within which the diverse OKI board reaches consensus to get important projects in the ground faster. Also under Mark’s leadership, OKI’s annual luncheon has nearly doubled in size, making it a highly-anticipated networking event attended by the most influential leaders in our region.

OKI continues to engage, enhance, improve and lead the way as it serves two million residents in eight counties across three states. Together, we will continue to lead and execute important and challenging infrastructure and transportation projects.

I am thankful for your ongoing support, and I look forward to continued collaboration with the OKI board and staff to provide the leadership and guidance needed for our region.

Best Regards

Kevin J. Lynch
cooperation is at the core of who we are and what we do.

- Mark Policinski, OKI CEO

Partial List of OKI Staff Recognition during 2015

- Harvard Kennedy School recognized RAVEN 911 as one of the Top 25 “Innovation in American Government”
- Transportation Research Board (TRB) has recognized OKI’s Transportation Modeling Manager
  - Andrew Rohne is the webmaster for both TRB’s Transportation Planning Applications Committee and their annual conference
  - Appreciation certificates in Jan 2016 (among certificates for previous years)
  - Blue Ribbon Committee award in Jan 2016 due, in part, to availability of conference presentations and papers on website
- TRB recognized OKI’s approach to integrate environmental consultation in transportation planning as a best practice example during September 2015 Mid-Year Workshop
- FHWA and AAGTO recognized OKI for its practical approach to delivering environmental and transportation benefits together in projects by receiving a letter as a Leader of the Eco-Logical Program for Federal Highway projects
- NARC invited OKI, due to our national reputation for excellence in water quality management, to lead a webinar to their members
- Ohio Auditor recognized OKI’s excellence in financial reporting
- NARC, FHWA, ODOT and KYTC recognized OKI’s outstanding 2015 Conference on Freight and its record-breaking attendance
- FHWA recognized OKI’s Freight Program as a national leader and invited OKI to participate in the Freight Peer Exchange; one of two MPO’s chosen
- US Forest Service selected OKI to lead the development a practical guide for integrating trees in successful stormwater management – this is the first instance of an MPO being awarded a task of this nature

Committed to Public Participation

Did you know that the Department of Transportation is celebrating its 50th Anniversary?
On January 12, 1966, during the State of the Union address, President Lyndon B. Johnson announced his intention to create a Department of Transportation. For fifty years, the Department of Transportation has been working to ensure that the nation’s transportation system is safe, efficient, accessible and environmentally friendly.

Did you know that OKI was founded just a couple years earlier, in 1964? Half a century sounds like a long time ago, especially when considering the vast amount of technology that was developed during that span of time. Fast forward to today with the advent of the smartphone, autonomous car concepts and drone delivery systems is simply mind-boggling.

No matter where technology takes us, we must always be mindful of our public participation policy and process. OKI staff continue to work earnestly to ensure that its transportation planning efforts acknowledge the needs of minority, low income, elderly, people with disabilities and zero-car households.

In 2015, we began our 2040 Regional Transportation Update, the final 4-year update for this plan (2050 plan will debut in 2020). OKI views comprehensive, strategic stakeholder outreach and public involvement as essential to the success of the update and ultimately, to the completion of vital improvements throughout the region. This was the first update that was driven by innovation and technology by documenting the entire process at www.2040.oki.org. This dynamic, interactive website houses any and all plan-related information on which the public may submit comments and questions at any time along with contacting the manager of the project as needed. This enabled us to allow true transparency with the update. We leveraged social media to connect with users in our region, beyond our network of subscribers and followers.

However, it is important to note that OKI staff also engaged with the public in-person. This tried-and-true method withstands the test of time and nothing will replace it. OKI staff participated in open houses along with attending many community council meetings. By embracing technology and using traditional methods, we were able to involve far more residents than ever before in this current update, thereby producing a plan that is truly representative of the public’s needs and wants.

OKI remains focused and committed to serve its 2 million residents, as the region’s Metropolitan Planning Organization and Council of Governments.
The OKI 2040 Regional Transportation Plan, 2016 Update (The Plan), was completed in June 2016. Staff worked closely with stakeholders to assess the transportation needs of the region through the year 2040.

The result is a multimodal performance-based transportation plan that will guide investment decisions for the next 20+ years. The Plan gives a high priority on maintaining the existing system. In addition, more than 130 new projects expand or upgrade the system. The Plan identifies a wide range of recommended highway, transit, bicycle, pedestrian and freight projects. The total value of this investment is estimated to be $17.5 Billion. This Plan will help the region achieve its safety, mobility, environmental and social goals.

The OKI Strategic Regional Policy Plan, adopted in the fall of 2014, continues to inform communities and decision makers across the region this year. OKI maintained the plan, housed at www.howdowegrow.org by updating several issue area infographics with current statistics and posting them throughout the year on OKI social media outlets.

OKI Elements of an Effective Local Comprehensive Plan
The Land Use Commission Steering Committee assisted staff in preparing a complete update to the Elements of an Effective Local Comprehensive Plan publication. This updated edition introduces three new Elements, including: Public Health, Energy and Community Character. The new guide also updates existing Elements, including innovative community engagement strategies that utilize new web and social media tools.

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Regional leaders, transportation officials, businesses and many residents recognize that northeastern Dearborn County lacks an effective north/south roadway providing safe, efficient connections to Interstate 74. In the Fall of 2015, OKI began a planning study to identify transportation needs and evaluate improvement opportunities for the Bright area. The Bright 74 Study will investigate options for improving existing roadways and/or introducing new roadways to improve safety, access and other needs that are important to all travelers. This planning-level study is the first step in determining what improvements are needed and should be moved forward towards future detailed design and construction. The study will conclude with a final recommendation by December 2016.

Regional leaders, transportation officials, Northern Kentucky businesses and residents widely recognize KY 536 as a critical east-west connector in terms of mobility, connectivity and economic vitality for Boone, Kenton and Campbell counties. This is evident by the decades-long efforts to upgrade and modernize the entire transportation corridor. Prior to this OKI study, only one segment of the 6.5 mile KY 536 corridor between KY 17 and the Kenton/Campbell County Line remained without a preferred alternative or design recommendation identified. The KY 536 Scoping Study was unanimously approved by the OKI Board of Directors at their January 2016 meeting. This year-long transportation planning process resulted in a strongly and publicly-supported transportation improvement recommendation for this regional east-west corridor.
In September 2015, OKI co-hosted the Ohio Conference on Freight (OCF). With OKI's influence and participation, this was the first time that the OCF joined forces with the Mid-America Freight Coalition, Ohio Department of Transportation, Kentucky Transportation Cabinet, the Indiana Department of Transportation and the Federal Highway Administration to offer a comprehensive forum addressing freight and logistics industry in Ohio, Kentucky, Indiana and the 10-state mid-American freight region (Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio and Wisconsin). OKI provided key organizational leadership along with our sister Metropolitan Planning Organization, TMACOG and JobsOhio. The 2015 Conference in Cincinnati marked the highest attendance to date. The 2015 Conference also marked the largest number of private and public partnerships and funding raised to help cover event and staff expenses.

Freight Can’t Wait

In Summer 2015, the Central Ohio River Business Association (CORBA) formed a collaborative Regional Maritime committee consisting of transportation, logistics, and economic development representatives from the nineteen counties, the several municipalities, port authorities, businesses and educational institutions in the CORBA region (the new 226 mile long Ports of Cincinnati and Northern Kentucky). OKI and CORBA developed and implemented a strategy for the regional port system ensuring inclusion and growth of the maritime component of the freight system.

Tri-State Transportation and Logistics Council

In Fiscal Year 2015, OKI became a member of this newly formed freight industry trade association that includes business members, government agencies, chambers of commerce, port authorities, educational institutions and business support services. The Council works for strategic regional initiatives and serves as a catalyst for economic development, a source of business connections and a resource for news on the latest industry trends.

Greater Charlotte Regional Freight Mobility Plan Peer Exchange and Joint Committee Meeting

In November 2015, OKI freight staff was invited and participated as one of two peers in this collaborative meeting. OKI was chosen due to its wealth of freight transportation planning experience, similar metropolitan planning area size and fact that the agency serves a three-state, eight-county multi-jurisdictional region.
OKI, in partnership with several other regional councils in the country, produced best practices for local governments’ consideration for removing barriers and streamlining processes for solar energy installations. With funding provided by the U.S. Department of Energy SunShot Initiative, OKI engaged local code officials and solar industry representatives to prepare a series of practical recommendations for local permitting authorities’ consideration. (insert NARC SolarOPs case study and Regional Handbook links)

Based upon Stakeholder Working Group input and a series of focus groups including: Solar Industry, Real Estate Owners, Lenders, Architects and Builders, Building Code Officials and Zoning Administrators, the following three BMPs were developed:

- **OKI Go Solar Ready Central Information Source** – This website is designed for local jurisdictions in order to make information on local solar codes, planning, etc. more accessible to residents, as well as to inform residents directly about rooftop solar energy.

- **OKI Solar Ready Construction Guidelines** – This document provides local jurisdictions and builders with a list of guidelines on how to make new construction projects more solar-friendly.

- **OKI Solar Map** – In an effort to provide property owners in the region with a better sense of the potential economic benefits of solar PV, a solar map of OKI’s eight counties was created to allow users to select any building in the area and view the potential size, cost and production rate of a PV system on that building.

In March 2015, OKI facilitated a Solar Ready Workshop at the Cincinnati Zoo and Botanical Garden. Over 110 attendees shared ideas for moving the solar market forward in the Tri-state and learned how to apply the Solar Ready best practices in their communities.

**Bicycle and Pedestrian Programs**

OKI’s regional bicycle program encourages bicycle use for transportation purposes beyond just recreational. The Regional Bicycle Plan focuses on making the roadway network more accommodating to cyclists by including the appropriate on-street facilities. Trails and the suitability of streets for cycling are illustrated in the OKI Bike Route Guides for Ohio and northern Kentucky counties and the city of Cincinnati. This information is important because the majority of cycling takes place on ordinary roads which often lack a dedicated space for cycling. OKI provides funding for numerous trail and bike projects to communities in the region.

The regional pedestrian program similarly encourages the development of a more walkable region through the recommendations and resources outlined in the plan. In support of the walkability concept for communities, OKI supports Safe Routes to School projects and the Bike Share Program through the award of Transportation Alternatives Funds.

OKI was pleased to take part in FHWA’s Bicycle-Pedestrian Count Technology Pilot Project. The purpose of the pilot project was to help support bicycle and pedestrian investments by improving data resources. OKI was one of ten MPO’s participating in the project throughout the country.
The OKI Fiscal Impact Analysis Model (FIAM) Partnership Program provides jurisdictions in the region with an ability to compare fiscal impacts of future land use scenarios with existing land use. By calculating both revenues and service costs associated with land use activities, communities applying the FIAM tool in their decision making are armed with a better understanding of how a land use change is most likely going to affect their annual budget.

The OKI FIAM has continued to receive attention beyond the Tri-state region. In September, staff presented the FIAM at a session at the annual Ohio Finance Directors Conference. Current FIAM partners include, Dearborn County, and the Planning and Development Services of Kenton County - serving the City of Independence. Any community in the OKI region can participate in the FIAM program for a $1,000 initial set-up cost and $2,500 annually.

Supporting and Engaging Communities

Fiscal Impact Analysis Model

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The Ohio Valley Regional Development Commission (OVRDC) based in Waverly, Ohio is developing a regional transportation plan. OKI continued providing guidance and assistance through funding provided by the Ohio Department of Transportation (ODOT). OVRDC has nearly completed their work including a Public Participation Plan, Existing Conditions Report and most of the document writing. They are nearing completion of a prioritized project list developed with significant input from their stakeholders. OKI was glad to help them reach their goals. The Ohio Valley Regional Development Commission is a public regional planning commission. Acting in the capacity of a regional economic and community development agency, OVRDC coordinates federal, state and local resources to encourage development in 12 southern Ohio counties: Adams, Brown, Clermont, Fayette, Gallia, Highland, Jackson, Lawrence, Pike, Ross, Scioto and Vinton.
In 2015, OKI partnered with the Center for Great Neighborhoods of Covington, Planning and Development Services of Northern Kentucky (PDS) and the Northern Kentucky Health Department to form the Kenton County Plan4Health project coalition.

With funding provided through the American Planning Association in partnership with the American Public Health Association, the Kenton County Plan4Health project strove to increase local capacity to integrate community planning and public health and to increase the number of people with access to environments with healthy food and beverage options.

OKI administered the project and provided the coalition with a countywide assessment of healthy food retail outlets available to underserved neighborhoods.

Results of the Kenton County Plan4Health project include the implementation of a corner store program increasing the availability of healthful food retailers in underserved neighborhoods in Covington; establishing a framework to create a Kenton County Food Policy Council; increasing community engagement and awareness regarding healthy food systems and local initiatives.
Providing detailed Geographic Information Systems (GIS) information, analysis and web mapping applications for 2040 Long Range Plan Update was a major focus for OKI’s GIS Department during 2015. Additional highlights include:

- Development of an Environmental Resources Viewer,
- Collection of GIS data to support performance measures based planning
- Adding features and data to the Project Application Assistant
- Providing GIS data to the Bright 74 study team
- Modernization of the RAVEN911 code base
- Improvements to the TIP on Demand
- Updating regional GIS layers

Development of online web-mapping applications continues to be an area of emphasis for the GIS department as we continue to push more data and analytic capabilities to our stakeholders.

Additionally, the development team has started the process of converting the RAVEN911 code base to JavaScript from Flex. The move to JavaScript will enable the application to grow with advancements in technology and add additional new functionality.

The daily use of RAVEN911 will lead first responders to make more informed and decisive decisions. Whether it be a natural occurrence or a planned event, RAVEN911 contributes to quick incident recovery in the most efficient and effective ways possible.

Synthezing Data
RAVEN 911

OKI’s collaboration with the Hamilton County Emergency Management Agency on the Regional Asset Verification and Emergency Network (RAVEN911) continued in 2015. RAVEN911 was named as a Top 25 program by the Harvard Kennedy School of Government’s Innovations in American Government Awards. The RAVEN911 system topped two-thousand seven hundred registered users during 2015, including more than eighteen-hundred users from local government and hundreds of users across 20 federal agencies.

The RAVEN911 team developed the RAVEN911 Auto Updater for updating assets and critical infrastructure used within the system. The Auto Updater automates the process of updating RAVEN911 data by empowering the owner of various datasets to make updates of their information directly into the RAVEN911 system. This will greatly reduce the time and staff resources required to maintain many of the key datasets within RAVEN911.

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Travel demand is one of the critical factors considered in transportation investment decision making. The travel demand model is a computer tool used to forecast traffic volume based on information such as land use patterns, socioeconomic characteristics of the population and the transportation system. The model forecasts volume on roadway segments and transit ridership on transit routes. The model is constantly being monitored, updated and enhanced.

Throughout 2015, OKI continued intensive data collection from traffic counts. In addition, OKI completed several improvements to the current version of the model as well as making significant progress on the next generation of travel model, expected to be under test throughout the second half of 2016.
During 2015, OKI worked in collaboration with Dearborn County Soil and Water Conservation District to assist in developing an action plan for the portion of the Whitewater River watershed in Butler and Hamilton Counties, Ohio. OKI staff helped identify water quality issues and solutions for this generally high quality stream in concert with a diverse group of watershed stakeholders. OKI developed and provided GIS mapping information from water quality monitoring sites and tree canopy analysis for the watershed and helped the watershed plan meet expectations of both Indiana Department of Environmental Quality and the Ohio EPA.

OKI's Groundwater Committee continued to work with local utility managers and regulators to support water protection efforts and shared information about well maintenance, current predictions from Ohio River Basin Climate Change project, changes effecting regulations resulting from the federal Farm Bill, responding to spills and managing other pollutant threats to water sources.

In September, OKI was invited to present at the annual Transportation Research Board Environmental Analysis in Transportation Mid-Year Workshop held in San Diego. OKI presented on the MPO’s perspective on how to achieve environmental benefits at a regional scale. The OKI Environmental Consultations process was the feature and our recent addition of Natural Heritage data to our planning considerations was the focus.

FHWA and AASHTO acknowledged OKI in October with a certificate stating OKI “is advancing efforts that benefit both its transportation programs and the environment at local, regional, and State levels”, going on to say OKI’s “practical experience is also helping other practitioners to efficiently deliver more cost-effective programs while meeting their own regulatory and ecological challenges”. OKI was invited to attend an October 2015 Eco-Logical Workshop at the US Department of Transportation in Washington, DC to present OKI’s Environmental Consultations process to FHWA staff, several state DOTs, and other MPOs in attendance.

As part of the preparation for the 2040 Regional Transportation Plan update, in 2015 OKI engaged state and local officials involved with environmental protection about how best to avoid the potential environmental impacts of transportation planning. This Environmental Consultations process involved the development of an on-line Environmental Viewer, which includes the most recent data on each of the previously identified Regionally Significant Environmental Resources. The Viewer will remain available on-line for others in the region that are interested and able to benefit from the data.

The OKI Greenspace Office continued to provide technical support and build momentum for the Taking Root campaign launched in late 2013. Taking Root is a collaborative effort to address the local tree crisis and also helps retain forested area, which is a major issue identified in OKI environmental consultations on the transportation plan. OKI provides office space and assistance to the Taking Root coordinator, actively participates on the campaign’s Steering Committee and helps with campaign operations and initiatives.

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Integrating Trees Into Stormwater Management Design and Policy – A Guide for Local Decision Makers is being developed by OKI and partners as a new national resource for promoting, facilitating and increasing the use of trees for stormwater management.

Despite the proven value of trees for reducing stormwater flows and pollutants, there is widespread lack of understanding, acceptance and credibility of their use for managing stormwater. In 2015, the US Forest Service awarded OKI the Urban and Community Forestry Challenge Cost Share grant to develop a Guide that will help to overcome these barriers and provide a practical tool that informs local governments of options and best practices for including trees in stormwater facility design regulations and policies.

With input from an Advisory Committee made up of local decision makers, forestry experts, and stormwater professionals, OKI is working to identify the most practical solutions based on perspectives of local governments in our region. Davey Resource Group is assisting OKI by drawing upon its vast knowledge and understanding of forests and green infrastructure to ensure that the Guide is scientifically sound and feasible. Centerline Strategies is compiling a national inventory of local government policies and incentives for integrating trees into stormwater management solutions. The National Association of Regional Councils (NARC) is working with OKI and its other members to ensure the Guide’s applicability to other regions, with particular interest to ensure applicability for arid and tropical climates and to promote it through NARC’s national membership when complete.
OKI’s RideShare program continues to remove single occupant vehicles from the region’s roadways. The goal of the program is to make trips to work easy, less costly, more environmentally-friendly and more convenient. RideShare is committed to improving the daily business commute for everyone in the OKI region with innovative transportation solutions such as carpooling and vanpooling. Due to the fluctuating costs of fuel, the benefit of and need for ridesharing is greater than ever.

Approximately 2,600 commuters are registered with RideShare and there are 20 vanpools in operation throughout the region. In 2014, 190 new commuters registered with RideShare. In addition, 518 carpool, 174 vanpool, 72 transit and 125 Park and Ride lot matches were attempted.

RideShare provides commuters an opportunity to save money on the normal “wear and tear” of a vehicle including gas, tires, mileage and maintenance. The program also offers flexibility that fits commuters’ lifestyle by allowing them to share a ride as infrequently as once a week or as often as every day.

OKI’s Regional Clean Air Program continues to provide valuable information to the community, businesses and the media concerning air quality topics through the “Do Your Share for Cleaner Air” campaign. OKI promotes the clean air message by educating the public on the harmful effects of ozone and particulate matter pollution, while also teaching individuals how they can help to reduce air pollution.

Staff participated in several local events to help spread the clean air message to the region through direct one-on-one contact. Articles explaining the significance of clean air were published in community journals, newsletters and newspapers providing simple, practical ways to improve the Tri-state’s air quality. Social media outreach was expanded to enhance exposure and reach.
The available funds gives OKI roughly $40 million in funding to pass through for local projects in the region. Generally, a 20% non-federal (or local) match is required. This $40 million goes to projects in the Long Range Plan and the TIP. They must be included in these documents to be eligible.

In addition, on the region’s behalf, all eight counties contribute on a per capita basis dues to OKI in the amount of approximately $660,000 to match federal funds used to run the agency. This $660,000 investment makes OKI communities eligible for approximately $40 million dollars for local projects and OKI’s staff expertise.
### Awarded Projects - Ohio

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Phase</th>
<th>Amount Awarded &amp; Funding Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cincinnati-Dayton Rd</td>
<td>Right-of Way</td>
<td>$1,000,000 - STP</td>
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<tr>
<td>Oxford State Rd.</td>
<td>Construction</td>
<td>$3,150,000 - STP</td>
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<tr>
<td>So. Hamilton Crossing</td>
<td>Right-of Way</td>
<td>$1,000,000 - STP</td>
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<tr>
<td>So. Hamilton Crossing</td>
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<td>Right-of Way</td>
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<td>Yankee Rd.</td>
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<td>Aicholtz Rd.</td>
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<td>Blue Rock/Cheviot Rd.</td>
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<td>Duck Creek Rd.</td>
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<td>Green Township Sidewalks</td>
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<td>Mason Bike Path</td>
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<td>Montgomery Signals</td>
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<td>Columbia Road</td>
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<td>Cincinnati Bike Share</td>
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<td>SORTA</td>
<td>Bus replacements</td>
<td>$760,000 - CMAQ</td>
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### Awarded Projects - Kentucky

<table>
<thead>
<tr>
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<th>Project Phase</th>
<th>Amount Awarded &amp; Funding Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 1120 Sidewalk over I-471</td>
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<td>Carothers Road (Newport)</td>
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<td>Dudley Road Phase 1</td>
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<tr>
<td>Latonia Ave (Covington)</td>
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<td>Thomas Moore Pkwy</td>
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<tr>
<td>Johnson Road (Covington)</td>
<td>Design</td>
<td>$35,000</td>
</tr>
<tr>
<td>Dixie Hwy in Ft. Mitchell</td>
<td>Design</td>
<td>$250,000</td>
</tr>
<tr>
<td>Turfway Road</td>
<td>Design</td>
<td>$150,000</td>
</tr>
</tbody>
</table>

### Awarded Projects - Indiana

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Project Phase</th>
<th>Amount Awarded &amp; Funding Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aurora Sidewalks</td>
<td>Construction</td>
<td>$190,096 - TA</td>
</tr>
<tr>
<td>State Street</td>
<td>Construction</td>
<td>$330,000 - STP</td>
</tr>
<tr>
<td>State Line Road</td>
<td>Preliminary Engineering</td>
<td>$124,706 - STP</td>
</tr>
</tbody>
</table>

### OKI Funding Overview

#### Revenue Sources

<table>
<thead>
<tr>
<th>Revenue Sources</th>
<th>Percentage</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>7.97%</td>
<td>$501,169</td>
</tr>
<tr>
<td>State</td>
<td>74.89%</td>
<td>$4,711,714</td>
</tr>
<tr>
<td>Local</td>
<td>13.12%</td>
<td>$825,575</td>
</tr>
<tr>
<td>Other</td>
<td>4.02%</td>
<td>$253,228</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$6,291,686</td>
</tr>
</tbody>
</table>

#### Expenses by Activity

<table>
<thead>
<tr>
<th>Expenses by Activity</th>
<th>Percentage</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>79.98%</td>
<td>$5,049,652</td>
</tr>
<tr>
<td>Commuter Services &amp; Regional Clean Air Program</td>
<td>8.34%</td>
<td>$526,327</td>
</tr>
<tr>
<td>Environmental Planning</td>
<td>3.02%</td>
<td>$190,476</td>
</tr>
<tr>
<td>Regional Planning</td>
<td>7.27%</td>
<td>$459,103</td>
</tr>
<tr>
<td>General Administrative Activities</td>
<td>1.40%</td>
<td>$88,352</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$6,313,910</td>
</tr>
</tbody>
</table>
2015-16 Board Officers

Kevin J. Lynch
President

T.C. Rogers
First Vice President

Kris Knochelmann
Second Vice President

Todd Portune
Past President

Kenneth Reed
Treasurer

Mark R. Policinski
Secretary

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Andrew Aiello
Bobby Allen
Robert Ashbrock
Nancy Atkinson
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Matthew Beamer
Craig Beckley
Dan Bell
Joshua Berkowitz
Kenneth Bogard
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Charles Graves
Thomas H. Graves, Sr.
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Tom Grossmann
Robert Hans
Kevin M. Hardman
Marjorie Harlow
Greg Hartmann
Jude Hehman
Charlene Hinners
Ted Hubbard
Marc Hult
Edwin H. Humphrey
Stephen Kaiser
Roger Kerlin
Kris Knochelmann
Martin D. Kohler
Eric Kranz
Ed Kuehne
Marty Lenhof
David Linnenberg
J. Todd Listerman
Kevin Lynch
Patrick J. Manger
David S. Mann
Mike Martin
Steve Mary
Christine Matacic
Larry Mawey
Mark McCormack
Candace S. McGraw
Gregory V. Meyers
Bryan H. Miller
Richard Miller
Chris Monzel
Jennifer Moody
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Liz Morris
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Pamela E. Mullins
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Roger Peterman
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Sean Rugless
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Sal Santoro
Karl B. Schultz
Randy Shank
V. Anthony Simms-Howell
Michael D. Snyder
Steve Snyder
Pat Arnold South
Charles Southall
Michael Steur
Mark Stoeber
James Sunderhaus
Charles Tassell
Neil Tunison
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