For the OKI community, 2018 was remarkable for its notable firsts and its key collaborations.
For the OKI community, 2018 was remarkable for its notable firsts and its key collaborations.

In that spirit, I am hopeful for our region’s future.

I am equally honored to present the 2018 OKI Annual Report. We publish this report to offer some of the ways that OKI is fulfilling its mission to provide safe, reliable modes of transportation in our region. Every year, OKI invests about $40 million and approves a half-billion dollars in projects.

As in past editions, there isn’t enough space here to highlight every achievement in 2018. With that in mind, I share with you several that best illustrate OKI’s commitment to advancing the place we call home.

First was the signing of a historic partnership that has bolstered Greater Cincinnati’s reputation as a leading smart region. OKI, Uber, the City of Cincinnati, Cincinnati USA Regional Chamber of Commerce, Southwest Ohio Regional Transit Authority (SORTA), and Transit Authority of Northern Kentucky (TANK) launched the Cincinnati Mobility Lab.

As part of the agreement, Uber is sharing its “smart data” with OKI and the others to build a safer, more-efficient, less-congested Greater Cincinnati. The partnership could position this area as the center for technology-driven transportation innovation.

In another key partnership, OKI, Cincinnati USA Regional Chamber of Commerce and REDI Cincinnati, created Job Hubs, an interactive tool that identifies the region’s densest employment areas and their accessibility to the workforce via car or public transit.

Conceived in 2018 and launched in early 2019, Job Hubs is helping us combat the transportation challenges of getting people to and from work. Solving these issues can give our region an edge over others when attracting and growing new talent and businesses.

In another first, OKI conducted an online survey to assess respondents’ level of familiarity with connected and autonomous vehicles. This is especially timely, given the exponential pace at which transportation technology is advancing. Called “Greater Cincinnati Autonomous/Connected Vehicles and Smart Infrastructures,” its goal was to gauge public opinion and acceptance of these emerging technologies. Survey results will be used in our 2050 Regional Transportation Plan.

Also a first: OKI began building online story maps, which use text, images, and multimedia to explain complicated data in an informative way to non-technical audiences.

Story maps were developed for Cleves Village and Colerain Township energy plans, Butler County roundabouts and Ohio River Paddlefest. OKI earned a Best Story Map award at the 2018 Kentucky GIS Conference for their Butler County work.

I conclude my theme of firsts by recognizing the first-rate leadership that has long defined OKI. CEO Mark R. Policinski personifies this tradition. Under Mark’s guidance, OKI has fostered a culture of consensus and collaboration, steering this region to new levels of service and success.

I am thankful for your support. And I look forward to continued collaboration with the OKI board and staff to provide the leadership and guidance to sustain our region’s momentum.

In closing, I leave you with the words of author and theologian Leonard Sweet, who said, “The future is not something we enter. The future is something we create.”

Bolstered by OKI’s lasting stewardship, we, the 2.1 million residents of this great region, are not waiting to enter our future. We are creating our future.

Best Regards,

T.C. Rogers

WHAT IS OKI?

Founded in 1964, OKI began with the mission to comply with the requirements of the 1962 Federal-Aid Highway Act to qualify our region for federal funds toward interstate highway planning and construction.

Through the years, as regional planning became a prerequisite for the federal funding of projects other than transportation, OKI has expanded its activities.

Today, OKI operates as a public, non-profit organization. It assists its 118 members who represent governmental, social and civic groups from nearly 200 communities in addressing transportation planning.

OKI also conducts 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 it coordinates with state and federal agencies.

Inherent in its functions, OKI is a forum for local governments to share transportation, environmental, economic and other challenges for which causes and solutions cross political boundaries.

PRESIDENT’S LETTER

“I am thankful for your support. And I look forward to continued collaboration with the OKI board and staff to provide the leadership and guidance to sustain our region’s momentum.”
The OKI staff is committed to delivering timely, concise and informative transportation planning activities to all of the communities in our eight-county region annually. These activities are developed through our public participation efforts to increase civic engagement, and through our Disadvantage Business Enterprise Program to increase contracting opportunities for small businesses owned by women, minorities, veterans and individuals with disabilities. Staff has also made strides to make certain that OKI’s Environmental Justice (EJ) and Limited English Proficient (LEP) populations are given the same opportunity to be equally informed.

The five EJ population groups in the OKI region include Low Income, Minority, Elderly, Persons with Disabilities and Zero-Car households. LEP population groups are represented by individuals for whom English is not their primary language. Staff outreach to EJ and LEP population groups occurs through OKI’s Environmental Justice Advisory Committee and the Tristate Transportation Equitable Opportunity Team (TTEOT).

According to 2018 Census data, Hamilton County experienced the most international migration. It accounted for 121% of the county’s total growth from 2010 to 2018, followed by Butler County at 44% and Campbell County at 34%. These percentages indicate that without international migration Hamilton County would be losing population, and other counties in the region would be growing much more slowly.

In regards to language data, the number of people who speak a foreign language at home has grown by about 14% in the region since 2010. The largest percentage growth of foreign speakers has been in Campbell County, where they have seen a 54% increase. Spanish is the most common foreign language spoken at home in the region, followed by a number of Asian languages.

In absolute terms, Hamilton County has seen the biggest increase with 7,031 additional foreign language speakers across all foreign languages. The largest influx of Spanish speakers has been in Butler County, with an additional 1,664 speakers. The largest influx of Asian language speakers has been in Hamilton County, with 2,002 new residents.

Staff has a working relationship with Affordable Language Services, which offers professional translation and interpretation services in more than 200 languages, along with sign language interpreters.

In addition, staff has initiated a concentrated effort to reach out to our local government partners in Boone, Campbell and Kenton counties. This outreach focuses on attendance at the City Council and Board of Commissioner Caucus meetings, which has resulted in staff being invited to participate in other meetings and activities in northern Kentucky.
One of OKI’s most public collaborations has been the UBER Mobility Lab which was formed in January 2018 via an MOU with the Cincinnati USA Regional Chamber, City of Cincinnati Southwest Ohio Regional Transit Authority, and Transit Authority of Northern Kentucky. In one short year, the Mobility Lab initiated several partnerships ventures:

**City of Cincinnati Curbside Study (Status: Completed)** Resulted in specific recommendations for the City to consider for implementation and addressing more efficient and safe multi-modal traffic flows in Downtown Cincinnati and Over-the-Rhine.

**Uber Transit Study (Status: Pending)** UBER hired transit consultants Fehr & Peers to conduct a transit study in partnership with SORTA/Metro and TANK. Transit data was shared to assist F&P in their efforts of developing a strategy for the future of transit service.

**UBER Movement Data (Status: Ongoing)** OKI and UBER staff are sharing regional traffic data. OKI’s interest is in learning the current and future impact of Transportation Network Company/ridesharing as a modal choice upon traffic volumes, origin/destination pairs, and travel times. UBER currently composes a very small percentage of overall regional trips. However, data being shared is ensuring OKI considers TNCs as potential components of our Regional Traffic Demand Model.

**UBER/TANK Microtransit Pilot (Status: Pending)** TANK is in conversation with UBER to develop a potential Microtransit pilot to serve growing employee demands around CVG airport.

**I-75 Worklink Corridor (Status: Ongoing)** This effort is a working partnership between the Butler County Regional Transit Authority, City of Middletown, City of Monroe, Butler County, Dayton RTA, SORTA/Metro, OKI, DriveOhio, UBER, and private companies to fill growing demand for employees through improved access to Butler County jobs.
OKI’s GIS department collaborated with the Cincinnati USA Regional Chamber and Regional Economic Development Initiative (REDI) Cincinnati to create an interactive tool for exploring and better understanding the region’s connectivity to its Job Hubs. Job Hubs are clusters of businesses across our region that allow for the efficient use of resources, including transportation, infrastructure and utilities, and create opportunities for knowledge sharing, talent attraction, and development of industry-specific hubs that can differentiate a region when attracting and growing new businesses. The interactive map identifies the Cincinnati region’s densest employment hubs, details their accessibility to the workforce via car or public transit, and highlights areas of improvement for regional transit access and infrastructure.

OKI has also worked in partnership with River City Paddle Sports in Louisville and members of the Paddlefest leadership team to develop a national water trail and bicycle route along the Ohio River from Portsmouth, OH to Louisville, KY. OKI will be developing a mobile interactive guide for boaters and cyclists along the route.

Freight Data: Staying Current and Accessible
OKI staff continue to update and incorporate new data from multiple local, state and national sources for Freight.oki.org. This website houses the most current river (including the national award-winning CORIS tool created with our partners at CORBA), road, rail and runway information available through interactive freight “dashboards” and maps. Links to OKI’s three state freight plans are also available from freight.oki.org.

NEW TECHNOLOGY
The Ohio River Bridge Counter Stations (ORBCS), was an OKI project that involved the installation of 14 state of the art radar traffic counting devices on five of the major Ohio River bridges, including: Brent Spence, Daniel Carter Beard, Combs-Hehl, Carroll Cropper, and Clay Wade Bailey. These radars serve as permanent traffic counting stations that collect high-quality daily traffic volumes and truck percentages at some of the busiest points along the region’s roadway network. The data is archived at OKI and can be used to generate reports on congestion.

OKI also utilized consultant services to collect 520 traffic counts along highways and major arterials in the region. This data was fed into OKI’s traffic count database to be used in the Travel Demand Model.
Where are we as a region?
Where are we going given current trends?
Where do we want to go?
How do we get there?

STRATEGIC REGIONAL POLICY PLAN
The OKI Strategic Regional Policy Plan continued 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. To stay up-to-date please visit the plan and keep an eye on our Facebook and Twitter feeds.

The SRPP encourages consistent local comprehensive planning and rewards it with additional consideration in the awarding of funding for transportation projects. The comprehensive plan is the fundamental tool for ensuring 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, as requested.

In 2018, OKI conducted a survey of local governments’ efforts in developing or updating their comprehensive plans. The survey found that 2/3 of local governments in the region have a comprehensive plan, and of those communities, nearly half of those plans have been adopted.

REGIONAL PLANNING FORUM
OKI’s Land Use Commission Steering Committee hosted three informative and engaging Regional Planning Forum events during 2018. The Forum is a regional outlet for sharing information, experience and expertise among planners and those in related disciplines throughout the region. Affordable housing issues were a focus for the year. Forums featured experts and agencies in the region working to address them and were among our highest attended to-date.
In 2018, OKI provided the Butler County Health Department assistance to digitize their records. This has enabled the department to use GIS to better plan and analyze information on home sewage treatment systems and more efficiently maintain their records.

OKI’s Water Quality Program also upheld long-standing staff support commitments to the:

- Groundwater Committee, which provides technical education to public water system operators, regulators and others concerned about drinking water protection.
- OKI Regional Conservation Council, a collegial forum for county conservation districts of the Tri-State.
- Ohio River Paddlefest, more than 2,000 people paddled along the Ohio River in August.

Stream sampling and data sharing support for:
- Green Acres Foundation
- Great Miami Citizens’ Water Quality Monitoring
- Rivers Unlimited

FREIGHT AND ECONOMIC DEVELOPMENT: NEW PARTNERSHIPS
In our ever-growing, competitive and global economy, those working in waterborne freight are being challenged more than ever to think and act strategically to build business. At the same time, economic development professionals are realizing the value this underutilized mode has to support their efforts in attracting new business investments. Building upon past regional partnership successes, OKI worked with CORBA’s leadership and REDI Cincinnati, Tri-ED, Northern Kentucky Chamber, University of Cincinnati staff to develop the “Port Snapshot.” This document marks the first time economic development experts partnered with seasoned marine freight professionals and transportation planning staff to turn practical freight data, statistics and company testimonials into an attractive and robust marketing tool to advance river-based business retention, expansion and attraction.

OKI COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN
The Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) is a unified, comprehensive strategy for public transportation service delivery. Specifically, it identifies the transportation needs of seniors and individuals with disabilities; lays out strategies for meeting these needs; and prioritizes services for these target populations.

TRISTATE TRANSPORTATION EQUITABLE OPPORTUNITY TEAM (TTEOT)
Through 2018, OKI continued to engage private and non-profit transportation providers, human service agencies, and other stakeholders. The Tristate Transportation Equitable Opportunity Team (TTEOT), facilitated by OKI staff, includes members that represent a broad spectrum of transportation planners and transportation providers working diligently to identify how best to continue to address the transportation needs of the elderly and individuals with disabilities. Throughout the year, TTEOT held workshops to discuss these growing needs and to gauge the most effective and feasible strategies for addressing them.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM
OKI awarded just over $1.3 million to agencies in the region in for vehicles and activities designed to improve mobility for seniors and individuals with disabilities. These funds were invested in nine paratransit vehicles; funds to offset vehicle maintenance expenses; three mobility management programs serving residents in Cincinnati, Butler County and in northern Kentucky; and operating costs for two transit agencies serving areas in four counties of the region.
CONNECTIONS ON A NATIONAL LEVEL

We have come a long way, but, we have only just started the journey of finding where freight, in all of its permutations, will lead us. And, come tomorrow, we’ll be further along on this journey.”

--Mark Policinski, OKI CEO

2018 OHIO CONFERENCE ON FREIGHT
In August 2018, OKI hosted, partnering with the Ohio Association of Regional Councils, the 12th Annual Ohio Conference on Freight (OCF). More than 200 public and private sector leaders, poised on the leading edge of transportation and logistics, attended the conference.

The theme “>>Fast Forward Freight” was chosen to highlight the many facets of the rapid growth happening in the world of freight. Whether from growth in truck traffic to the precipitous rise of e-commerce or the increased deployment of AI in distribution centers to the massive demands for more and more employees, freight touches them all. The day-and-a-half conference comprised four keynotes and 12 breakout panel sessions, which covered the most critical topics, tools and trends impacting the world of freight today. The keynote speakers were the general manager of Uber Freight; senior director of engineering & network strategy at Kroger; vice president and general manager of DHL at CVG; and the co-founder and senior vice president of solutions architecture at Very, LLC.

This was the first OCF completely planned and implemented by OKI staff, while managing their regular agency tasks and responsibilities. Everything from the room lay-outs, meals, marketing, programming and identifying, soliciting, securing and preparing of speakers was coordinated OKI OCF team, resulting in an overwhelmingly successful and exciting event from all accounts.
In 2017, Integrating Trees Into Stormwater Management Design and Policy – A Guide for Local Decision Makers was completed by OKI and national partners as a national tool and resource for promoting, facilitating and increasing the use of trees for stormwater management. This tool allows users to create a document customized for their own community, and that includes design, policy, and ordinance templates specific to their community. Through 2018, OKI has continued to provide support and promotion of www.TreesandStormwater.org. In 2018, OKI provided presentations at two national and one state conference:

- StormCon – Denver, Colorado - August 2018
- WEFTEC – New Orleans, Louisiana - October 2018
- Central Ohio Erosion Control Expo – Columbus, Ohio - October 2018

How do Trees Manage Stormwater?

1. Interception
   - The ability of trees to intercept and hold water on leaves and branches for a short period of time during a storm event improves stormwater management benefits they provide.

2. Pollutant Reduction
   - Established root systems help hold soil in place and reduce sediment from entering streams and water bodies. Trees also work to improve air quality.

3. Soil Health
   - Trees provide significant infiltration benefits when soils are unpaved to grow healthy trees and underpin the stormwater management benefits they provide.

4. Root Wetlands
   - Root systems in appropriate capacity can help to slow down and treat much of the stormwater sites. Soil areas are also critical components of the stormwater management system by providing storage capacity during and following a storm event.

The natural solution is the best solution

Trees intercept rainfall and help increase infiltration and the ability of soils to store water by retaining water in their canopy – even for a short time – trees can disperse precipitation over a longer time period and reduce velocity of the water when it does fall.

Testimonials from the experts.
CONNECTIONS WITH LOCAL IMPACT

COMMUNITY STRATEGIC ENERGY PLANS
With an award from the Duke Class Benefit Fund, OKI continued producing Community Strategic Energy Plans for interested local communities in 2018. The Village of Silverton, Village of Cleves and Colerain Township have prepared plans in partnership with OKI. Although generally based on content from the US Department of Energy’s guide on producing a local energy plan, OKI works with the local governments to tailor each plan to that community’s situation; and each plan featured robust public input.

How this project benefits the local Community and the Region:
• Builds awareness of how energy affects local communities and ties into traditional community planning topics: transportation, housing, economic development, and natural systems;
• Develops a knowledge base, data, and indicators that can be used to understand energy impacts throughout the region;
• Provides funds to kick-start the implementation of the plans; and
• Builds stronger awareness of local priorities regarding energy, which is expected to lead to further local and regional activity on energy issues.

This project is resulting in a better understanding of something that is currently lacking from the discussion of energy issues – and that is local community priorities. We have come to understand that things work better when our regional transportation priorities and local land use priorities are mutually aligned. The same holds true for our energy policies and infrastructure. It is essential that we develop a locally driven set of energy priorities, and are able to effectively communicate those to everyone involved in the energy field. Technologies and regulations are changing rapidly. As a region, we need to develop a voice in that conversation – and that voice starts at the local community level.

This program will continue through 2019 with five additional communities.
FISCAL IMPACT ANALYSIS MODEL
The OKI Fiscal Impact Analysis Model (FIAM) Partnership Program provides jurisdictions in the region with an ability to compare fiscal impacts of potential future land use scenarios with existing land use. By estimating 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 most likely is going to affect their annual budget.

In 2018, OKI updated the online interface to be more powerful and user friendly. The FIAM now calculates impacts to school districts and can estimate results of changes within tax increment finance (TIF) districts.

Current FIAM partners include Dearborn County and the Planning and Development Services of Kenton County, which serves the cities of Covington, Crestview Hills, Edgewood, Independence and Taylor Mill. Any community in the OKI region can participate in the FIAM program for a $1,000 initial set-up cost and $2,500 annually.

GREEN INFRASTRUCTURE GROUP
In November 2018, OKI, as part of the Green Umbrella Watershed Action Team Green Infrastructure Group (GIG), helped design and install a rain garden at Gamble Montessori High School. The partners will be installing four more rain gardens at schools in 2019, with the help of a Duke Energy grant given to Green Umbrella.

DATA, DATA, DATA.
OKI has undertaken a variety of initiatives to aggressively collect and monitor traffic and truck volume data in the region. This data is a critical component of the travel demand model, as well as the congestion management process. This data is also made publicly available to our communities.

In 2018, OKI continued calibrating, validating and testing the next generation of the travel demand model, namely the activity-based model. OKI conducted intensive traffic count data collection in the region to compile and analyze the data. OKI continued installing and testing the permanent counting stations at five Ohio River bridges, and preparing for the last two. OKI performed a traffic forecasts study for the proposed Millkin Road interchange at I-75 for Butler County.
CONNECTING THE FUTURE

MOBILITY CHALLENGES, TECHNOLOGY & INNOVATIVE INITIATIVES
Technological innovation is occurring at a lightning pace and reshaping nearly every aspect of our lives. Our region’s ability to thrive and compete depends on our preparedness to embrace what’s next. For the past three years, OKI has been working to ensure the success of our region by leading an intense focus on transformational technologies in order to:

1. Understand the cutting-edge of technology
2. Identify local, national, and global partners to accomplish forward-thinking solutions
3. Inform our transportation planning and investment decisions

UNDERSTANDING THE CUTTING-EDGE OF TECHNOLOGY
Advance Preparations for the OKI 2050 Metropolitan Transportation Plan (2050 Plan)
To “define” how the 2050 Plan will consider and incorporate transformational transportation technologies – something never before done, OKI staff conducted research and drafted white papers for a variety of transportation topics (i.e. electric vehicles, autonomous vehicles, Transportation Network Companies, e-commerce, congestion pricing, etc.), and that may have potential applications to the 2050 Plan and/or be used to support assumptions made in scenario impact testing.

STAFF PROFESSIONAL DEVELOPMENT
To inform and educate staff on the ever-evolving technologies under development and implementation, staff attended the 2018 Smart Regions Conference in Columbus, Ohio and AV Conference in Novi, Michigan, alongside OEMs, technology firms, university researchers and market analysts.

VISITS WITH TECHNOLOGY EXPERTS
Through OKI’s network of partnerships, staff had the opportunity in 2018 to visit the University of Michigan Transportation Research Institute’s M-City, and speak directly technology/innovation experts at NAVYA, Chariot, Kroger, UBER, and DHL.

OKI 2050 METROPOLITAN TRANSPORTATION PLAN
Staff has been busy with foundational work for the update to the region’s long range transportation plan. Demographic datasets have been developed in cooperation with local planning departments. The travel modeling staff is developing the next generation activity-based travel model to assist in evaluating a range of alternatives for consideration. The Plan will be ready for OKI Board adoption in June 2020.
OTHER CONNECTIONS

STORY MAPS

The development of Story Maps was a focus of the GIS department during 2018. Story Maps combine authoritative maps with narrative text, images, and multimedia content to tell a story. Story Maps were developed for the Cleves and Colerain Township Energy Plans, Butler County Roundabouts and Ohio River Paddlefest. OKI won a map gallery award for the best Story Map at the 2018 Kentucky GIS Conference for the Butler County Roundabouts Story Map.

PERFORMANCE MEASURES

The federal transportation bill “Moving Ahead for Progress in the 21st Century Act” (MAP-21) outlined the need for states and MPOs to establish performance- and outcome-based, multimodal programs to strengthen the U.S. transportation system. The current federal law, the Fixing America’s Surface Transportation (FAST) Act, was enacted in December 2015, and continues those provisions laid out in MAP-21. The objective of such programs is to ensure that states invest resources in projects that collectively make progress toward achieving national transportation goals. These goals are outlined in Title 23 of the Code of Federal Regulations (CFR), Part 490.

OKI is working with local, state and federal partners to establish transportation performance measures and targets for all performance goals.

As of Feb. 1, 2019, the state DOTs established annual statewide targets for each of the measures within 23 CFR Part 490, Subpart B, otherwise known as Category PM1 - Safety.

The FHWA guidance stipulates that multi-state MPOs can either elect to support each state’s targets, or set their own targets. On Feb. 14, 2019, OKI passed a board resolution to adopt each state’s targets.

Last year, on May 20, 2018, states established four-year targets for each of the measures within 23 CFR Part 490, Subparts C and D, otherwise known as Category PM2 – Infrastructure.

OKI passed a board resolution to adopt each state’s targets in November 2018. New targets do not have to be established for another three years.

Last year, on May 20, 2018, states established targets of varying-length for each of the six measures within 23 CFR Part 490, Subparts E, F, G, and H, otherwise known as Category PM3 – Congestion and System Performance.

OKI passed a board resolution to adopt each state’s targets in November 2018. New targets for subparts E, F, and the Peak Hour Excessive Delay target of Subpart G will not need to be established for another three years. New targets for subpart H, and the Percent of Non-Single Occupancy Vehicle Travel target from Subpart G will not need to be established until next year.

MAP-21 further requires OKI and all MPOs to include “a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets.” OKI made MTP and TIP updates after May 27, 2018 for Category PM1. MTP and TIP updates for the remaining categories will take place after May 20, 2019.
OTHER CONNECTIONS

BICYCLE AND PEDESTRIAN PROGRAM
OKI’s regional bicycle program encourages bicycle use for transportation purposes. 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 awarding of Transportation Alternatives Funds.

CLEAN AIR AND RIDESHARE
OKI’s Regional Clean Air Program continues to provide valuable information to the community, businesses and the media on 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, as well as teaching individuals ways they can help reduce air pollution.

OKI’s RideShare program continues to remove single-occupant vehicles from the region’s roadways. The program’s goal is to make trips to work easier, less costly, more environmentally-friendly and more convenient. RideShare is committed to improving the daily business commute for everyone in the OKI region using innovative transportation solutions such as carpooling and vanpooling.

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.
FUNDING AND FINANCING

2018 DISTRIBUTED FUNDS BY PROJECT TYPE

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<th>Project Type</th>
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<td>BIKE/PED/OTHER</td>
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<td>TRANSIT</td>
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<td>MAINTENANCE-RECONSTRUCTION</td>
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<td>WIDENING/RELOCATION</td>
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<td>ACCESS MANAGEMENT</td>
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GENERAL OPERATING BUDGET

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<th>Revenue Sources</th>
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<td>Federal</td>
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<td>State</td>
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<td>Local</td>
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<td>Other</td>
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<td><strong>$5,874,340</strong></td>
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<tr>
<th>Expenses by Activity</th>
<th>Percentage</th>
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<td>Transportation</td>
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<td>Commuter Services &amp; Regional Clean Air Program</td>
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<td>Regional Planning</td>
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<td><strong>83.55%</strong></td>
<td><strong>$5,868,579</strong></td>
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</table>
OKI BOARD OFFICERS

**T.C. ROGERS**
President

**Kris Knochelmann**
First Vice President

**Gary W. Moore**
Second Vice President

**Kenneth F. Reed**
Treasurer

**Mark R. Policinski**
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Pamela E. Mullins
Kim Nachazel
Joseph Nienaber, Jr.
James T. O'Reilly
David Okum
Brian Painter
David L. Painter
Tom Peck
Steve Pendergy
David Penque
Roger Peterman
Ted Phelps
Todd B. Portune
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Kenneth F. Reed
Christopher Reiersman
Edward M. Riehl
T. C. Rogers
Jonathan D. Sams
Sal Santoro
Karl E. Schultz
Daniel Shroyer
V. Anthony Simms-Howell
Greg Sketch
James Sunderaus
Alexis Tanner
Neil Tunison
Charles Tassell
Jim Thatcher
James Ude
Daniel Unger
David H. Uible
Jeff Volter
Thomas Voss
Mathew Wahlert
Thomas Weidman
Alan Weiss
Bernie Wessell
Mark S. Welch
Gregory J. Wilkens
Michael L. Williams
Michelle Williams
Stan C. Williams
Gary Winn
Bill Woeste
Robert Yeager
David G. Young

Leadership