



ANNUAL REPORT 2025



OKI

Ohio • Kentucky • Indiana
Regional Council of Governments

TABLE OF CONTENTS

Who We Are.....	3
President's Letter.....	4
Board of Directors.....	5
Funding and Financing.....	8
FHWA Best Practice	10
Public Participation	11
Regional Planning	
Greenspace	13
Water Quality	15
Transportation	
ICC Committee	16
OKI Board OK's Nearly \$5B toward TIP	17
OKI Board Amends 2050 Plan	18
OKI Providing ITS Architecture	18
OKI Continues to Demonstrate Air Quality Conformity.....	19
Do Your Share for Cleaner Air.....	19
Analysis Report Identifies Region's Congested Roadways.....	20
Performance Measures Help OKI Track Progress.....	21
Rideshare.....	21
5310, TTEOT Continue to Enhance Mobility Options.....	22
Boone County Transportation Plan Guiding Future.....	23
75% of OKI Region's Population Growth: Age 65 & Older.....	24
OKI and CORBA help Expand CORIS.....	26
OKI FRA CRISI Grant	27
OKI Takes First Step Toward Transforming Airports.....	28
Travel Demand and Mobile Source Emission.....	29
OKI Continues to Collect Traffic and Travel Data.....	30
GIS	
GIS Department Highlights.....	31
OKI UAV Capture High Res Images for Planning.....	32

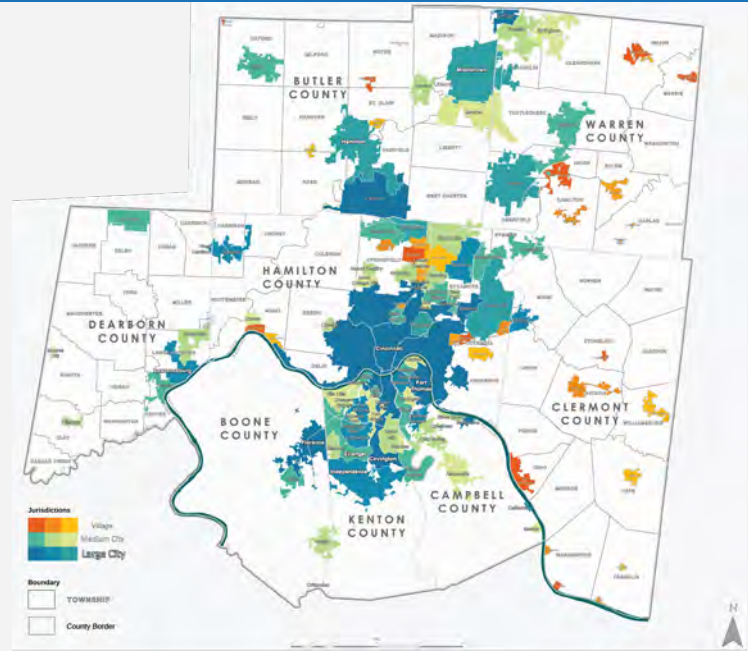
OKI: WHO WE ARE AND HOW WE SERVE YOU

Since 1964, OKI has ensured that our eight-county region remains eligible for federal funds for interstate highway planning and construction by meeting requirements of the Federal Aid Highway Act of 1962. Regional planning eventually became a necessary step for the federal funding of projects (other than highways), with OKI expanding its role to meet these requirements.

Today, OKI operates as a public, nonprofit organization with a 118 member board representing government, social and civic groups, and the public. OKI supports nearly 200 communities across the region with transportation planning, and it awards infrastructure funding each year.

OKI also performs air and water quality planning; coordinates intergovernmental review of federally funded projects; maintains social and economic data for planning purposes; coordinates with state and federal agencies; provides technical aid to member governments; and promotes and facilitates ridesharing.

OKI provides a forum for local governments to discuss transportation, environmental, economic and other challenges whose causes and solutions cross political boundaries.



OKI BOARD OFFICERS



Ken Reed, Resident Member, Treasurer; **Josh Gerth**, Anderson Township Trustee, President; **Bonnie Batchler**, Clermont County Commissioner, First Vice President; **Mark Jeffreys**, Cincinnati City Council Member, Second Vice President and **Gary Moore**, Boone County Judge/Executive, Past President

PRESIDENT'S LETTER

Twenty twenty-five marked a defining year for all of us at OKI – a year when long term planning, strategic investment and regional collaboration delivered measurable benefits across our communities.

The year also underscored why the Federal Highway Administration views OKI as a model of excellence among the nation's 420 metropolitan planning organizations.

OKI's influence on the nearly 200 local cities, towns and counties we serve can be seen in many ways. And 2025 was no exception. Look no further than to the financial investment we continue to make in the place we call home.

Since 2002, OKI has invested nearly \$1.27 billion in transportation infrastructure across the region. These investments include \$293 million for roadway widening and relocation; \$292 million for traffic operations and safety improvements; \$217 million to enhance public transit; and \$189 million dedicated to bicycle and pedestrian infrastructure.

These numbers speak for themselves.

At the same time, this annual report clearly shows that OKI staff are not resting on their laurels. They are looking ahead and building a transportation system that works for everyone.

I am inspired by this progress and honored to present the 2025 OKI Annual Report. Here are few highlights that best reflect OKI's commitment to the more than 2 million residents we serve:

Society is on the brink of a new era in aviation, and OKI is leading this transformation in our region. Innovative electric aircraft, such as eVTOLs -- which take off, hover, and land vertically using electric power -- are rapidly moving from concept to reality. (page 28)

To prepare for this shift, OKI launched an initiative to help five southwest Ohio airports get ready for Advanced Air Mobility (AAM). We are developing electrical infrastructure plans to support emerging electric aircraft and the systems they require. We are positioning our region to modernize facilities, upgrade utilities, and strengthen Ohio's leadership in next generation aviation transit and travel.

OKI once again set the national standard in transportation planning, earning six commendations from the Federal Highway Administration for our "innovative commitment" and

"effective decision making" for the Greater Cincinnati region. Since 2003, OKI has received 30 federal commendations for our groundbreaking programs, policies and processes—recognition believed to be unmatched nationwide. (page 10)

In 2025, OKI advanced its mission to build a transportation system that works for everyone. We did so by completing a national first survey focused on the needs of underrepresented groups, including older adults, people with disabilities, low income residents, and zero vehicle households. OKI will use these findings to help communities shape future planning, funding, and engagement strategies that support mobility for all, with particular focus on these groups. (page 11)

I strongly encourage you to scroll through the 2025 OKI Annual Report. See for yourself how OKI is fulfilling our mission to provide safe, fair, equitable 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.

While not a formal part of our mission, OKI has become a wonderful example of how people, especially elected officials, can put aside their political differences and come together for the betterment of the communities they serve. It's a story that does not get told very often, but it needs to be.

And that's exactly what I intend to do this year. Stay tuned.

I am deeply grateful for your support during my first year as board president, and I look forward to continuing our work together in my second term.



Best Regards,

Josh Gerth

2025 BOARD OF DIRECTORS & EXECUTIVE COMMITTEE

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 Community 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 crosssection of local governments; and representatives from state transportation agencies, regional planning commissions and transit agencies.



Josh Gerth
President



Bonnie Batchler
First Vice President



Mark Jeffreys
Second Vice President



Ken Reed
Treasurer



Mark Policinski
Secretary



Gary Moore
Treasurer

Member Counties

Boone County Fiscal Court – Gary Moore (Matthew Webster)

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

Campbell County Fiscal Court – Steve Pendery (Matt Elberfeld)

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

Dearborn County Board of Commissioners – Kevin Turner (Nicole Daily)

Hamilton County Board of Commissioners – Denise Driehaus (Stephanie Summerow Dumas)

Kenton County Fiscal Court – Kris Knochelmann (Michael Stork)

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

Bold indicates Executive Committee (Alternates are in parenthesis)

Municipalities with Population Over 5000

Alexandria, Kentucky – Patrick Blair

Bellevue, Kentucky – Charlie Cleves

Blue Ash, Ohio – Brian Gath

Cheviot, Ohio – James Sunderhaus

Cincinnati, Ohio – Mark Jeffreys (Greg Long)

Cold Spring, Kentucky – D. Angelo Penque

Covington, Kentucky – Ron Washington (Tim Aciri)

Dayton, Kentucky – Ben Baker

Deer Park, Ohio – Natasha Kohorst

Edgewood, Kentucky – Rob Thelen

Elsmere, Kentucky – Justin Wade

Erlanger, Kentucky – Jessica Fette

Fairfield, Ohio – Dale Paullus (Mitch Rhodus)

Florence, Kentucky – Gary Winn

Forest Park, Ohio – TBD

Ft. Mitchell, Kentucky – Dr. Alyson Roeding

Ft. Thomas, Kentucky – Ben Pendery

Ft. Wright, Kentucky – David Hatter

Hamilton, Ohio – Susan Vaughn (Tim Naab)

Harrison, Ohio – Doug Abrams

Highland Heights, Kentucky – Greg Meyer

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 – Keith Funk

Montgomery, Ohio – Chris Dobrozsi

Mt. Healthy, Ohio – Jennifer Moody

Newport, Kentucky – Julie Smith-Morrow (Thomas Guidugli, Jr)

North College Hill, Ohio – Victor Wilson

Norwood, Ohio – Susan Hoover

Oxford, Ohio – Michael Smith

Reading, Ohio – Robert Boehner

Sharonville, Ohio – Glen Lovitt

South Lebanon, Ohio – Linda Burke

Springdale, Ohio – Jeffrey 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)

Board of Townships Over 40,000

Anderson Township – Josh Gerth (Dee Stone)

Colerain Township – Dan Unger (Tiphannie Mays)

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 (Mike Huxsol)



UC IDD Education Center received a new van from OKI's 5310 program in April.

The van provides UC IDD students with improved and expanded transportation to events and activities! This new van means more students can join in the fun and community.

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 Sams (Jeff Wright)

Public Officials From Kentucky and Indiana

Jesse Brewer, Boone County Fiscal Court

Dan Bell, Kenton County Fiscal Court

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

Vince Karsteter, City of Greendale, IN

County Planning Commission

Boone County Planning Commission – Randy Bessler

Butler County Planning Commission – David 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

Planning and Development Services of Kenton County – Sharmili Reddy/Josh Wice (Andrew Videkovich)

Warren County Regional Planning Commission – Ryan Cook (Christian Pajo)

Planning Commissions Over 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 Feters-Binegar

Voting Ex-Officio Members

Indiana Department of Transportation – Chris Wahlman (Terry Summers)

Kentucky Transportation Cabinet – Robert Yeager (Mike Bezold)

Ohio Department of Transportation – Doug Gruver (Scott Brown)

Southwest Ohio Regional Transit Authority – Darryl Haley/Andrew Aiello (Khaled Shammout)

Transit Authority of Northern Kentucky – Gina Douthat (Sutton Rowley)

Butler County Regional Transit Authority – Christopher Lawson (Matthew Dutkevich)

Resident Members

Craig Beckley, Resident

Laura Brunner, The Port

Jeff Earlywine, Resident

Rob Franxman, Boone County Engineer

Shannon Jones, Warren County Board of Commissioners

Liz Keating, Resident

Roger Kerlin, Resident (Christopher Reinerman)

Eric Kranz, Dearborn County Chamber of Commerce

Henry (Hank) Menninger, Jr., Resident

Pete Metz, Cincinnati USA Regional Chamber

Pamela Mullins, Resident

Rick Probst, Resident

Kenneth Reed, Resident & Treasurer

Sal Santoro, Resident

Karl Schultz, Resident (Joe Braun)

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

Michael Stork, Kenton County Public Works

Thomas Voss, Resident (Charlie Cleves)

Will Weber, Southbank Partners

Melissa Wideman, CVG Airport

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

Eric Beck, Hamilton County Engineer

Claire Corcoran, Clermont County Board of Commissioners

Jeremy Evans, Clermont County Engineer

Tom Grossman, Warren County Board of Commissioners

J. Todd Listerman, Dearborn County Engineer

David Painter, Clermont County Board of Commissioners

Alicia Reece, Hamilton County Board of Commissioners

Stephanie Summerow Dumas, Hamilton County Board of Commissioners

Kurt Weber, Warren County Engineer

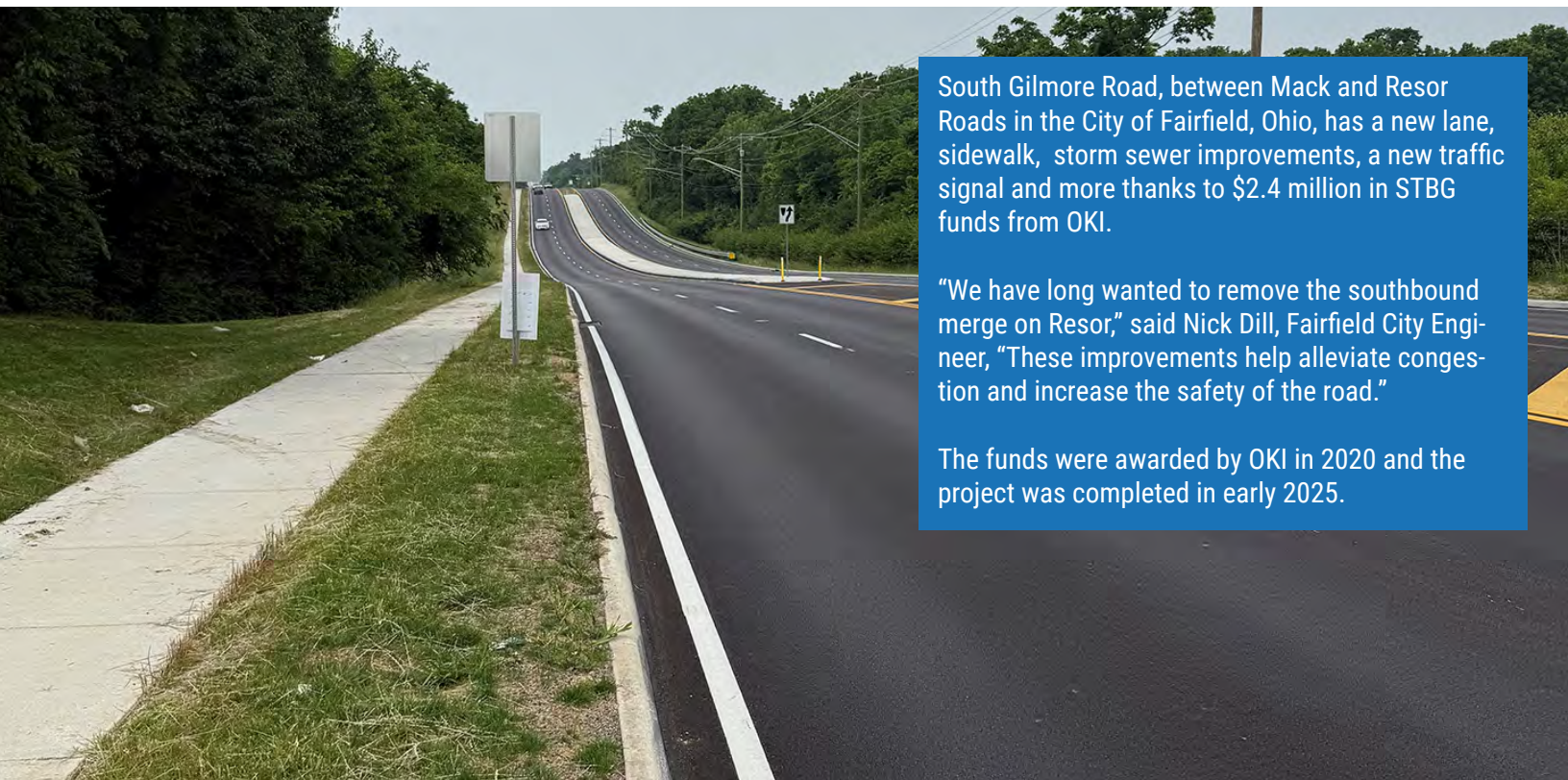
Gregory Wilkens, Butler County Engineer

FUNDING & FINANCING

OKI FISCAL YEAR OPERATING BUDGET

Revenue Sources	Percentage	Amount
Federal	30.63%	\$3,095,068
State	56.14%	\$5,673,159
Local	10.14%	\$1,024,795
Other	3.09%	\$312,209
Total		\$10,105,231

Expenses by Activity	Percentage	Amount
Transportation, Commuter Services & Regional Clean Air	87.17%	\$8,878,530
Program	3.93%	\$399,812
Regional Planning	0.56%	\$56,806
Environmental Planning	6.40%	\$651,918
General and Administrative Activities	1.94%	\$198,281
Total		10,185,347



South Gilmore Road, between Mack and Resor Roads in the City of Fairfield, Ohio, has a new lane, sidewalk, storm sewer improvements, a new traffic signal and more thanks to \$2.4 million in STBG funds from OKI.

"We have long wanted to remove the southbound merge on Resor," said Nick Dill, Fairfield City Engineer, "These improvements help alleviate congestion and increase the safety of the road."

The funds were awarded by OKI in 2020 and the project was completed in early 2025.

FUNDING & FINANCING

OKI Awards Nearly \$82.5 Million in Federal Funds in 2025

All Federal Funds Awarded by OKI in 2025 (Ohio STBG, Ohio CMAQ, Ohio TA, KY SNK, KY TA, 5310) = **\$82,445,499.**

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

OKI Federal Funds Encumbered in 2025 = **\$43,067,428**



5310 Funding

\$1,497,365



Bike/Ped

\$14,038,105



Bridge Replacement

\$1,380,933



MLK Interchange

\$864,719



EV Infrastructure

\$860,435



**Maintenance/
Reconstruction**

\$6,688,156



Planning /Studies

\$2,541,670



Traffic Operations

\$2,541,670



Transit

\$8,014,651



Widening/Relocation

\$5,987,197

In June, the Governors of Kentucky and Ohio announced the design plans for the Brent Spence Bridge.

OKI CEO Mark Policinski, a proponent for a new bridge since his arrival to OKI in 2003, said its design plans are more than a “feat of engineering—they’re a bold declaration of where we’re headed as a region. This forward-thinking structure will not only ease congestion and improve safety, but it will also redefine how infrastructure connects people, economies and communities on both sides of the river. It’s a landmark that reflects the Tri-State’s leadership in innovation and collaboration, and it sets a new national standard for what modern infrastructure can and should be.”



FHWA BEST PRACTICE

OKI Earns Six Federal Commendations for Excellence, Innovation in Transportation Planning

OKI once again set the national standard in transportation planning, earning six commendations from the Federal Highway Administration for its “innovative commitment” and “effective decision-making” for the Greater Cincinnati area.

In October 2024, staff hosted representatives from the U.S. DOT, state DOTs and local transit agencies for a certification of OKI’s metropolitan transportation planning process. The final report was completed in 2025. Sam Wallace of FHWA’s Ohio Division presented the report’s key findings to OKI’s Executive Committee in September 2025, underscoring OKI’s leadership in regional planning.



“OKI continues to set the standard for metropolitan planning organizations nationwide,” Wallace said. OKI earned commendations for the following: housing integration in transportation planning; congestion management and ITS excellence website; enhancing public engagement; advanced GIS capabilities; freight planning and collaboration leadership; and regional transit collaboration.

Commendations

- **Housing Integration in Transportation Planning:** OKI showed innovation by launching the Regional Housing Data Dashboard in 2024, through community input and a public workshop.
- **Congestion Management and ITS Excellence:** By updating its Congestion Management Process and executing ITS initiatives OKI is meeting statewide performance targets, all through in-house expertise.
- **Website Enhancing Public Engagement:** OKI’s redesigned website enhances public access to transportation planning resources, offering rich content across programs, funding, events and stakeholder forums.
- **Advanced GIS Capabilities:** With 30 interactive GIS applications spanning freight, transit, emergency response, housing and more, OKI’s upgraded platform delivers robust visualization and analytics to partners and the public.
- **Freight Planning and Collaboration Leadership:** OKI’s in-house Freight Plan, extensive visualizations and hosting of a multi-state freight conference highlight its leadership in multimodal planning and regional collaboration.
- **Regional Transit Collaboration:** OKI and six transit operators established the collaborative as a clearinghouse for transit-focused topics and issues.

Nearly every OKI department has been recognized as a “best practice,” a distinction reserved for work that sets the standard for the more than 400 other metropolitan planning organizations throughout the country.

The six FHWA reviews since OKI CEO Mark Policinski’s arrival in 2003 have resulted in the U.S. Department of Transportation awarding 30 commendations to OKI for the agency’s groundbreaking programs, policies and processes. In 2020 alone, OKI received 10 commendations. Both totals are believed to be unsurpassed nationally.

The Federal Highway Administration and the Federal Transit Administration conduct a federally mandated certification review every four years to ensure that metropolitan planning organizations serving urbanized areas of more than 200,000 residents meet federal requirements for a continuing, comprehensive and cooperative (3C) planning process.

At OKI, this review confirms that the agency is not only meeting, but exceeding all federal transportation planning standards.

PUBLIC PARTICIPATION

OKI Updates Public Involvement Plan, Focuses on Hard to Reach Populations

OKI listens intently to the public in every transportation decision the agency makes, from the first thought about a transportation plan to long after the project is built and maintained.

Meaningful public involvement throughout the process --from a full representation of all 2-million people in the OKI eight-county region -- results in a robust, effective transportation system for all.

In 2025, OKI updated and was taking public input on its Public Involvement Plan, which outlines strategies for connecting OKI with all its stakeholders.

It also explains how people can share feedback on the types of plans OKI develops. These include the region's short- and long-term transportation plans, the freight plan, and the coordinated plan that supports people with special transportation needs.

OKI exceeds federal requirements on outreach to all its stakeholder. In addition to low-income people, people with disabilities, and households with no access to a car, OKI commits to reaching older adults. The OKI Community Advisory Committee awards points for proposed projects in the transportation funding process based on net impact to these groups. OKI also staffs the Tristate Transportation Equitable Opportunity Team, which is made up of 60 volunteers with expertise in the mobility needs of older adults and people with disabilities.

serves as the long-term plan. Nearly 100 people gave input on the plans in person, virtually and through email comments.

Also in 2025, the Federal Highway Administration (FHWA) commended OKI for enhancing its public engagement through its redesigned website "offering rich content across programs, funding, events and stakeholder forums." The FHWA also commended OKI for its active outreach and its work with the region's six transit operators, whose services are often essential for older adults, people with disabilities, low-income residents, and households without a car.

OKI Completes First-of-its-kind Survey for Transportation Among Elderly, Others

OKI also completed a first-of-its kind in the nation survey "Transportation Needs and Preferences of the Elderly, Low-Income people, People with Disabilities and Zero-Car Households." The survey was conducted in Butler, Clermont, Hamilton and Warren counties in Ohio.

OKI collected 3,327 surveys at 70 different events from the people directly in these underrepresented groups -- not their representative organizations. OKI received more than 500 responses from Meals on Wheels recipients, as recipients were invited to call an 800-number through an insert card in delivered meals.

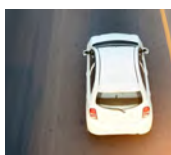
Every survey question was open-ended to receive detailed feedback. It asked how often and why these populations travel, how they travel and why they pick that, what challenges they face with transportation, and how they would like to travel.

Findings show that the majority of elderly, low-income people, people with disabilities and zero-car populations travel daily, with several times a week as the second response. The main reason for travel was grocery shopping and shopping generally. Commuting to work or seeking a job was a close second, and the third reason was for seeking medical care.

Continued on next page.

2026

PARTICIPATION PLAN



In 2025, OKI held virtual and in-person public meetings for comment on an update to the Transportation Improvement Plan (TIP), an update of the Public Involvement Plan, and an amendment to the 2050 Metropolitan Transportation Plan. The TIP is the region's short-term transportation plan, and the 2050 Plan

PUBLIC PARTICIPATION

The survey found 53% of respondents use public transportation as their primary mode of moving about, while 40% drive themselves. There is a notable difference that twice as many people in Clermont and Warren counties drive themselves than do in Hamilton County. After public transportation and self-driving, the next most common ways to travel were walking and riding with a friend, respectively.

Respondents said many things influence their transportation choices, with convenience and flexibility at the top of the list. After convenience, the distance to travel and the cost of travel influenced transportation choices.

When asked the main challenge with transportation, on-time service was the top one. This was reported across all types of transportation providers. The second largest challenge was road conditions. Road conditions were a problem whether people drove themselves, had to travel by wheelchair, or got (quote) “tossed around” in a transportation service when the vehicle hit a pothole.

When asked about their travel preferences, more than 51% of respondents said they prefer to drive themselves. Although it trailed “drive myself,” public transportation was the clear second choice.

OKI believes the survey will help communities shape future planning, funding, and community engagement strategies to support mobility for all. OKI will begin making the survey results widely available in 2026.



OKI's Astrid Coste translating surveys for Spanish Speakers

OKI's Community Advisory Committee

The Community Advisory Committee oversees the implementation of the agency's Participation Plan. The committee's ongoing work includes the review of funding applications and regional public involvement efforts.

OKI's community impact and involvement efforts specifically include the elderly, low-income persons, people with disabilities and zero-car households, defined in federal guidelines as follows:

- People with Disabilities: Noninstitutionalized 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
- Elderly: Persons aged 65 or older

- **Adam Goetzman**, Committee Chair, Green Township
- **Megan Bessey**, Planning & Development Services Kenton County
- **Scott Brown**, Ohio Department of Transportation District 8
- **Nancy Cahall**, Council on Aging of Southwestern Ohio
- **Jaeydah Edwards**, Groundwork Ohio River Valley
- **James A. Foster**, Resident, Trenton, Ohio
- **Nick Keeling**, METRO
- **Hadil Lababidi**, Warren County Regional Planning Commission
- **Jenna LeCount**, Boone County Planning Commission
- **Erin Lynn**, City of Fairfield
- **Rosalind Moore**, City of Forest Park
- **Pamela Mullins**, Resident, Covington, Kentucky
- **Taylor De Groote**, Ohio Department of Transportation District 8
- **Olivia Tussey**, TANK

REGIONAL PLANNING

OKI Continues to Promote Greenspace Conservation Throughout Region

GEMM Model



OKI updated the Environmental Mitigation and Suitability Modeler (EMSM) and renamed it the Greenspace Environmental and Mitigation Mapper (GEMM) in 2025.

GEMM is an online suitability modeler that helps communities prioritize best areas for conservation or restoration. The user can select and weight geographic information system (GIS) layers and the tool will calculate the areas that best match their priorities.

Staff presented this new tool at the David J Allor Planning & Zoning Workshop, where they demonstrated the GEMM/EMSM as it relates to compensatory mitigation session. This session was held in collaboration with the director of Ohio's in-lieu fee program. The tool, previously used by Green Umbrella's Greenspace Alliance to develop the Regional Prioritization Plan, was showcased again when the Greenspace Alliance Policy Implementation Working Group presented at OKI's Regional Planning Forum.

During the OKI Regional Conservation Council annual meeting, the Boone County Conservation District presented how it used GEMM to develop a map of its priority greenspace areas. That map later informed Boone County's compre-

hensive plan and was included in the draft plan.

Staff from the Dearborn County Conservation District were so impressed by Boone County's work that they created their own model using GEMM. Dearborn is now using its priority greenspace map to guide development of its county comprehensive plan.

OKI staff further demonstrated the GEMM at the Green Umbrella Greenspace Alliance workshop on Comprehensive Planning. It is available to any communities who would like help using the tool to develop a map of priority areas.

Greenspace Partnerships: Fostering a regional network of Greenspace professionals

OKI is a partner of Green Umbrella Greenspace Alliance (GA) working on the Greenspace plan for the region. OKI staff serve on the GA Leadership Team, Greenspace Alliance Research and Implementation Working Group, and Policy Implementation Working Group within the alliance.

OKI provides technical support to the Ohio River Way (ORW) Conservation Committee. OKI staff lead a subcommittee of GIS professionals working with conservation and natural resources to support ORW's needs. OKI developed a planning tool to help ORW prioritize and plan for greenspace along the Ohio River. This planning tool was presented at the Ohio River Way Confluence in October 2025.



OKI's Margaret Minzner accepting the Kentucky Watershed Group of the Year Award

OKI staff continue to serve on the Banklick Watershed Council (BWC), which works to prioritize land conservation and wetland creation to filter pollutants, provide habitat for diverse species, reduce flood risks, and stabilize the stream banks. This year the BWC Banklick Watershed Council was named Kentucky Watershed Group of the Year. This award is given by the Kentucky Waterways Alliance to recognize nonprofit leadership in protecting healthy waterways in Kentucky.

OKI supports the region's tree canopy by having staff serve on the executive boards for both Taking Root and Northern Kentucky Urban and Community Forestry Council (NKUCFC). Staff assisted with planning the annual Public Workers Tree Seminar, a one-day workshop organized by the NKUCFC and the Tree Professionals Seminar organized by Taking Root. Staff also supported tree planting efforts across the region.

Continued on next page.

REGIONAL PLANNING

Eco-logical Approach & Advanced Mitigation

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

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

OKI consulted with the state in lieu fee programs, NKU, The Nature Conservancy, and local groups working to identify and secure mitigation opportunities. OKI has researched past permitting needs and supported partner efforts to develop regional greenprint priorities.

OKI is determining mitigation needs relating to the 2050 Metropolitan Transportation Plan and exploring ways to engage and help inform the mitigation decisions made for projects within our region.

Staff attended the International Conference on Ecology and Transportation in Denver, where they presented the results of our environmental consultations. They also highlighted

our new engineer's workshop, which shared those results with the engineering community and explained how to best implement mitigation measures.

University Partnerships

OKI staff worked with NKU Environmental Studies class Spring Semester 2025. The class focused on working with Greenspace metrics in the region. OKI also hosted the NKU Environmental Careers class onsite on 11/3. Students learn about environmental planning careers in Landuse, Greenspace, and Water Quality.

IU ERI- OKI was again selected to host a McKinney Climate Fellows (MCF). MCF is a workforce development program connecting undergraduate and graduate students interested in climate, sustainability, and community resilience with career experiences. The program partners with Indiana-based private, public, and nonprofit organizations to host student fellows and provide solutions-based sustainability expertise. The fellow at OKI provided research and guidance for Thrive Together, a sustainability playbook for Greater Cincinnati and part of the U.S. EPA's Climate Pollution Reduction Program. OKI also supported the Dearborn County MCF, which participated in the Urban Green Infrastructure Cohort to develop tree planting plans and facilitate a community tree planting event.

OKI recently partnered with Dearborn County, Indiana to secure funding for an Environmental Resilience Institute at Indiana University Fellow, Grayce Klayer, who worked across Lawrenceburg and Greendale to identify the best locations for 100 new trees.

The plan came to fruition over the summer, with over 30 people attending a volunteer event to plant the first 23 of the 100 trees, which were provided by IU and the Davey Resource Group, on the Lawrenceburg School Campus.

The locations Grayce selected are prime for reducing heat island impacts and increasing natural biodiversity. The rest of the trees were planted by The Davey Resource Group.

Thanks to Nicole Daily, Dearborn County Planning & Zoning Director and local project leader, IU, Davey, and all the volunteers!



REGIONAL PLANNING

Southeast Aquatic Resource Partners Crossing Training

The OKI region's topography has many bridges and culverts across waterways. These crossings often 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.

Over the past few years, OKI staff has trained people in our region on how to conduct the assessment. In 2026, OKI expanded training opportunities by leading a two-day training event in southeast Ohio in partnership with the Rural Action in Athens County, Ohio. Ten people completed the training, expanding the use of this assessment tool across the state.

Water Quality Management Plan for Butler, Clermont, Hamilton, and Warren Counties Story Map

OKI is responsible for water quality management planning in the greater Cincinnati region as an outgrowth of the Federal Water Pollution Control Act Amendments of 1972, more commonly referred to as the Clean Water Act. The goal of the act has been "to restore and maintain the chemical, physical, and biological integrity of the nation's waters."

Section 208 of the Clean Water Act requires that areas with substantial water quality problems develop a management plan to control pollution

on a regional or "areawide" basis, often referred to as a "208" plan for the sake of brevity. OKI was selected for this planning role both by its member governments and by the governors of Ohio, Kentucky and Indiana.

As a result, OKI developed the original water quality management plan between 1974 and 1977. The resulting 1977 plan for southwest Ohio, northern Kentucky and southeast Indiana addressed point sources of pollution from publicly owned wastewater treatment works and nonpoint sources such as storm water runoff. It also examined intermittent sources, including combined sewers -- older systems that carry both storm water and wastewater and may bypass the treatment plant when heavy rains increase flow.

Since OKI's original 208 plan was completed in late 1977 and adopted in early 1978, it has gone through comprehensive updates. The last major update was in 2011. In 2025, OKI worked on a overhauled the document, adding a more interactive story map format. This design allows the user to dive deeper into the plan elements, as they learn about water quality issues in Southwest Ohio and what is being done to address them. OKI is seeking public comment on the plan in early 2026 before seeking approval by the board and submitting it to Ohio EPA.

OKI-Led ThriveTogether Regional



Sustainability Playbook Submitted to US EPA

The draft ThriveTogether Regional Sustainability Playbook was submitted to US EPA as part of the Climate Pollution Reduction Grant (CPRG) on Dec. 1, 2025.

Over the past two and a half years, OKI led a team of organizations to develop a regional climate action plan spanning the Cincinnati Metropolitan Statistical Area (MSA) – the first such regional effort. The Playbook builds upon many local efforts to create sustainable practices and reduce airborne emissions in the region.

This team included a steering committee of over 70 local communities and stakeholder organizations. Project planning partners include 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.

The ThriveTogether Playbook has 28 measures and over 80 actions to reduce emissions. It is organized into sectors including transportation, electric power, buildings, industrial, waste, water and sustainable materials management, and agricultural.

The playbook also analyzes these measures to demonstrate how the region can reduce emissions by 15% by 2030 and 50% by 2050.

TRANSPORTATION

2025 ICC Committee

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.

Butler County TID- Dan Corey - <i>Chair</i>	Hamilton County Engineer's Office - Todd Long	Northern Kentucky Health Department - Kelly Schwegman
Boone County Fiscal Court - Robert Franxman – <i>First Vice Chair</i>	Kenton County Fiscal Court - Brandon Seiter	Federal Highway Administration/Indiana - Erica Tait
City of Oxford - Sam Perry – <i>Second Vice Chair</i>	Warren County Engineer's Office - Kurt Weber	Federal Highway Administration/Kentucky - Camille Robinson
Great Parks - Helene Herbert	Boone County Planning Commission - Jenna LeCount	Federal Highway Administration/Ohio - Sam Wallace
Hamilton Township - Jeff Wright	Butler County Regional Planning Commission - David Fehr	City of Edgewood - Rob Thelen
John R. Jurgensen - Josh Carter	Campbell County Fiscal Court - Cindy Minter	City of Newport - John Willis
Tri-State Trails - Wade Johnston	Dearborn County Planning and Zoning - Nicole Daily	City of Forest Park - Christopher Anderson
CVG - Debbie Conrad	Hamilton County Regional Planning Commission - Mark Boswell	City of Lebanon - Jason Millard
Northern Kentucky Chamber of Commerce - Tom Voss	Northern Kentucky Area Development District- Jeff Thelen	Hamilton County Transportation Improvement District - Eric Beck
City of Cincinnati - Chris Ertel	PDS of Kenton County - Andy Videkovich	Anderson Township - Steve Sievers
City of Cincinnati - Brian Goubeaux	Warren County Regional Planning Commission - Hadil Lababidi	Colerain Township - David Miller
City of Cincinnati - Diego Jordan	Indiana Department of Transportation - Emmanuel Nsonwu	Green Township - Adam Goetzman
City of Florence - Tom Gagnon	Kentucky Transportation Cabinet, District 6 - Dane Blackburn	Liberty Township - Bryan Behrmann
City of Fairfield - Nicholas Dill	Kentucky Transportation Cabinet - Thomas Witt	Miami Township - Brian Elliff
City of Fairfield - Erin Lynn	Ohio Department of Transportation, District 8 - Taylor DeGroot	Union Township - Cory Wright
City of Hamilton - J. Allen Messer	Ohio Department of Transportation, District 8- Andrea Henderson	West Chester Township - Mike Huxsoll
City of Hamilton - Ed Wilson	Hamilton County Department of Environmental Services - Brad Johnson	Butler County Regional Transit Authority - Russell Auwae
City of Middletown - Scott Tadych		City of Cincinnati Streetcar - Matthew Hulme
Butler County Engineer's Office - Gregory Wilkens		SORTA - Steve Anderson
Campbell County Fiscal Court - Luke Mantle		TANK - Olivia Tussey
Clermont County Engineer's Office - Jeremy Evans		Warren County Transit Service - Josh Hisle
Dearborn County Dept. of Transportation & Engineering - J. Todd Listerman		

TRANSPORTATION

OKI Board OK's Nearly \$5B Toward Transportation Improvement Program

The Ohio-Kentucky-Indiana Regional Council of Governments Board of Directors approved a new \$4.8 billion Transportation Improvement Program (TIP) at their meeting in April 2025.

The program identifies about \$2 billion in federal funds, including \$243 million in sub-allocated federal funds awarded by OKI to local governments.

"A robust and thoughtful transportation improvement program is vital to this region and to the residents we serve – and this is what we passed today," said OKI Board President Josh Gerth at the time. "It will continue to directly improve their quality of life and access to key transportation services."

Gerth added, "The TIP will specifically enhance mobility and safety, reduce congestion and travel times, promote accessibility, and create economic opportunities, among many other benefits."

The TIP includes projects for improving highways, bus service and facilities for bicycles and pedestrians. It also identifies the funding necessary to maintain highways and transit service, as well as making travel by people and goods more efficient and safer with improved roadway designs and advanced technologies.

The program identifies funding commitments over the next four years in Butler, Clermont, Hamilton and Warren counties in Ohio; Boone, Campbell and Kenton counties in Kentucky; and Dearborn County, Indiana.

The TIP went into effect on July 1, 2025, and will cover fiscal years 2026-2029. The TIP is the short-range component of OKI's 2050 Metropolitan Transportation Plan. Updated biennially, all projects in the TIP meet fiscal constraints of anticipated available funding and air quality conformity requirements.

It includes detailed information on funding sources, amounts, fiscal years, and project phases such as design, right-of-way acquisition, and construction. All federally funded and regionally significant projects must be included in the TIP, which is integrated into the Statewide TIPs (STIPs) for Ohio, Kentucky and Indiana.

With this new TIP, OKI continues its mission to advance transportation projects that enhance regional mobility, safety and environmental sustainability.

Federal Funds by Project Type:

- 25%** for bridge expansion and preservation, including Brent Spence Bridge (BSB) and Western Hills Viaduct (WHV) projects
- 18%** for traffic operations and safety improvements, including shoulder widening and traffic signal upgrades
- 18%** for road maintenance and reconstruction
- 17%** for road widening and relocation, such as I-75 in Hamilton County and the Kentucky BSB corridor
- 13%** for transit projects

OKI Suballocated Federal Funds:

- 30%** for bicycle and pedestrian projects
- 26%** for traffic operations and safety
- 24%** for transit
- 11%** for road maintenance and reconstruction
- 6%** for other projects, including EV charging infrastructure

FY 2026-2029 TRANSPORTATION IMPROVEMENT PLAN (TIP)



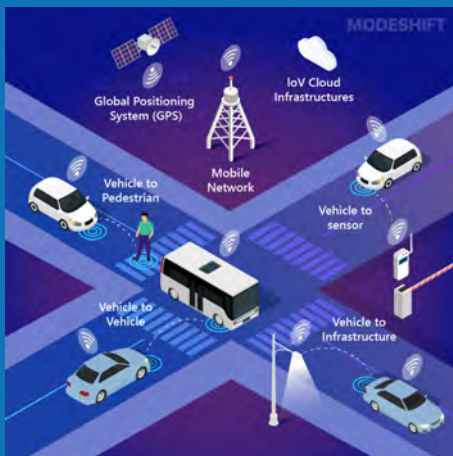
TRANSPORTATION

OKI Board Amends 2050 Metropolitan Transportation Plan

In October 2025, the OKI Board approved an amendment to the 2050 Metropolitan Transportation Plan. It updates the scope and cost of a project on SR 48, which spans the Little Miami River and Turtle Creek. The original plan was adopted in June 2024.

The plan identifies hundreds of projects valued at about \$18.4 billion that address roadway, transit, bicycle, pedestrian and freight 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.



OKI Providing ITS Architecture Roadmap for Transportation Systems Integration

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.

To meet these federal requirements, OKI developed and continues to maintain a regional ITS Architecture that covers all current and planned ITS projects in the agency's eight-county region.

The architecture provides an overarching framework that spans all organizations and individual transportation projects within the OKI region. It 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.

The newest element to the regional ITS Architecture is a connected vehicle/automated vehicle (CV/AV) component. This element merges the Ohio Statewide CV/AV Architecture into 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 a roadmap for ITS activities in the region. It's a snapshot of the currently anticipated projects based on information from stakeholders.

TRANSPORTATION

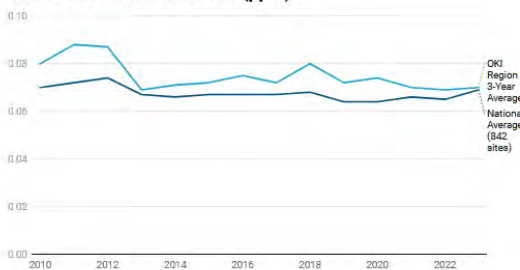
OKI Continues to Demonstrate Air Quality Conformity

TREND

Ozone Concentration Levels 2010-2023



Ozone Concentration Levels (ppm)*



*Includes Butler, Clermont, Hamilton, and Warren Counties in Ohio
Source: Sources: Hamilton County Department of Environmental Service, United States Environmental Protection Agency - Get the data - Created with Datawrapper

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 continue to maintain the 2015 ozone standards and demonstrate air quality conformity for both the Transportation Improvement Program (TIP) and the Metropolitan

Transportation Plan (MTP). 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 updates to the region's MTP and TIP in 2025.

The Clean Air Act Amendments (CAAA), adopted in 1990 to address the country's major air pollution problems, regulates six pollutants: sulfur dioxide, nitrogen dioxide, lead, carbon monoxide, particulate matter and ozone.

Some of the region's areas 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 Ohio portion of the Cincinnati ozone area met the 2015 ozone National Ambient Air Quality Standard (NAAQS), re-designating it as a maintenance area for ozone.

Do Your Share for Cleaner Air Program



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

In 2025, OKI promoted the clean-air message through radio campaigns, Red Bike baskets and stations, and by attending community events.

OKI is committed to addressing these critical issues of harmful effects of ozone and particulate matter pollution through this program. We recognize that improving air quality directly contributes to a higher quality of life and strengthens economic vitality.

Learn more about cleanair.oki.org.

TRANSPORTATION

Analysis Identifies Region's Most Congested Roadways



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. The goal is to improve the safety of the existing and future transportation system.

Completed in 2024, the CMP: Findings & Analysis Report, documented 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. 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 that require a congestion management process (CMP) in metropolitan areas. The CMP provides safe and effective integrated management and operation of the multi-modal transportation system. It results in performance measures and strategies that can be reflected in the metropolitan transportation plan and TIP.



TRANSPORTATION

Performance Measures Help OKI Track Progress of the 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 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, transit asset management and air quality.

Completed in 2024, an update to the Congestion Management Process Findings and Analysis Report (CMP) 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 and 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 and Performance Measures website.

Performance Measures in the OKI Region

OKI Regional Council of Governments monitors the performance of our transportation system and infrastructure to promote economic vitality and sustain the environment. Various measures help our region plan for meeting and exceeding performance targets set at the federal and state levels.



Safety
How safe are our roads?



Infrastructure
How is our infrastructure holding up?



Mobility & Congestion
How congested are our roads?



Environment
How clean is our air?



Transit Asset Management
How ready is our transit?

Removing Single-occupant Vehicles Remains Focus of RideShare, Vanpool

OKI's RideShare and Vanpool programs continue to remove single-occupant vehicles from the region's roadways in 2025. The program's goal is to make trips to work easy, less costly, more environmentally friendly and more convenient.

Both programs offer flexibility that fits commuters' lifestyle by allowing them to share a ride as infrequently as once a week or as often as every day. Vanpools include a monthly subsidy to incentivize participation.

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

Sign up for Rideshare at rideshare.oki.org.



TRANSPORTATION

5310, TTEOT Continue to Enhance Mobility Options for Seniors, Disabled

OKI awarded over \$2 million to eleven agencies across the region in 2025 for vehicles and activities focused on improving mobility for seniors and individuals with disabilities.

These awards will buy fifteen new paratransit vehicles; dispatching software; navigation support for medical appointments; and providing transit travel training for blind and visually impaired individuals.

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

An update to the Coordinated Public Transit – Human Services Transportation Plan was adopted in February 2025. This plan helps guide decisions on use of federal funding for enhanced mobility of seniors and individuals with disabilities.

OKI updated agency profiles, administered a mobility survey that received 381 responses from residents throughout all 8 counties of the OKI region, and held a public meeting. This information was used to identify major gaps in services and strategies to improve transportation for target populations.

To qualify for 5310 federal funding, agencies must be listed in the coordinated plan.

Transportation Equitable Opportunity Team Addresses Needs of Elderly, Disabled

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

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



The Bill and Betsy Scheben Care Center received a Light Transit Low (LTL) Floor Vehicle in September using OKI's 5310 program.



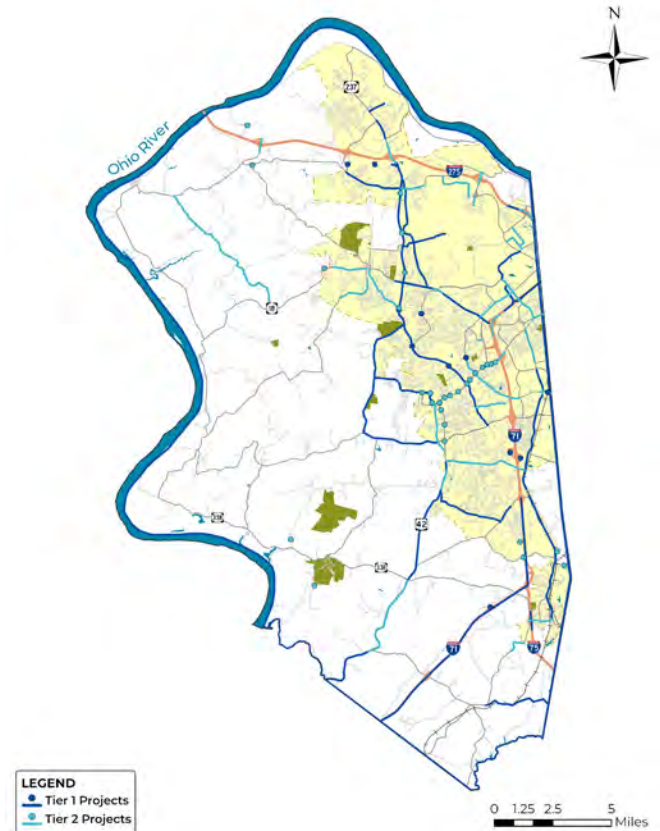
TRANSPORTATION

Boone Co. Transportation Plan Guiding Future of a Growing Community

Boone County continues to grow and now boasts more than 144,000 residents and over 94,000 jobs. Boone County leadership asked OKI to update the county transportation plan last developed by OKI in 2017. That plan, completed in December 2025, identifies and prioritizes transportation improvement projects across the county. It helps guide planning and funding decisions made at the county and state levels. Finally, the plan keeps the travel issues that matter most to Boone County residents front and center.

Community voices shaped every stage of the Transportation Plan. Between April and July 2025, 12,200 people visited the Public Input website, and submitted more than 39,000 responses to surveys and maps. The top themes included: improved safety, expanded pedestrian and bicyclist access, less truck traffic, better public transit options, and preserving farmland and rural character.

Through continued collaboration, this transportation plan will guide investments and guide Boone County where it needs to go both today and for generations to come.



A new sidewalk along Boone County's Frog-town Connector Road, using \$455,000 of OKI's Transportation Alternative (TA) funds was completed in February.

The sidewalk goes from Richwood Road to Frogtown Road.



TRANSPORTATION

75 Percent of OKI Region's Population Growth: Age 65 & Older

Between 2013 and 2023, 75% of the OKI Region's population growth was attributed to the 65 & Older age cohort.

Population Change 2013 vs 2023

	Under 18	18 to 34	35 to 64	65 & Older	Total	Working Age (15-64)
Dearborn	-962	398	-1,262	2,679	853	-794
Boone	1,647	2,809	4,146	7,860	16,462	8,318
Campbell	-1,153	-696	374	4,062	2,587	-650
Kenton	48	915	498	7,528	8,989	1,800
Butler	66	5,131	-1,114	16,177	20,260	5,075
Clermont	-2,976	2,950	-1,336	12,807	11,445	1,904
Hamilton	2,774	6,765	-9,865	25,723	25,397	-3,295
Warren	1,129	7,206	9,546	13,209	31,090	18,364
OKI Region	573	25478	987	90045	117083	30722

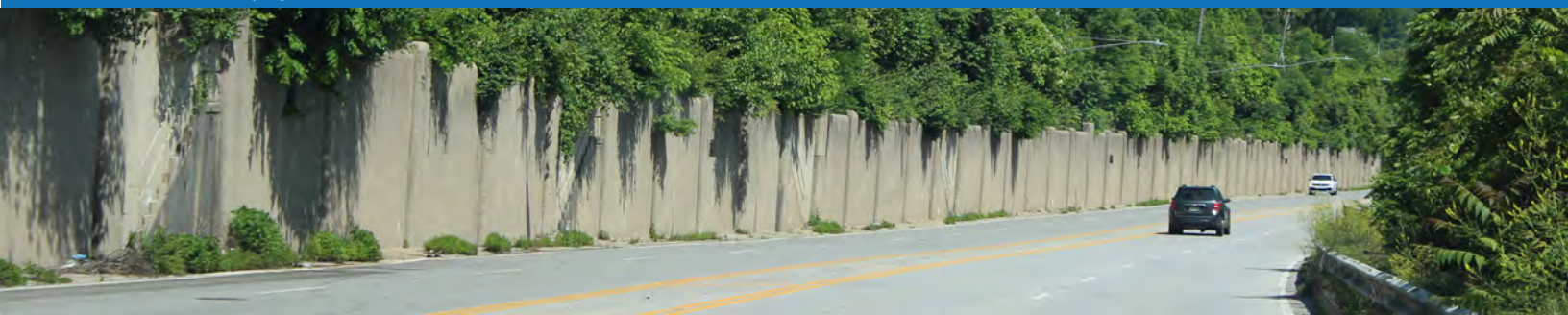
The OKI Region grew by more than 117,000 residents between 2013 and 2023. But that growth was highly uneven across age groups. Seniors accounted for 75% of the increase, while adults ages 18 to 34 made up 21%. Despite strong overall growth, the number of children (under 18) rose by only 573 (about 0.5%), essentially remaining flat.

These imbalanced trends signal major implications for senior services, school facilities planning, and the future workforce as it continues to age. The region added 30,722 working age residents during the decade, below total population growth, raising concerns about long term labor force capacity.

Seniors are More Prevalent than Children in a Record Number of Communities

In 2013, only eight OKI communities had more seniors than children. By 2023, that number had risen to 49. During the same period, 119 communities saw their share of residents under 18 declines, while only 21 experienced a drop in their population 65 and older.

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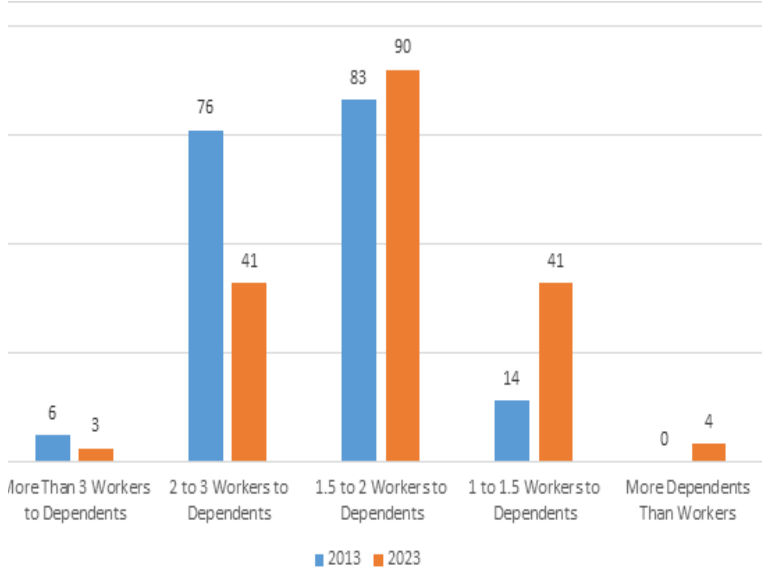
TRANSPORTATION

Dependency Ratio: Changing Level of Service Needs in Communities

The dependency ratio is defined as the ratio of working age people (ages 15 to 64) to typically dependent-aged people (younger than 15 or 65 and older). It measures the pressure on the existing workforce to support non-working dependents. It can also inform local governments to better plan for social service needs such as healthcare and education.

OKI Communities by Dependency Ratio

OKI Communities by Dependency Ratio



Between 2013 and 2023, only 26% of OKI communities saw a reduction in their dependency ratio. Financial strain, workforce challenges, and the ability to provide an adequate level of service becomes a greater issue with fewer workers to dependents.

By 2023, four communities had more dependents than working-age residents. Likewise, communities with fewer than 2 workers per dependent also rose from 97 communities in 2013 to 135 in 2023, highlighting growing pressures from these demographic shifts.

Community pressures – and the solutions to those pressures – shift depending on which age group is the primary driver of the dependency ratio. For example, communities with a low ratio of workers to dependents because of a large number of children are likely to face school enrollment challenges, while those where seniors are the main cause are more likely to require expanded medical services and health care support.

In 2013, only 14 communities fell below the two-workers per dependent threshold; by 2023, that number rose to 45. In 2013, children were the primary cause. In 2023, however, seniors had become the primary cause, signaling that the aging population in certain communities are becoming more significant.

Primary Drivers in Strained Communities

	2013	2023
Children	8	11
Equal	6	11
Seniors	0	23
Total	14	45

Created with Datawrapper

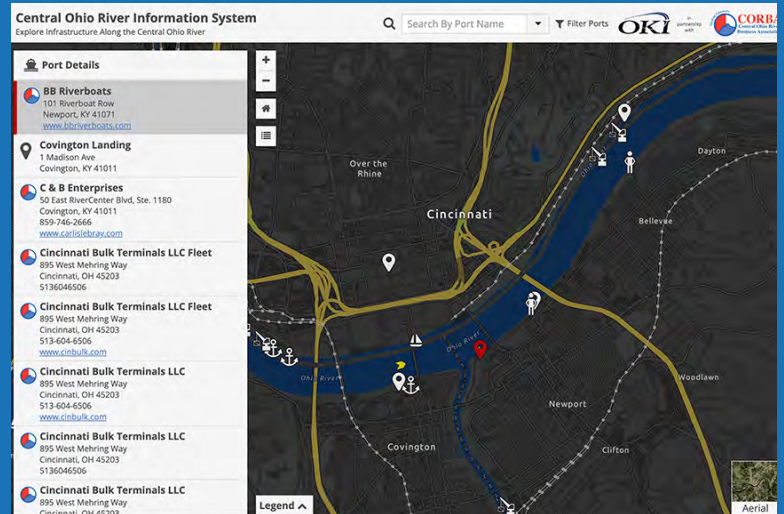
TRANSPORTATION

Expanding the Central Ohio River Information System (CORIS)

The Central Ohio River Information System (CORIS) is an interactive online map and data tool developed by OKI and the Central Ohio River Business Association (CORBA). It serves as a one-stop resource for businesses, investors, and public officials looking for information about the Ohio River — including harbors, dock terminals, marinas, tugboats, and river mile markers. CORIS has already catalogued all 142 public and private dock terminals along the river and is updated annually to keep the information current and useful.

Now, OKI is working to make CORIS even more comprehensive. In late 2025, OKI launched a partnership with the Ohio Department of Transportation (ODOT) and CORBA to expand CORIS coverage to Ohio's entire stretch of the Ohio River. The effort is funded through a federal INFRA (Infrastructure for Rebuilding America) grant awarded by the U.S. Department of Transportation in 2023–2024.

Since OKI delivered its existing CORIS data, the project's consulting team has been compiling a comprehensive dataset drawing from current CORIS records, the Ohio Maritime Plan, and data from the U.S. Army Corps of Engineers (USACE). The team holds bi-weekly check-in calls to track progress and keep the project on schedule. When the project wraps up in 2026, all of Ohio's Ohio River frontage will be included in OKI and CORBA's annual CORIS updates. ODOT will continue as an ongoing partner, contributing any new maritime data or contacts it collects along the way.



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.



TRANSPORTATION

OKI Rail Grant Project Cuts Truck Traffic by 90%

In 2020, OKI received two Consolidated Rail Infrastructure and Safety Improvements grants from the Federal Railroad Administration. The grants totaled \$2.3 million in federal funding for the OKI region. The funding supported public-private partnerships to improve rail safety and efficiency.

The Cincinnati Bulk Terminals project was completed in June 2023, one year ahead of schedule. The project built an overhead conveyor system that connects barge and rail operations. The system improves safety and efficiency by reducing the need for truck transport.

In 2025, the second full year after completion, Cincinnati Bulk Terminals reported moving 162,600 tons of bulk material using the new conveyor. This shift reduced truck traffic by 92% compared with pre-project levels, eliminating about 40,000 truck trips each year.

Construction is nearly complete on improvements at Benchmark River and Rail Terminals' Gate 2 Southern Intermodal Yard. The project enhances rail crossing safety. On Dec. 9, project partners connected and tested the final cable for a new traffic signal. All equipment worked as planned. The city of Cincinnati activated the signal for normal operation at 1:35 p.m. Dec. 16! The project remains on track to meet the June 30, 2026, deadline to close out the projects with the Federal Railroad Administration.

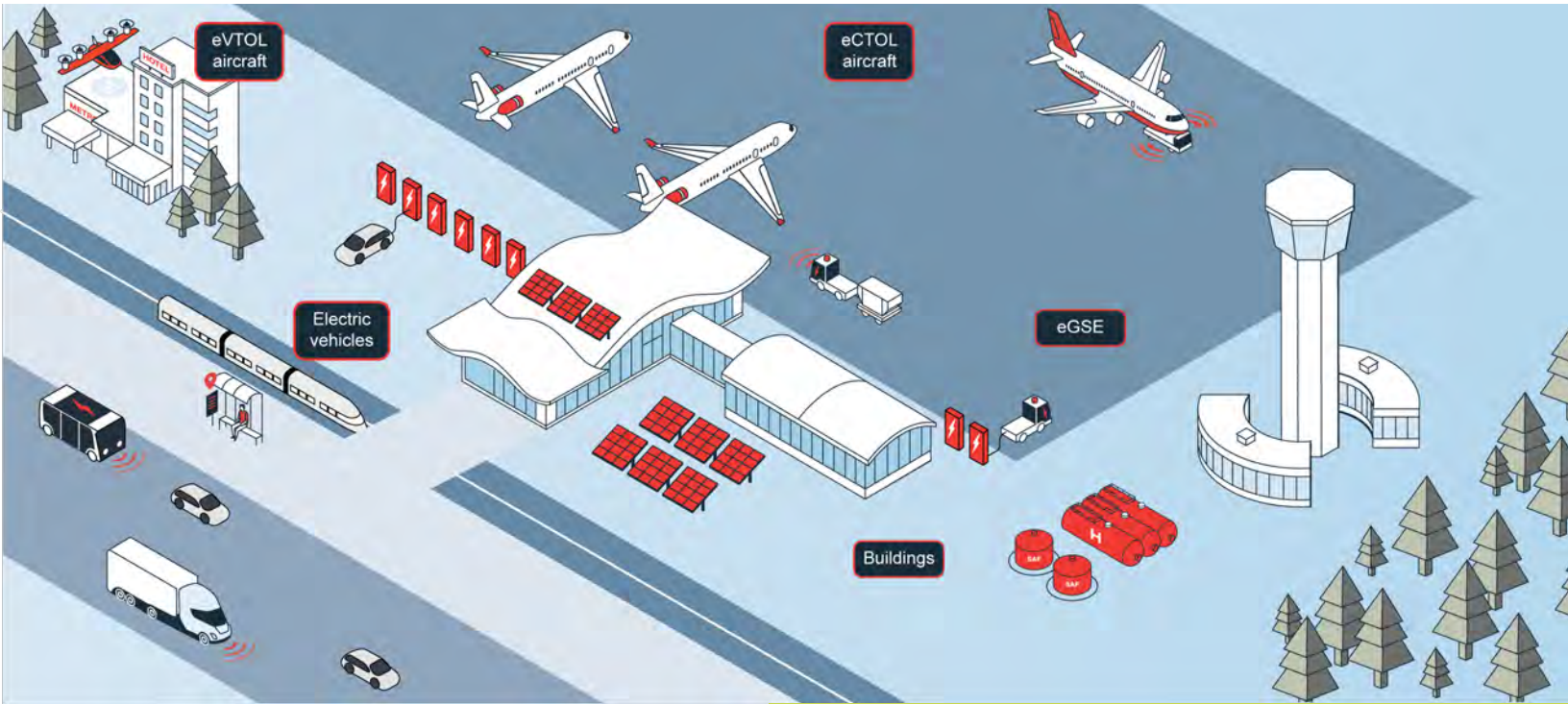


Foundation construction for the new US 50 traffic signal

Foundation Construction for the New US 50 (River Rd) Traffic Signal

TRANSPORTATION

OKI Takes First Step Toward Transforming Airports for Future of Air Mobility



In 2025, OKI partnered with six of the region's publicly owned general aviation (GA) airports to create an Advanced Air Mobility (AAM) Electrical Infrastructure Plan for each facility. These strategic plans offer a phased plan to electrify the airports by 2050 to support AAM.

Each plan analyzes existing conditions and anticipated energy demand across specific airport assets, such as landside vehicle electrification and anticipated airside AAM operations. Considerations include providing resilience through renewable energy and on-site storage, conducting detailed environmental assessments, and developing preliminary cost estimates and funding strategies.

The plans convert technical designs into actionable guidance for securing funding, getting regulatory approvals, and sequencing AAM infrastructure to prepare the OKY Region's airports for the future.

The Airports

- Butler County Regional Airport (HAO) - Hogan Field
- Clermont County Airport (I69)
- Cincinnati Municipal Airport (LUK) - Lunken Field
- Middletown Regional Airport (MWO) - Hook Field
- Miami University Airport (OXD)
- Warren County Airport (I68) – John Lane Field

TRANSPORTATION

Travel Demand and Mobile Source Emission

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 evaluating land use patterns, socioeconomic characteristics of the population and employment, and the composition and configuration of the transportation system.

The model forecasts roadway segment volumes and speeds as well as transit ridership across transit routes. It is continuously updated and enhanced to reflect changing conditions and improved methodologies, ensuring accuracy and relevance.

In 2025, OKI generated updated socio-economic (SE) data aligned with the refined Traffic Analysis Zone (TAZ) system. The new TAZ structure and SE data were tested and evaluated within the travel demand model to ensure consistency and performance.

The mode choice module is a key component of the travel demand model that predicts the travel mode selected for each trip. In 2025, this module was validated and calibrated using transit on-board survey data, improving

the model's representation of travel behavior.

During the year, OKI initiated development of a new computer program to generate the highway network using the open source OpenStreetMap (OSM) data. The highway network represents the roadway component of the transportation system and serves as a key input to the travel demand model. The new program automates the network development process and produces a more detailed and accurate representation of the region's roadway system.

EPA's Motor Vehicle Emission Simulator (MOVES) is an emission modeling system used to estimate mobile source emissions. In 2025, OKI adopted the latest version of EPA emission modeling system, the MOVES5, and updated the base vehicle age distribution data to meet the requirements for official SIP development and transportation conformity analysis.

Throughout 2025, OKI continued to support air quality analysis, certified traffic studies, and transportation planning initiatives for stakeholders.

TRANSPORTATION

OKI Continues to Collect Traffic and Travel Data for Transportation Planning

In 2025, OKI continued its commitment to collecting, compiling and analyzing traffic and travel pattern data in support of regional transportation planning efforts. The agency processed transit on-board survey data and re-estimated the trip weights by incorporating return trips, thereby expanding the survey sample.

OKI also continued its traffic count data collection program. Vehicle classification counts were collected at freeway and arterial locations during spring 2025, completing the 2024–2025 data collection cycle. These counts provide essential information for analyzing traffic volumes, vehicle composition, and roadway performance across the region.

In addition, the agency advanced its technical capabilities for processing and applying traffic and travel data. A new computer program was under development to expand traffic count data by integrating vehicle trajectory data with existing counts.

This program enables OKI to generate traffic volume estimates, as well as flexible speed and origin-destination (OD) data, using a combination of traditional traffic counts and vehicle trajectory information.

Traffic and travel pattern data are fundamental to developing accurate travel demand models, evaluating transportation system performance, managing congestion, and conducting comprehensive transportation planning studies.

These data provide a critical foundation for informed decision-making that enhances regional mobility, optimizes infrastructure investments, and supports sustainable transportation initiatives.



Installation of traffic counter on I-275

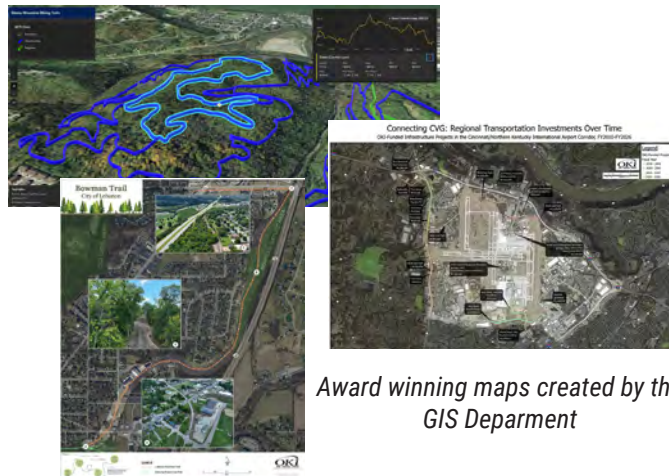
In collaboration with Kentucky Transportation Cabinet, OKI recently installed a Leetron traffic counter on I-275S in Kentucky just before the Combs Heil Bridge.

The new counter, which replaces the previous radar-based counter, uses video-based AI technology for more reliable and accurate data to be shared with KYTC and ODOT.

GIS Department Highlights Included Accolades, Work on Demographic Dashboard

Throughout 2025, the Geographic Information Systems (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.

The team celebrated significant recognition at the Kentucky Association of Mapping Professionals Conference, where OKI staff received four awards for excellence in geospatial projects. These honored projects included the Devou Park Mountain Bike Trails mapping application, Bowman Trail map, and Connecting CVG airport mapping. These accolades demonstrate the department's innovative approach to spatial analysis and community planning.



Award winning maps created by the GIS Department



The OKI Demographic Dashboard

A major milestone was the successful launch of the OKI Demographic Dashboard, a comprehensive tool designed to provide valuable insights into demographic trends and patterns across the region. This platform empowers planners and decision-makers with accessible, data-driven information for informed regional planning.

Embracing emerging technologies, the GIS team conducted a comprehensive artificial intelligence pilot program, testing multiple platforms including Claude, Gemini, Co-Pilot, and CustomGPT, for planning applications. This evaluation explored AI capabilities for meeting transcription, freight plan development, and application development support, positioning OKI at the forefront of AI integration in regional planning.

Building on existing geospatial capabilities, the department made significant strides in expanding its use of machine learning for feature extraction from aerial imagery. With particular focus on crosswalk identification, these advanced techniques continue to enrich the regional geodatabase with valuable infrastructure data extracted from updated imagery.

Demonstrating the broader impact of OKI's geospatial work, the department's flood inundation layers for the Ohio River are now being used and shared by the National Weather Service. This partnership extends the reach and utility of OKI-developed data to critical public safety applications across the region.

Maintaining the accuracy and currency of extensive GIS data holdings remained a top priority throughout the year. The team diligently updated and maintained numerous GIS layers, ensuring they accurately reflect the dynamic nature of the region and continue to serve as reliable resources for planning and analysis.

These accomplishments ensure that OKI remains 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.

OKI UAVs Capture High Resolution Images for Transportation, Environmental Planning



OKI's Unmanned Aerial Vehicle (UAV) program continued its operational excellence throughout 2025, supported by three FAA-certified UAV pilots and two visual observers. The program provided valuable, high-resolution imagery and video for transportation planning, environmental monitoring, and project documentation across the region.

Key activities this year included extensive documentation of major infrastructure projects, beginning with ongoing repairs to the Daniel Carter Beard Bridge (I-471) at the Ohio River in January. The UAV team captured critical imagery of Ohio River flooding at Sawyer Point Park in April and documented existing conditions at Longworth Hall prior to Brent Spence Companion Bridge construction in July.

Additional transportation projects included the widening of Fields Ertel Road and pre-construction documentation for the Dry Fork Road overpass at I-74 and the 4th Street Bridge connecting Covington and Newport. The program also supported active transportation initiatives, documenting construction progress on several trail projects: the bike/pedestrian trail at Glenwood Gardens/Winton Woods, the Bowman Trail in Lebanon (from construction through completion), and the Oxford Oasis Trail.

The team also captured video of the Sharon Woods Lake dredging and reconstruction project during multiple site visits in August and October. This diverse portfolio of aerial documentation provided valuable insights into project planning, public communications and regional stakeholders.