



Welcome!

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May 14, 2026



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Executive Committee Meeting

May 14, 2026

Wi-Fi: OKI Guest, Password is #R1verB0at (0 is a zero)



President's Report

Josh Gerth



Approval of April 9, 2026 Board of Director's Meeting Minutes

Seeking Motion to Approve



CEO Report

Mark Policinski



Shopping

Food

Music

Indiana's Canal Town

Visit

HISTORIC METAMORA











Finance Officer's Report

For 9 Months Ended March 31, 2026

May 14, 2026



Council Financing Activities

As of May 8, 2026

- Cash

\$ 854,300	in PNC Bank checking
\$ 4,000	in HSA/FSA checking

- Investments

\$1,060,300 in STAR Ohio money market mutual fund

As a result of cash flows, OKI has funds available for short term very liquid assets, and therefore, seeks to maximize interest rates rather than realize gains.

- Line of Credit – no recent activity

Balance Sheet

As of March 31, 2026

As of March 31, 2025

Total Assets

\$3,128,200

Current Assets 2,945,439
Net Property & Equipment 182,761

Total Assets

\$3,717,600

Current Assets 3,583,041
Net Property & Equipment 134,559

FY2026 vs. FY2025

- Cash and Investments increased \$ 122,771
- Accounts Receivable decreased \$ (747,102)

Total Liabilities and Fund Balance

\$3,128,200

Current Liabilities 1,285,300
Noncurrent Liabilities 227,489
Fund Balance 1,615,411

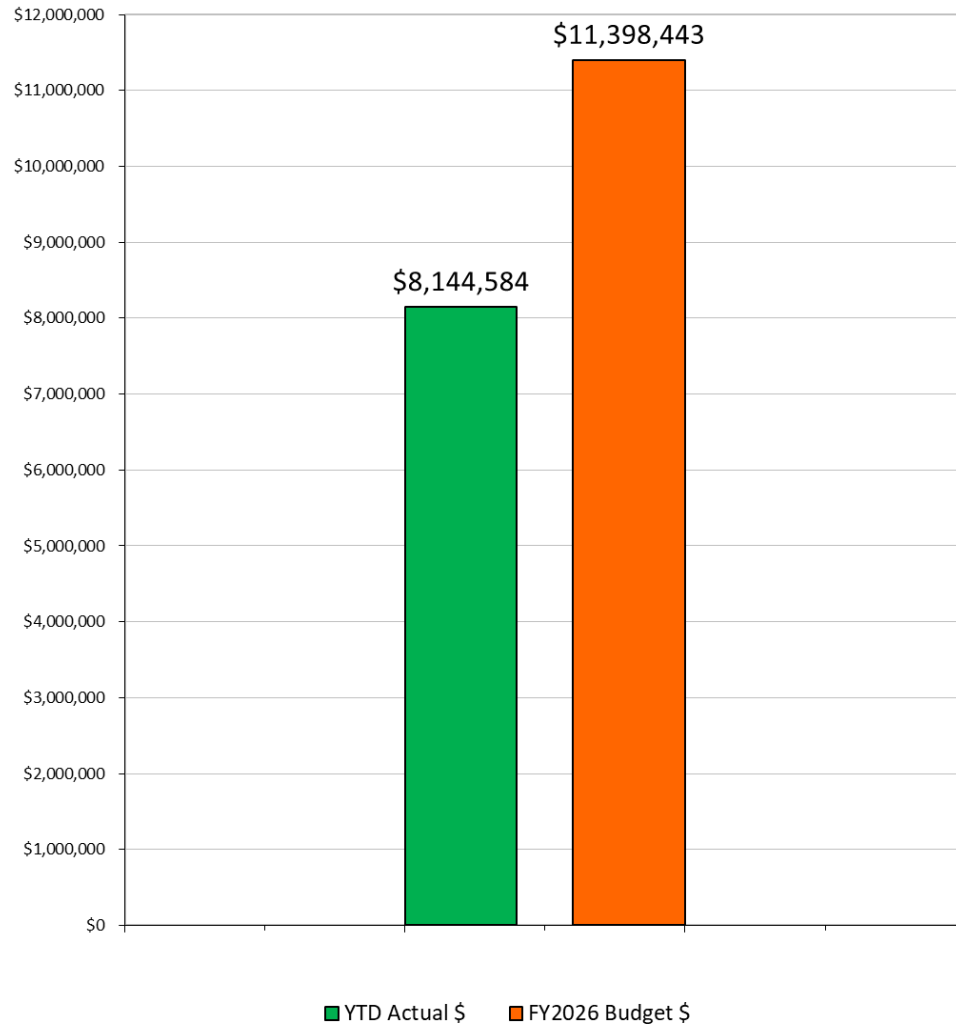
Total Liabilities and Fund Balance

\$3,717,600

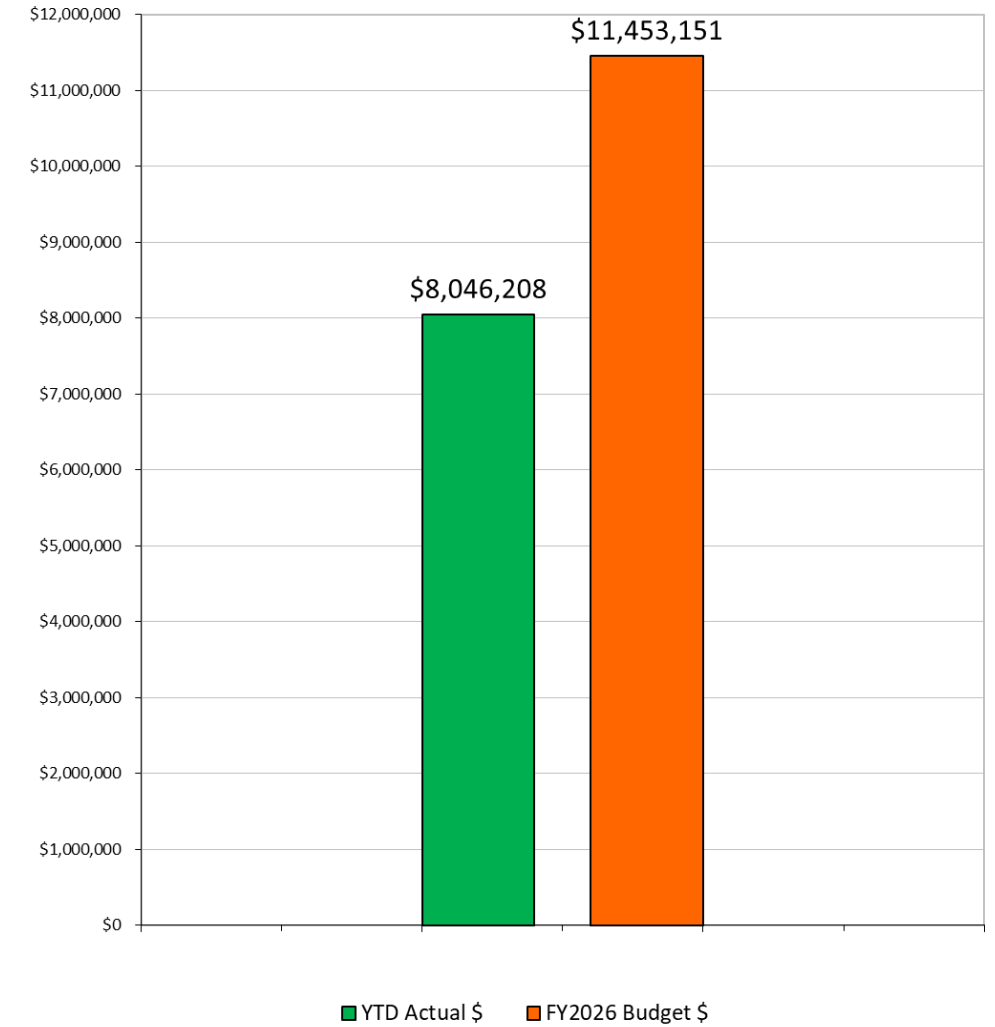
Current Liabilities 1,910,981
Noncurrent Liabilities 222,726
Fund Balance 1,583,893

- Accounts Payable decreased \$ (706,492)
- Deferred Revenues increased \$ 72,224

Revenues through March 31, 2026

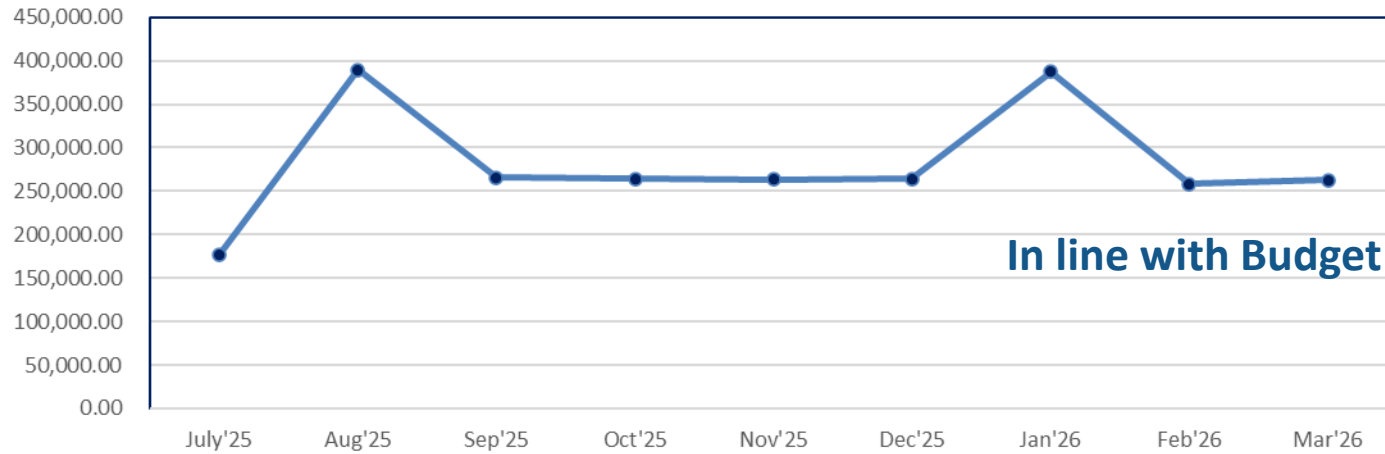


Expenses through March 31, 2026



*FY26 Budget estimates \$54,708 of surplus will be used to cover FY26 activities

Salaries through March 31, 2026



FY26 Budget - Salaries

\$3,489,879

YTD Salaries

\$2,532,177

73% Expended

FY26 Budget - Fringe Benefits

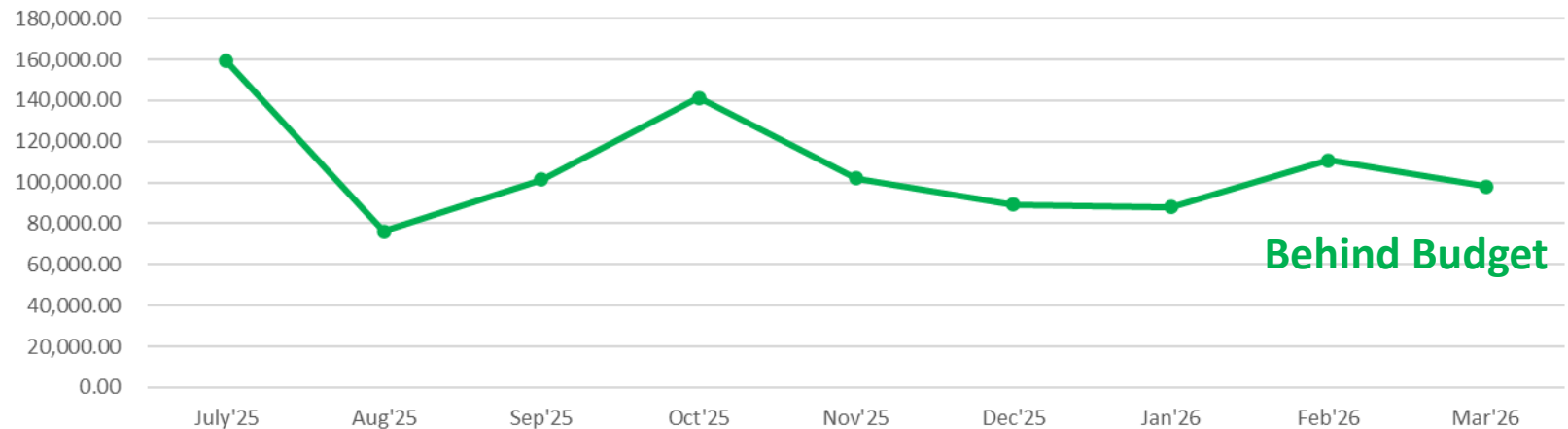
\$1,494,143

YTD Fringe Benefits

\$966,306

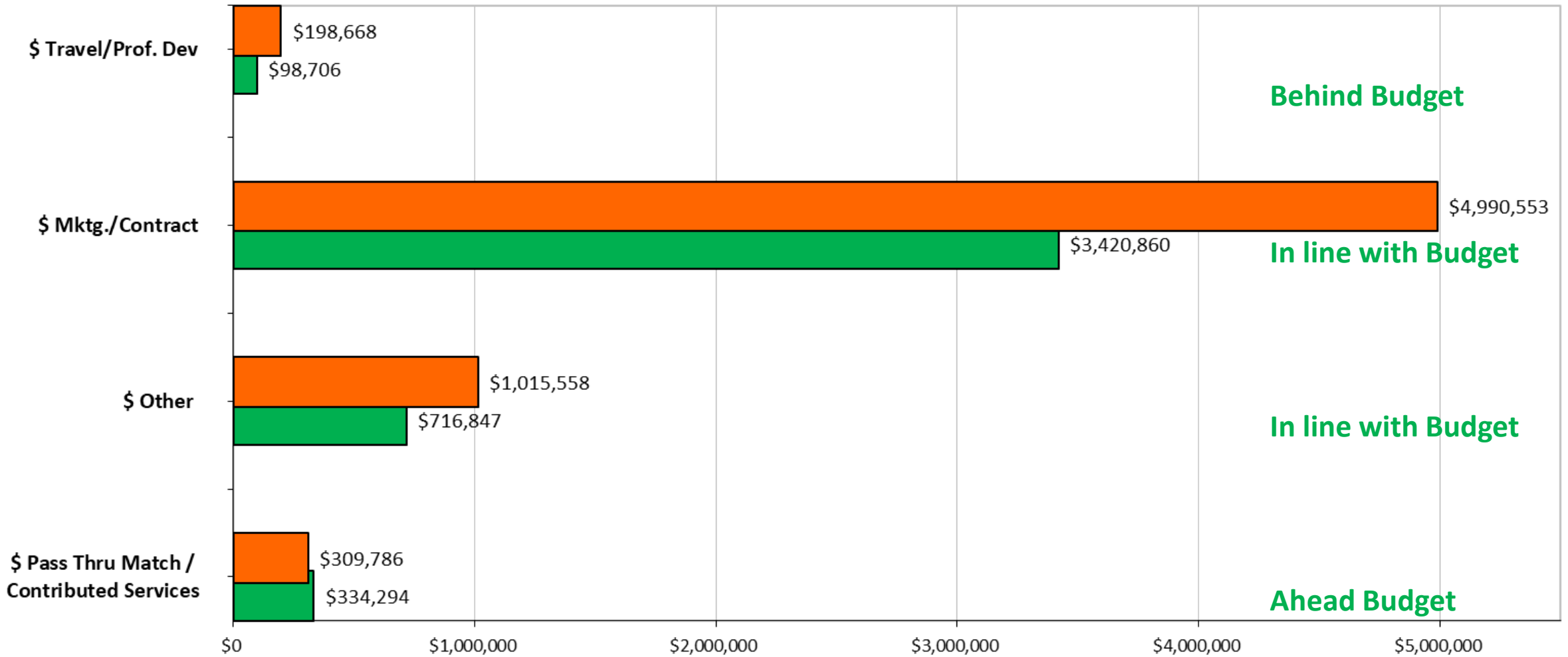
65% Expended

Fringe Benefits through March 31, 2026



Expenses through March 31, 2026

■ FY2026 Budget \$ ■ YTD Actual \$



Change in General Fund Balance

Timing Differences

County Funding	\$179,200
Negotiated Fringe and Indirect Rates	(\$174,900)

FY2026 Year to Date Operations	94,100
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Year to Date 9 Month Change	98,400
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Questions or Comments

Feel free to contact:



Katie Hannum

Director of Finance

khannum@oki.org

(513) 619-7671

Item #2: Bicycle and Pedestrian Safety Update

For Information Only

Presented by: Dr. Elizabeth Niese



Bicycle and Pedestrian Safety Update

Elizabeth Niese, PhD

May 2026

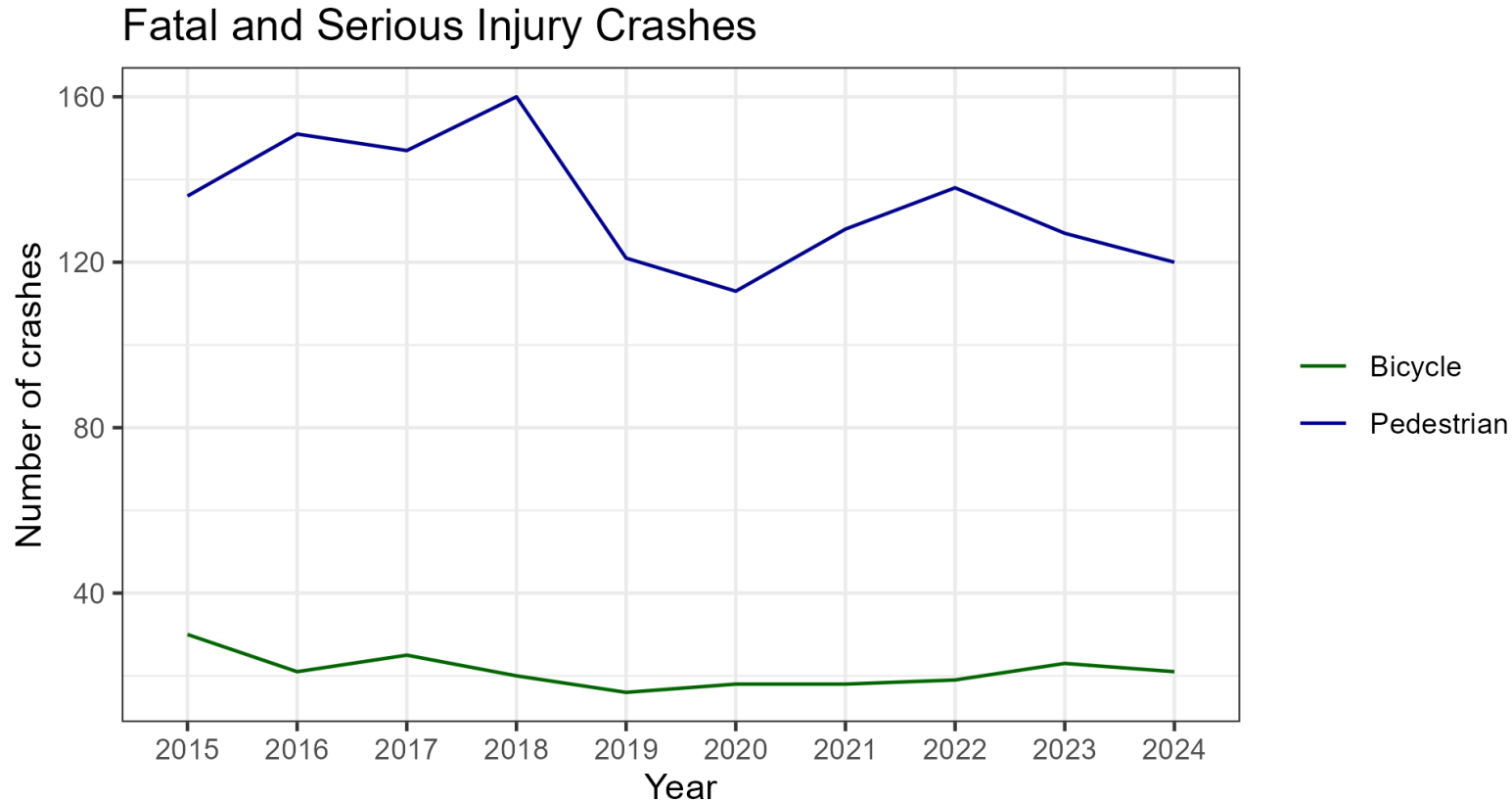


Safety



- Cyclists and pedestrians are among the road users most vulnerable to fatal and serious injury in a motor vehicle crash.
- Nearly 20% of all crashes involving a motor vehicle and a cyclist or pedestrian result in fatal or serious injury to the non-motorist.
- Bicycle and pedestrian involved crashes are 12% of all fatal or serious injury crashes but are less than 2% of all crashes annually.

Trends



Over 10 years, trends for both cyclists and pedestrians have been improving slightly.

Preliminary 2025 data shows an increase in fatal and serious injury crashes for cyclists and pedestrians.

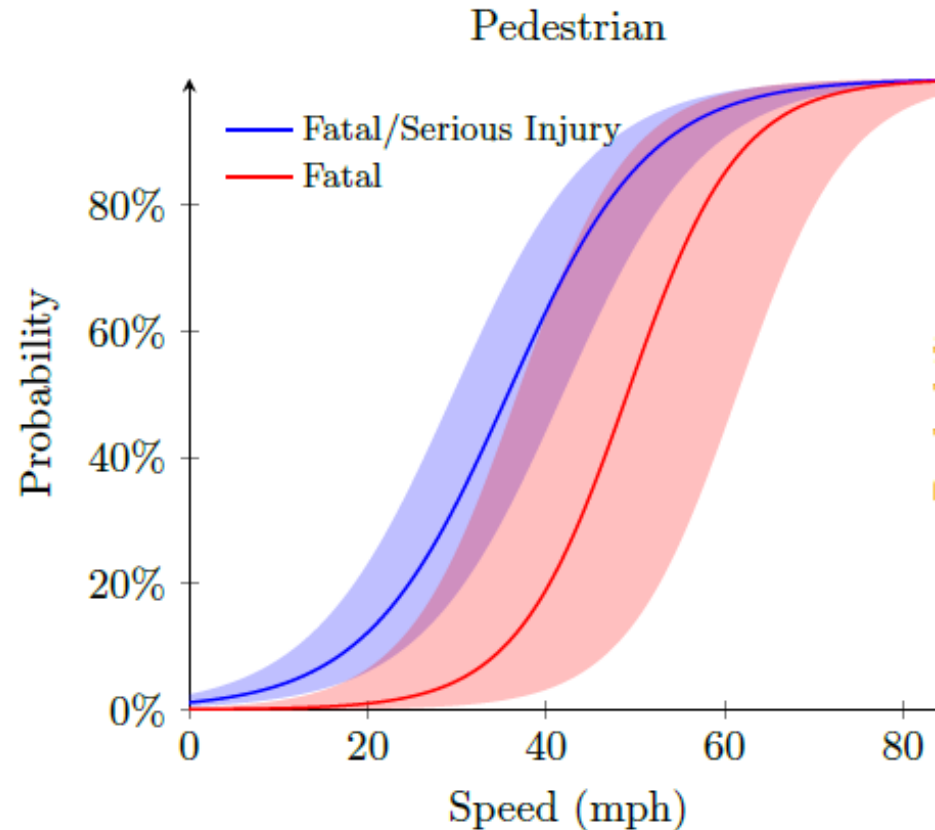
Contributing Factors

- Vehicle speed – Outcomes are worst on arterial roadways, in large part due to speed.
- Lighting – More lighting reduces the chance that a crash with a cyclist/pedestrian will be fatal or serious.
- Traffic volume – Both the quantity of cyclists/pedestrians and motor vehicles impact the frequency of crashes.



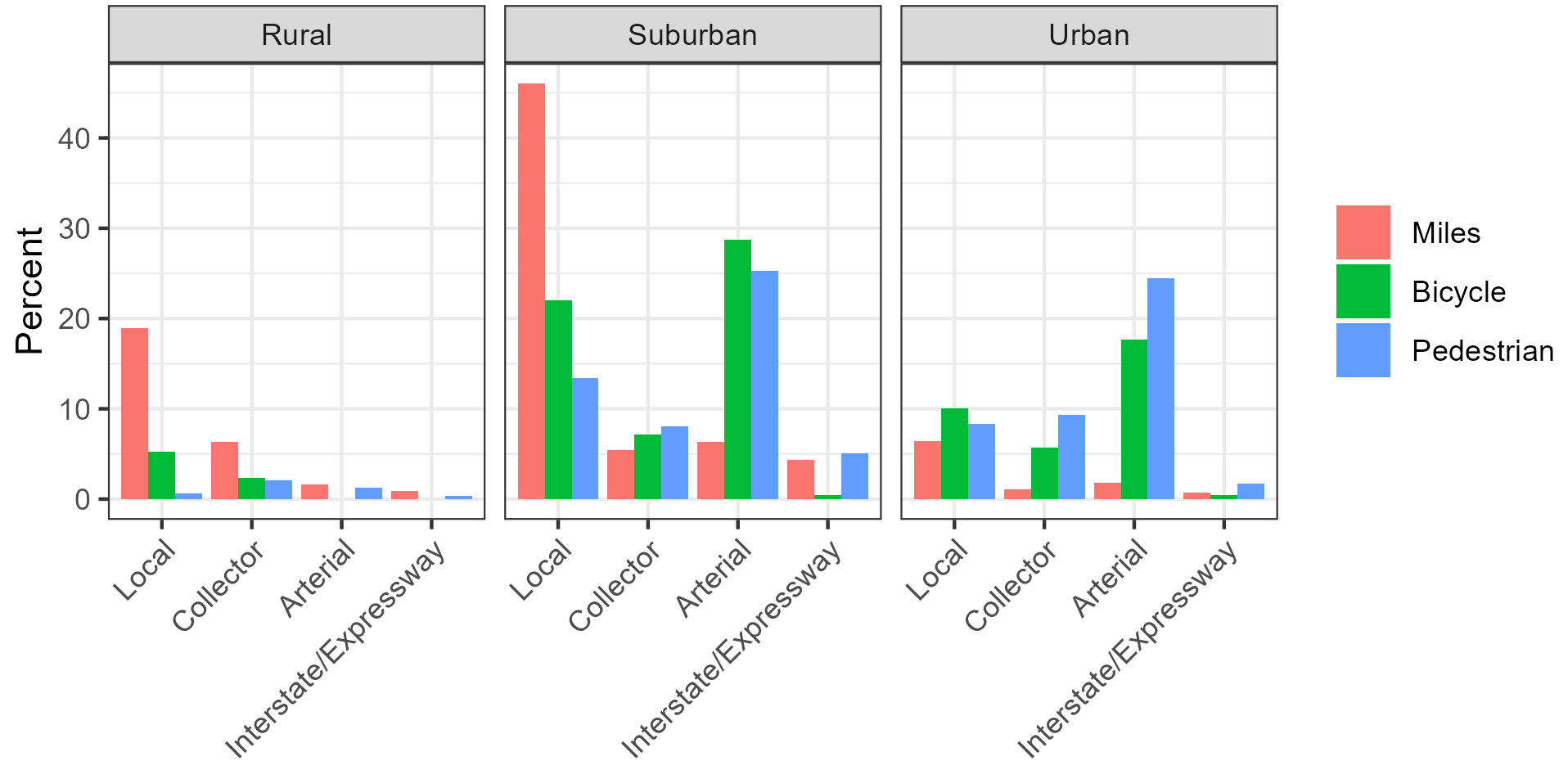
Speed

- The speed of a motor vehicle has a significant effect on the outcome of pedestrian-involved crashes.
- Both bicycle and vehicle speed influence outcomes for bicycle-involved crashes.
- Even at vehicle speeds of 25 mph, a pedestrian has a 1 in 5 chance of fatal or serious injury. This rises to 4 in 5 at vehicle speeds of 40 mph.

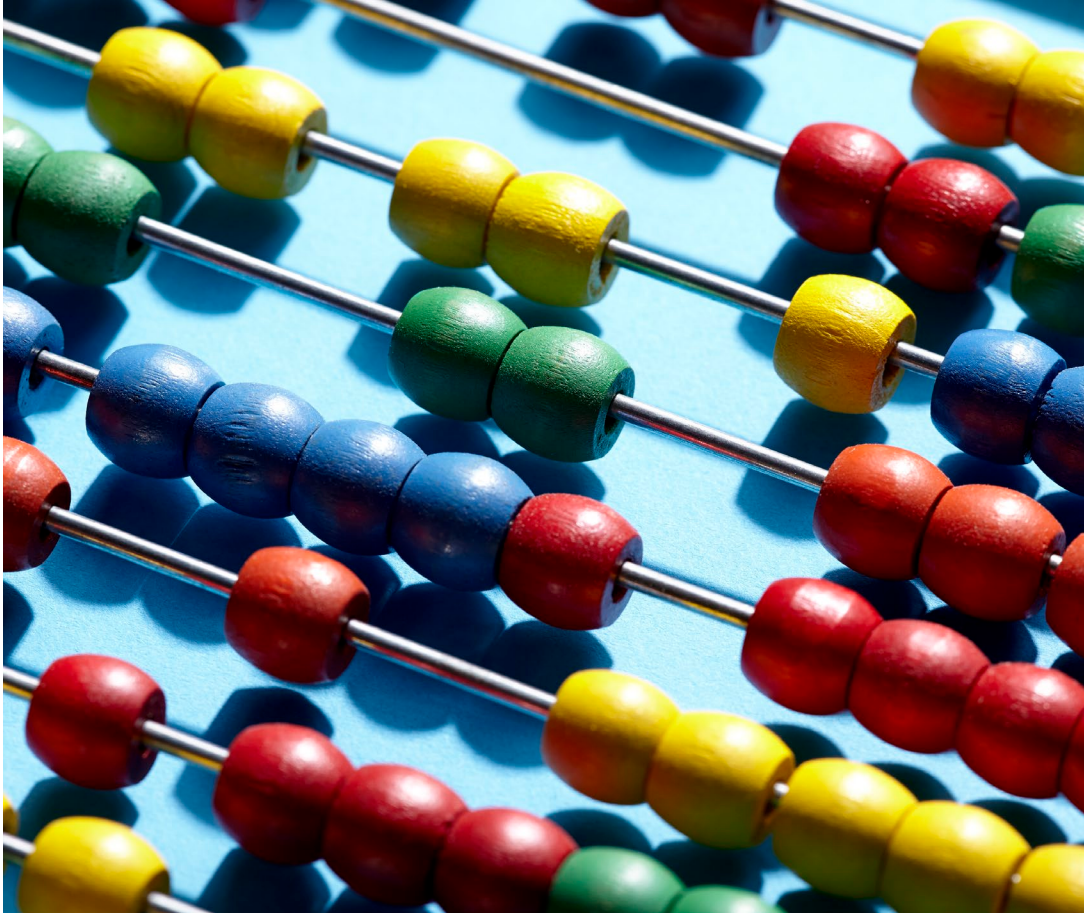


Roadway type

FSI Crashes by Functional Class and Density



Volume



One of the challenges in conducting safety analysis for bicyclists, pedestrians, and other vulnerable road users is the limited data on how many there are on a given roadway.

Without volume data it is impossible to use traditional safety metrics like crash rates or excess expected crashes.

Multimodal Count Program Update

- \$124,000 ODOT funding for 10 multimodal video AI counters
- Counters in Butler, Clermont, Hamilton, and Warren counties
- Locations chosen by usage patterns, safety concerns, proximity to zero car households, and roadway type.
- Long-term goals: Develop expansion factors for short-term counts and create a model for bicycle and pedestrian volumes across the region.



Community Walksheds



Building a comprehensive GIS pedestrian network for the region



Partners: Cincinnati Public Schools, the City of Cincinnati's Office of Innovation and Department of Transportation, Cincinnati Parks, OKI Regional Council of Governments, Tri-State Trails, Green Umbrella, and the University of Cincinnati



Once an area is complete, can be combined with safety data, sidewalk condition, and neighborhood input to identify missing or unsafe pedestrian infrastructure. Initial focus on K-12 routes to school.

Questions?



Elizabeth Niese, PhD

Senior Data Analyst

eniese@oki.org

Item #3: SFY 2027 Ohio Water Quality Areawide Funding Agreement TIPBUD

OKI Resolution 2026-12

Presented by: David Rutter, OKI



Item #4: SFY 2027 Ohio Water Quality Areawide Funding Agreement 604(b)

OKI Resolution 2026-13

Presented by: David Rutter, OKI



Item #5: Resolution Authorizing the Marketing Campaign for the Regional Clean Air Program

OKI Resolution 2026-14

Presented by: Jenny Newcomb



Item #6: Resolution Authorizing the Marketing Campaign for the Regional RideShare Program

OKI Resolution 2026-15

Presented by: Jenny Newcomb



Item #7: ICC Report

For Information Only

Presented by: Andy Reser, OKI



Item #8: Amendment 8 to the OKI FY 2026-2029 Transportation Improvement Program

OKI Resolution 2026-16

Presented by: Andy Reser, OKI



FY26-29 TIP Amendment 8

- 6 Highway Projects, 3 Transit Projects
- Revise DD funding and add Construction phase for I-75/Milliken Road Interchange (PID 113647). Funding from Ohio TRAC
- Revise RW funding and add Construction for the I-75 BSB Phase2 (PID 113361) project.
- Add Debt Service Repayments to Phase 8D of I-75 MCE (PID 121447). Ensuring sufficient funding is available for bond repayment.
- Removes DD and RW phases and moves remaining OKI-CRP funds to Construction for Cincinnati OTR EV Charging project (PID 122817)
- Revises Bond funding for I-75 storm sewer trunk line (PID 122902)
- Adds a Dearborn County Bridge Replacement project on Lower Dillsboro Road (PID 2501445)
- Revises funding for Clermont Transit operating (PID 123186)
- SORTA – revises funding for paratransit bus replacement (PID 118383) and adds security project for camera upgrades (PID 126429)

Item #9: Other Business
Item #10: Adjournment

Next meeting: June 11 – Board of Directors Meeting, 10:30 a.m.



Reminder: June 5, Friday – 4:00 PM

**Funding Applications for Projects in OH & KY
due for STBG/SNK/CMAQ/TA**

**Applications found on
<https://www.oki.org/funding/stbg-cmaq-snk-ta/>**

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