City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Climate, City Services & Infrastructure

Chairperson Meeka Owens
Vice Chair Ryan James
Councilmember Mark Jeffreys
Councilmember Seth Walsh

Tuesday, June 9, 2026 **10:00 AM** **Council Chambers, Room 300**

PRESENTATIONS

BRENT SPENCE BRIDGE UPDATE

Bryan Williams & Tommy Arnold

ENERGY BENCHMARKING & BUILDING PERFORMANCE STANDARDS UPDATE

Director - Ollie Kroner - Office of Environment & Sustainability

Dr. Amanda Webb - University of Cincinnati

AGENDA

PRESENTATIONS

1. 202601976 **PRESENTATION** submitted by Sheryl M. M. Long, City Manager, dated 6/9/2026, regarding Brent Spence Bridge Corridor Update.

Sponsors: City Manager

Attachments: Transmittal
Presentation

2. 202601951 **PRESENTATION** submitted by Sheryl M. M. Long, City Manager, dated 6/9/2026, regarding Building Energy Policy: Stakeholder Working Group Results and Key Takeaways.

Sponsors: City Manager

Attachments: Transmittal
Presentation

MOTION

3. 202601467 **MOTION**, submitted by Councilmembers Cramerding, Jeffreys and Albi, **WE MOVE** that the Administration work with the Department of Transportation and Engineering, CPD, ODOT, and other appropriate agencies and jurisdictions to identify and implement temporary measures to mitigate traffic delays due to the construction on the Brent Spence Bridge. **WE FURTHER MOVE** that the Administration provides regular updates on such mitigation efforts, their success or need for adjustments, planned additional mitigation efforts, and any funding needs to implement these efforts on a rolling basis until the construction is completed.

Sponsors: Cramerding, Jeffreys and Albi

Attachments: MOTION

REPORTS

4. 202601935 **REPORT** dated 6/9/2026, submitted by Sheryl M. M. Long, City Manager, regarding a summary of community feedback on energy performance in large buildings. (Reference Document # 202501915)

Sponsors: City Manager

Attachments: Report

5. 202601755 **REPORT**, dated 6/3/2026, submitted Sheryl M. M. Long, City Manager, regarding Parking Payment Infrastructure. (Reference Document # 202601065)

Sponsors: City Manager

Attachments: Report

ADJOURNMENT

city of CINCINNATI
Interdepartment Correspondence Sheet

Date: June 9, 2026

To: Members of the Climate, City Service & Infrastructure Committee

From: Sheryl M. M. Long, City Manager

Subject: Presentation – Brent Spence Bridge Corridor Update

202601976

Attached is the presentation for Brent Spence Bridge Corridor Update for the Climate, City Service & Infrastructure Committee.

cc: Greg Long, Interim Director
Department of Transportation and Engineering

BRENT SPENCE BRIDGE CORRIDOR

Cincinnati City Council: Climate, City Services, and Infrastructure Committee

June 9, 2026

Department of Transportation

INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.

brentspencebridgecorridor.com

TEAM KENTUCKY TRANSPORTATION CABINET

AGENDA

- Background & Project Overview
- Planning Ahead for Community Travel
- Work in Progress
- Upcoming Travel Impacts (Next 3 months)
- Project Communications Tools & Resources

BRENT SPENCE
BRIDGE CORRIDOR

BACKGROUND & PROJECT OVERVIEW

BACKGROUND

- The Brent Spence Bridge Corridor Project represents one of the nation's most significant transportation transformations
- An estimated $1 billion dollars of freight passes through this corridor daily
- As of 2023, CVG is the 6th largest cargo airport in North America and the 12th in the world with a $10.5 Billion annual economic impact (2025)
- The Project will:
  - Address one of the most severe traffic bottlenecks in the country
  - Reshape how Ohio and Kentucky move, connect and grow

PROJECT OVERVIEW

2.25 miles

Kentucky +
Companion Bridge + Ohio

90+ firms

Design, Construction &
Utility Work

2026-2033

Current Phase Construction
Timeline

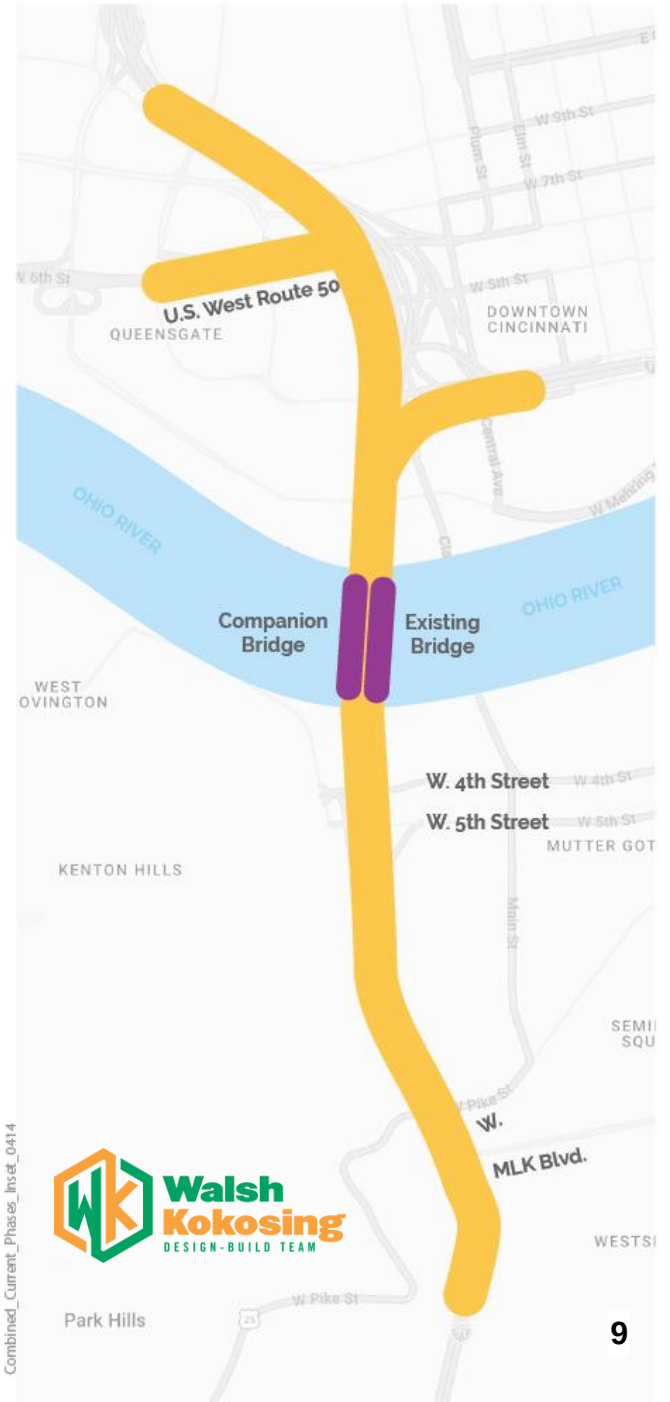
$4.05B

Cost of First Construction
Phase

PROJECT OVERVIEW

New Companion Bridge and One Mile of Approaches

- Two-tier, independent deck cable-stayed bridge carrying five lanes of northbound (upper level) and southbound (lower level) interstate traffic
  - Existing Brent Spence Bridge will carry local traffic
- One-mile approach to the new bridge in Ohio and in Kentucky
- Constructing a C-D roadway system between West 12th Street/Martin Luther King (MLK) Jr. Boulevard in Kentucky to Linn Street in Ohio
- Extending frontage roads connecting Pike Street to West 4th Street and West 5th in Kentucky
- New pedestrian and bicycle paths and aesthetic improvements for walkable, urban connectivity



6th STREET BRIDGE LOOKING EAST (DAY)

6th STREET BRIDGE LOOKING EAST (NIGHT)

BRENT SPENCE
BRIDGE CORRIDOR

PLANNING AHEAD FOR COMMUNITY TRAVEL

PROACTIVE PLANNING

Using Engineering to Mitigate Impacts

- Applying unprecedented predictive modeling to understand work zones and traffic patterns.
- Using traffic analysis tools to design project, adjust lane configurations and update signal timing to accommodate volume.
- Designing nearly every phase of the project with at least two NB and two SB ramps in and out of the city.
- Implementing spot capacity improvements in adjacent areas to accommodate diverting traffic

PROACTIVE PLANNING

Processes in Place to Support Travel

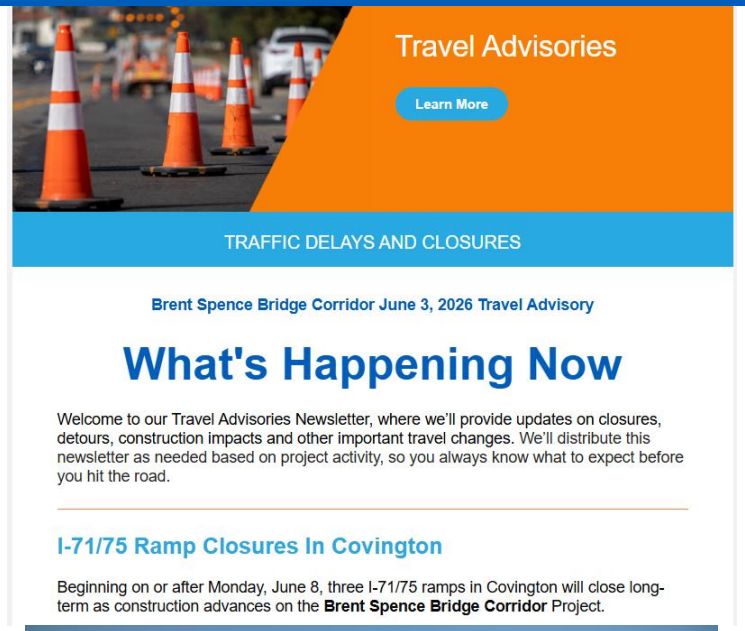
- Robust plan for signage to raise awareness of alternate routes for regional travel to avoid construction area, including CVG freight
- Monitors for traffic conditions, to identify areas that need adjustments
- Quick clear processes available in the area to remove crashes quickly
- Drone docks on the roof of Longworth Hall to assist with traffic surveillance
- Policies restricting short-term lane closures to low-volume times and prohibiting them during major events

PROACTIVE PLANNING

Resources Built for Our Community

- Website: features travel impacts and real-time resources for drivers
- Enewsletter: updates about the work, employment opportunities and stories of the people behind the project
- Detour tools: video detour drive throughs, animated PDFs and simplified digital maps
- GPS: coordination with Google, WAZE, and DriveWyze, the freight-focused GPS system

All major travel impacts are communicated between 14 and 30 days before the closure via the local media, travel eblasts, text alerts and social media



PROACTIVE PLANNING

Collaboration with Key Groups

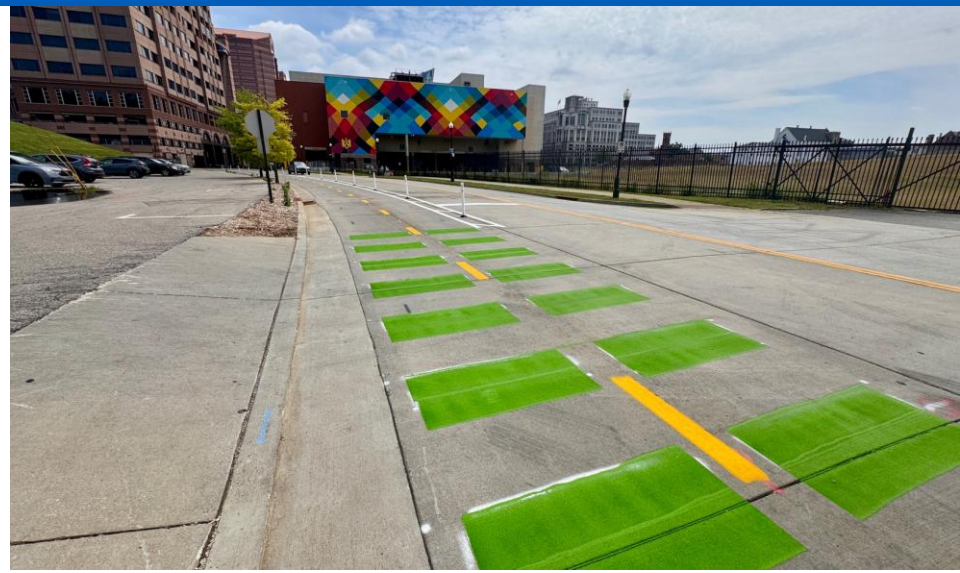
- City DOTE: work together to build detours, discuss areas of concern, review special events and more
- Stakeholders: meetings with sports, arts, entertainment and event planners bringing big crowds downtown, neighborhood councils, local businesses
- First Responders & Transit: regular meetings to discuss closures, detour routes and provide resources

BRENT SPENCE
BRIDGE CORRIDOR

WORK IN PROGRESS

KENTUCKY

- Third Street and Crescent Avenue waterline and sanitary sewer relocation
- Crescent Avenue between Western Avenue and 4th Street waterline replacement
- Kentucky Riverwalk detour
- 3rd Street closure: joint utility trench relocation
- Willow Run sewer lining
- Duke Energy transmission line
- 9th Street closure
- MLK/Pike/12th Street NB & SB ramp closures



KENTUCKY

May 1:

1. 9th St. under I-71/75,
   (duration of project)

On or After June 8:

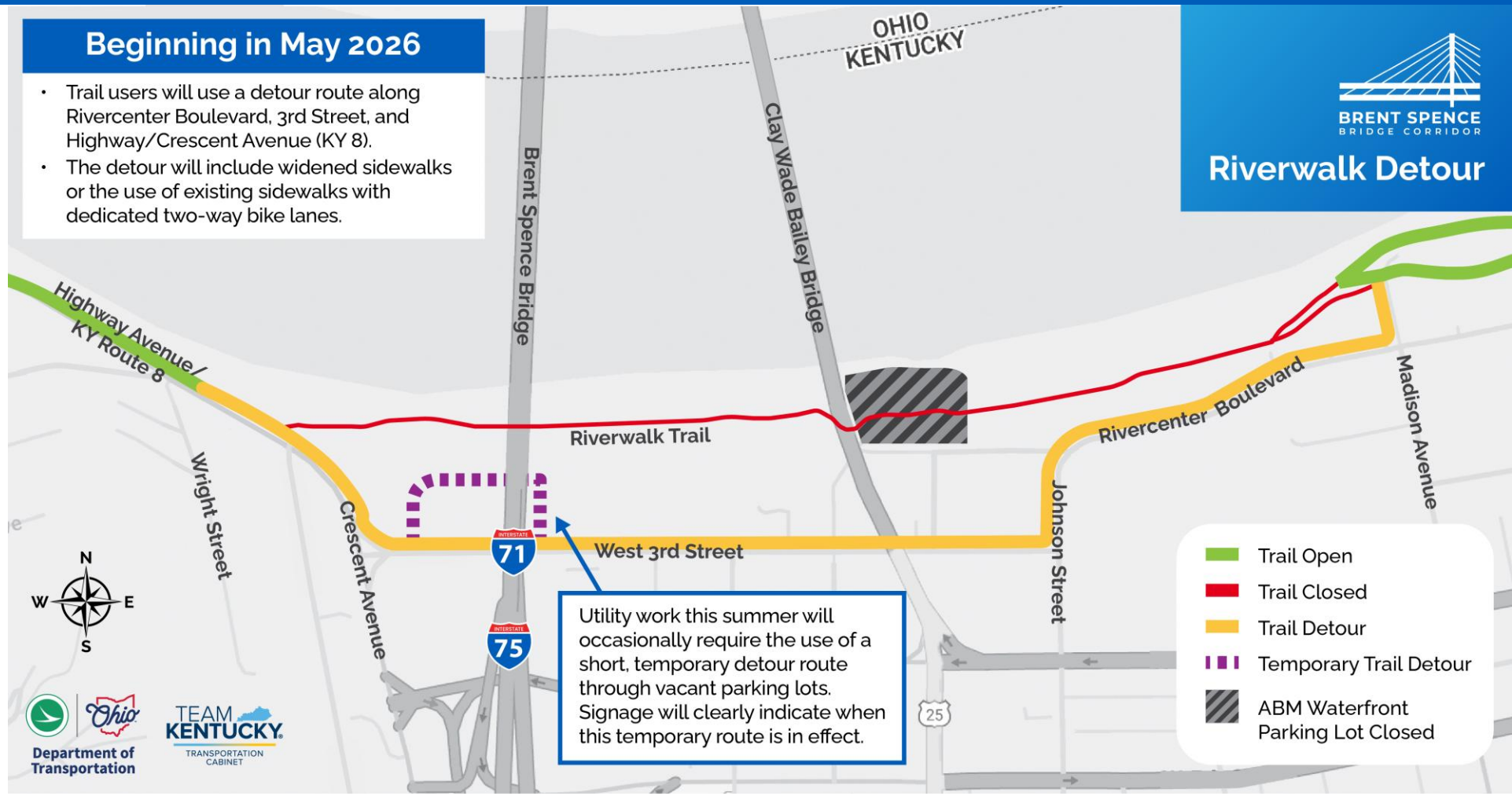
2. NB exit from I-71/75 to MLK/Pike
   (reopens summer 2027)
3. SB MLK entrance ramp to I-71/75
   (reopens late Oct.)
4. 12th St. at Bullock Ave.
   (duration of project)
   Note: Simon Kenton Way (C) reverts to two-way operation on the day Bullock closes
5. MLK Jr. Blvd. under I-71/75
   (reopens summer 2027)
6. Bullock Ave. from Pike St. to MLK Jr. Blvd
   (reopens late Oct.)

On or After June 15:

7. EB 5th St. under I-71/75 (permanent)

KENTUCKY

- 5th St. pedestrian bridge closed
- Riverwalk Trail detour in place



OHIO

- Longworth Hall partial demolition
- West 3rd Street and Clay Wade Bailey Bridge utility joint trench relocating
- 42-inch water main relocation
- Separate Metropolitan Sewer District Project at Freeman Avenue

OHIO – DISTRICT 8

Linn Street Overpass Replacement

- Replace the Linn Street overpass in coordination with the City's State to Central Complete Street project
- Reconstruct Court Street
- Reconstruct Winchell Avenue including a retaining wall and pedestrian bridge

THE GREAT LAKES CONSTRUCTION CO.

OHIO – DISTRICT 8

Linn Street Bridge Closures

- Linn Street
- Gest Street between Freeman Avenue and West 7th Street/West 8th Street
- Western Avenue ramp to I-75 south
- Northbound I-75 exit to Winchell Avenue (Ezzard Charles Exit)
- 9th Street entrance ramp to Northbound I-75

BRENT SPENCE
BRIDGE CORRIDOR

UPCOMING TRAVEL IMPACTS

3-MONTH IMPACTS: KENTUCKY

Key:

1. 9th St. under I-71/75
2. NB exit from I-71/75 to MLK/Pike
3. SB MLK entrance ramp to I-71/75
4. 12th St. at Bullock Ave.
5. MLK Jr. Blvd. under I-71/75
6. Bullock Ave. from Pike St. to MLK Jr. Blvd

A. *Simon Kenton Way reverts to two-way operation on the day Bullock (6) closes*

On or After June 15:

7. EB 5th St. under I-71/75 (permanent)

Late Fall:

- 4th St. Ramp to I-71/75 NB opens
- Texas Turnaround closes

3-MONTH IMPACTS: OHIO

City Street Closures (short-term):

- Mid-July: West 3rd Street
- Early August: Central Ave, right after 3rd Street reopens

Ramp Closures:

- 2nd Street
- Gest Street from U.S. 50

3-MONTH IMPACTS: OHIO

Current closures:

1. Western Ave. at Gest St. MSD project; ramp to I-75 SB closed (permanent)
2. Linn St. bridge closed by ODOT, separate project of BSBC (early 2028)
3. 9th St. ramp to I-75 NB (Winchell Ave. to Ezzard Charles Dr.) closed (spring 2027)
4. I-75 NB ramp to Ezzard Charles Dr. closed (2029)

Upcoming closures:

5. Gest St. closed (late 2029)
6. US 50 WB ramp to Gest St. closed (permanent)
7. US 50 EB to I-75 SB ramp to 2nd St. closed (permanent)
8. I-71 NB ramp to 2nd St. closed (2028)

3-MONTH IMPACTS: OHIO

Current Parking Area Work:

1. Lot 1
2. Lot under 2nd St
3. Lot A (south)

Future Closures:

- John's St. Parking – Summer 2026
- Lot 1U - 2027
- Central Ave. Lot - 2030
- McFarland St. Lot - 2030

BRENT SPENCE
BRIDGE CORRIDOR

PROJECT COMMUNICATIONS

PUBLIC NOTIFICATION

- Website – construction updates and travel advisory page
- Social Media – X, Facebook, LinkedIn, Instagram, Threads
- Travel Advisory Eblast – Email sign-up
- Text Messaging Push Notifications
- Media Travel Advisories – interstate closures and major traffic pattern changes

BRENT SPENCE BRIDGE CORRIDOR

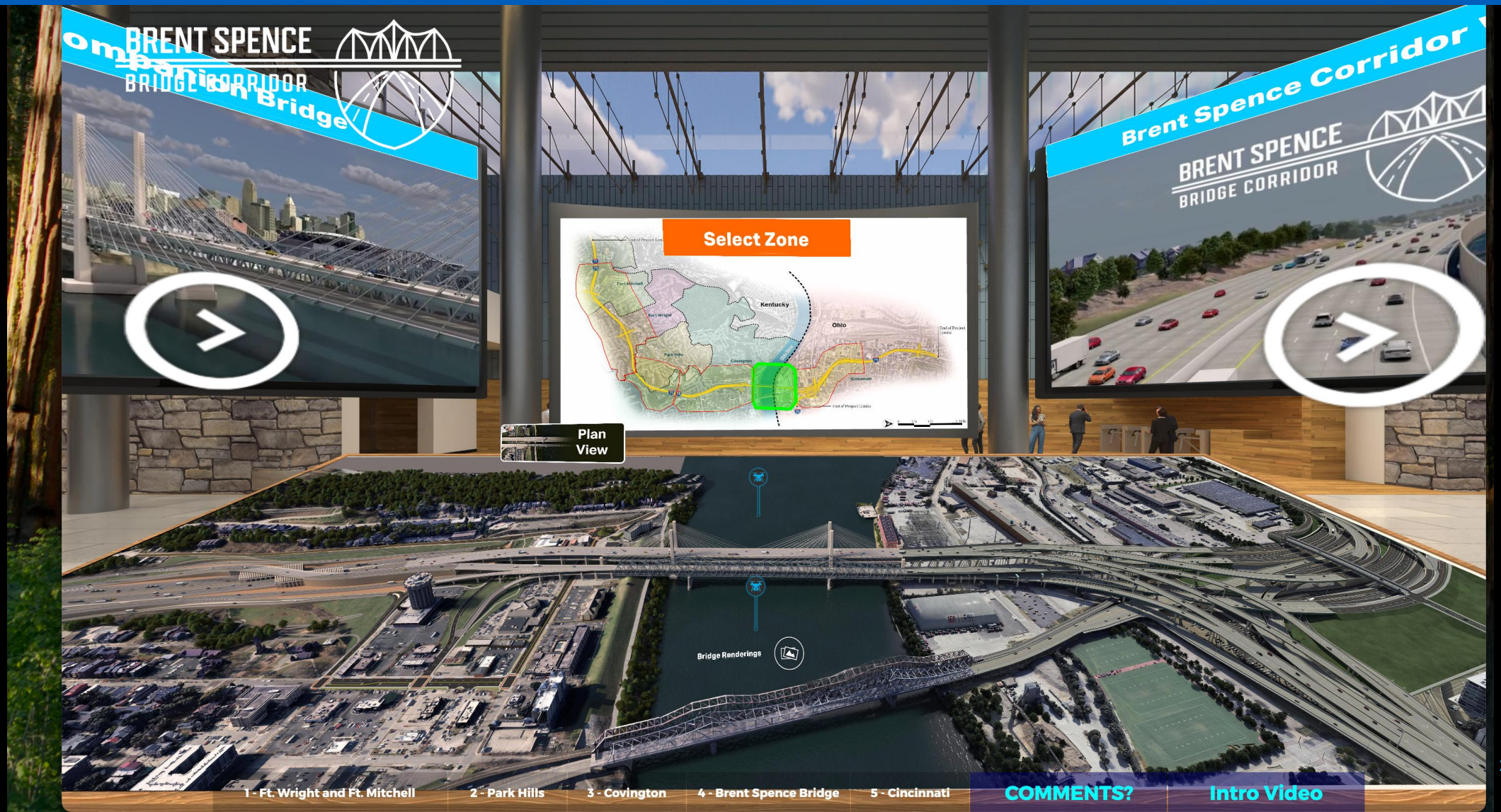
Brent Spence Bridge Corridor
May 7 ·

The latest **Brent Spence Bridge Corridor** Project newsletter has been published!

✅ DEMOLITION OF LINN STREET BRIDGE COMPLETE
✅ "SAFE ACTIONS SAVE LIVES"
✅ RIVERWALK DETOUR IN COVINGTON TO BEGIN
✅ TRAFFIC IMPACTS ON 9TH STREET IN COVINGTON
✅ CONSTRUCTION TEAM STARTING STRONG
✅ WORKERS NEEDED: LEARN MORE AT INFORMATION SESSIONS

Follow this link to read the latest issue and subscribe:
https://brentspencebridgecorridor.com/news-updates/newsletters/

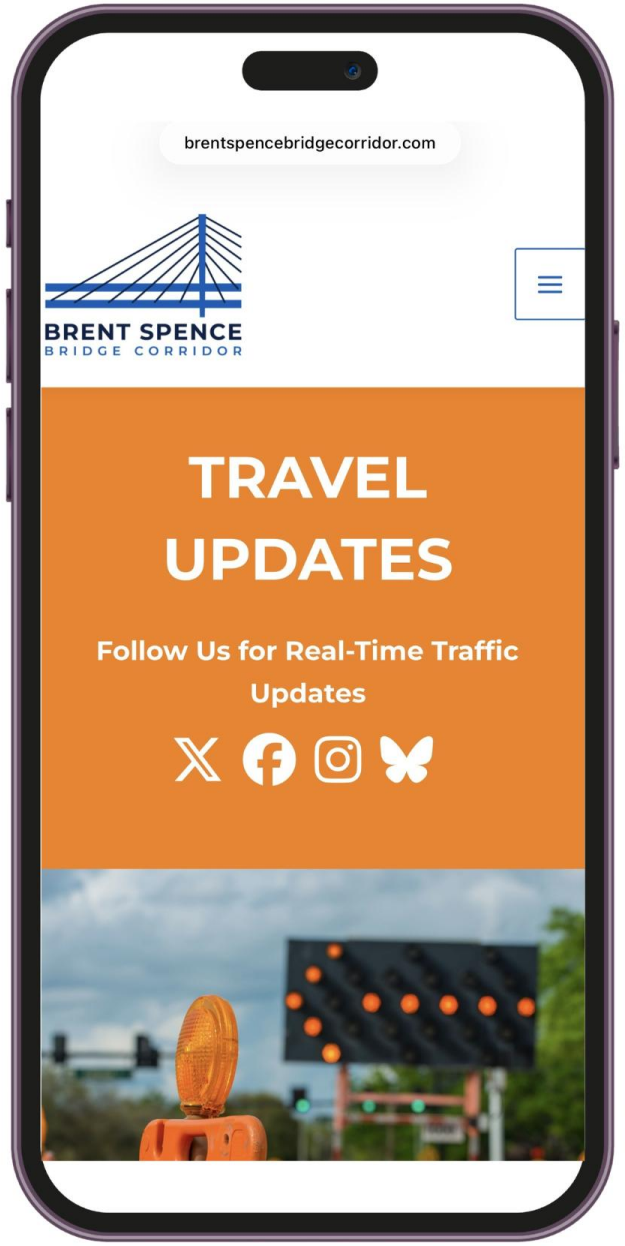
VIRTUAL ROOM



SPREAD THE WORD

- Encourage downtown commuters to drive safely through our work zones
- Help us reinforce the positive long-term improvements coming to our region
- Follow, share and comments on social media posts from our accounts
- Post digital signage, materials or host a display at your location within the central business district

Give us your ideas for how we can support your employees, customers and partners traveling to and from downtown.



BRENT SPENCE
BRIDGE CORRIDOR

THANK YOU!

Ohio Department of Transportation

INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.

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TEAM KENTUCKY
TRANSPORTATION CABINET

city of CINCINNATI
Interdepartment Correspondence Sheet

June 9, 2026

To: Members of the Climate, City Services & Infrastructure Committee

From: Sheryl M. M. Long, City Manager

Subject: **Presentation – Energy Policy: Stakeholder Working Group Results and Key Takeaways**

Attached is the presentation regarding Energy Policy: Stakeholder Working Group Results and Key Takeaways.

Cc: Oliver Kroner, Environment and Sustainability Director

Building Energy Policy: Stakeholder Working Group Results and Key Takeaways

Presentation for Climate, City Services, & Infrastructure Committee
6.9.2026

Green Cincinnati Plan Goals

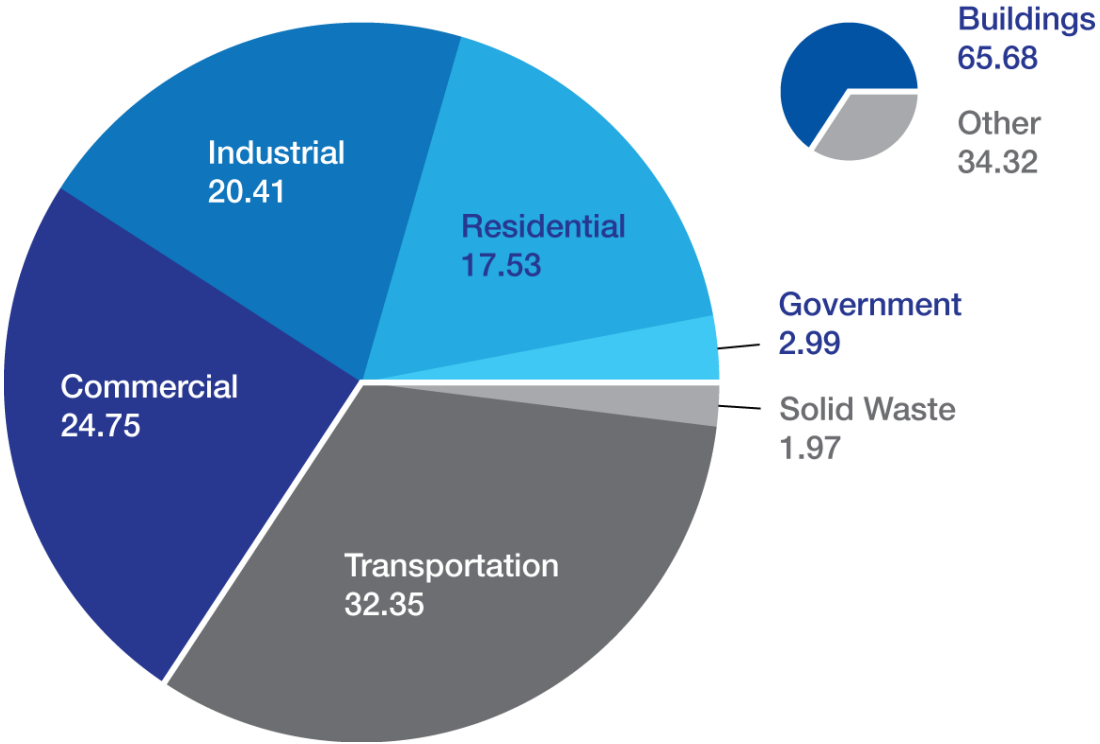
50%

REDUCTION IN CARBON EMISSIONS BY 2030

100%

CARBON NEUTRALITY BY 2050

Cincinnati Carbon Profile



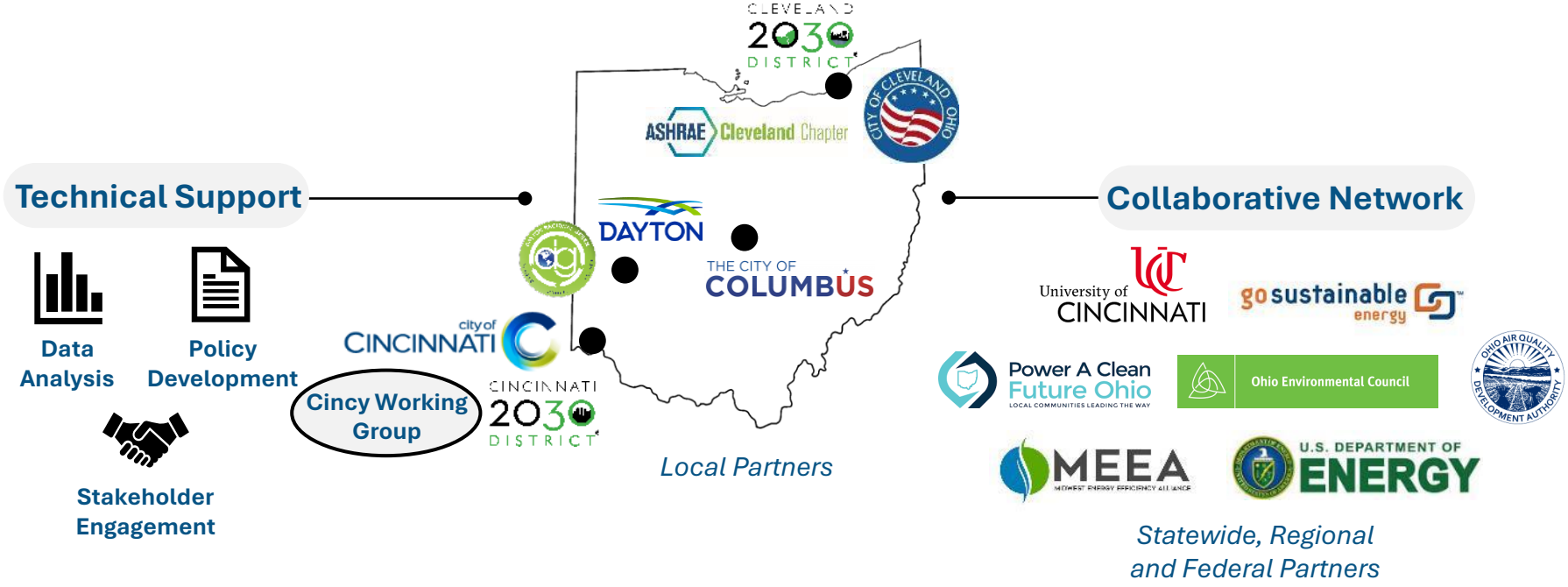
2023 Green Cincinnati Plan Buildings & Energy Section

Goal 1: Reduce emissions from buildings 30% by 2030 from 2021 levels.

Priority Action 1: Improve building performance by implementing policies like benchmarking, building performance standards or other relevant energy standards.

Department of Energy

Resilient and Efficient Codes Implementation Grant



Goals of RECI Grant

- Engaging building owners and energy professionals
- Collecting input to shape future policies
- Recognizing that policies must work for building owners and the City
- Improving the city's building stock

Building Energy Policy Overview

What is Energy Benchmarking?

Definition: Energy benchmarking is a policy that requires buildings to report their energy usage on an annual basis.

Key Things to Know:

- Addresses existing buildings (typically largest ones)
- Uses metered energy data
- Enables building owners to understand their building's energy performance relative to similar buildings

What is a Building Performance Standard?

Definition: A Building Performance Standard (BPS) is a policy that requires existing buildings to meet a stated energy or emissions target by a specified date.

Key Things to Know:

- Only addresses existing buildings (typically largest ones)
- Specifies a target, but does not prescribe how to meet it
- Offers multiple compliance pathways
- Uses metered energy data, not modeled or estimated (outcome-based)
- Accompanied by technical and financial support programs

Benchmarking is the foundation for future building energy policies

Data | **Action**

Benchmarking

- Collect data
- Compare to peers
- Publicly disclose
- *~3-8% savings*[1]

Building Performance Standards

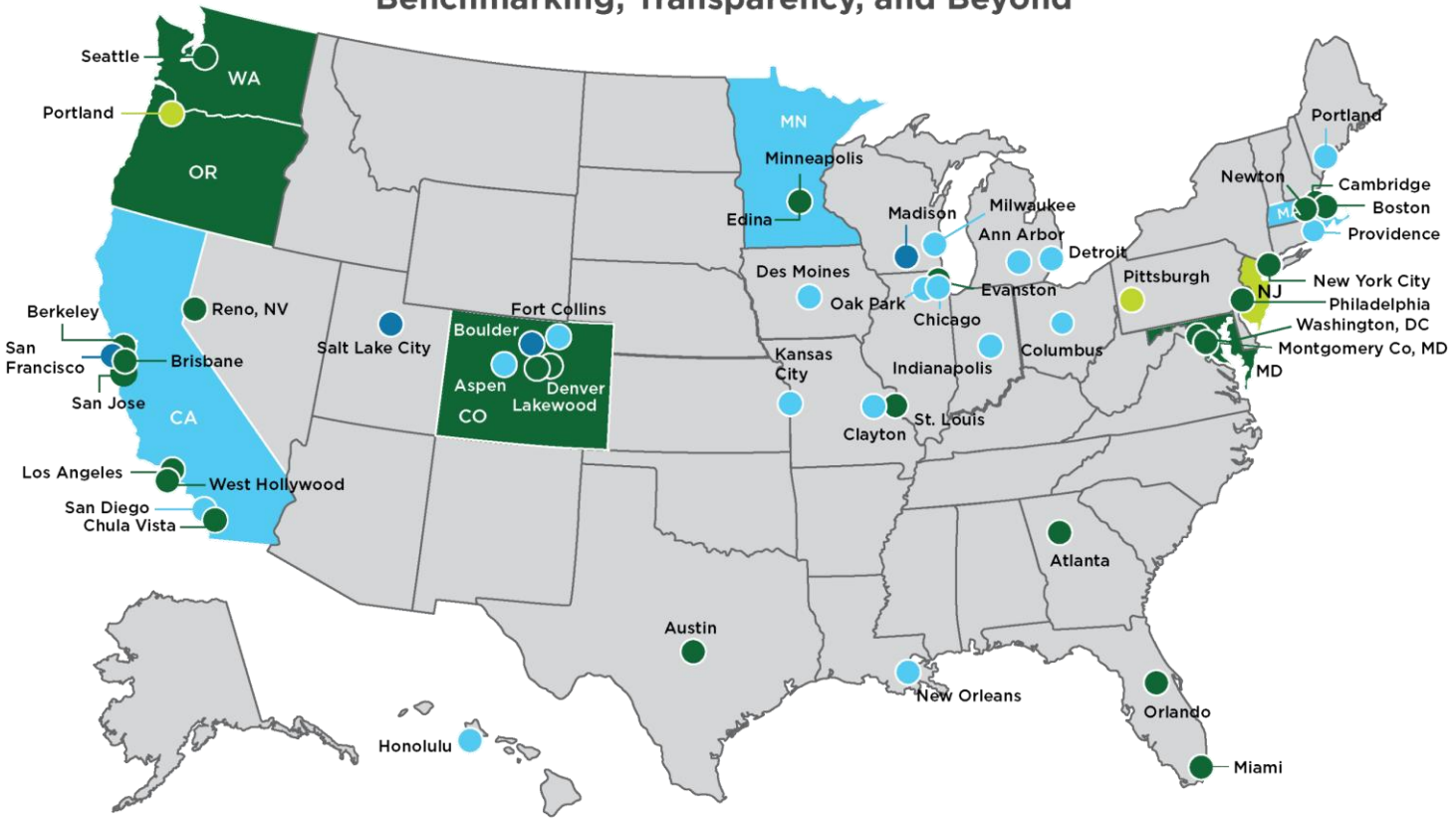
- Set performance target
- Action to meet target
- Technical and financial support for action
- *~25-45% savings*[2,3]

[1]N. Mims, S. R. Schiller, E. Stuart, L. Schwartz, C. Kramer, and R. Faesy, "Evaluation of U.S. Building Energy Benchmarking and Transparency Programs: Attributes, Impacts, and Best Practices," Lawrence Berkeley National Lab. 2017. https://doi.org/10.2172/1393621

[2]A.L. Webb, C. McConnell, Evaluating the feasibility of achieving building performance standards targets, Energy and Buildings. (2023) 112989. https://doi.org/10.1016/j.enbuild.2023.112989.

[3]S. Nadel and A. Hinge, "Mandatory building performance standards: A key policy for achieving climate goals," ACEEE, 2020. https://www.aceee.org/white-paper/2020/06/mandatory-building-performance-standards-key-policy-achieving-climate-goals

U.S. City, County, and State Policies for Existing Buildings: Benchmarking, Transparency, and Beyond



IMT
INSTITUTE FOR MARKET TRANSFORMATION

Many Midwest jurisdictions have already enacted benchmarking and BPS to improve existing buildings

Mandatory Benchmarking Ordinances
- Ann Arbor, MI
- Chicago, IL
- Clayton, MO
- Columbus, OH
- Des Moines, IA
- Detroit, MI
- Edina, MN
- Indianapolis and Marion County, IN
- Kansas City, MO
- Madison, WI
- Milwaukee, WI
- Minneapolis, MN
- Oak Park, IL
- St. Louis, MO

BPS and Benchmarking Ordinances
- Evanston, IL
- St. Louis, MO

Voluntary Benchmarking Program
- Grand Rapids, MI

**Stripes indicate statewide benchmarking*

MAP: https://www.mwalliance.org/building-efficiency/building-performance-standards

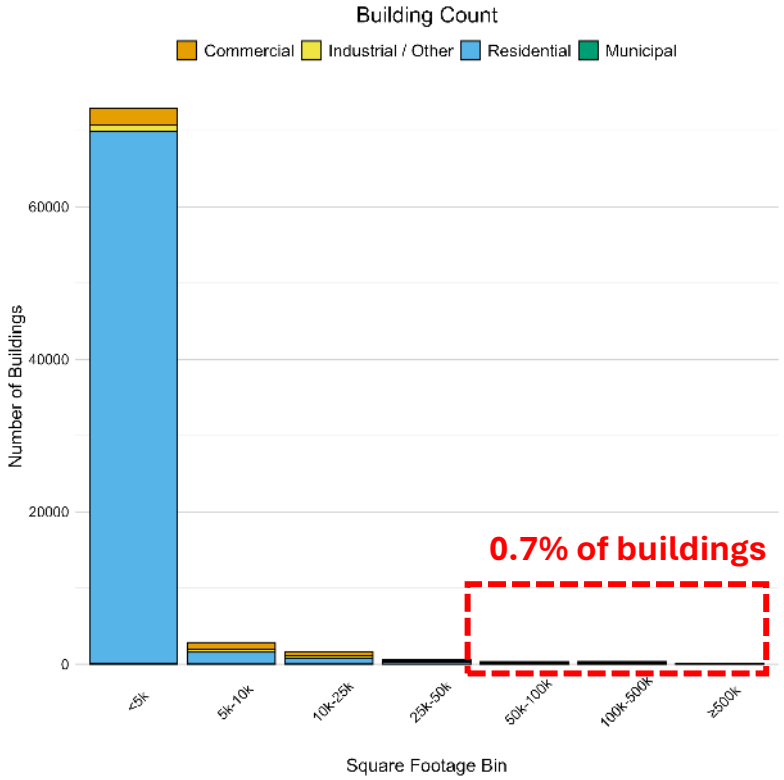
Building Energy Policy Benefits*

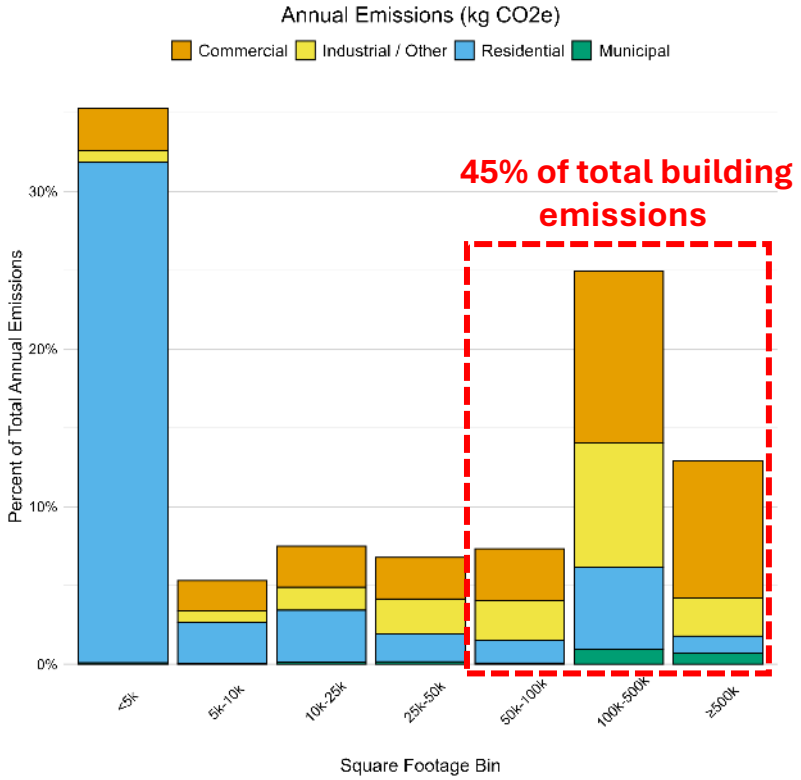
- Measuring and gaining awareness of a building's energy use leads to a reduction in energy use.
- Tenants are increasingly willing to pay more for energy efficient spaces.
- Tenants are more likely to rent and remain in energy efficient spaces
- High-performing buildings are safer investments for lenders.
- Competitive advantages of efficient buildings translate into higher overall value in the market place and higher sales prices.
- Government can gain a better understanding of its jurisdictions' building stock.
- Assist in development of long-term strategy for grid, generation, and energy storage.

Institute for Market Transformation. "The Benefits of Benchmarking Building Performance." December 2015. https://imt.org/wp-content/uploads/2018/02/PCC_Benefits_of_Benchmarking.pdf

Building Data

Cincinnati's largest buildings are few in number but account for almost half of total building emissions





Policy scenarios analyzed: Example buildings

Scenario Type	Scenario Label	Office	Multifamily	Historic	Municipal*
Baseline	Baseline ≥ 100k ft^2	*The Hixon Building* 133,000 ft^2 	*Walnut Hills Apartments* 125,934 ft^2 	*Cincinnati Music Hall* 225,000 ft^2 	*Cincinnati City Hall* 176,180 ft^2 
Floor area	≥ 50k ft^2	*Hyde Park Center* 60,000 ft^2 	*The Roanoke* 61,746 ft^2 	*Hanke Building* 60,596 ft^2 	*Police Ops Center* 53,006 ft^2 
	≥ 500k ft^2	*Procter & Gamble HQ* 836,000 ft^2 	*Current at the Banks* 510,579 ft^2 	*Union Terminal* ~500,000 ft^2 	*Convention Center* 875,730 ft^2 

*Municipal buildings ≥ 10k ft^2 and < 50k ft^2 include recreation centers and fire/police stations.

Stakeholder Engagement Process and Takeaways

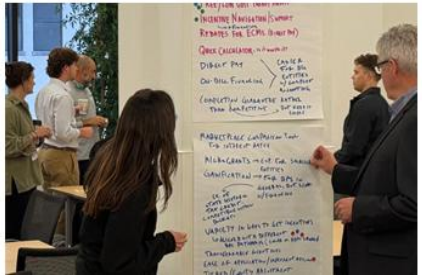
Stakeholder Working Group

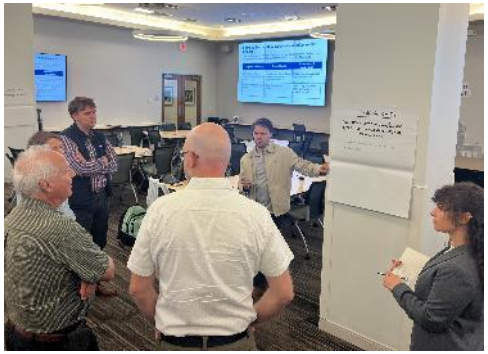
Convened by the University of Cincinnati over the summer to provide feedback on building energy policies

Over 50 participants

Meeting topics included:

- Components of a policy
- Incentives
- Alternate Compliance Pathways
- Enforcement





Stakeholder Input

- Climate goals cannot be achieved without strategies to reduce emissions from commercial buildings
- Energy costs are core concern for residents, business operations and competition
- Building operators want low-cost and low-friction ways to reduce costs and emissions
- Some building owners understand their energy usage well, many operators are not tracking energy use closely

Key themes from working group meetings

Large buildings are complex

- Long-term capital cycles
- Multiple meters that must be aggregated

Multiple compliance pathways are needed

- Policies must recognize that buildings are different

Incentives drive success

- Free or subsidized energy audits
- Enhance programs to support building energy policies

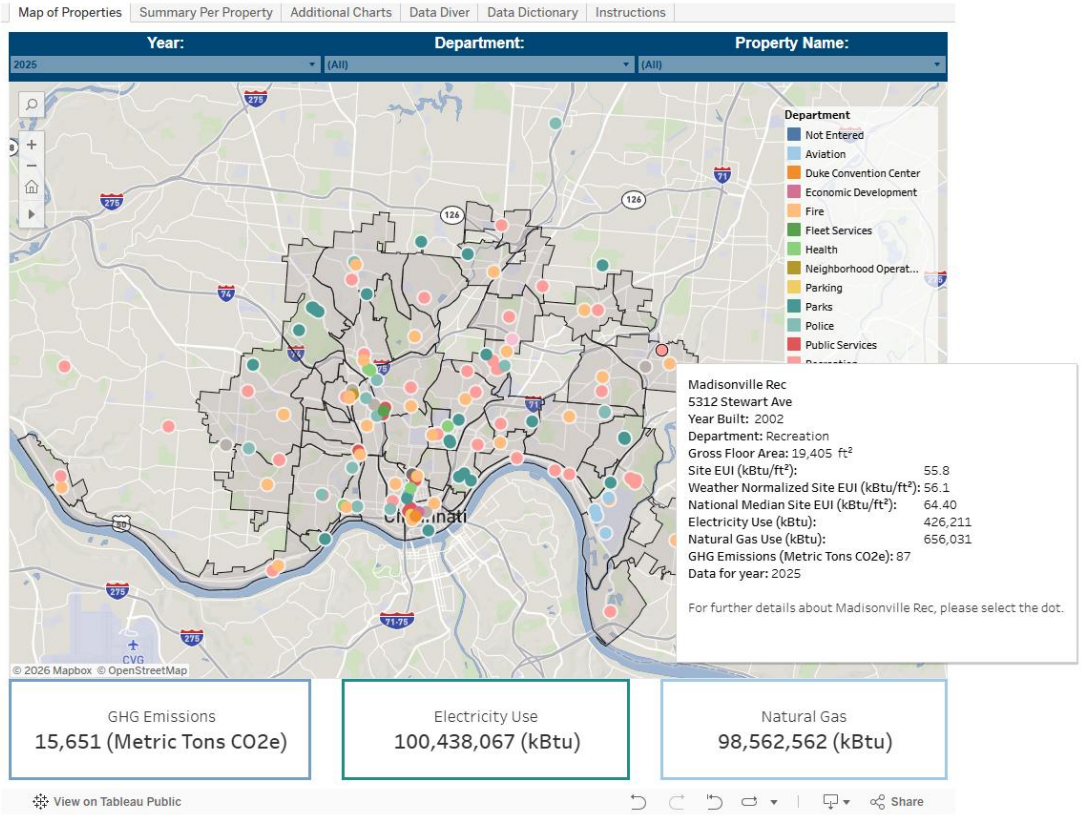
Ease of use is key

- Data submission and reporting
- Clearly defining the program, targets, and pathways

Key Takeaways

- Energy Benchmarking is a good first step to understand building stock & inform future policies
  - Start with municipal buildings and buildings 100,000 ft^2 and larger, consider 50,000 ft^2 in the future
- Additional stakeholder engagement would strengthen building performance standards consideration
  - Goal – develop BPS components & process with building operators and design professionals

CINCINNATI ENERGY BENCHMARKING



Potential Next Steps

Potential Next Steps to a Building Energy Policy

Energy Benchmarking Ordinance

Establish an energy benchmarking program requiring buildings over 100,000 square feet to report annual energy use

1

Form a Technical Committee

Create a technical committee to conduct outreach and develop recommendations for a building energy policy

2

Building Energy Performance Ordinance

Use the recommendations presented by the technical committee to develop the final building energy policy

3

Conclusions

- Energy Benchmarking is a foundational step to advance climate goals
- Data will inform energy affordability strategies and policy incentives
- RECI Team will continue to evaluate building energy policies in Ohio cities

Questions?

City of Cincinnati

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Cincinnati, Ohio 45202

Phone (513) 352-3640
Email jeff.cramerding@cincinnati-oh.gov
Web www.cincinnati-oh.gov

20240144 67

Jeff Cramerding
Councilmember

WE MOVE that the Administration work with the Department of Transportation and Engineering, CPD, ODOT, and other appropriate agencies and jurisdictions to identify and implement temporary measures to mitigate traffic delays due to the construction on the Brent Spence Bridge.

WE FURTHER MOVE that the Administration provides regular updates on such mitigation efforts, their success or need for adjustments, planned additional mitigation efforts, and any funding needs to implement these efforts on a rolling basis until the construction is completed.

JEFF CRAMERDING

To CCSI

city of CINCINNATI
Interdepartment Correspondence Sheet

June 9, 2026

To: Members of the Climate, City Services & Infrastructure Committee

From: Sheryl M.M. Long, City Manager 202601935

Subject: **Summary of Community Feedback on Energy Performance in Large Buildings**

REFERENCE DOCUMENT #202501915

The Council, at its session on October 29, 2025, referred the following motion for report:

> **WE MOVE** that the City Administration prepare a report within the next 30 days stating the findings of the four engagement sessions that have occurred from June 27th, July 29th, August 26th, and September 30th regarding the ideation of a Building Performance Standards Policy for the City of Cincinnati.
>
> FURTHER WE MOVE that the administration provides findings specific to the conversations around the following parts of the ideation process: scope, targets, metrics, timeframes, alternative compliance pathways (ACPs), and more. After these findings are stated, we request that recommendations of all of the previously stated items be made to Council.
>
> FURTHER WE MOVE that the administration prepare an accompanying presentation with this report to share with stakeholders to discuss possible policy recommendations and the findings of the public engagement sessions.

The purpose of this report is to provide City Council with a summary of the community feedback collected as part of the Resilient and Efficient Codes Implementation (RECI) grant. The US Department of Energy grant was awarded to the University of Cincinnati to support exploration of policies to improve energy performance in large buildings in Ohio cities, including Cincinnati, Cleveland, Columbus, and Dayton.

OVERVIEW OF ENERGY PERFORMANCE STRATEGIES IN LARGE BUILDINGS

In May of 2023, City Council adopted the Green Cincinnati Plan (GCP) and a commitment to carbon neutrality by 2050. Recognizing that approximately 30% of emissions come from commercial building operations, the GCP includes the strategic priority action: *"Improve building performance by implementing policies like benchmarking, building performance standards, or other relevant energy standards.*"[1]

Many cities, counties, and states across the country have implemented energy policies like energy benchmarking and building performance standards (BPS) to reduce energy consumption, lower energy bills for owners and tenants, and improve the desirability of the local building stock.

[1] 2023 Green Cincinnati Plan, page 63.

Energy benchmarking[2] refers to the practice of measuring the energy performance of a building over time. This provides owners and occupants with the ability to understand their building's energy performance relative to similar buildings and evaluate smarter, more cost-effective operational and capital investment options. Studies have shown that benchmarking policies can result in a 3 - 8% reduction in gross energy usage over a four-year period.[3] Midwest cities with benchmarking ordinances include Columbus, Detroit, St. Louis, Minneapolis, and Milwaukee.

Building Performance Standards (BPS) are a policy that requires existing buildings to meet a stated energy use target by a specified date. BPS uses building utility data to track compliance with the targets. While the policy specifies a target that buildings must meet, it does not prescribe the steps building owners must take to meet it. BPS often get more ambitious over time to ensure continuous improvement of a city's building stock. Studies have shown that BPS policies can lead to a 25-45% total energy use reduction in aggregate.[4,5] St. Louis, MO and Evanston, IL are two Midwest cities that are successfully implementing BPS.

SUMMARY OF STAKEHOLDER FEEDBACK AND RECOMMENDATIONS

Starting in June 2025, a team led by Dr. Amanda Webb of the University of Cincinnati conducted four stakeholder engagement sessions to explore how large building energy policies could be implemented in Ohio.[6] Over 50 individuals from the buildings and energy sector, including design professionals, engineering firms, and building representatives participated. Each stakeholder meeting provided an opportunity for participants to provide feedback on different components of building energy policies. The table below provides a summary of the policy components, stakeholder feedback, and key takeaways from the meetings.

[2] See Council Item 202401247 for additional information on energy benchmarking.
[3] N. Mims, S. R. Schiller, E. Stuart, L. Schwartz, C. Kramer, and R. Faes, "Evaluation of U.S. Building Energy Benchmarking and Transparency Programs: Attributes, Impacts, and Best Practices," Lawrence Berkeley National Lab. 2017. https://doi.org/10.2172/1393621.
[4] A.L. Webb, C. McConnell, Evaluating the feasibility of achieving building performance standards targets, Energy and Buildings. (2023) 112989. https://doi.org/10.1016/j.enbuild.2023.112989.
[5] S. Nadel and A. Hinge, "Mandatory building performance standards: A key policy for achieving climate goals," ACEEE, 2020. https://www.aceee.org/white-paper/2020/06/mandatory-building-performance-standards-key-policy-achieving-climate-goals.
[6] Partners included the Ohio Environmental Council, Cincinnati 2030 District, Power a Clean Future Ohio, Midwest Energy Efficiency Alliance, Go Sustainable Energy

Summary of Stakeholder Engagement Feedback on Building Energy Policies

Policy Component	Stakeholder Feedback	Key Takeaways
1. **Scope:** The type, size, and use of buildings included in energy policies.	Focusing on the largest buildings would deliver the largest benefit with minimal administration. Buildings larger than 50,000 square feet represent 0.7% of the city's building stock but account for 45% of total building emissions.	A building energy policy could include commercial buildings, including multi-family buildings, over 100,000 square feet and all City buildings over 10,000 square feet.
2. **Energy Benchmarking:** Buildings that are included in the scope report energy usage on an annual basis.	Reporting annual energy usage is a foundational component for other building energy policies.	A benchmarking policy is a good introductory step to building energy policies.
3. **Metric:** Refers to the unit used to measure performance relative to building energy policies.	Site Energy Usage Intensity is a widely used metric. Reduction in energy usage should be the goal of building energy policies. Using greenhouse gas emissions is complicated.	A technical committee could determine if energy usage reduction or another metric is the best way to measure performance.
4. **Timeframe:** The period against which compliance with building energy policies is measured.	The timeframe should provide a sufficient runway for buildings to achieve the targets.	A technical committee could determine if a five-year compliance cycle is appropriate for an advanced building energy policy.
5. **Performance Targets:** Establish the stringency of the performance metrics that buildings must meet.	Targets must be set so they are achievable and account for past upgrades.	A technical committee could establish performance targets during a rulemaking process.
6. **Alternative Compliance Pathways:** Provide a way for buildings to comply with building energy policies outside of meeting the performance targets.	The policies should be straightforward and feasible enough that the use of ACPs is the exception, not the rule.	A technical committee could determine alternative compliance pathways during the rulemaking process.
7. **Incentives:** Tools used by building energy programs to help buildings to achieve performance targets.	Incentives, including free or subsidized energy audits, are critical to success.	A technical committee could work with City departments to identify programs that could be created and propose ideas for how existing programs can be enhanced.
8. **Compliance and Enforcement:** Tools to ensure that building owners work toward the targets established by building energy policies.	The policy should encourage compliance rather than rely on enforcement.	A technical committee could collect stakeholder feedback and propose enforcement mechanisms.
9. **Program Resources:** Resources provided by jurisdictions to help building owners meet building energy policies.	Building managers need access to resources to improve the operation of their buildings.	A building energy policy could include funding in future budgets to support policy implementation.

POTENTIAL NEXT STEPS

Based on stakeholder feedback, there are three steps that Council could consider to advance building energy policies:

1. **Energy benchmarking ordinance** – This ordinance would establish a mandatory benchmarking program for commercial buildings, including multi-family buildings, over 100,000 square feet and all City buildings over 10,000 square feet. These buildings would be responsible for reporting their energy use on an annual basis.
2. **Establish a technical committee to identify the components of future building energy policies** - The technical committee would leverage its knowledge as well as feedback from building sector stakeholders to develop the components of a building energy policy. It would be responsible for presenting its recommendations to Council within an established time frame.
3. **Building Energy ordinance** – This ordinance would incorporate the recommendations from the technical committee and stakeholders to pass a building energy policy for Cincinnati.

ADDITONAL INFORMATION ON RESEARCH, STAKEHOLDER ENGAGEMENT & KEY TAKEAWAYS

The University of Cincinnati (UC) as well as several state and regional organizations worked with the Office of Environment & Sustainability (OES) to conduct four stakeholder engagement sessions over the course of Summer 2025. Over 50 individuals from the buildings and energy sector, including design professionals, engineering firms, and building representatives, participated in one or more sessions. Each meeting focused on a specific topic and included educational components and group activities designed to collect feedback from participants. A summary of each meeting is provided below.

- **Meeting 1 (6/27/25):** Provided an overview of the city's emissions profile and discussed how improved building performance can help Cincinnati meet its climate goals. Reviewed the policy elements of a building energy policy (scope, metric, targets, and timeframe)[7] and collected feedback from participants on building energy policies and discussion topics for future meetings.

- **Meeting 2 (7/29/25):** Reviewed building data for Cincinnati and discussed how it can inform the building energy policy elements of scope, metric, targets, and timeframe. Participants broke into small groups to workshop ideas for these four building energy policy elements and shared their ideas to identify common themes.

- **Meeting 3 (8/26/25):** Reviewed existing finance, grant, and incentive programs available to building owners that could assist with the cost of energy audits and building improvements needed to comply with a building energy policy. Participants

[7] ASHRAE. 2023. Building Performance Standards: A Technical Resource Guide. ASHRAE. https://www.ashrae.org/about/cebd-technical-resources.

discussed ideas for incentive programs that could be developed or enhanced to support policies.

- **Meeting 4 (9/30/25):** Discussed Alternative Compliance Pathways (ACPs), reviewed examples from other cities, and identified ways that ACPs can create flexibility and increase compliance with building energy policies.[8] Reviewed enforcement mechanisms used in other jurisdictions and the benefits provided by technical support resources. Participants discussed the compliance and enforcement features needed for successful policy implementation.

Research Findings

Dr. Amanda Webb and her team at UC analyzed commercial building energy data to simulate scenarios that allow for development of a building energy policy model specific to Cincinnati.

The initial scenario looked at the impacts of including all commercial, government, and multifamily buildings greater than 100,000 square feet in a policy. In each subsequent scenario, one policy element (scope, metric, targets, or timeframe) was changed to model the resulting number of buildings impacted and projected emissions savings.

Key findings from the scenario modeling research are:

- Applying a building energy policy to buildings over 100,000 square feet maximizes the emissions savings while minimizing the number of buildings subject to the policy.
- Including properties over 50,000 square feet doubles the number of properties requiring improvement but only leads to 1% more overall emissions savings compared to the baseline.
- Including a carbon-free electricity metric or ACP presents the best opportunity for emissions reduction.
- Setting the site Energy Use Intensity (EUI) performance target between the 25th and 50th percentiles would establish an achievable target and maximize emissions savings.

The research findings were used to inform stakeholder discussions during the engagement sessions.

Stakeholder Feedback and Recommendations

Each stakeholder meeting provided an opportunity for participants to provide feedback on different components of a building energy policy. This section defines the policy elements discussed, summarizes the stakeholder conversations, and provides recommendation based on the stakeholder feedback.

1. Scope

Defines the types of buildings covered by a building energy policy. It can be based on building size or use.

[8] M. Duer-Balkind, M. Koolbeck, C. Kelley, The Landscape of Building Performance Standard Pathway Alternatives, Institute for Market Transformation, 2025. https://imt.org/resources/the-landscape-of-building-performance-standard-pathway-alternatives/.

Stakeholders provided the following feedback during the engagement sessions:

- Initial roll out of a policy may be more successful if it starts with fewer buildings and expands to include additional building sizes in future compliance cycles.
- Buildings larger than 50,000 square feet represent 0.7% of the city's building stock but account for 45% of total building emissions. Focusing on the largest buildings would impact a substantial portion of emissions with a relatively small compliance burden.
- Small commercial buildings use a lot of energy as well but are typically not included initially in a policy.
- Industrial buildings should be excluded from the initial policy because their energy profiles cannot be tracked or compared in the same manner as commercial building types.
- State and federal buildings should be exempt from the policy.

Key Takeaway: The policy could consider including commercial buildings, including multi-family buildings, over 100,000 square feet and all City buildings over 10,000 square feet. Buildings over 50,000 square feet could be added to the policy in the future. Buildings that Council should consider for exclusion from a policy include federal government buildings, buildings currently in receivership or default, and industrial buildings.

2. <u>Benchmarking</u>
A building energy policy that requires buildings identified in the Scope to report energy usage on an annual basis.

Stakeholders provided the following feedback during the engagement sessions:

- Benchmarking can be a good introduction to building energy policies.
- Annual energy usage can be used to help establish a baseline for future policies.
- Benchmarking can help lead to energy efficiency improvements as building owners begin to monitor usage patterns.

Key Takeaways: A benchmarking policy helps introduce building energy policies to local building owners. It encourages building owners to monitor their energy usage which can lead to energy efficiency improvements that benefit tenants and support the local economy.

3. <u>Metric</u>
Defines the unit used to measure performance relative to the building energy policy.

Stakeholders provided the following feedback during the engagement sessions:

- **Site Energy Usage Intensity (EUI)** – This metric is determined by dividing the total amount of energy used annually by the building's square footage (but/sq ft). It is a common metric and is calculated by ENERGY STAR Portfolio Manager, a free and widely used building energy benchmarking tool. Site EUI can be compared to local and national buildings of the same building type.[9] Participants were in favor of using this metric because it is easy to calculate and familiar to many building owners and managers.

[9] Property Types available in ENERGY STAR Portfolio Manager

- **Greenhouse Gas Emissions (GHG) Intensity** – Calculated by multiplying the amount of each energy source a building uses by an emissions factor to determine total GHG emissions. Participants felt that calculating GHG emissions is complicated and not transparent.
- **Reduction in Energy Usage** – Calculated by determining the amount of energy reduction performed by a building relative to its current performance (or a baseline period). Participants expressed that reducing the amount of energy used by buildings should be the goal of a policy.
- **Percentage of carbon-free electricity used** – Determined by calculating the percentage of the total energy used by a building that is either purchased from carbon-free sources or offset by the purchase of Renewable Energy Credits (RECs). Participants felt that this metric encourages buildings to purchase carbon-free electricity and would help meet the goals outlined in the GCP.

Key Takeaway: A Council-appointed technical committee could develop the appropriate metric for a building energy policy. Reduction in energy usage could be considered as the metric for a local building energy policy. This metric received support during the stakeholder engagement process and is familiar to building managers and the public. Buildings would be measured based on their performance and not relative to the performance of other buildings.

4. <u>Timeframe</u>
Defines the period against which compliance with the building energy policy is measured.

Stakeholders provided the following feedback during the engagement sessions:
- The timeframe should provide a sufficient runway for buildings to achieve the targets.
- Participants were supportive of a four-year benchmarking period with a compliance period in year five.
- BPS compliance cycles should align with GCP update cycles if possible.

Key Takeaway: A Council-appointed technical committee could identify the timeline for a building energy policy. The policy could utilize a five-year compliance period. This would require a building to benchmark its energy usage for four years to track progress towards the standard. The building's reported energy use in year five would determine its compliance with the policy.

5. <u>Performance Targets</u>
Establish the stringency of the performance metrics that buildings must meet under a building energy policy. For Site EUI, this is a percentile by building type, and for energy reduction and carbon-free electricity, this is a percentage. Adjusting targets up or down impacts the stringency of the policy and its subsequent compliance rates. They can take two different forms:
- Fixed targets – Provide a final goal for buildings to achieve, such as the City's goal of carbon neutrality by 2050. Interim targets are set in the initial policy for each compliance period to ensure a building's progress towards the final goal.
- Recalculated targets – Provide a final goal for buildings to achieve, such as the City's goal of carbon neutrality by 2050, but do not set interim goals in the initial policy.

Instead, the interim targets are recalculated after each compliance period to provide flexibility while still pushing buildings towards the final goal.

Stakeholders provided the following feedback during the engagement sessions:

- The clarity of a fixed long-term goal aligns with capital cycles.
- Fixed interim targets help with long- and short-term planning.
- There is a need to strike balance between iteration and market certainty.
- Targets must be set so they are achievable and account for past upgrades.
- Recalculated targets offer more flexibility and the ability to adjust future targets based on data.

Key Takeaway: A Council-appointed technical committee could develop targets for a building energy policy. The committee would analyze data and collect stakeholder feedback to determine whether to use fixed or recalculated interim targets and to establish final targets that will help the City achieve its goal of carbon neutrality by 2050. While a portion of multi-family and historic commercial buildings may have difficulty meeting targets, Alternative Compliance Pathways can be designed to provide a way for them to demonstrate compliance with the policy.

6. <u>Alternative Compliance Pathways (ACPs)</u>

Provide a way for buildings to comply with the standard outside of meeting the performance targets and play a critical role in the success of a building energy policy. They recognize that factors such as building age and capital investment timeline impact a building's ability to meet the standard. ACPs provide flexibility and enable buildings to show progress toward the standard.

Stakeholders provided the following feedback during the engagement sessions:

- It is important to recognize that buildings have different capital cycles. ACPs should be available to help buildings whose next upgrade may be beyond the current compliance period.
- The policy should be straightforward and feasible enough that the use of ACPs is the exception, not the rule.

Key Takeaway: A Council-appointed technical committee could determine ACPs for inclusion in the policy. Stakeholder feedback will play a critical role in establishing ACPs and identifying building types that should be automatically eligible for ACPs (i.e., historic, low-income multi-family). An example of an ACP for consideration would be a carbon-free electricity metric that increases the requirement for locally produced energy over time.

7. <u>Incentives</u>

Used by building energy policies to help buildings achieve performance standards. The incentives can include innovative programs focused on the policy or existing programs leveraged in new ways to support the policy.

Stakeholders provided the following feedback during the engagement sessions:

- Incentives are critical to the success of a building energy policy.
- Free or subsidized energy audits should be available to buildings covered by the policy.

- Existing financing programs like Property Assessed Clean Energy (PACE) should be promoted to support the policy.

Key Takeaway: A Council-appointed technical committee could work with City departments to evaluate existing City programs to determine if they can be adapted to help building owners comply with a policy.[10] The committee could propose ideas for how incentive programs can be leveraged and created. In addition, the City could identify funds to offer a limited number of subsidized energy audits annually for buildings covered by the policy and support an effort to recognize high-performing buildings.

8. Compliance and Enforcement Mechanisms

Help ensure that building owners work toward the targets established by the building energy policy. Other jurisdictions have developed a variety of enforcement mechanisms, ranging from fines to revocation of certificates of occupancy.

Stakeholders provided the following feedback during the engagement sessions:

- The policy should encourage compliance rather than rely on enforcement.
- Develop enforcement mechanisms that can benefit the building in noncompliance, such as requirements for energy audits or retro-commissioning.

Key Takeaway: A Council-appointed technical committee could collect stakeholder feedback and propose potential enforcement mechanisms. The policy, through its ACPs, should provide multiple pathways for compliance that encourage building performance improvements. Enforcement mechanisms should help the buildings in noncompliance meet the targets or the ACPs. This could include requiring non-compliant buildings to pay for an energy audit or complete retro-commissioning to improve building operations.

9. Program Resources

Resources provided by jurisdictions to help building owners meet the building energy policy targets. In addition to City staff that implement the policy, a Building Performance Hub operated by the jurisdiction or a non-profit partner can offer resources to building owners.[11]

Stakeholders provided the following feedback during the engagement sessions:

- Building managers need access to educational resources to improve the operation of their buildings.
- Staff will be needed to support building owners, connect them with incentives, analyze data, and oversee compliance and enforcement.
- Program resources should be leveraged to reduce utility data reporting burdens.
- The Hub can serve as a technical and educational resource by providing information on energy saving improvements, financing options, and energy audits.

Key Takeaway: A Council-appointed technical committee could evaluate what type of staffing is required to effectively support implementation of a building energy policy. To stand up and run a program would require at least one engagement staff member and at least one

[10] See Council Item 202401247 which outlines incentive programs available to building owners.
[11] The Building Energy Exchange in St Louis is administered by USGBC Missouri-Gateway. The Retrofit Resource Hub in Boston is administered by the City of Boston.

data analyst. The City could seek to leverage economies of scale by joining with other cities in Ohio or the region to fund a Hub that can serve multiple jurisdictions. The City must also continue to pursue ways to minimize the burden on building owners by obtaining utility data on their behalf and attracting resources for incentives.

POTENTIAL NEXT STEPS

There are three steps that Council could consider to advance energy performance in large buildings:

1. **Energy benchmarking ordinance** – This ordinance would establish a mandatory benchmarking program for commercial buildings, including multi-family buildings, over 100,000 square feet and all City buildings over 10,000 square feet. These buildings would be responsible for reporting their energy use on an annual basis. Compliance would be based on verification of the energy data. The benchmarking data could be used as a baseline for a future BPS.

2. **Establish a technical committee to identify the components of future building energy policies** - The technical committee would leverage its knowledge as well as feedback from building sector stakeholders to draft final building energy policy recommendations to present to Council. The opportunity for additional engagement will allow more stakeholders to offer feedback on policy elements.

   The Council-appointed technical committee would be responsible for determining the scope, metric, and timeline for a policy as well as establishing achievable performance targets, both interim and final, and advising on ACPs. In addition, it would advise on compliance and enforcement mechanisms and develop a plan for the allocation of any funds collected from fines. The Committee would be responsible for presenting its recommendations to Council within a set time frame.

3. **Building energy ordinance** – This ordinance would incorporate the recommendations from the technical committee to pass a building energy policy for Cincinnati. The ordinance would include all the policy elements (scope, metric, timeframe, performance targets, and alternative compliance pathways) as well as establish compliance and enforcement procedures.

cc: Oliver Kroner, Director, Office of Environment & Sustainability

city of CINCINNATI
Interdepartment Correspondence Sheet

Date: June 3, 2026

To: Mayor and Members of City Council

From: Sheryl M. M. Long, City Manager 202601755

Subject: Report on Parking Payment Infrastructure

Reference Document #202601065

City Council, at its session on March 8, 2026, referred the following item for review and report.

> **MOTION,** submitted by Councilmember Jeffreys, WE MOVE that the administration produce a report in the next 30 days on the following: Estimate the one-time cost to remove all blighted, broken parking meters (similar to the attached pictures) that are present across the city; Share any data on current parking revenue from those blighted, broken parking meters sports compared to the average parking revenue per spot.

OVERVIEW

The Department of Public Services (DPS), Parking Division has a parking payment infrastructure that includes single space parking meters, multi-space parking payment stations, and signage indicating payment by mobile application. The City has approximately 2,265 parking meters and 164 multi-space pay stations presently in use. Decades ago, the City had 8,000-coin operated parking meters throughout the City and as parking demand changed, these coin operated meters were removed and often the associated pole was left in place.

INFRASTRUCTURE MANAGEMENT – METER POLES

Since the movement of the Parking Division to the DPS in 2025, DPS has made a concerted effort to remove the known inventory of meter poles without meter infrastructure utilizing its existing workforce. Beginning in August of 2025, DPS Traffic and Road Operations and the Parking Division collectively removed 895 meter poles spread throughout the City but with heavy concentration in the Uptown neighborhoods, OTR and the Central Business District.

DPS does not have a remaining inventory of meter poles that do not have an active parking meter. If residents identify a meter pole that does not have a meter head on it, they can submit a request to add/remove parking meter through www.311cincy.com and the Parking Division will evaluate the request and whether to add a meter or remove the meter pole based on parking demand in the area.

INFRASTRUCTURE MANAGEMENT – PAYMENT INFRASTRUCTURE

Having clear signage and functional payment infrastructure is critical to a successful on-street parking operation. The Parking Division is working to replace 456 single space meters in OTR and

the Central Business District and replace them with multi-space parking payment stations. The associated meter poles will be removed during this process once these meters have been removed and parking payment stations installed. Mobile payment will continue to be a payment option during this process. This effort will be completed by the end of the calendar year.

The Parking Division will also be reviewing paid parking areas during the summer of 2026 to determine whether these areas have sufficient demand for additional paid parking infrastructure. Any infrastructure additions will be completed with existing parking infrastructure resources.

Finally, the Parking Division has issued an RFP to expand parking payment options to include text to pay and QR code payment as well as new mobile payment options. The Administration is in negotiations with a vendor selected through this RFP and will be undertaking a refresh of the signage and mobile parking payment infrastructure in late 2026 early 2027.

SUMMARY

This report is for information purposes only and no action of Council is required.

Cc: Mark Riley, Director of Public Services