

The Banks Intermodal Transit Facility
BUILD Grant
Submission of
July 19, 2018



**HAMILTON COUNTY
CINCINNATI, OHIO**

An aerial photograph of the city of Cincinnati, Ohio, showing the city's layout and the Ohio River. The Banks Intermodal Transit Facility is highlighted in the center of the image with a blue and yellow outline.

THE BANKS INTERMODAL TRANSIT FACILITY



Hamilton County

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July 19, 2018

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

**RE: FY2018 National Infrastructure Investments DTOS59-18-RA-BUILD1
The Banks Public Partnership; The Banks Intermodal Transit Facility;
DUNS: 134718000000**

Dear Secretary Chao:

On behalf of The Banks Public Partnership and the Board of County Commissioners of Hamilton County, Ohio, we are pleased to submit for your consideration an application for 2018 BUILD funding with respect to The Banks Project in Southwest Ohio.

As further described herein, The Banks Project is one of the most transformative transportation and transit-oriented projects currently under development in the United States. True to the goals of the BUILD program, The Banks Project has leveraged public investment over the last decade to stimulate significant private investment in a formerly blighted area such that over 4,000 permanent jobs have been created yielding an economic impact in The Southern Ohio–Northern Kentucky region of over \$1 billion dollars annually, as set forth in the economic impact analyses submitted in support of our BUILD application.

The very foundation for this Project, The Banks Intermodal Transit Facility, the project targeted for this BUILD funding, serves a multifaceted and truly innovative function. The Intermodal Facility is a multi-modal transportation hub for the region linking vehicular, pedestrian and bicycle uses with bus, streetcar, future light rail and potential inner-city rail within the directly adjacent Riverfront Transit Center. The Banks Intermodal Transit Facility also serves as a flood-resistant platform for a projected \$1 billion private investment at the gateway of Southwest Ohio.

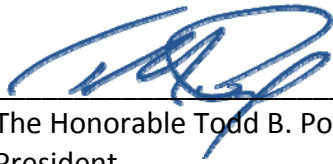
The Honorable Elaine L. Chao
July 19, 2018
Page 2

This application seeks supplemental funding for the next phase necessary to advance the completion of the Facility which will stimulate substantial additional private investment.

Thank you for your consideration of our funding request.

Sincerely,

Hamilton County Board of Commissioners,



The Honorable Todd B. Portune
President



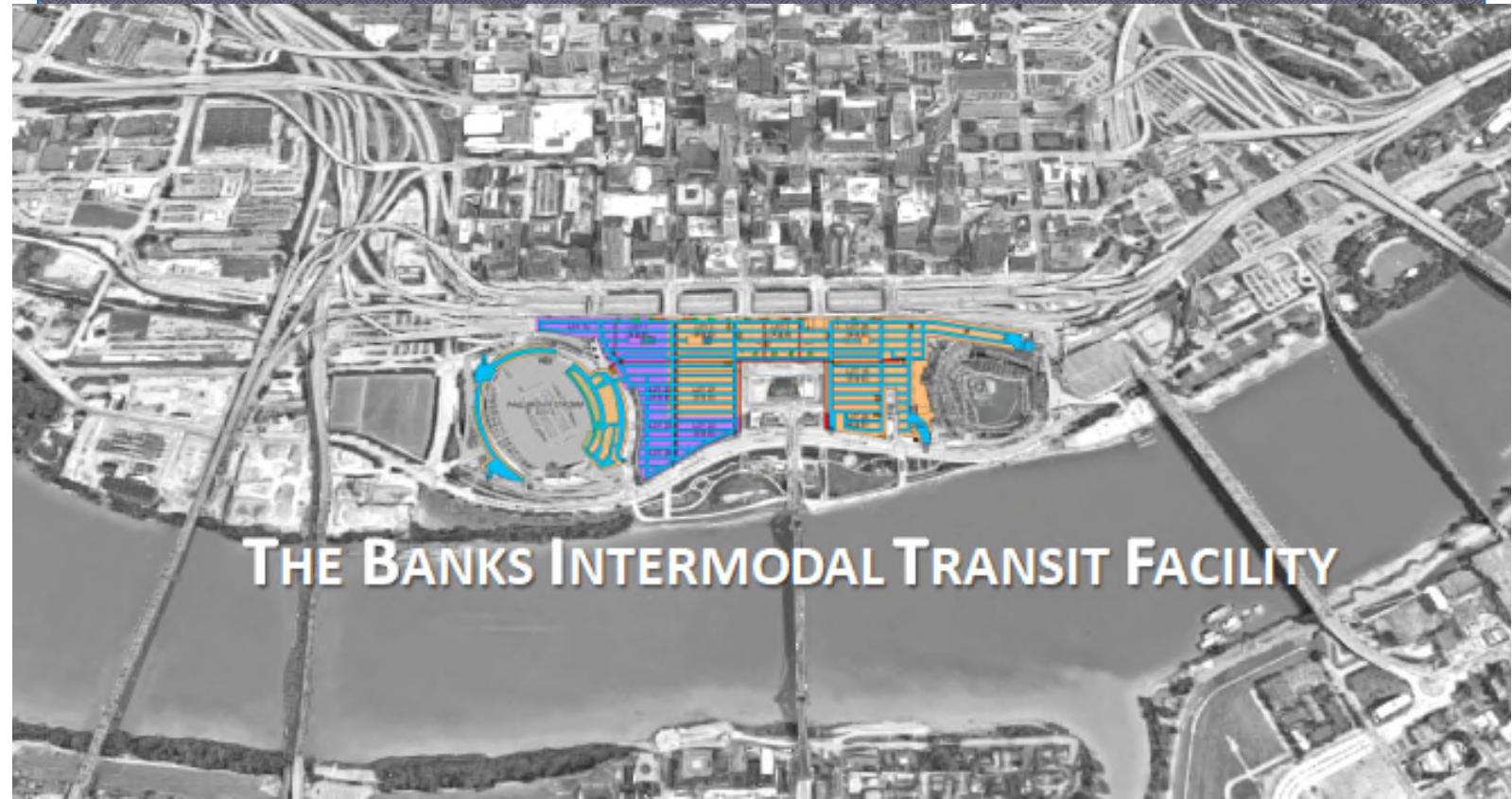
The Honorable Denise Driehaus
Vice President



The Honorable Chris Monzel
Commissioner

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Project Narrative



THE BANKS INTERMODAL TRANSIT FACILITY

THE BANKS PROJECT

BUILD 2018 GRANT PROJECT NARRATIVE
THE BANKS INTERMODAL TRANSIT FACILITY

SUSTAINABLE TRANSFORMATION
OF OHIO'S SOUTHERN GATEWAY



1997



2017



2025

2018 BUILD DISCRETIONARY GRANT APPLICATION

Project: The Banks Intermodal Transit Facility Expansion:
Transforming Ohio's Southern Gateway

Location: Cincinnati, OH

Requested: \$23 million; 43% federal share

Submitted: July 19, 2018



Figure 1 – The Banks Conceptual Design

EXECUTIVE SUMMARY

Since 1997, Hamilton County (the “County”) and the City of Cincinnati (the “City”) have partnered with Federal and State agencies and private developers to invest over \$1.7 billion in the redevelopment of the City’s Central Riverfront District, “The Banks,” one of the most innovative and transformative public-private partnership redevelopment projects currently underway in the United States. As further described in this application, the central riverfront was a largely blighted area that had not been developed in a sustainable way for the first two centuries of the City of Cincinnati’s establishment. The Public Partnership of the County and the City incorporated flood resilient strategies into an innovative three-dimensional urban design plan to guide the redevelopment of the floodplain where the Cincinnati Central Business District meets the Ohio River. This innovative design and approach created a transportation and transit-oriented development that continues to serve the region, as well as establish a true urban area raised up out of the floodplain. The Banks Intermodal Transit Facility (the “Intermodal Transit Facility” or “Facility”) the Project that is the target of this application for BUILD funding, serves as the transportation hub for the Greater Cincinnati area, connecting carpool, park-and-ride, bus, transit, pedestrian, bicycle, streetcar, and potential future light rail transportation options to Cincinnati’s rapidly growing riverfront. The Banks Intermodal Transit Facility has been determined to be eligible as a public

2018 BUILD DISCRETIONARY GRANT APPLICATION

transportation project under Chapter 53 of Title 49 and Title 23 of the U.S. Code. Located adjacent to Fort Washington Way, the major transportation artery in the region with over 125,000 vehicles per day as well as Cincinnati's Central Business District, The Banks Intermodal Transit Facility is easily accessible from I-75 and I-71, and from the bridges that span across the Ohio River into Northern Kentucky, and provides long-distance travelers with easy park-and-ride access throughout Cincinnati's core via multiple transportation and transit modes. The Facility's benefits extend throughout the Greater Cincinnati and Northern Kentucky region, establishing connectivity to centers of employment by increasing access to multimodal transportation and incentivizing further commercial development in the Central Business District and The Banks neighborhood of Cincinnati.

The most recent expansion, Phase III of The Banks, continues the County and City's efforts to revitalize downtown Cincinnati's central business district and the riverfront by providing two levels of parking with a total of 760 parking spaces, including up to 300 electric vehicle charging stations, and bike rental and storage options. The Project also allows for private mixed-use development above the Intermodal Transit Facility, with potential residential, office, and commercial uses, and an entertainment venue with a capacity of 4,000-8,000 planned for development.

True to the very goal of the BUILD funding program to leverage development, it is anticipated that The Banks Intermodal Transit Facility will leverage over \$1 billion in private investment and create in excess of 5,000 permanent jobs. The County is requesting \$23.0 million in FY2018 BUILD Discretionary Grant funding toward a \$53,300,000 Project cost for a federal share of 43%.



2018 BUILD DISCRETIONARY GRANT APPLICATION

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I. Project Description



Figure 2 – The Banks – Fall 2017

Introduction

The BUILD 2018 grant will provide funding for the expansion of The Banks Intermodal Transit Facility located in Cincinnati, Ohio (Figure 3). The Intermodal Transit Facility serves as the regional nexus for parking, street car, bus, bicycle, pedestrian, and potential future light rail for the Southern Ohio – Northern Kentucky Region. The project is a top regional priority with support from state and local community organizations, elected officials, and private developers, and – with the design and NEPA complete – **the project is shovel ready**. USDOT support is necessary to complete the Intermodal Transit Facility and achieve a critical mass of ridership for public transit. The Banks Intermodal Transit Facility has been determined to be eligible as a public transportation project under Chapter 53 of Title 49 and Title 23 of the U.S. Code.



Figure 3 - The Intermodal Transit Facility provides linkage to multimodal transportation for the Greater Cincinnati region

The Hamilton County Board of Commissioners (the “Board of Commissioners”) is requesting \$23,000,000 in FY2018 BUILD Discretionary Grant funding toward a \$53,300,000 project cost for a federal share of 43%. The match will consist of state and local funding.

2018 BUILD Funding	Non-Federal Match	Total Project Cost
\$23,000,000	\$30,300,000	\$53,300,000
43.15%	56.85%	

The Banks Project



Figure 4 – The Banks – Project Location

Jointly conceived by Hamilton County (the “County”) and the City of Cincinnati, Ohio (the “City”), in partnership with the State of Ohio, The Banks Development Project (“The Banks”) is an ongoing \$2.7 billion transit-oriented redevelopment project directed to transforming Cincinnati’s formerly blighted riverfront into the City’s premier commercial, residential, retail/restaurant, sports, and entertainment venue and a major economic driver and job creator for the Ohio, Kentucky, and Indiana region. Starting with the formation of the Joint City/County Riverfront Advisors Commission in 1997, the City and

County developed a comprehensive urban design Master Plan which would guide the flood-prone redevelopment of the central riverfront to accommodate multiple modes of transportation and transit for the region, as well as generate maximum economic benefit in revitalizing a truly blighted area of southern Ohio’s riverfront. A key component of this effort was the development of a Transportation Master Plan to restore the region’s riverfront as a hub of economic activity by raising The Banks out of the 100 and 500-year floodplain and provide transportation and tourist connectivity for the Southern Ohio and Northern Kentucky region. The Transportation Master Plan included plans for creating an Intermodal Transit Facility which would provide multiple modes of transportation, transit, tourist access, and delivery, including parking facilities, streetcar access, bicycle storage, inter-city rail and public transit buses. Finally, infrastructure is currently in place to allow the Intermodal Transit Facility

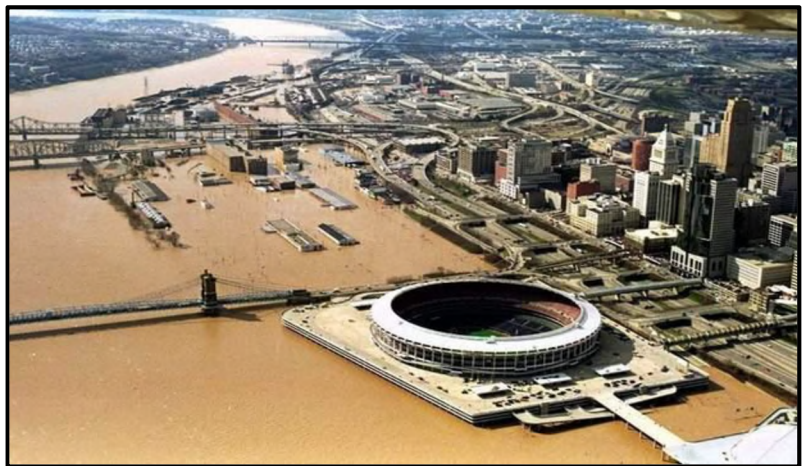


Figure 5 - The Cincinnati Riverfront Pre-Development after a record flood in March, 1997

to support the development of light rail transit linking Cincinnati to the Cincinnati/Northern Kentucky International Airport, Northern Kentucky, and the University of Cincinnati.

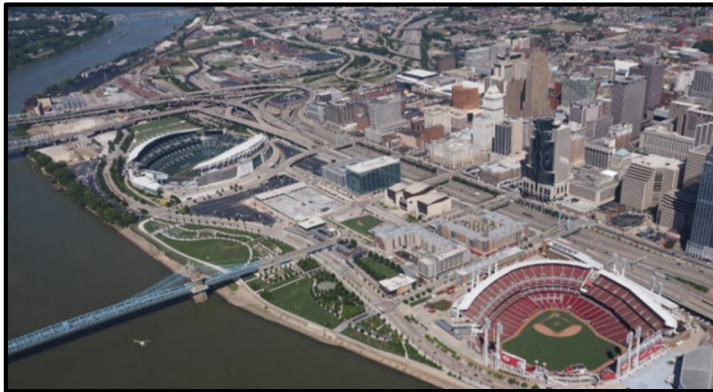


Figure 6 - The Banks Master Plan elevates private development above the 100 year floodplain and incorporates flood-resilient design, incentivizing development in the formerly blighted riverfront.

The Banks Project area encompasses in excess of 192 acres that includes stadia, parks, museums, residences, offices, hotel and retail space. To date, Hamilton County and the City of Cincinnati have invested over \$1.7 billion in the redevelopment of the city's central riverfront. In return, employers have brought thousands of jobs to Cincinnati's riverfront, including General Electric, whose 340,000 square foot U.S. Global Operations Center has developed more than 1,400 jobs at The

Banks and an additional 1,800 indirect jobs from its operations. Private development has also introduced more than 800 new residents to The Banks, which further increases demand for the various modes of transportation offered by the Intermodal Transit Facility. In completing this latest phase of the Project, plans to bring a 4,000-8,000 capacity entertainment venue and an \$85 million mixed-use development by early 2020 are also underway. The economic impact of the public investment in this redevelopment effort is documented in the economic impact studies attached as **ATTACHMENT 7**. Total public-private investment is expected to be \$2.7 billion upon completion.

The Central Riverfront Urban Design Master Plan includes major infrastructure improvements including the reconfiguration of Fort Washington Way, the construction of the Riverfront Transit Center for bus and rapid transit and future light rail adjacent to The Banks Intermodal Transit Facility, and the reconfiguring of the central riverfront street grid. All of these efforts were in furtherance of completing a transit-oriented development on the riverfront. A summary of the development of transportation and transit linkages is set forth in **ATTACHMENT 4**.

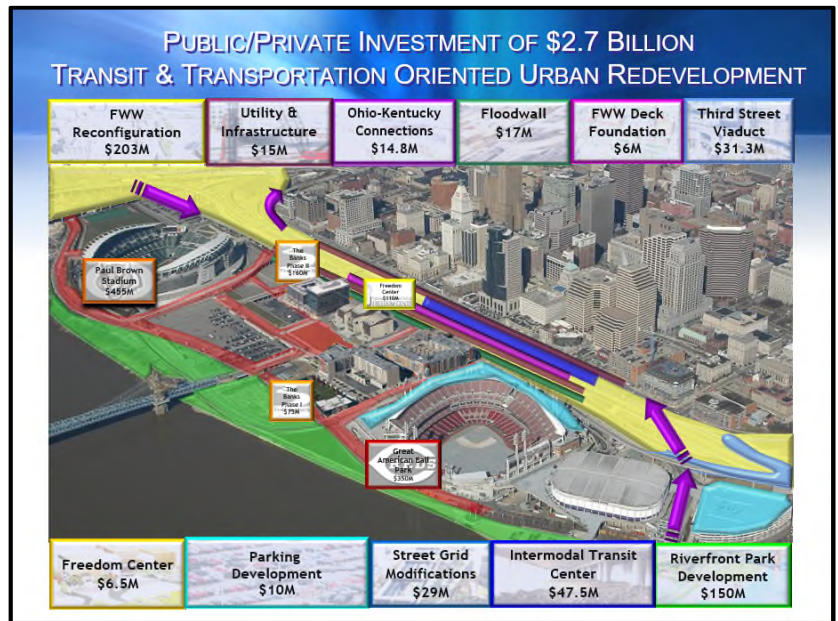


Figure 7 – Public/Private Investment at the Banks.

Public/Private Investment

Public Investment - Hamilton County and the City of Cincinnati have invested \$1.7 billion in the redevelopment of The Banks, including \$400 million in transportation-related improvements designed to establish an integrated transportation system serving the Greater Cincinnati region. Public projects completed to date include Paul Brown Stadium, the Great American Ball Park, the National Underground Railroad Freedom Center, The Riverfront Transit Center, the re-alignment of Fort Washington Way, and Smale Riverfront Park, reestablishment of the street grid network, the Intermodal Transit Facility and related infrastructure.

The City and County have executed agreements to complete additional public improvements, including completion of the Intermodal Transit Facility, street grid network, and utilities, Fort Washington Way Decking, and further additions to Smale Riverfront Park with a total additional project cost of approximately \$400 million.

Private Investment - The Banks Project was built to encourage private investment by raising over 18 acres of property out of the flood plain. The Project has a proven track record of yielding a substantial investment of private dollars on the public investment.



Figure 8 – GE Global Operations Center

In June 2014, the General Electric Company selected the Banks for the location of its only U.S. Global Operations Center. The GE Global Operations Center is a \$90 million, 338,000-square foot 12-story office tower that, since its opening in October 2016, employs over 1,400 professionals. In addition, The Banks Project is home to the \$35 million Marriott AC hotel, a

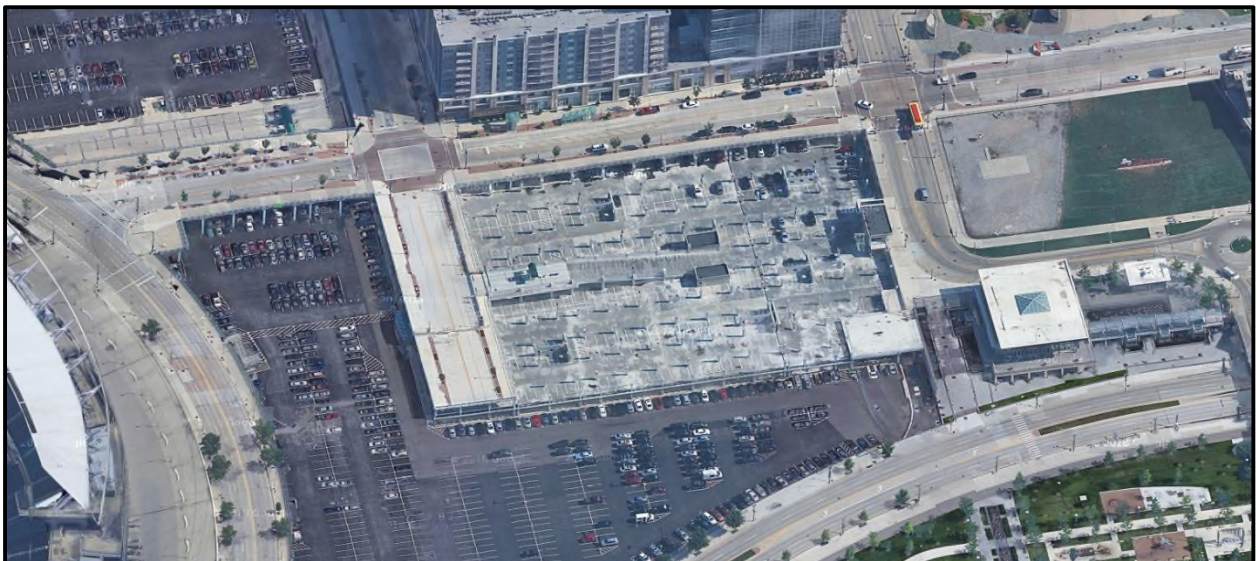


Figure 9 - The completed two level Lot 24 component of The Banks Intermodal Transit Facility, ready for private development podium and mixed-use development.

171-room lifestyle hotel, two luxury apartment communities, The Current and Radius at The Banks, with a total of 592 units, as well as 132,506 square feet of retail space. Total private investment is in excess of \$255 million to date; total projected private investment is \$1 billion upon completion.

The Banks Intermodal Transit Facility

The proposal is to utilize BUILD funding to assist Hamilton County to complete the construction of the Intermodal Transit Facilities. The Banks is the critical linkage of a system of parking, transit, and ridesharing solutions designed to alleviate congestion in the Central Business District and to reduce emissions in the region. This Project will enable completion of the next phase of the Intermodal Transit Facility that provides essential connections to several modes of transportation.

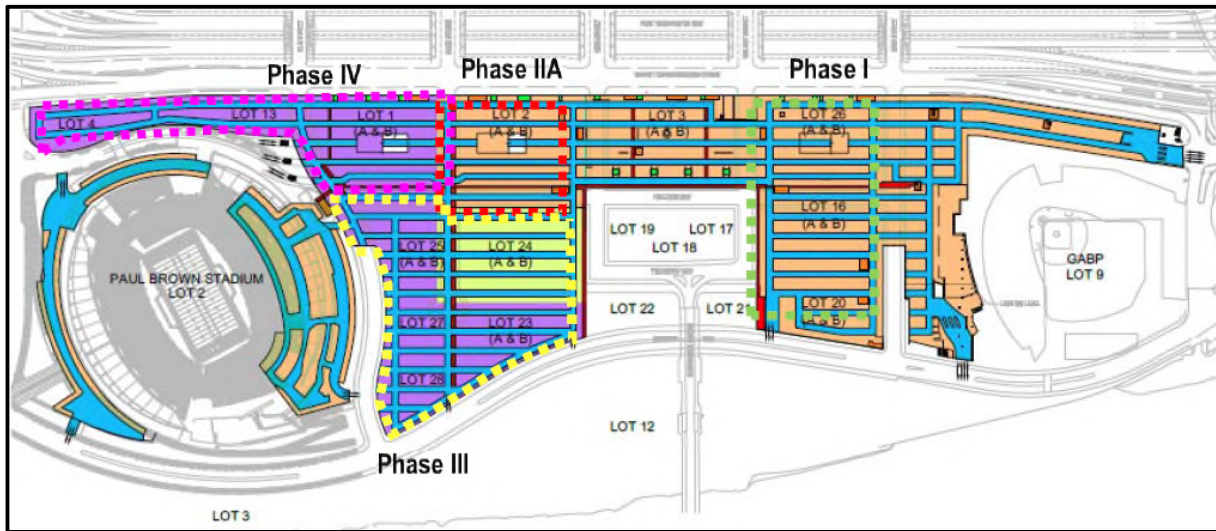


Figure 10. Intermodal Transit Facility development phases. The Lots highlighted in purple are future phases.

The Banks Project Intermodal Transit Facility is a multi-level public parking structure and related public infrastructure that provides The Banks and the Central Business District with park-and-ride, carpool, vanpool, rideshare, bus, bicycle, general public parking, streetcar, and potential future light rail transportation options, and provides flood mitigation benefits to a flood-prone community, incentivizing economic development in a formerly blighted area. The Facility is 72% complete, with plans to complete the overall project by 2022 already in place. The Facility's design incorporates podium structures that are intended to leverage public parking improvements to stimulate private investment in excess of \$1 billion by providing flood-resilient, prime riverfront locations for development, with space for patrons to park approximately 6,600 vehicles (including 300 High Occupancy Vehicle spaces) below, immediately adjacent to the Riverfront Transit Center, as well as the streetcar and bus linkages.

The Intermodal Transit Facility provides immediate access to Interstates I-71, I-75, and I-471, keeping up to 8,500 vehicles a day from creating gridlock in the Cincinnati Central Business District and preventing an increase in CO emissions in the region.

The Intermodal Transit Facility, in conjunction with the Riverfront Transit Center, will serve as Cincinnati's riverfront transportation hub, linking people traveling by automobile to frequent bus service, as well as future light rail and commuter rail service.

The Intermodal Transit Facility presents an important opportunity to better manage travel demand within the downtown area. The design of parking policies will discourage single-occupancy vehicle ("SOV") use and encourage the use of SOV alternatives. In a review of the effectiveness of 22 parking management programs, more than half of the programs reduced vehicle trips by more than 30 percent. At the Intermodal Transit Facility, vanpool and rideshare participants are provided a dedicated parking area, closest to bus, streetcar, and rail transfer points. Vanpool participants can even receive free or reduced fares to transfer to bus or rail. These enhanced incentives, combined with the Banks convenient central location, promote greater participation in vanpool and rideshare arrangements.



Figure 11 - The Banks Intermodal Transit Facility - Access to Federal Highways

The structure of the Intermodal Transit Facility is designed to support buildings up to 24 stories high, as well as several city streets and an elevated city park. The Facility features a simple layout, straight two-way drive aisles with 90-degree parking and clear sightlines, white ceilings and ample lighting, glass-enclosed stairways with accent lighting, unique tile designs in stairs and elevators, dedicated pedestrian walkways with bollards and accent lighting, and durable, low-maintenance materials. When finally completed, it will accommodate 6,600 vehicles, including 300 spaces for high-occupancy vehicles as well as up to 300 electric vehicle charging stations.



Figure 12 - Second Street entrances to the Riverfront Transit Center

Transit Connectivity

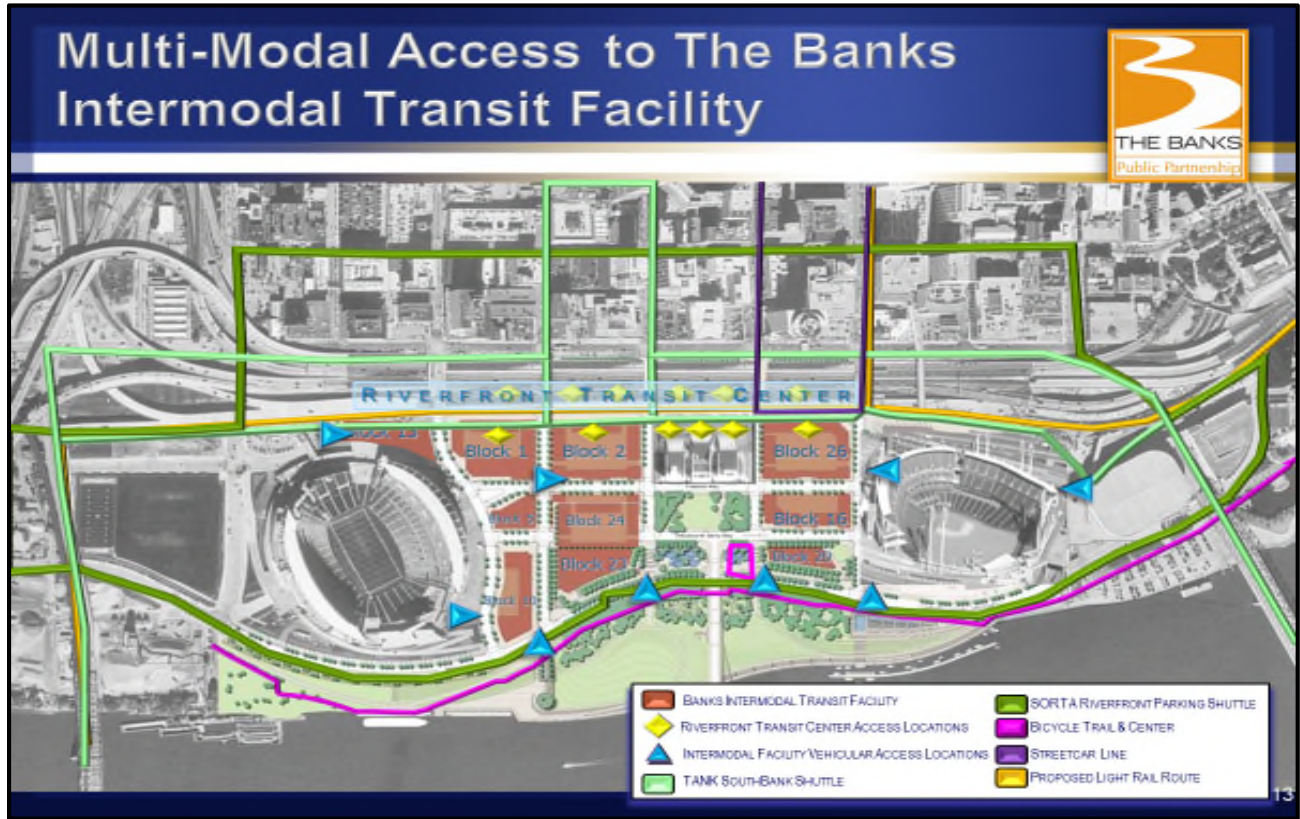


Figure 13 - Multi-Modal Access to the Intermodal Transit Facility

The Banks Intermodal Transit Facility and Riverfront Transit Center contain facilities for bus and future light rail. The Intermodal Transit Facility will have a high Transit impact as it accommodates transfers from private vehicles to streetcar, future light rail, bicycle, and street level buses that circulate from the Central Riverfront through the Cincinnati Central Business District, as depicted in Figure 12. **ATTACHMENT 4** provides a detailed explanation of each element that further enhances transit and transportation linkage within the region.

Directly adjacent to The Banks Intermodal Transit Facility is the Riverfront Transit Center. Currently being used as a commuter bus hub for the Southwest Ohio Regional Transit Authority (“SORTA”) and the Transit Authority of Northern Kentucky (“TANK”), the Riverfront Transit Center will eventually serve as the central hub for the Eastern Corridor Oasis Line Commuter Rail, linking Cincinnati with communities east of the city through Hamilton County and into neighboring



Figure 14 - Riverfront Transit Center (Adjacent to The Banks Intermodal Transit Facility)

Clermont County, with additional feeder bus connections. The Riverfront Transit Center also links with the Cincinnati Bell Connector, the City's streetcar network, which links The Banks to the Central Business District and the historic Over-the-Rhine neighborhood. Proposed expansions of the transit and transportation systems into Newport and Covington, with the Riverfront Transit Center serving as its nexus, will further integrate The Banks with Northern Kentucky.

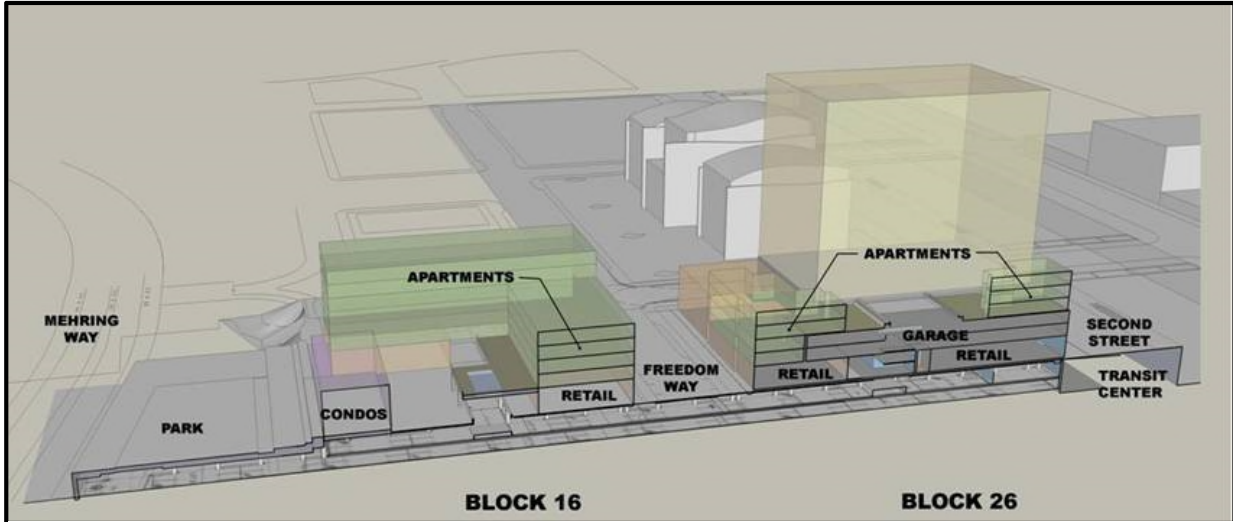


Figure 15 – Cross-Section of the Intermodal Transit Facility, adjacent to the Riverfront Transit Center.

The Ohio River Bike trail runs along downtown Cincinnati through Smale Riverfront Park, and is a part of a planned 320-mile route that will eventually span Ohio from Cincinnati to Cleveland.

Phases I and II of the Banks Project

Since 1998, Hamilton County and the City of Cincinnati have invested \$1.7 billion in the redevelopment of Cincinnati's Central Riverfront. This substantial public investment will yield an estimated \$1 billion in private investment within the next decade. As set forth in [ATTACHMENT 7](#), Phase IA of The Banks Project created in excess of 2,000 jobs during construction of the public infrastructure and private improvements and resulted in the creation of 1,800 permanent jobs following the completion of apartments and restaurants, with \$85 million in private capital investment.

Phase II of The Banks, which commenced in April 2014, increased the total private investment in The

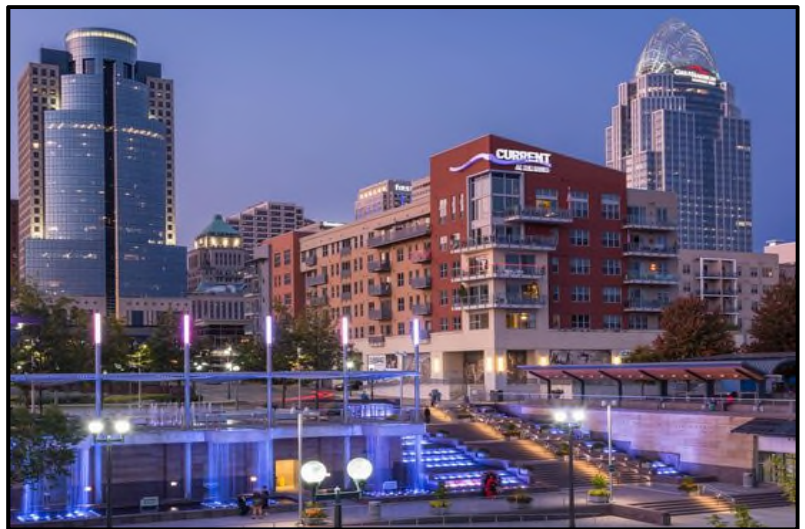


Figure 16 - The Banks Phase I

Banks since 2009, to over \$255 million in capital dollars alone, and created 706 jobs during construction and 1,800-2,000 permanent jobs upon completion in the Fall of 2016. Total permanent jobs from the first two phases of The Banks Project as completed to date are expected to exceed 4,000. The annual economic impact is in excess of \$1 billion annually in the region. **ATTACHMENT 7** sets forth the economic impact studies completed to date.

The Banks Phase III – BUILD Grant Project Description

Funding from the 2018 BUILD Grant will be applied to the completion of Phase III of the Intermodal Transit Facility, as depicted in Figure 17. Phase III is comprised of Development Lots 23, 24, 25, 27, and 28.



Figure 17 - Phase III of The Banks Intermodal Transit Facility; Federal Funding will be applied to the construction of Lot 25.

As depicted in Figure 18, Phase III will replace existing surface parking with the expansion of the Facility.

THE BANKS PHASE III LOTS					
	LOT 23	LOT 24	LOT 25	LOT 27	LOT 28
Square Footage (footprint)	50,000	113,150	50,075	31,950	31,950
Square Footage (including development)	50,000	900,000	350,000	46,600	15,000
Acreage	1.147	2.500	1.149	0.733	0.733
Number of Parking Levels	1	2	2	2	1
Number of Future Parking	180	N/A	330	200	50
Number of Electric Vehicles Spaces	0	0	150-300	0	0
Number of Bike Rentals	0	0	15	0	0

Phase III Development. The Lot 25 expansion will create parking spaces across two levels to address the demand for increased parking spaces at The Banks. In addition, the Lot 25 expansion will create additional space for bicycle rentals and storage. Like Lot 24, the Lot 25 expansion will be built as a podium structure to allow for a 350,000 sq. ft. mixed-use private development to be built on top of the expansion resulting in a private investment in excess of \$90 million.



Figure 18. Lot 25, highlighted in red.

A unique feature of Phase III development will be the addition of 150-300 electric vehicle charging stations, which will allow The Banks to accommodate the growing number of electric vehicles in the Greater Cincinnati region and contribute to a smaller environmental footprint at The Banks. It will also provide another amenity to attract park-and-ride.

Built to accommodate 2.6 acres of private development on top of its podium structure, Lot 24 is complete, and awaiting the development of a proposed \$85 million, 418,000 sq. ft. mixed use project. Plans have included two-story residential town homes, more than 250 apartments, and luxury apartment homes, as well as space for street-level retail, restaurant, and entertainment.



Figure 19 - Artist's Rendering of the proposed 418,000 sq. ft. \$85 million mixed-use development to be built on top of Lot 24.

In addition to creating structured parking spaces, the balance of the Phase III development will serve as the development podium a \$20 million Riverview entertainment and music venue, as well as additional public park space.



Figure 20 - The proposed Riverview Music Venue.

The final phase of the Smale Riverfront will be constructed on Lots 23 & 28. Built to compliment the music venue, the extension of Smale Riverfront will accommodate concerts and outdoor events.



Figure 21 - Depiction of Smale Riverfront Park Phase III Expansion

II. Project Location



Figure 22- Project Location Adjacent to Paul Brown Stadium

Location and Map

The Project is located in the City of Cincinnati, Hamilton County, Ohio, and is bounded by West Freedom Way and the Ohio River Scenic Byway to the North and South, and Rosa Parks St./Theodore M. Berry Way and Elm Street to the East and West (Figure 14). Coordinates of the center point of the Project site are 39.096054, -84.512975. The Project is located in Ohio Congressional District 1.

Connections to Existing Infrastructure

The Intermodal Transit Facility is located directly adjacent to Fort Washington Way, which connects I-71 to I-75 at the Brent-Spence Bridge, and can be accessed conveniently from both highways. The Riverfront Transit Center serves as the local and commuter bus hub of SORTA and TANK, and the Facility also links to the Cincinnati Bell Connector, the city's streetcar line. Finally, the Intermodal Transit Facility links to the Ohio River Trail, an 8-mile bike and pedestrian trail that is intended to serve as a component of a 320-mile trail network from Cincinnati to Cleveland. Refer to **ATTACHMENT 4** for a complete documentation of the transportation and transit linkages associated with the Project.



Figure 23: The Cincinnati Bell Connector at The Banks

III. Grant Funds and Sources / Uses of Project Funds

Project Sources and Uses

The County is requesting \$23,000,000 in BUILD grant funding to assist in the completion of the Intermodal Transit Facility. The table below shows the sources and uses of funds for the Project. The State of Ohio, The County, and the City have raised \$30.3 million for completion of the Facility. Hamilton County is requesting \$23 million in BUILD funding to complete the project financial plan.

Sources of Funds

State Capital Funding	\$12,000,000
City/County Local Funds	8,800,000
Additional City and County Local Financing	9,500,000
BUILD 2018 Request	\$23,000,000
	\$53,300,000

Uses of Funds

VMS Phase II/III - <i>Appropriated</i>	\$1,000,000
Lot 23 Expansion/Podium Fit-Out	15,300,000
Lot 27 Expansion	9,500,000
Lot 28 Expansion	4,500,000
Lot 25 Expansion/Podium Fit-Out	23,000,000
	\$53,300,000

THE BANKS PHASE III PUBLIC INFRASTRUCTURE BUDGET ESTIMATE

2018 Estimate

Administrative and Legal Expenses	\$12,153,000
Land, Structures, Rights-Of-Way, Appraisals, etc.	\$0
Relocation Expenses and Payments	\$0
Architectural and Engineering Fees	\$2,736,793
Other Architectural and Engineering Fees	\$355,783
Project Inspection Fees	\$273,679
Site Work	\$6,704,030
Demolition and Removal	\$514,099
Construction	\$27,367,935
Equipment	\$609,500
Miscellaneous	\$1,000,000
SUBTOTAL	\$51,714,820
Contingencies	\$1,583,295
SUBTOTAL	\$53,298,114
Project (Program) Income	\$0
TOTAL PROJECT COSTS	\$53,298,114

Non-Federal Funds

The non-federal share of the Intermodal Transit Facility Expansion project will be from existing City/County local funds as well as from the State of Ohio. The County and City will be responsible for the remaining \$9,500,000 of the Facility Costs.

IV. Merit Criteria

The benefits that align with US DOT's long-term outcomes are estimated as part of the Benefit Cost Analysis included as **ATTACHMENT 3** and summarized in Section VI. More complete information is available in the technical appendix that accompanies the BCA. As shown, certain benefits are significant, with health benefits and improved mobility as the largest categories of benefits. The following describes how USDOT's long-term outcomes criteria for BUILD grant applications relates to this Project.

Safety

With the rapid development of the Central Riverfront Development Area, including a major new neighborhood, commercial office and retail space, hotels, restaurants, two world class stadia, parks, entertainment venues, extensive garage parking operations, transit and transportation assets concentrated within the Central Business District, the City of Cincinnati and Hamilton County recognized the necessity for a multifunction Public Safety System for the Central Riverfront.

The Central Riverfront Public Safety Systems include Closed Circuit Television, Emergency Telephones and Duress Alarms. These Public Safety Systems are monitored by the Cincinnati Police Department at the City's Regional Emergency Operation Center and at the City of Cincinnati Police Department's new, state of the art Welcome Center located within the Central Riverfront Development.



Figure 24 – Cincinnati Police Welcome Center at the Banks.

These Public Safety Systems function to aid in the management of traffic flow in to, throughout and out of the Central Riverfront Development, monitoring of The Banks Intermodal Transit Facility,

and parking facilities, maintenance of public safety and to support public order.

A Central Riverfront Public Safety Systems Needs Assessment was developed to prioritize and guide the development and deployment of electronic safety and security systems throughout

the geographic area between Central Avenue at the west and Mehring Way/East Pete Rose Way at the east, and from Third Street at the north to the Ohio River at the south.

The structure of the Intermodal Transit Facility incorporates numerous additional safety features, including dedicated and partially enclosed pedestrian walkways, passive (security cameras at stairs and entryways) and active security (24/7 guards and facility ambassadors in addition to a police substation). The Facility incorporates a simple layout design to reduce traffic incidents, including two-way drive aisles with clear sightlines. The Facility expansion will incorporate these design features.



Figure 25 – Real-Time Crime Center at the Cincinnati-Hamilton County Emergency Operations Center.

Once completed, the Intermodal Transit Facility will provide for increased safety for all users in the area, including pedestrians, bicyclists, transit riders, and commuters of all ages between Cincinnati's Business District and The Banks. New pedestrian wayfinding, interior crossings, and protected pedestrian pathways will be developed as part of the Facility's expansion.

State Of Good Repair

The existing Banks Intermodal Transit Facility is approximately 72% complete. When completed, it is anticipated that the Facility will contain approximately 6,600 structured parking spaces between the new stadia with a total of approximately 9,300 parking spaces throughout the Central Riverfront area. The development blocks and central riverfront streets will be constructed on podiums above the parking garage facility within each block. The Facility is designed to raise The Banks' neighborhood buildings, streets, and utility infrastructure above the 100-year flood level, and can accommodate 100 and 500 year floods without compromising the integrity of the structure.



Figure 26 – The Banks Intermodal Transit Facility Pedestrian Access Elements

The Intermodal Transit Facility was designed with durable, low-maintenance materials, designed to support eight separate buildings, ranging from 5 to 24 stories high, as well as several city streets, and an elevated park. Epoxy-coated rebar, silica fume, and corrosion-inhibitor admixtures enhance cast-in-place concrete durability and longevity. Durable, low maintenance materials (concrete, stainless steel, laminated glass, galvanized steel, and tile) can be hosed down after a flood, and Mechanical, Electrical, and Plumbing equipment is located above the 100-year flood level. Facility drains are designed with backflow prevention, and systems are in place to reduce or eliminate sediment accumulation during floods.

The state-of-the-art multi-modal facility has been the recipient of two design awards, the 2013 International Parking Institute's Award of Excellence for "Best Design of a Parking Facility with 800 or More Spaces," and the 2013 American Council of Engineering Companies of Ohio's "Engineering Excellence Award." The Project also received the National Award for Plan Implementation from the American Planning Association.

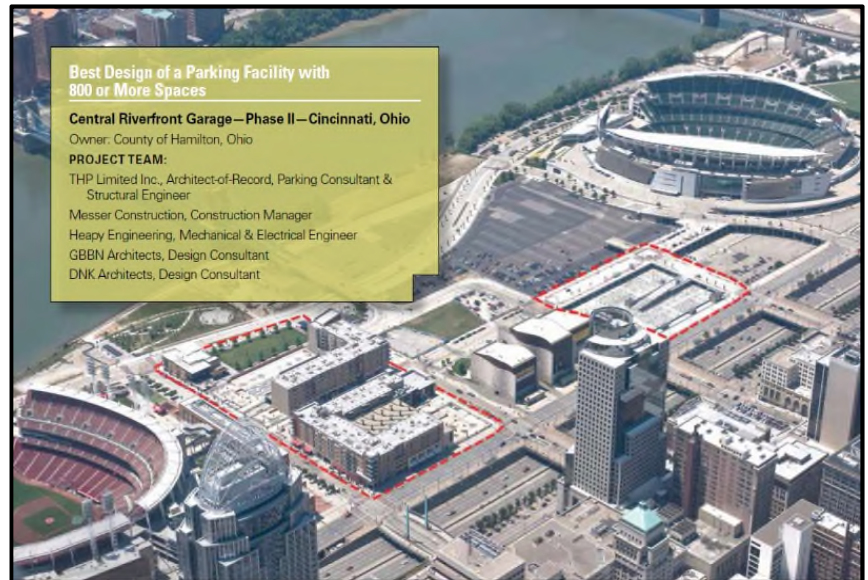


Figure 27 – The Facility was awarded International Parking Institute's Award of Excellence for Best Design of a Parking Facility with 800 or More Spaces in 2013.

Currently, Lot 25 is used as an open-air parking lot, and is subject to wear and tear due to exposure to sunlight, weather conditions, and flood damage. In its current state of repair, flood damage is estimated to cause about \$28,800 of damage per occurrence within the unprotected parking lots at the site of lots 23, 25, 27, and 28. The construction of a covered, flood-resistant podium structure capped with private development will reduce overall wear and tear and eliminate these costs. Additional parking spaces within the Intermodal Transit Facility will serve as a new and sustainable source of operations and maintenance revenue.

Economic Competitiveness

The majority of day-to-day users of the Intermodal Transit Facility are derived from two populations, those living in the housing in The Banks above the Facility, and commuters from Ohio, Kentucky, and Indiana who use the Facility as part of their commute to The Banks and the Central Business District. For both groups, the Facility serves as a nexus for transportation, improving access to transportation and transit modalities which serve to reduce transportation costs.

For those who live and work at The Banks, the Intermodal Transit Facility offers easy access to numerous transportation options without the hassle of a difficult commute. For developers, the presence of a multimodal transit facility below their properties greatly increases the value of their development. For businesses, the Facility makes it much easier to attract customers and employees. Further, the availability of additional parking and transportation options within proximity to their businesses removes the need for business to provide parking options, reducing the costs of doing business and providing the density needed to make transit more cost-effective. Lastly, attracting new development will result in long-term job creation.



Figure 28 – The Riverfront Transit Center and The Banks Intermodal Transit Facility increase access to multimodal transportation options, making the region more attractive for commuters and businesses.

Many workers who commute to and from jobs in The Banks, Downtown Cincinnati, or Northern Kentucky use the Facility as a stopping point on their way to work. Increased parking options at the Facility means a decrease in traffic congestion as commuters choose other modes of transportation for the final leg of their commute.

The mixed-use development on Lot 24 and the proposed music venue, as well as a future Lot 25 Development, will result in the addition of more than \$194.25 million in development at The Banks.

As outlined in the Benefit Cost Analysis in ATTACHMENT 3, after netting out construction costs, the construction of The Banks Intermodal Transit Facility is expected to increase property values within the immediate area by approximately \$125 million.

Environmental Protection

The Intermodal Transit Facility has represented an opportunity for the Greater Cincinnati region to demonstrate leadership in sustainable design initiatives. The City, County, and

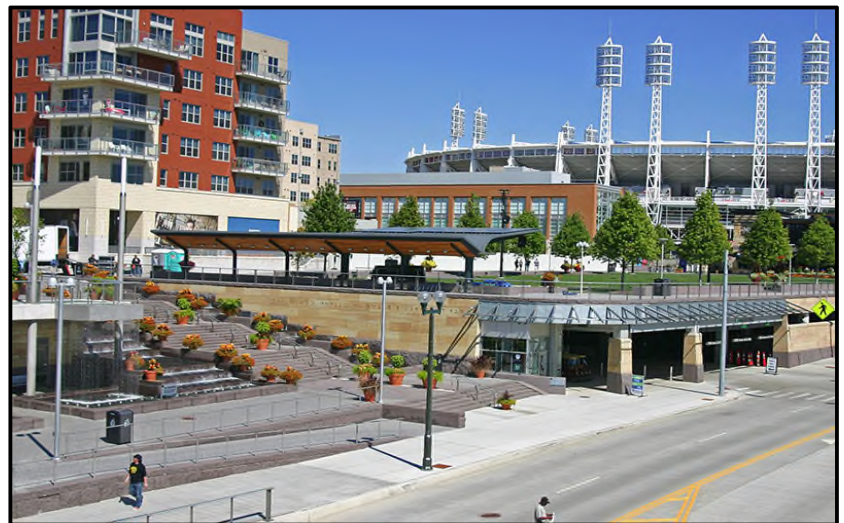


Figure 29 – The Banks Intermodal Transit Facility features one of the largest green roofs in the State of Ohio.

their private developer partners have committed to ensuring that mixed-use development portions of the Project adhere to LEED principles and the Project has been awarded LEED Silver designation. The City and County have also committed to constructing the Intermodal Transit Facility in such a manner that it will have one of the largest green roofs in the State of Ohio – in excess of three acres at completion and have committed to a recycling program with respect to all materials that are demolished or removed as part of any site preparation work. In addition, City Parks has utilized a geothermal system for all of the energy needs for park-related development including the operation of the Lager House restaurant.

Sustainability provisions currently at the Facility include 300 High Occupancy Vehicle Spaces, variable-speed fans, reduced Portland cement use, and recycling of demolished materials. Expansion of Phase III will accommodate up to 300 electric vehicle charging stations. Finally, the multi-modal nature of the Facility is designed to reduce overall vehicles miles travelled, reducing total energy emissions due to pollution.

The Banks Intermodal Transit Facility will achieve a substantial reduction in carbon emissions and significantly improve air quality in the region. **ATTACHMENT 5** is a CMAQ Analysis of Intermodal Transit Facility. As shown in the data, the Facility is expected to provide air quality benefits “from improved transit and bicycle connections, as well as improved traffic flow throughout the Central Business District.” This data shows not only a decrease in single-occupant vehicles, but an increase in carpool/rideshare users, a reduction in vehicle miles travelled, and a reduction in gasoline consumed.

These results are accomplished by a combination of centralized parking, connectivity to bus, bicycle, and pedestrian modes and priority parking for high-occupancy vehicle (“HOV”) users.

The Banks Project currently includes preferential HOV parking in proximity to the Riverfront Transit Center and pedestrian access points nearest to SORTA and TANK transit service. OKI has partnered with Hamilton County and the City of Cincinnati to cross-promote The Banks proximity parking incentives to local rideshare, carpool and vanpool programs, including the MPO, Ohio-Kentucky-Indiana Regional Council of Governments (“OKI”) commuter services Rideshare program (241-RIDE). OKI's user education and marketing programs will raise awareness of The Banks HOV user incentives.

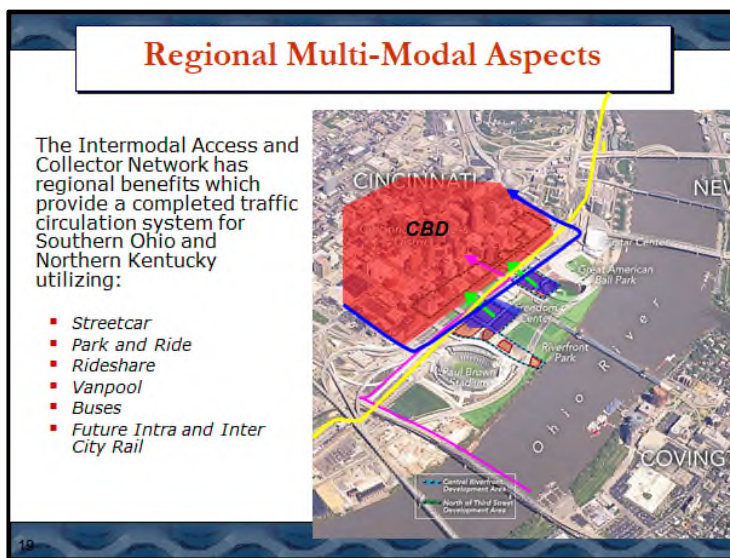


Figure 30 - The Banks Intermodal Transit Facility Regional Aspects

and vanpool programs, including the MPO, Ohio-Kentucky-Indiana Regional Council of Governments (“OKI”) commuter services Rideshare program (241-RIDE). OKI's user education and marketing programs will raise awareness of The Banks HOV user incentives.

This Project is expected to significantly reduce daily vehicle emissions by reducing SOV use. The quantified reductions are 1,170 lbs. of volatile organic compounds (VOC), 931 lbs. of carbon monoxide (CO), 719 lbs. of nitrogen oxides (NOx), and 1,217 lbs. of particulate matter (PM). Additional air quality benefits are expected from improved transit and bicycle connections, as well as improved traffic flow throughout the central business district. VOC and NOx are principal precursors of ground-level ozone. The Cincinnati region is nonattainment for both ground level ozone and fine particulate federal air quality standards. Intermodal Transit Facility will contribute to the region's timely attainment of these standards.



Figure 31. The Cincinnati Riverfront, circa 1997; Pre-Redevelopment of Riverfront

Quality of Life

One of The Banks Project's principal goals is to provide safe, convenient access to the region's major employment centers in the Cincinnati Central Business District and enable the development of a pedestrian, bike, and mass transit-friendly riverfront neighborhood. Access to the Intermodal Transit Facility and the transportation options it facilitates furthers these goals, resulting in an increase in the quality of life for its users.

The Intermodal Transit Facility was designed to encourage modal transfer, replacing a



Figure 32 - The Banks Mixed Use Development

saturating means of transport (vehicle traffic) with more space-efficient modes to reduce overall traffic congestion. By providing commuters with alternative transportation options via bus, bicycle, carpooling, streetcar, or potential future light rail, vehicle traffic throughout the city will decrease. This reduction in vehicle miles traveled makes pedestrian and bicycle travel safer, reduces total energy emissions due to pollution, and reduces pavement maintenance cost throughout the city.

The expansion of The Banks Intermodal Transit Facility will encourage park-and-ride commuting via the Cincinnati Bell Connector streetcar and the SORTA and TANK bus lines, while increased access to bicycle rental/storage options will encourage commuters to travel by bike.



Figure 33 - Schmidlapp Event Lawn at The Banks Smale Riverfront Park

Without the expansion, existing outdoor parking options, which lack the weather protection and electric charging stations provided by the Project, would serve to dissuade commuters and visitors to the city from using alternative modes of transport. In addition, without the podium structure provided by The Banks Intermodal Transit Facility, any development at

Lot 25 would result in a net loss of existing parking as developers build onto existing surface parking lots or more likely no development at all given the flood-prone nature of the Project area.

The Benefit Cost Analysis in **ATTACHMENT 3** outlines certain of the Quality of Life benefits of the project. Increased bicycle and pedestrian activity would be responsible for a combined \$872,000 in health benefits.

Innovation

The Banks Intermodal Transit Facility is the very foundation of the innovative \$2.7 billion Banks Project, a public-private, transit oriented urban redevelopment Project that is in the process of transforming the formerly blighted area along the Ohio river into a major economic driver in the Greater Cincinnati and Northern Kentucky region. The Banks Project has brought several major employers to Cincinnati, including the GE Global Operations Center, professional sports stadia, and two major entertainment venues.

The Banks Intermodal Transit Facility and the adjacent Riverfront Transit Center serve as the nexus point for automobile, bus, pedestrian, bicycle, and streetcar transportation, and accommodate future development plans for light rail travel. The expansion of the Facility will incorporate further innovative improvements, including variable message signing and security and energy saving LED lighting. In addition, 150 to 300 electric vehicle parking spaces will be incorporated into the design for Phase III, encouraging commuters to use energy-efficient vehicles and reducing the overall carbon footprint, and additional revenues from parking will support the addition of a shuttle service within the Facility. Once Phase III of The Banks is complete, an electronic wayfinding system will be installed at the Facility, allowing visitors to quickly and efficiently locate available spaces.

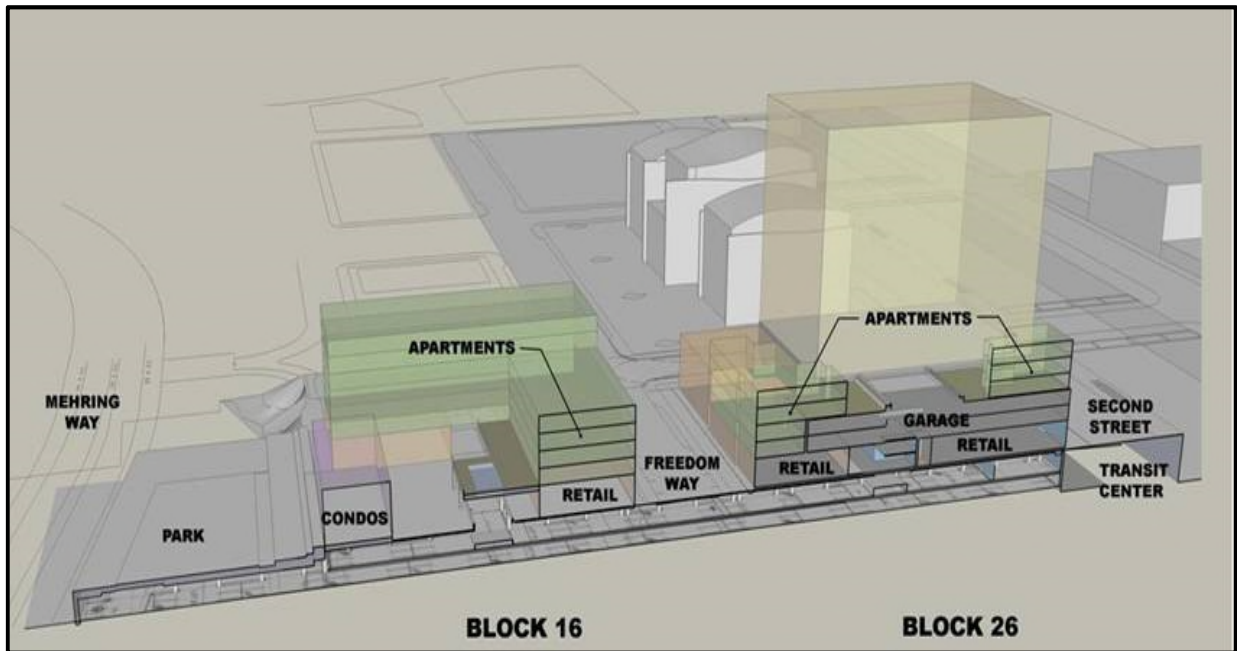


Figure 34 - Cross Section of The Banks Intermodal Transit Facility

In addition to the foregoing, the expansion of The Banks Intermodal Transit Facility will be constructed to incorporate a flood-resilient design that is essential to development on Ohio Riverfront. The Facility was designed to accommodate floodwater, a response to flooding in prior decades, including the 1997 flood, a disastrous flood that resulted in \$400 million in damage in both Ohio and Northern Kentucky. The Intermodal Transit Facility's podium structure elevates buildings, streets, and utility infrastructure above the 100 and 500-year flood level, incentivizing development at The Banks.

The Intermodal Transit Facility's flood resilient design will result in flood damage repair cost savings of **\$178,552** (undiscounted) in the 30 years following its construction, as demonstrated in the attached BCA. In addition, the Facility's podium design elevates private development above the Ohio River's flood stage, enabling investment of more than \$1 billion by private developers.

The Banks Project has twice been nominated for Public Private Partnership Special Infrastructure Deal of the Year, and received the 2013 National Planning Excellence Award for Implementation by the American Planning Association.

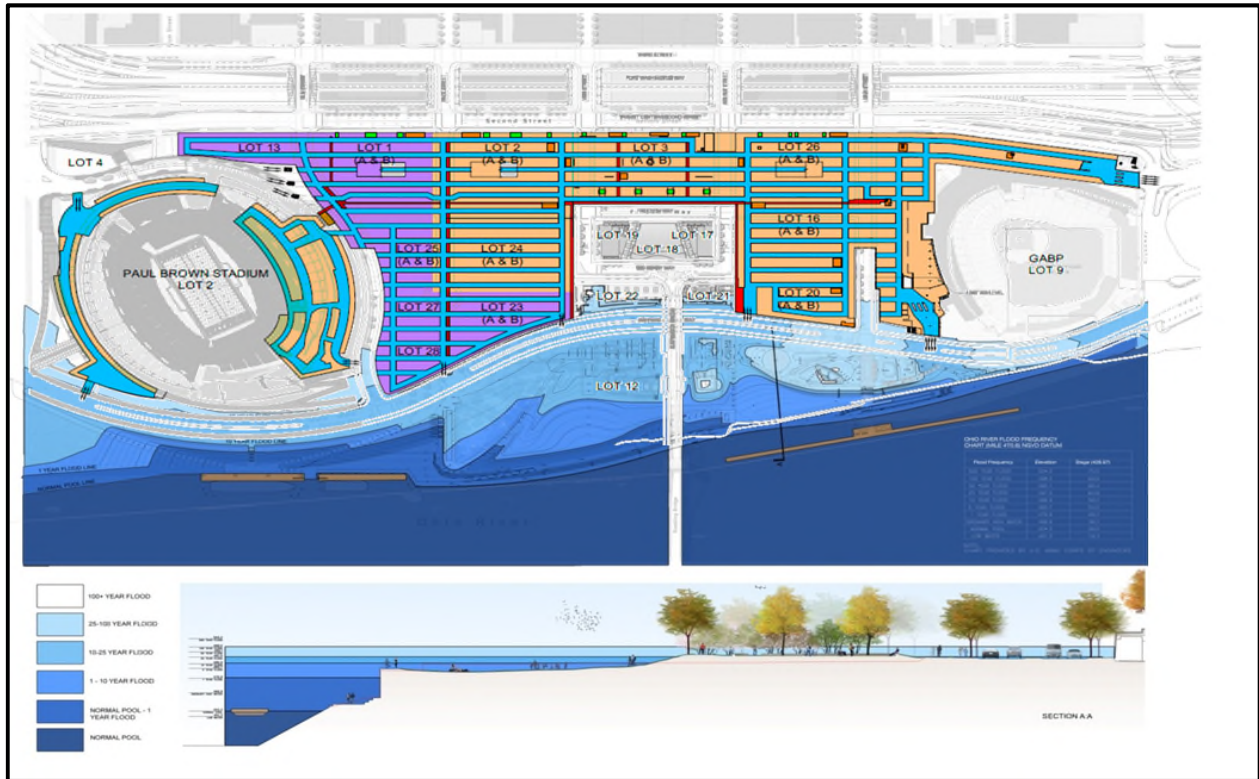


Figure 35 – The Intermodal Transit Facility raises development out of the 100 and 500 year floodplain.

Partnership

The Project is a priority for the region and is supported by federal, state and local governments, public authorities, elected officials, local community organizations, private businesses, non-profit organizations, philanthropic foundations, and other interested stakeholders. The Banks Project has drawn together federal, state and regional leaders and civic-minded organizations - the resulting public-private partnership has attracted national attention and accolades. Public partners, in addition to the City and the County, have included the Ohio-Kentucky-Indiana Regional Council of Governments, the State of Ohio, Departments of Transportation, Economic Development and National Resources, and at the Federal level, Departments of Transportation, Federal Highways, Federal Transit Administration, Economic Development and the US Corps of Engineers. The City-County have developed a true Public-Private Partnership with private developer investment in excess of \$255 million with a projected \$1 billion at Project completion.



Figure 36. The Banks Public Partnership is a working partnership between the City of Cincinnati and Hamilton County.

HAMILTON COUNTY. Hamilton County is the lead party with respect to the 2018 BUILD Grant application and will be responsible for administering the grant. The Hamilton County Board of County Commissioners has dedicated staff appointed for federal grant administration and reporting procedures. The County is working with its public partner, the City, for a combined contribution of \$18.3 million, as discussed in Section III hereof.

THE STATE OF OHIO. \$12 million will be contributed to the Intermodal Transit Facility expansion from State of Ohio capital budget and has been authorized by the Ohio General Assembly.

The expansion of The Banks Intermodal Transit Facility will incentivize private development. The Facility increases significantly the value of adjacent properties, and the podium structure, designed to accommodate development, greatly reduces cost for developers who would otherwise need to provide for transportation options and flood resistance.

Non-Federal Revenue for Transportation Infrastructure Investment

As discussed in Section III above, non-federal revenue for The Banks Intermodal Transit Facility is derived from both state and local funding. \$12,000,000 will be contributed from the State of Ohio. The City and County will fund an additional \$18,300,000.

Also, by enabling dense, walkable, mixed use development, the Project will directly and indirectly increase the density needed to make transit more cost-effective, and more sustainable in the long run due to higher, more reliable fare box revenues.



Figure 37 - The Banks serves as residence for over 800 people and more than 4,000 employees

V. Project Readiness

Technical Feasibility

The County will be building upon earlier success with Phases I, II, and IIIA of the Banks Project and Intermodal Transit Facility. Despite commencing construction in the Spring of 2008 immediately prior to the Great Recession, Phase I of the Banks was completed in June 2012, while Phase II commenced and was completed in 2016. Both phases were completed on time and under budget, with commercial development commencing not long after the completion of

the Facility. Phase III began with the construction of the Facility structure on Lot 24, and is scheduled for completion in 2020.

The Intermodal Transit Facility Expansion follows nationally accepted design standards and will be a continuation of existing facilities. The Facility expansion poses no technical risks or challenges, or known issues with respect to right-of-way acquisition, permitting, or necessary agency approvals. Cost estimates have been prepared, and matching funds have been identified to ensure financial feasibility of the project.

Project Schedule

The Banks Project has been under development for two decades and is entering its final phases, and both the City and the County have the parties and infrastructure in place to complete the expansion of the Intermodal Transit Facility once federal funding becomes available. The expansion will incorporate the same design elements as the rest of the Facility, meaning there is less work to be done in the design stage, and the project will be completed by midyear 2020.

The Project Schedule outlined below is based on the County’s previous experiences with Phases I, II, and IIIA of the Facility. Once funding for the project is secured, work on the expansion will begin as soon as possible, with schematic designs completed in the first quarter of 2019, and final designs completed before the end of the year. Construction of the project will take one year, with construction complete in 2020.

**THE BANKS INTERMODAL TRANSIT FACILITY
Project Schedule**

Item	Task	Completion Date
1	<i>Schematic Designs Completed</i>	Q1 2019
2	<i>Final Designs Completed</i>	Q3 2019
3	<i>Construction Complete</i>	Q4 2020
4	<i>Life Safety Complete</i>	Q4 2020

Required Approvals

All required NEPA Permits for the Intermodal Transit Facility, including each expansion Phase, have been completed in advance, and no Federal Transportation Requirements exist to affect state and local planning. State and local approvals required by the project are minimal, and do not pose a significant hurdle to the project. The County, City, and State will work together to ensure that all required approvals are obtained to complete the project in a timely manner. The Banks Intermodal Transit Facility has been determined to be eligible as a public transportation project under Chapter 53 of Title 49 and Title 23 of the U.S. Code.

Assessment of Project Risks and Mitigation Strategies

As mentioned above, the Intermodal Transit Facility expansion project is a continuation of an existing structure and all project risks have been accounted for. The most significant risks associated with the Facility expansion are increased cost and risk of flood damage.

One risk associated with any project is the loss of the cost associated with the project without significant return. As discussed in Section I above, The Banks Project has a proven track record of attracting substantial private development. In addition, private developers for Phase III have already been identified (project descriptions for each Lot are described in Section I). The two parties have proposed a total of \$105 million in private development in Phase III, nearly double the total project cost for the Facility expansion.



Figure 38 - The Banks Project - Phase I

A flood study was performed in 2000 and is included in **ATTACHMENT 8**. The recommendations of the flood study were incorporated in the final design of Phases I and II of The Banks, and will also be incorporated in Phase III. These mitigation strategies are described in detail in “State of Good Repair” under Section IV above, and include the overall design of The Banks Intermodal Transit Facility, the selection of building materials, the strategic location of mechanical, electrical, and plumbing equipment, and specially designed drains to accommodate sediment accumulation during floods.

VI. Benefit Cost Analysis

Project Cost and Benefits

The Intermodal Transit Facility Benefit Cost Analysis (the “BCA”) can be found in **ATTACHMENT 3**. As is demonstrated in the BCA and the Benefit Cost Analysis Summary Table below, the Benefit/Cost ratio is 2.01, with benefits, including flood repair cost savings, property value growth in the area, emissions reductions, and estimated health benefits from increased pedestrian and bicycle use activity contributing to the overall value of the Facility.

Category	UNDISCOUNTED	Present Value (Discounted at 7%)
<i>COSTS</i>		
Construction Cost	\$53,300,000	\$48,183,684
Net increase in Maintenance Costs	\$4,443,000	\$1,525,407
TOTAL COSTS	\$57,743,000	\$49,709,091
<i>EVALUATED BENEFITS</i>		
Flood Damage Repair Cost Savings	\$178,552	\$67,458
Property Value Growth from Building Platforms	\$124,815,786	\$95,366,719
Health Benefits (Pedestrian)	\$1,304,050	\$465,498
Health Benefits (Bicycle)	\$1,149,272	\$406,499
Pavement Damage	\$483	\$125
Emissions Reduction	\$212,883	\$55,295
Residual Value	\$31,980,000	\$3,429,366
TOTAL EVALUATED BENEFITS	\$159,641,026	\$99,790,960
NET PRESENT VALUE	\$101,898,026	\$50,081,869
BENEFIT/COST RATIO	2.76	2.01

VII. Attachments

This narrative and attachments referenced in this 2018 BUILD application and other supporting information can be found at [<http://thebankspublicpartnership.com/build/>].

The attachments are:

- ATTACHMENT 1: Narrative**
- ATTACHMENT 2: Project Information Sheet**
- ATTACHMENT 3: Benefit Cost Analysis (BCA)**
- ATTACHMENT 4: Banks Intermodal Facility Transit Linkages**
- ATTACHMENT 5: OKI CMAQ Analysis**
- ATTACHMENT 6: Planning Documents**
- ATTACHMENT 7: Economic Impact Studies**
- ATTACHMENT 8: Riverfront Redevelopment Flood Study**
- ATTACHMENT 9: Letters of Support**
- ATTACHMENT 10: Related Information**
- ATTACHMENT 11: 2018buildinfoform.xlsx**

