

Project Information Sheet



THE BANKS INTERMODAL TRANSIT FACILITY

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BUILD GRANT SUBMISSION OF JULY 19, 2018



FACT SHEET

THE BANKS INTERMODAL TRANSIT FACILITY APPLICATION FOR GRANT FUNDING FROM USDOT BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT ("BUILD")

General BUILD Grant Information

Description: Discretionary grants for capital investments in and planning and design for, surface transportation infrastructure that will have a significant impact of the nation, a metropolitan area, or a region.

Available Funding: \$1.5 billion

Cost Sharing: Maximum 80% federal share **(The Banks application offers maximum 43% federal share. The application is for \$23 million towards the \$53 million project).**

Grant Amount: \$25 million maximum award to a single project **(The Banks application is for \$23 million).** \$150 million maximum to projects in a single state.

Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail projects, port infrastructure investments, **and intermodal projects.**

Eligible Applicants: State and local governments (i.e. **Hamilton County**), transit agencies including Southwest Ohio Regional Transit Authority (SORTA), port authorities, Metropolitan Planning Organization (i.e. OKI), and multijurisdictional groups applying through a single lead applicant. Each lead applicant may submit no more than 3 applications.

Application Criteria: Eight criteria, "which will receive equal consideration:" 1) Safety; 2) State of Good Repair; 3) Economic Competitiveness; 4) Environmental Protection; 5) Quality of Life; 6) Innovation; 7) Partnership; 8) Non-Federal Revenue for Transportation Infrastructure Investment.

The Banks application is very strong in all 8 criteria.

Factors for Competitive Applications: Applications require benefit-cost analysis (BCA). **The Banks BCA exceeds 1:1 (the benefit exceeds the cost).** Proposed projects must also demonstrate readiness, technical and financial feasibility, and provide a project schedule and assessment of risks and mitigation strategies. **With design complete, The Banks is shovel-ready.** Funds must be obligated by September 30, 2020.

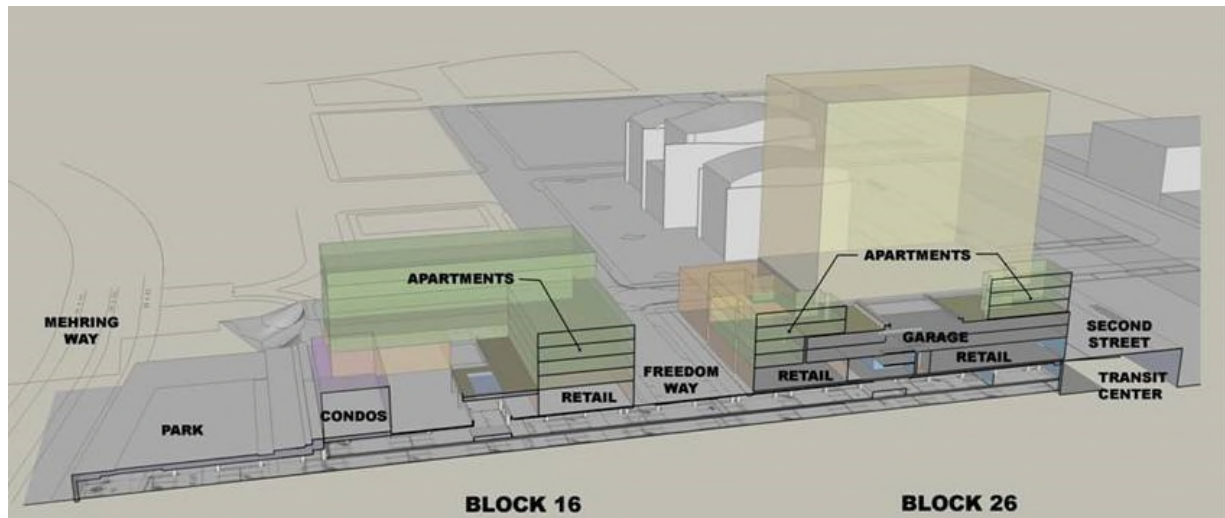
The Banks Intermodal Transit Facility Expansion Information

The Banks Intermodal Transit Facility expansion enables daily commuters to utilize public transit and catalyzes more than \$1B private mixed use development above the flood plain... therefore generating significantly more public transit demand via new residents, new office workers, and new retail and entertainment patrons (see Exhibit A). **The Banks project is likely one of the most unique and deserving projects applying for 2018 BUILD Grant funding.**



THE BANKS INTERMODAL TRANSIT FACILITY: MIXED-USE PRIVATE DEVELOPMENT ABOVE PUBLIC INFRASTRUCTURE AND FIVE MODES OF PUBLIC TRANSPORTATION

Currently, The Banks Intermodal Transit Facility provides a unique flood-resilient prime riverfront location for patrons to leave up to 6,000 vehicles (including 300 HOV spaces, upcoming electric vehicle charging spaces, and an upcoming wayfinding system to quickly and efficiently visually locate available spaces) and switch to one of five modes of transportation to reach their destination in Cincinnati's Central Business District and Northern Kentucky: automobile, pedestrian (extensive sidewalk system and Ohio River Walk trail), bicycle (Bicycle Rental Center and 5 Red Bike stations), bus (SORTA Transit Center and TANK bus stops) and streetcar (Cincinnati Streetcar Station #1 at The Banks). The Banks extensive mixed-use development currently introduces 800 residents and 5,000 workers who, in turn, create demand for the five modes of transportation outlined above. In addition, the immediately adjacent Great American Ball Park (Cincinnati Reds), Paul Brown Stadium (Cincinnati Bengals), National Underground Railroad Freedom Center (Museum of Conscience) and the upcoming Music & Event Management, Inc. music venue (4,000 indoor capacity & 8,000 outdoor capacity) and the Smale Riverfront Park create a public draw of several million visitors to The Banks every year. **Ten years ago, The Banks Intermodal Transit Facility did not exist and neither did the five modes of transportation. Today, The Banks Intermodal Transit Facility is 50% complete, and already is responsible for generating over \$1B of direct and indirect economic impact every year!** Continued USDOT support is needed to complete The Banks Intermodal Transit Facility and achieve a ridership critical mass for public transit.



Upon completion, The Banks Intermodal Transit Facility will increase from 6,000 vehicle capacity to 7,000 and The Banks private mixed-use development will nearly double to 1600 residents and 8,000 workers. With USDOT's support, The Banks will be ready to break ground in 2018 on a \$50 million public expansion in conjunction with \$120 million private development that will complete Phase III of the project (see Exhibit A). **\$23 million of USDOT funding will stimulate a total of \$170 million investment.**



Exhibit A

THE BANKS INTERMODAL TRANSIT FACILITY: PHASE III WITHIN RED DASHED OUTLINE

The Banks Intermodal Transit Facility is not only the hub of the five modes of public transportation listed above, but as The Banks project continues to be built out, it forms the hub of the Greater Cincinnati Regional Transportation system as evidenced by the following:

- **Transit Authority of Northern Kentucky (TANK) Airport Hub** to connect The Banks with the Greater Cincinnati and Northern Kentucky International Airport (CVG)



- **Eastern Corridor Oasis Line Segments 1, 2, 3 & 4** rail transit and feeder bus connection from The Banks to Milford, Ohio.
- **Ohio River Trail - East** multi-use path along riverfront from The Banks to Lunken Airport.
- **Ohio River Trail - West** multi-use path from The Banks to the Mill Creek Extension.

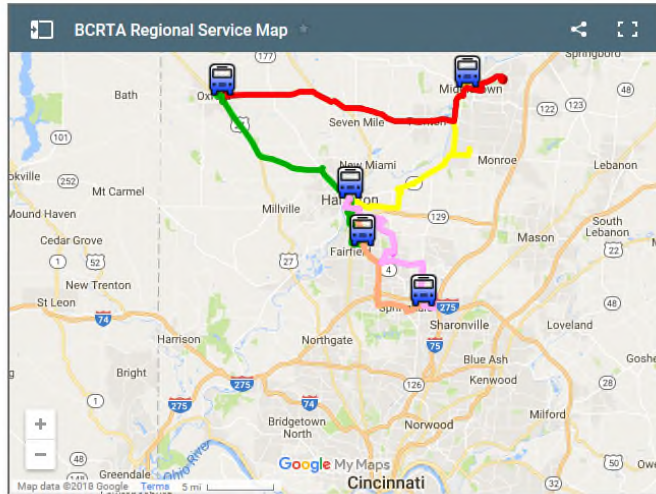


- **Southwest Ohio Regional Transit Authority (SORTA) Bus Rapid Transit corridors** from The Banks to the Glenway Avenue, Hamilton Avenue, Reading Road and Montgomery Road corridors.

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- **Butler County Regional Transit Authority (BCRTA) Bus Rapid Transit corridor** connections from The Banks to Fairfield, Ohio and Hamilton, Ohio.



- **Cincinnati Parks Boat Marina at The Banks** (as shown in Exhibit B) will provide overnight (and multi-day) slips for up to forty motorboats catering to waterway travelers from Indiana, Kentucky and Ohio.

Due to its location, and existing Intermodal Transit Facility infrastructure (including SORTA Transit Center and mixed-use development driving multiple million users each year to the riverfront), The Banks is the logical hub for the Greater Cincinnati Regional Transportation system.

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