

Transportation Alternatives Factors for Infrastructure Projects

Project Name	Miami 2 Miami Connection - Bypass 4 to Bilstein Blvd.
Applicant Name	MetroParks of Butler County
Applicant Title	Park Planner / Project Manager
Email	mlatham@yourmetroparks.net
Address	2051 Timberman Road, Hamilton, Ohio 45013
Contact Name	Matt Latham
Phone	513-600-6653

Project Information

The Miami 2 Miami Connection is a planned regional trail intended to connect the Great Miami River Trail (GMRT) in Hamilton to the Little Miami Scenic Trail (LMST) near Lebanon, through Butler and Warren Counties. The recent Miami 2 Miami Connection Action Plan process, conducted by Tri-State Trails (a nonprofit organization dedicated to advancing a connected network of regional trails), has identified the Miami-Erie Canal Corridor as the highest-priority route for implementation. The trail segment proposed for this grant application is a key link within that corridor.

The proposed project, if funded, will construct 0.84 miles of new paved multi-use trail to AASHTO and ADA standards. It will connect the western end of the existing 3.0-mile Miami and Erie Canal Trail, which is currently a dead-end trail, to an existing trailhead/parking area at Bilstein Boulevard, through Gilmore MetroPark.

A concurrent Transportation Alternatives (TA) Program application is also being submitted by the City of Hamilton, which proposes an additional 0.72-mile extension westward from Bilstein Blvd. to Gilmore Road. If both applications are awarded sufficient funds, it will result in a combined 1.56-mile trail extension, resulting in 4.56 miles of connected trail touching four Butler County jurisdictions, West Chester and Fairfield Townships and the cities of Hamilton and Fairfield. Though our preference would be for both projects to be funded, each can also stand on its own as a separate project.

The proposed trail route is entirely on property owned by public entities: MetroParks, the City of Hamilton, and the Butler County Commissioners. The need to cross two waterways, and the proximity of existing wetlands, make the estimated cost per mile for this project higher than average. The proposed trail will travel along existing canal levees, which will minimize wetland impacts. MetroParks will follow all environmental review processes required by the funding sources involved. The complexity of this segment is part of the reason implementation has not occurred yet, but with the momentum behind the Miami 2 Miami Connection, now is the time to implement this segment that is crucial to the success of the overall Miami 2 Miami plan.

MetroParks has been awarded \$350,000 in State Capital Grant funds that will be used to partially satisfy the local match requirement for the project and pay for design and environmental permitting costs. MetroParks

Upload Project Location Map	http://funding.oki.org/wp-content/uploads/ninja-forms/9/M2M-Project-Map.pdf
DESIGN FISCAL YEAR	
DESIGN REQUESTED FUNDS	
DESIGN LOCAL MATCH	
DESIGN TOTAL COST	\$0.00
DESIGN LOCAL MATCH %	0%
PE ROW FISCAL YEAR	
PE ROW REQUESTED FUNDS	
PE ROW MATCH	
PE ROW TOTAL COST	\$0.00
PE ROW LOCAL MATCH %	0%
ROW FISCAL YEAR	
ROW REQUESTED FUNDS	
ROW LOCAL MATCH	
ROW TOTAL COST	\$0.00
ROW LOCAL MATCH %	0%
UTILITIES FISCAL YEAR	
UTILITIES REQUESTED FUNDS	
UTILITIES LOCAL MATCH	

UTILITIES TOTAL COST	\$0.00
UTILITIES LOCAL MATCH %	0%
CONSTRUCTON FISCAL YEAR	2022
CONSTRUCTION REQUESTED FUNDS	750000
CONSTRUCTION LOCAL MATCH	500903.5
CONSTRUCTION TOTAL COST	\$1,250,903.50
CONSTRUCTION LOCAL MATCH %	40.04%
TOTAL PROJECTS REQUESTED	\$750,000.00
TOTAL PROJECTS MATCH	\$500,903.50
TOTAL PROJECTS TOTAL	\$1,250,903.50
TOTAL PROJECTS LOCAL MATCH %	40.04%
BIKE FISCAL YEAR	2022
Bike Requested Funds	750000

Bike Total Match	500903.5
BIKE TOTALS	\$1,250,903.50
Add KYTC "State Forces" oversight charge of 10% of design cost or minimum \$5000 to total design amount. Attach a certified cost estimate.	http://funding.oki.org/wp-content/uploads/ninja-forms/9/M2M-Certified-Cost-Estimate.pdf
An adopted ADA Transition Plan is in place for our jurisdiction.	yes
Date of Adoption, if applicable	11/20/2012
An adopted Title VI Plan is in place.	yes
Date of Adoption, if applicable Copy	10/31/2014
I understand that non-federal match is required as a condition of receiving federal funds and hereby pledge those funds for this project.	yes
I understand that as the applicant, I am responsible for providing funds for cost overruns. If additional federal funds are received our jurisdiction will provide non-federal funds as match.	yes
I understand that if we accept federal funds and cancel or delay the project that future applications to OKI may be subject to penalty as described in the application.	yes

I understand that as a condition of receiving federal funds, I hereby pledge to maintain the federal investment in a reasonable and prudent manner through its useful life.	yes
Name	Jonathan R. Granville
Title	Executive Director
Organization	MetroParks of Butler County
Date	May 31, 2018
Project Type (select only one type)	Shared-use path facilities
Safety Describe how the project will impact safety:	The police departments of the Cities of Hamilton and Fairfield have documented seven pedestrian-vehicle crashes along roadways surrounding the proposed project between 2009 and today. Surrounding roadways lack sidewalks and some have narrow or no shoulders. By providing a separated pedestrian-bicycle route through this area, we expect that the new facility will reduce the potential for bicycle-vehicle and pedestrian-vehicle crashes on nearby roadways.
OKI Plans Recommendations	Part of the OKI regional trails system
Connections	New
Project Status	Initial request for construction funding only

<p>Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.</p>	<p>minority, Low-income, elderly</p>
<p>Describe any direct or indirect permanent benefits of your project on the identified EJ groups?</p>	<p>The area that will be served by the new trail is in the 91st percentile in the state (76th in USA) for minority population. It is also in the 96th percentile in the state (97th in USA) for low-income population. These groups are typically underserved when it comes to separated shared-use path infrastructure, and will benefit from the opportunity to access paved multi-use trails. Elderly EJ populations are also nearby and would be served by this new facility. Elderly drivers, on average, have diminished reaction times, and separating bicycles from vehicles in the area should reduce the potential for accidents.</p>
<p>During the implementation phase, will the project have a temporary or permanent negative impact on any of the OKI identified EJ groups listed above? If yes, please describe the impact and how it will be mitigated:</p>	<p>We expect there to be a minor, temporary negative impact as some Gilmore MetroPark trails will need to be closed temporarily to facilitate construction of the new paved multi-use trail. However, due to a lack of hard-surfaced and well-drained pathways, Gilmore MetroPark receives few visitors, so any negative impacts during construction will be limited. We do not foresee any permanent negative impacts to EJ populations.</p>
<p>Will the completed project have a negative impact on any of the OKI identified EJ groups? If yes, please describe the permanent negative impact(s) and how it will be mitigated:</p>	<p>We do not foresee any permanent negative impacts to EJ populations.</p>
<p>Please outline your communication plan with any of the OKI identified EJ groups related to the project. (i.e. public meetings, bilingual information, develop community liaisons):</p>	<p>Information will be disseminated, and input gathered, through our website www.yourmetroparks.net, and social media networks. Bulletin board postings at Gilmore MetroPark will also provide project information and contact information for providing feedback.</p>

<p>Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?</p>	<p>A report entitled, "Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts," by the University of Massachusetts at Amherst found that off-street multi-use paths create 9.6 new jobs per \$1 million invested in such infrastructure, which is greater than road infrastructure with no bike or pedestrian components (7.75 jobs per \$1 Million invested) (table 2, page 11). Closer to home, the 2013 Miami Valley Trail User Survey Report documented an estimated \$13 Million in economic impact from that region's trail system (page 32).</p>
<p>Air Quality/Energy: Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?</p>	<p>vmt-reduced, vht-reduced</p>
<p>Please explain:</p>	<p>The proposed shared-use path will provide another commuting option for access to the major employers adjacent to the trail corridor, including businesses along Union Centre Boulevard, Symmes Road, Bilstein Boulevard, Gilmore Road, Seward Road, and State Route 747. Major employers in the area include Ohio Casualty, ThyssenKrupp Bilstein, Valeo Climate Control, and Pacific Manufacturing.</p>
<p>Does this project create new or enhance existing intermodal connections?</p>	<p>yes</p>
<p>If yes, please describe:</p>	<p>The proposed shared-use path will connect to existing vehicle parking areas at Bilstein Boulevard and Seward Road (via the existing paved trail segment), providing for auto-to-ped/bike transitions. The path is also adjacent to the Butler County Regional Airport, providing the potential for airplane-to-ped/bike transitions.</p>
<p>% replacement</p>	<p>67</p>

<p>% expansion</p>	<p>34</p>
<p>Please Explain</p>	<p>The 67%/34% split is determined by mileage of trail. The proposed project will create 0.29 miles of new paved multi-use trail, and will replace 0.55 miles of existing natural-surface trail with new paved multi-use trail. If determined by cost, it is approximately 26% replacement, 74% expansion, due to the higher cost of the new trail segment.</p>
<p>Please indicate all that apply</p>	<p>is-the-project-located-along-a-functionally-classified-major-collector-or-higher-roadway-with-urban-development-characteristics, Is the project located in an area that is experiencing strong growth pressures and expected and/or planned to develop into a mixed use/multi modal center?</p>
<p>Explain:</p>	<p>Symmes Road, which runs parallel to and south of the proposed shared-use path, is classified as a minor arterial and is part of a densely-developed industrial area.</p> <p>Butler County continues to experience strong growth pressures. Property to the north of the proposed trail, which is currently part of the Butler County Airport, is expected to be developed with airport-complementary light industry in the near-to-mid term. Industries located to the south of Gilmore MetroPark take advantage of both road and rail-based freight infrastructure.</p>
<p>Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?</p>	<p>yes</p>

<p>Explain:</p>	<p>There are five brownfield sites within three miles of the proposed facility. The proposed trail extension builds upon an existing 3.0-mile paved, shared-use trail segment, the Miami-Erie Canal Trail, which is underutilized, partly because some of the trail is a dead-end route. This project will remedy that condition and provide logical, accessible termini, which should increase the usefulness of the corridor. The proposed trail will also enliven sections of the former Miami and Erie Canal, an historic transportation corridor which is also currently an underutilized piece of infrastructure.</p>
<p>Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?</p>	<p>no</p>
<p>Explain:</p>	<p>MetroParks is a conservation organization with a high-priority mission to provide large regional natural greenspaces. The shared-use path will be designed for minimal impact to this area where wetlands are an important feature. The path will use existing berms that sit above the wetland areas. MetroParks will seek the necessary permits and approvals for any unavoidable impacts, which are expected to be minimal. Any necessary tree felling will take place outside of the nesting season for the Indiana Bat and Northern Long-Eared Bat.</p>
<p>Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?</p>	<p>no</p>
<p>Explain:</p>	<p>N/A.</p>
<p>Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?</p>	<p>yes</p>

<p>Explain:</p>	<p>The project will abut the wetlands of Gilmore MetroPark, which is home to a heron rookery, which will be avoided. The path will be designed to minimize impacts, using existing berms that sit above the wetland areas. MetroParks will seek the necessary permits and approvals for any unavoidable impacts, which are expected to be minimal. Tree felling will take place outside of the nesting season for the Indiana Bat and Northern Long-Eared Bat.</p>
<p>Comprehensive Plan (or other): Is the project consistent with the jurisdiction's comprehensive plan?</p>	<p>yes</p>
<p>Title of Plan:</p>	<p>Vision 2020 Comprehensive Plan Update</p>
<p>Date Adopted:</p>	<p>05/04/2008</p>
<p>Contact Person:</p>	<p>Liz Hayden, 513-785-7350, liz.hayden@hamilton-oh.gov</p>
<p>Page Number(s) where project is identified and/or referenced:</p>	<p>61</p>
<p>Planning Area: Please identify the planning area (location) in relation to the proposed transportation project.</p>	<p>N/A. Plan is comprehensive.</p>
<p>Public Participation: Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).</p>	<p>N/A. Plan is comprehensive.</p>

<p>Core Contents: Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?</p>	<p>N/A. Plan is comprehensive.</p>
<p>Land Use/Transportation Relationship: Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).</p>	<p>N/A. Plan is comprehensive.</p>
<p>Local Match: How much additional local match is being provided OVER the required match?</p>	<p>20% additional</p>
<p>Project Delivery History: Has the applicant had any programmed projects miss their originally programmed date?</p>	<p>no</p>
<p>Specify projects: (see application instructions for negative points associated with this factor)</p>	<p>MetroParks has a consistent history of delivering projects using State Capital, Clean Ohio, NatureWorks, and Land and Water Conservation Fund grant dollars. If awarded, this will be MetroParks' first Transportation Alternatives project.</p>

Supplemental Information Provided by the Applicant Insert Links or supplemental information as appropriate (maximum 5 pages please)

<http://funding.oki.org/wp-content/uploads/ninja-forms/9/M2M-Supporting-Docs.pdf>