

1. **Broad Demonstrated Support by Public:** The Central Arizona Project Trail Program, also known as the CAP Trail, circulates from the Santa Cruz River south of Avra Valley Road, around the top of the Tucson Mountains, south through the Ava Valley, through the lower portion of Tucson Mountain Park, and back to the Santa Cruz River, a distance of approximately 44 miles. The CAP Trail will offer trail users a tremendous opportunity to circumnavigate the Tucson Mountains and view a portion of the CAP and the Tucson Mountains seen by relatively few trail users. The CAP Trail has undergone numerous public meetings, especially when the CAP Trail master plan was prepared, and the Loop Trail Master Plan was written, and it has generated more enthusiastic support from hikers, equestrians, and bicyclists than virtually any trail in the Pima Regional Trail System Master Plan. The CAP Trail will be the largest single trail in the Loop Trail system; longer than the Santa Cruz River Park, the Rillito River Park, the CDO River Park, the Julian Wash Greenway, Pantano Wash River Park, or the Harrison Greenway. The trail improvements contained in this bond program directly reflect the citizen's desires to make this project a great trail.
2. **Has Regional Public Benefit:** This trail provides a large amount of very real public benefit to hikers, runners, equestrians and bicyclists: much needed public access to a portion of the Tucson Mountains unknown before, and to Pima County's largest open space park, Tucson Mountain Park. Because the trail is tied in at the northwest and southwest of the Loop, it is accessible from virtually the entire Tucson Basin, making this trail one of the largest public benefits in the entire proposal.
3. **Partnerships:** Partners in this bond project include the Pima County Natural Resources, Parks and Recreation Department, the City of Tucson; Pima Trails Association; the Town of Marana, the Bureau of Reclamation, and the Central Arizona Project. Pima Trails Association has a direct interest in all trails in Pima County, and provides much-needed consulting, with feedback *directly* from the public users of the trail. This is the largest partnership of virtually any project in the bond program.
4. **Other Funding Sources or Matches:** A matching funding grant will actively be sought with the Bureau of Reclamation, which built the CAP canal, by the Natural Resources, Parks and Recreation Department. Our agreement with them dates to May, 1986, and they agree to pay for 50% of the trail project on their land. They have been informed of the real need for the trail development grant as well, and the hope is that they will find the funds to fulfill their part of the agreement.
5. **Education and Workforce Training:** The CAP Trail could make for a terrific opportunity to train numerous people to work on this project. Construction workers, landscapers and all sorts of allied occupations could be trained to work on the CAP Trail. Many public meeting rooms are available along the route in Pima County, the City of Tucson, and the Town of Marana that could be used for this purpose.
6. **Advances Board Adopted Principles of Sustainability and Conservation:** All of the trail improvements are fully or partially sustainable. The paved trail can be made with pavement that is pervious. A soft path will be made of natural earth, or with decomposed granite cover. If we use them, the lights can be solar-powered and made of recycled materials where

possible. The gates and fencing can be recycled, and the signage can be made of partially reclaimed materials. We will use recycled materials everywhere possible.

7. Previously Authorized Large-scale Bond Projects or Programs that are Now Short of Funding: This project does not have any previous authorization.
8. Phasing of Large Projects: The project (44 miles) is large, and as such, will require phasing. The project is intended to be executed in seven phases, and perhaps more.
9. Impact on Operating and Maintenance Costs for Governments and Commitment to Fund These Ongoing Costs: Funding costs for maintenance are expected to be less costly than for a river park. The costs are \$13,000 per mile per year. There will be an initial cost of \$230,000 for capital to do the maintenance (trucks, carts, etc.) for the first year.
10. Project or Program is a Capital Improvement, Not a Repair or Maintenance Project: This project is definitely a new capital improvement, and not a repair or maintenance project.