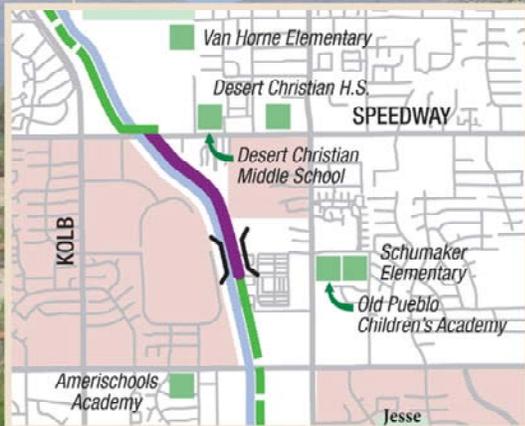


PANTANO RIVERPATH

BICYCLE & PEDESTRIAN ENHANCEMENTS



AUGUST 2010



**ROUND 18 TRANSPORTATION
ENHANCEMENT GRANT
APPLICATION**

SPONSORED BY PIMA COUNTY AND THE CITY OF TUCSON

**TRANSPORTATION ENHANCEMENT APPLICATION
APPLICANT INFORMATION**

1. APPLICANT AND SPONSOR Pima County & City of Tucson		1a. MPO / COG Pima Association of Governments		2. DATE August 2010	
3. PROJECT NAME & LIMITS <i>Pantano Riverpath Bicycle and Pedestrian Enhancements, Speedway Boulevard to 5th Street.</i> Limits: East side of the Pantano River from 670 feet south of Speedway Boulevard for 2,100 feet to the 5 th Street Wash alignment					
4. Contact Person Matt Zoll, Pima County Bicycle and Pedestrian Program Manager			4a. Mailing Address Pima County Department of Transportation, 201 N. Stone Ave.		
4b. CITY Tucson		4c. ZIP CODE 85701	5. COUNTY Pima		6. CONGRESSIONAL DISTRICT 8
4d. PHONE NO:		(520) 740-6746			
4e. FAX NO:		(520) 740-6341			
4f. EMAIL: Matthew.Zoll@dot.pima.gov					
7. ALTERNATE Contact Nancy Cole, P.E.			7b. PHONE NO:		(520) 740-6312
7a. Mailing Address: 201 N. Stone Ave, 4 th Floor Tucson, AZ 85701			7c. FAX NO:		(520)
			7d. EMAIL:		Nancy.Cole@pima.gov
8. List eligible activity(ies) by number and title:			1. Provision of facilities for pedestrians and bicycles.		
9. List requested federal amount: (Must match amount in cost estimate)			\$689,741		
10. List total cost of project: (scoping, design and construction including federal funds, and ADOT review fees) (Must match amount in cost estimate)			\$734,433		

CHECK ONE or TWO BOXES THAT APPLY

11. Circle primary activity in which you wish to be evaluated

1.	<input checked="" type="checkbox"/>	<p>PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES. This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.</p>
2.	<input type="checkbox"/>	<p>PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience</p>
3.	<input type="checkbox"/>	<p>ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – NOT ELIGIBLE IN ARIZONA</p>
4.	<input type="checkbox"/>	<p>SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES) ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. <u>Must be on or within 2 miles of a State designated Scenic or Historic road.</u></p>
5.	<input checked="" type="checkbox"/>	<p>LANDSCAPING AND OTHER SCENIC BEAUTIFICATION This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Maintenance of landscaping does not qualify under this program.</p>
6.	<input type="checkbox"/>	<p>HISTORIC PRESERVATION Any work under this category must have a strong surface transportation link either past, present or future.</p>
7.	<input type="checkbox"/>	<p>REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)</p>
8.	<input type="checkbox"/>	<p>PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)</p>
9.	<input type="checkbox"/>	<p>CONTROL AND REMOVAL OF OUTDOOR ADVERTISING</p>
10.	<input type="checkbox"/>	<p>ARCHEOLOGICAL PLANNING AND RESEARCH</p>
11.	<input type="checkbox"/>	<p>ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY</p>
12.	<input type="checkbox"/>	<p>ESTABLISHMENT OF TRANSPORTATION MUSEUMS Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.</p>

12. PROJECT SPECIFIC DESCRIPTION: LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE.

Word Count Maximum: 200

The ***Pantano Riverpath Bicycle and Pedestrian Enhancement, Speedway Boulevard to 5th Street*** will connect the existing segments of the Pantano Riverpath with a Divided Urban Pathway (DUP) consisting of a paved path, a decomposed granite path, shade landscaping, and ancillary features from 670 feet south of Speedway Boulevard for 2,100 feet to the 5th Street Wash. This enhancement fills in a gap in the 9.5-mile long Pantano Riverpath which begins at Craycroft Road and the Rillito Riverpath and ends at Houghton Road. Several segments of the Pantano Riverpath have recently been completed and other segments are currently under design. Completion of these segments will augment existing pedestrian and bicycle transportation routes.

This project provides an off-street commute alternative in an area of Tucson that has been underserved by transportation pathways. A private development constructed the path from Speedway south for 670 feet. The DUP will start at this point and connect to the local neighborhoods, businesses and schools at Speedway Boulevard, 5th Street, and other locations. The project includes a bridge over the 5th Street wash for bicycle and pedestrian access and will connect at that point to the existing DUP that extends south along the Pantano to Broadway Boulevard.

13. Describe the project. Please answer all questions.

A.	Where is the project located?		
	<ul style="list-style-type: none"> • Describe actual physical location • Attach state and vicinity map in appendix • For State projects, include the route and beginning and ending mileposts - NA 		
	The project is located on the east side of the Pantano Riverpath located within the City of Tucson limits. A state and vicinity map is included in the appendix.		
B.	Is the project on: Planned transportation corridor? Corridor under construction? Existing transportation corridor?	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	NO <input checked="" type="checkbox"/> Estimated Completion Date: <input checked="" type="checkbox"/> Scheduled Completion Date: <input checked="" type="checkbox"/>
C.	What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.		
	All work will be completed within existing Pima County rights-of-way. The project includes scoping, project assessment, environmental documentation and review, design, construction administration, and construction. By siting the DUP on top of the bank that parallels the Pantano River, grading will be minimized and retaining walls will not be required. Limited grading will be needed to provide ADA-compliant access from the		

	existing paved route to the planned DUP, and to site the bridge on the north and south sides of the 5 th Street Wash.	
D.	Can the project be constructed entirely within the project right-of-way?	Yes
	Who owns the proposed project ROW?	Pima County
	Are any private landowners involved? If so, list below.	No
	What percent of the project area is on ADOT ROW?	0%
E.	Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.	No
	Existing drainage patterns consist only of surface runoff and will be maintained by Pima County.	
F.	Are utility relocations necessary?	No
G.	What is the proposed time frame for completion of the project?	
	As required, the project will be advertised for construction within 3 years after ADOT State Transportation Board approval. Following is the anticipated project schedule: Application review and approval process – June 2010 thru December 2010 Scoping/Project Assessment – April 2011 thru March 2012 Environmental documentation and review – April 2011 thru March 2012 Design- March 2012 thru October 2013 Advertisement for construction – January 2014 Construction – March 2014 thru December 2014	
H.	Will the project be ADA accessible?	Yes

14. How will the project be maintained? Prior to project construction, all projects will require a signed Joint Project Agreement (JPA) with the government sponsoring entity. If the project is a State project, the local government sponsor/applicant will be responsible for long term maintenance. If agreement is not signed the project will be terminated. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A.	Organization(s) responsible for on-going maintenance and repairs of the TE project: Pima County and City of Tucson
B.	Project will be maintained and repaired by Pima County and City of Tucson using existing maintenance forces, equipment, and procedures.
C.	Source of funds for on-going maintenance and repairs:
	Pima County and City of Tucson General Funds

15. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2008, for clarification - available at www.adotenhancement.com)

YES NO

16. Does the proposed project involve or is it adjacent to a historic property or historic district?

YES NO

A. If yes, has the SHPO been allowed to review, comment and provide direction on the proposed project?"

YES NO

If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

Word Count Maximum: 100

The project scope does not involve, nor is it adjacent to, a historic property or district. This is not a rail corridor project, and no rail abandonment is required.

17. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

Word Count Maximum: 200

Several groups have been involved in the initial planning of this project including the City of Tucson, Tucson-Pima County Bicycle Advisory Committee, Pima Trails Association, Urban Trails Coalition, and the Greater Arizona Bicycling Association. Letters of support from these organizations are included with this proposal.

A public meeting will be held during the scoping process to ensure issues brought up by the public and members of interest groups are addressed during project design. The public art component, combined with a rest node with shade ramada, will engage the community in the selection of the artist and development of the artwork.

As noted in the answer to the next question, this project was included in numerous regional planning documents and was subject to extensive public involvement.

18. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail).

Word Count Maximum: 250

The Pantano Riverpath is a critical element of the Pima County Urban Loop planned to traverse Tucson along the major watercourses providing pedestrian and bicycle access as an alternative to vehicular transportation.

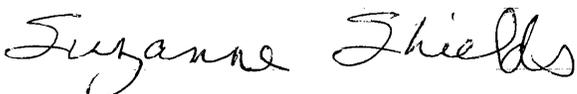
Why Project is an Enhancement – Construction of the proposed Pantano Riverpath fills a 0.5-mile gap in the 9.5-mile long Pantano Riverpath and enhances the existing transportation infrastructure by providing alternative transportation. Utilization of the Pantano Riverpath provides multiple community benefits including reduced traffic, less air pollution, and improved health which leads to reduced public costs.

Community Benefit – Informal use of the Pantano Riverpath is already occurring in spite of the general lack of defined pedestrian and bicycle facilities. Grade changes adjacent to the Pantano River, the lack of a bridge over the 5th Street Wash, and above-ground utility structures make use of this segment a safety issue. Implementation of the DUP including utility company coordination coupled with ongoing patrol and maintenance by Pima County and the City of Tucson will provide a safe commuter route for bicyclists and pedestrians.

Reason for Project Funding– This project should be funded to improve safety and connectivity and to achieve regional planning goals set by the community. This project implements numerous planning efforts including the PAG 2009 Regional Plan for Bicycling; Pima County-Tucson Safe Routes to School Program; 2040 PAG Regional Transportation Plan, PAG Regional Transportation Authority Bicycle and Pedestrian Plan; the Eastern Pima County Trail System Master Plan; and the Pima County Urban Loop Bicycle and Pedestrian Trail System Plan.

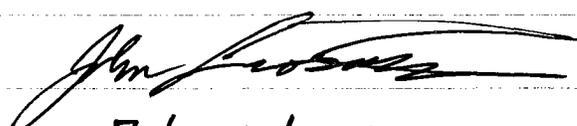
19. Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program. **State applications MUST be signed by the appropriate ADOT District Engineer.**

Sponsor Representative (Type in name and title)	Suzanne Shields, Director Pima County Regional Flood Control District
Signature of Rep	
Date Signed	July 12, 2010

20. Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.

This project has been reviewed and endorsed by:

MPO or COG	Pima Association of Governments
Name and Title	John Liosatos, Transportation Planning Manager
Signature	
Date Signed	7 / 26 / 2010

21. Cost Estimate review – include for State and Local projects.

The project cost estimate included in this application has been reviewed by:

Organization	Pima County Department of Transportation
Name and Title	Nancy Cole, P.E., CIP Project Manager
Signature	
Date Signed	July 23, 2010

**ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM
ROUND 18 (2010) COST ESTIMATE**

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
A. SCOPING - Stage 1 (15% Conceptual Design)						
1. SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost)	LS	1	\$15,200.00	\$15,200.00	\$14,333.60	\$866.40
2. PROJECT ASSESSMENT REPORT (infrastructure projects) or DETAILED WORKPLAN INCLUDING SCHEDULE AND COSTS (non-infrastructure projects) (About 5% of construction or implementation cost)	LS	1	\$19,800.00	\$19,800.00	\$18,671.40	\$1,128.60
3. ENVIRONMENTAL DETERMINATION for infrastructure projects, including technical supporting documents. (Anticipate \$20,000 to \$40,000)	LS	1	\$19,600.00	\$19,600.00	\$18,482.80	\$1,117.20
4. HAZARDOUS MATERIALS ASSESSMENT including heavy metals & asbestos	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
SUBTOTAL – PROJECT SCOPING COSTS				\$ 56,100	\$52,902	\$3,198
B. DESIGN - Stages II, III, IV (30%, 60%, 95%-100% Preliminary Design) (Pre-engineering)						
1. PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs.	LS	1	\$70,000.00	\$70,000.00	\$66,010.00	\$3,990.00
2. GEOTECHNICAL INVESTIGATION (If a report is necessary, about 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report)	LS	1	\$15,000.00	\$15,000.00	\$14,145.00	\$855.00
3. DRAINAGE REPORT (If a report is necessary, about 5% of construction cost)	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
4. STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost)	LS	1	\$2,500.00	\$2,500.00	\$2,357.50	\$142.50
SUBTOTAL – PROJECT DESIGN COSTS				\$ 92,500	\$87,228	\$5,273

C. CONSTRUCTION OR IMPLEMENTATION - Stage V

1. SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, about 5% of constr. costs)	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
EARTHWORK						
General Excavation	CY	2,500	\$10.00	\$25,000.00	\$23,575.00	\$1,425.00
Structural Backfill		500	\$20.00	\$10,000.00	\$9,430.00	\$570.00
AGGREGATE BASE	CY	350	\$40.00	\$14,000.00	\$13,202.00	\$798.00
PATHWAY OR SIDEWALK MATERIALS						
Asphaltic Concrete	Ton	560	\$101.00	\$56,560.00	\$53,336.08	\$3,223.92
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 120,560	\$113,688	\$6,872
2. LANDSCAPING & IRRIGATION ITEMS						
TREES (15 GALLON SIZE)	Each	78	\$70.00	\$5,460.00	\$5,148.78	\$311.22
SHRUBS (5 GALLON SIZE)	Each	194	\$25.00	\$4,850.00	\$4,573.55	\$276.45
SHRUBS (1 GALLON SIZE)	Each	156	\$8.00	\$1,248.00	\$1,176.86	\$71.14
MULCH						
Decomposed Granite	SY	1,930	\$6.00	\$11,580.00	\$10,919.94	\$660.06
SEEDING	Acre	1	\$3,000.00	\$3,000.00	\$2,829.00	\$171.00
BOULDERS	Each	5	\$125.00	\$625.00	\$589.38	\$35.63
IRRIGATION SYSTEM						
Drip	SF	1	\$25,000.00	\$25,000.00	\$23,575.00	\$1,425.00
LANDSCAPE ESTABLISHMENT (Typically about 4.5% of the cost of landscaping)	LS	1	\$2,500.00	\$2,500.00	\$2,357.50	\$142.50
SUBTOTAL - LANDSCAPING & IRRIGATION ITEMS				\$ 54,263	\$51,170	\$3,093
3. SITE FURNISHINGS						
BENCHES	Each	6	\$880.00	\$5,280.00	\$4,979.04	\$300.96
BIKE RACKS	Each	2	\$350.00	\$700.00	\$660.10	\$39.90
TRASH RECEPTACLES	Each	4	\$120.00	\$480.00	\$452.64	\$27.36
SIGNAGE (Standard Traffic Control)	Each	10	\$125.00	\$1,250.00	\$1,178.75	\$71.25
SUBTOTAL - SITE FURNISHINGS				\$ 7,710	\$7,271	\$439
4. OTHER CONSTRUCTION ITEMS. ALSO, ITEMIZED LINE ITEMS FOR NON-INFRASTRUCTURE PROJECTS. (Insert additional rows if necessary)						
Pedestrian Bridge 80' x 12' (including abutment and excavation)	EA	1	\$205,000.00	\$205,000.00	\$193,315.00	\$11,685.00
Engineered Slope stabilization (rip rap)	LF	1,600	\$15.00	\$24,000.00	\$22,632.00	\$1,368.00
Decomposed Granite Soft Path (unstabilized)	SY	2,500	\$6.00	\$15,000.00	\$14,145.00	\$855.00
Drainage scuppers	EA	3	\$3,000.00	\$9,000.00	\$8,487.00	\$513.00
Ramada with artwork	EA	1	\$24,000.00	\$24,000.00	\$22,632.00	\$1,368.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 277,000	\$261,211	\$15,789

5. MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$21,600.00	\$21,600.00	\$20,368.80	\$1,231.20
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$3,100.00	\$3,100.00	\$2,923.30	\$176.70
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$4,300.00	\$4,300.00	\$4,054.90	\$245.10
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$17,200.00	\$17,200.00	\$16,219.60	\$980.40
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$77,100.00	\$77,100.00	\$72,705.30	\$4,394.70
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 123,300	\$116,271.90	\$7,028.10
TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V)				\$ 582,833	\$549,611.52	\$33,221.48
D. ADOT REVIEW FEE	LS	1	\$3,000.00	\$3,000.00	NO ENTRY	
E. TOTAL PROJECT COST (All <u>subtotals</u> + ADOT local projects review fee)				\$ 734,433	NO ENTRY	
F. SUMMARY OF FEDERAL AND NON-FEDERAL FUNDS Caution: Follow the instructions in the notes provided.						
TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V) FROM THE ESTIMATE ABOVE. ALSO ADD IN THE TOTAL COST FOR SCOPING AND DESIGN (STAGES I THRU IV) IF REQUESTING FEDERAL FUNDS FOR REIMBURSEMENT OF THOSE COSTS.					BOX A	\$ 731,433
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For Local projects, the maximum amount that can be requested is \$750,000 (\$943,000 for State projects). If the amount automatically calculated by this program exceeds the maximum amount allowed for a State or Local project, manually input the maximum allowed amount of federal funds.					BOX B	\$ 689,741
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is \$45,334 for Local projects (\$57,000 for State projects). If the amount automatically calculated by this program exceeds the appropriate amount for a State or Local project, manually input the appropriate amount.					BOX C	\$ 41,692
TOTAL ADDITIONAL FUNDS (OVERMATCH). Note: Enter the amount in Box A in excess, if any, of \$795,334 for Local projects or \$1,000,000 for State projects.					BOX D	\$ (0)
TOTAL NON-FEDERAL FUNDS (Note: This is the sum of Box C and Box D).					BOX E	\$ 41,692

RESOLUTION AND ORDER 2010 - 185

RESOLUTION AND ORDER OF THE PIMA COUNTY BOARD OF SUPERVISORS APPROVING AND AUTHORIZING THE APPLICATION FOR FEDERAL TRANSPORTATION ENHANCEMENT FUNDS THROUGH THE ARIZONA DEPARTMENT OF TRANSPORTATION TO IMPLEMENT THE PANTANO RIVERPATH BICYCLE AND PEDESTRIAN ENHANCEMENTS PROJECT, SPEEDWAY BOULEVARD TO 5TH STREET.

(District 4)

WHEREAS, the Transportation Enhancement Program is funded through a 10 percent set aside from the Federal Highway Administration Surface Transportation Program funds, and is administered in this state by the Arizona Department of Transportation (ADOT); and

WHEREAS, the following proposed Transportation Enhancement project (the "Project") implements the Pima County Urban Loop Bicycle and Pedestrian Trail System and is supported by such regional planning efforts as the PAG 2009 Regional Plan for Bicycling; Pima County-Tucson Safe Routes to School Program; 2040 PAG Regional Transportation Plan, PAG Regional Transportation Authority Bicycle and Pedestrian Plan; the Pima County Bicycle and Pedestrian Program; and the Eastern Pima County Trail System Master Plan:

- Pantano Riverpath Bicycle and Pedestrian Enhancements, Speedway Boulevard to 5th Street – Construction of a Divided Urban Pathway along the east bank of the Pantano Wash.

and

WHEREAS; pre-submittals for both Projects were positively reviewed by the Pima Association of Governments (PAG), Transportation Enhancement Task Force; and

WHEREAS; ADOT and PAG require a local government resolution approving the Project applications and cash match;

NOW, THEREFORE, BE IT RESOLVED by the Pima County Board of Supervisors that:

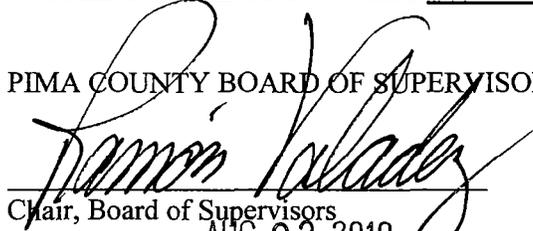
1. Staff is hereby directed to submit an application for reimbursement from TE Round 18 for the above described projects not exceeding the federal funding cap of Seven Hundred and Fifty Thousand Dollars (\$750,000.00) per Project.
2. Pima County commits to provide the required 5.7% cash match and any overmatch not to exceed Forty-One Thousand Six-Hundred Ninety-Two Dollars (\$41,692) plus Three-Thousand Dollars (\$3,000)

ADOT review fee.

3. Pima County will fund the project scoping document, environmental, right-of-way and utility clearances and design, if applicable.
4. The above referenced Project will be ready for construction advertisement within three years after Letter of Authorization; Pima County will pay for all cost overruns, will reimburse ADOT/FHWA for all federal funds used if the project is cancelled, will pay the ADOT review fee, and will enter into a Joint Project Agreement maintenance agreement.
5. The Director of the Pima County Department of Transportation is hereby appointed to conduct all negotiations and to execute and submit all documents and any other necessary or desirable instruments in connection with such applications.

PASSED AND ADOPTED THIS 3rd **day of** August, **2010.**

PIMA COUNTY BOARD OF SUPERVISORS:

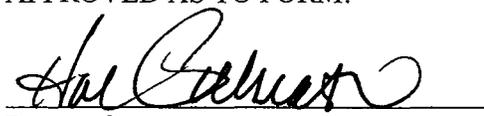

Chair, Board of Supervisors

AUG 03 2010

ATTEST:


Clerk, Board of Supervisors

APPROVED AS TO FORM:


Deputy County Attorney



-  Proposed Shared Use Path
-  Proposed Bridge
-  Completed Paved Path
-  Under Design
-  School
-  Park
-  Neighborhood Association



Miles .25 .50 1.0





New Divided Urban Path with 12-foot paved trail and 8-foot decomposed granite trail will connect to existing paved path at north end of project





Pathway will connect to existing Divided Urban Path at south end of project with a bike and pedestrian bridge over the 5th Street Wash





CITY OF
TUCSON

PARKS & RECREATION
DEPARTMENT

June 1, 2010

Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 West Jackson Street, Mail Drop EM10
Phoenix, Arizona 85007-3217

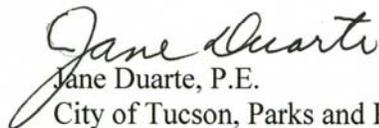
Dear Transportation Enhancement Review Committee:

The City of Tucson Parks and Recreation Department is pleased to support this application for Transportation Enhancement Funds for the Pantano Riverpath Bicycle and Pedestrian Enhancements, Speedway Boulevard to Fifth Street. We look forward to the funding and implementation of safety improvements for pedestrians and bicyclists using the Pantano Riverpath.

This project provides a necessary linkage within the developing Pantano Riverpath corridor. The Pantano Riverpath is an important bicycle and pedestrian pathway system that has strong potential to provide transportation, recreation, and health benefits for thousands of residents and visitors to Tucson and Pima County.

Thank you for your support of this application for Transportation Enhancement funding to benefit the pedestrian and bicycle and community.

Sincerely,


Jane Duarte, P.E.

City of Tucson, Parks and Recreation Department
Capital Planning and Development Manager

JD:IA:TEGrantPantanoSupportLetter



Tucson Parks and Recreation

ADMINISTRATION

900 S. RANDOLPH WAY • TUCSON, AZ 85716
(520) 791-4225 • FAX (520) 791-4008 • TTY (520) 791-2639
www.tucsonaz.gov/parksandrec

Urban Trails Coalition

Old Fort Lowell Neighborhood Association • Tucson Audubon Society • Tucson Saddle Club • Southern Arizona Hiking Club • Eastside Neighborhood Association • Arizona Trail Association • Greater Arizona Bicycling Association • Pima Trails Association • Tucson Bicycles Cycling Club • Southern Arizona Mountain Bicycling Association • MTB Access • CAP Trail Association •

May 7, 2010

Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 W. Jackson St. MD EM10
Phoenix, AZ 85007

Dear Review Committee,

The Urban Trails Coalition supports the Pantano Riverpath Bicycle and Pedestrian Enhancements from Speedway Blvd. to 5th Street.

If funded, this Riverpath proposal will provide another link for connectivity between the existing Rillito Riverpath at Craycroft to the existing bike route on Houghton Road. It will also provide safety, as this area is not patrolled but is informally used by pedestrians and bicyclists.

This project is part of many regional planning efforts including the Eastern Pima County Trail System Master Plan

Sincerely,



Linda Anderson-McKee, Chair
Urban Trails Coalition



City of Tucson Rep.

Josefina Ahumada, Mayor's Office
Steve Bresler, V. Chair, Ward 1
Brian Beck, Chair, Ward 2
Kylie Walzak, Ward 3
Bruce Hermes, Ward 4
Richard Corbett, Parliamentarian, Ward 5
Dave Boston, Ward 6

Pima County Rep.

Diana Tolton
David Bachman-Williams
Larry Robinson
Evan Unger (Secretary)
Eric Post
Martha Lemen
Jean Gorman
Norm Land
Tony Crosby
Karen Berchtold

University of Arizona

Charles Franz

Town of Oro Valley

Robert Turnbull

Town of Marana

Julie Prince

Town of Sahuarita

Kevin McDonald

Pima County (staff)

Matthew Zoll

City of Tucson (staff)

Tom Thivener

Town of Marana (staff)

Brian Varney

Town of Oro Valley (staff)

Nancy Ellis

Tucson Police Dept. (staff)

Sgt. Tim Beam

P.C. Sheriff's Dept. (staff)

Deputy Ryan Roher

ADOT (staff)

Todd Emery

Pima Assoc. of Gov. (staff)

Gabriel Thum

April 14, 2010

Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 West Jackson Street, Mail Drop EM10
Phoenix, Arizona 85007-3217

Dear Transportation Enhancement Review Committee:

The Tucson-Pima County Bicycle Advisory Committee is pleased to support this application for Transportation Enhancement Funds for the ***Pantano Riverpath Bicycle and Pedestrian Enhancements, Speedway Boulevard to 5th Street***. This project will provide much-needed safety improvements for pedestrians and bicyclists using the Pantano Riverpath and area streets.

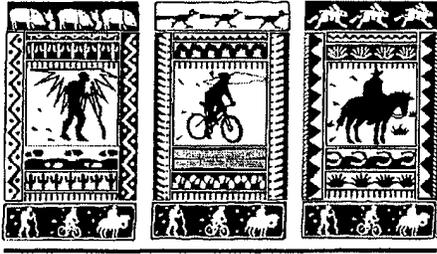
This Riverpark proposal will connect with an existing paved pathway that goes from 5th Street to Broadway and provide a one-mile addition to the Pantano Riverpath. Overall, the Pantano Riverpath is a critical 10-mile segment under development for the 55-mile Pima County Urban Loop Commuter Route envisioned to go through as well as to encircle the metro Tucson area with pedestrian and bicycle facilities.

The Pantano Riverpath, located within the City of Tucson, will provide a valuable north-south commuter route within the eastern side of the city, serving a population of over 100,000 residents and workers in that area. As noted in the proposal, several other sections of the Pantano Riverpath have been recently constructed or are under construction, plus other segments are under design. The Riverpath will also connect with numerous on-street bike routes and sidewalk linkages to provide greater connectivity with adjacent neighborhoods.

We strongly support this application for Transportation Enhancement funding to benefit the pedestrian and bicycle and community. Thank you very much for your consideration of this request.

Sincerely,

Brian Beck, Chair
Tucson-Pima County Bicycle Advisory Committee



PIMA TRAILS ASSOCIATION

Post Office Box 35007
Tucson, AZ 85740
(520) 577-7919
<http://www.pimatrails.org>

May 7, 2010

Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 W. Jackson St. MD EM10
Phoenix, AZ 85007

Dear Review Committee,

The Pima Trails Association supports the Rillito Riverpath and Camino de la Tierra Bicycle and Pedestrian Enhancements.

If funded, this proposal will provide a safe alternative to the existing at-grade crossings for bicyclists and pedestrians and connectivity to several neighborhood schools.

This project is part of many regional planning efforts including the Eastern Pima County Trail System Master Plan.

Sincerely,

Sue Clark, President

P. Wayne Cullop
3925 N. Pantano Rd
Tucson, AZ 85750
May 17, 2010



Transportation Enhancement and Scenic Roads Section
Arizona Department of Transportation
1615 West Jackson Street, Mail Drop EM10
Phoenix, Arizona 85007-3217

Dear Transportation Enhancement Review Committee:

The Greater Arizona Bicycle Association of Tucson wishes to express its strong support of application for Transportation Enhancement Funds for the Pantano Riverpath Bicycle and Pedestrian Enhancements from Speedway Boulevard to the 5th Street Wash. This project will help Tucson and Pima County cyclist and pedestrians in several ways.

First, the project will provide more encouragement residents to use bicycling as an alternate means of commuting by providing a safe alternative for users in the eastern portion of Tucson. The area around Pantano and Speedway has some of the heaviest traffic congestion in Tucson.

Second, the project will provide another segment of Tucson's 55-mile Urban Loop. The loop will provide a continuous loop around Tucson connecting many of the other on street bike routes and pedestrian sidewalks. Existing segments of the loop are already heavily used for commuting and recreational purposes.

GABA, representing over 800 active members, strongly supports this application for Transportation Enhancement funding to benefit the pedestrian and bicycle and community.

Thank you very much for your consideration of this request.

Sincerely,

P. Wayne Cullop
GABA Advocacy Gruppo
advocacy@bikegaba.org