

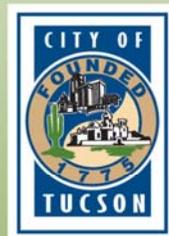
Rillito Riverpath and Camino de la Tierra Bicycle & Pedestrian Enhancements

Round 18 Transportation Enhancement Grant Application



AUGUST 2010

Sponsored by Pima County and the City of Tucson



**TRANSPORTATION ENHANCEMENT APPLICATION
APPLICANT INFORMATION**

1. APPLICANT AND SPONSOR Pima County		1a. MPO / COG Pima Association of Governments		2. DATE August 2010	
3. PROJECT NAME & LIMITS <i>Camino de la Tierra and Rillito River Bicycle and Pedestrian Enhancement</i> Limits: Camino de la Tierra between the Cañada del Oro and the Rillito River – 2 miles Rillito Riverpath: Connection to River Road and Camino de la Tierra					
4. Contact Person Matt Zoll, AICP, 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 John Spiker, P.E., Civil Engineering Manager			7b. PHONE NO:		(520) 243-1761
7a. Mailing Address: Pima County Flood Control District 97 E. Congress Street, 2 nd Floor Tucson, AZ 85701			7c. FAX NO:		(520) 243-1826
			7d. EMAIL:		John.Spiker@pima.gov
8. List eligible activity(ies) by number and title:			1. Provision of facilities for pedestrians and bicycles. 5. Landscaping and other scenic beautification		
9. List requested federal amount: (Must match amount in cost estimate)			\$750,000		
10. List total cost of project: (scoping, design and construction including federal funds, and ADOT review fees) (Must match amount in cost estimate)			\$1,293,860		

Please fill in all requested information for Items 1 through 10

CHECK ONE or TWO BOXES THAT APPLY

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

1.	<input checked="" type="checkbox"/>	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.
2.	<input type="checkbox"/>	PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience
	<input type="checkbox"/>	ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – <i>NOT ELIGIBLE IN ARIZONA</i>
4.	<input type="checkbox"/>	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>
5.	<input checked="" type="checkbox"/>	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.
6.	<input type="checkbox"/>	HISTORIC PRESERVATION Any work under this category must have a strong surface transportation link either past, present or future.
7.	<input type="checkbox"/>	REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)
8.	<input type="checkbox"/>	PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)
9.	<input type="checkbox"/>	CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
10.	<input type="checkbox"/>	ARCHEOLOGICAL PLANNING AND RESEARCH
11.	<input type="checkbox"/>	ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY
12.	<input type="checkbox"/>	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.

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

Word Count Maximum: 200

The ***Rillito Riverpath and Camino de la Tierra Bicycle and Pedestrian Enhancement*** will include new bike lanes on Camino de la Tierra (CDLT) from the existing bike lanes south of River Road to the Cañada del Oro Riverpath north of Ina Road (2.0 miles). The project will improve safety for bicyclists using CDLT, where recently a woman cyclist was tragically struck by a driver who passed unsafely.

On the south bank of the Rillito Riverpath, the project will install a bike/pedestrian bridge over CDLT to connect existing segments of the Rillito Riverpath located immediately east and west of CDLT. Currently, path users cross CDLT at-grade and unfortunately this is the site of a severe bicyclist injury. This enhancement project will address this safety issue.

The project also includes a grade-separated crossing of CDLT on the north side of the Rillito Riverpath by connecting the existing path to the River Road bridge with paved paths where it will cross over CDLT using an existing wide sidewalk.

The overall enhancements will improve bicyclist and pedestrian safety and access between residential areas and worksites and will enhance safety for school children travelling to Green Fields Country Day School, Hendricks School, and Richardson School.

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 Camino de la Tierra primarily in unincorporated Pima County and in the City of Tucson and adjacent to the Town of Marana, and on the north and south banks of the Rillito Riverpath at the points of connection to Camino de la Tierra. A state and vicinity map is included in the appendix.		
B.	Is the project on:	YES	NO
	Planned transportation corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Corridor under construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Existing transportation corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

C.	<p>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.</p>								
	<p>All work will be completed within existing Pima County and City of Tucson rights-of-way. The cost estimate includes scoping, project assessment, environmental documentation and review, design, construction administration, and construction. Light grading will be required to connect the existing ramps from Camino de la Tierra to the existing River Road Bridge with 12' asphalt paths, install a 12' x 125' prefabricated bridge over Camino de la Tierra, and to provide the bike lanes on Camino de la Tierra. The existing grades are conducive to facilitate project completion and no major earthwork is anticipated.</p>								
D.	<table border="1"> <tr> <td data-bbox="212 585 1247 621">Can the project be constructed entirely within the project right-of-way?</td> <td data-bbox="1256 585 1479 621">Yes</td> </tr> <tr> <td data-bbox="212 627 1247 663">Who owns the proposed project ROW?</td> <td data-bbox="1256 627 1479 695">Pima County, City of Tucson</td> </tr> <tr> <td data-bbox="212 701 1247 737">Are any private landowners involved? If so, list below.</td> <td data-bbox="1256 701 1479 737">No</td> </tr> <tr> <td data-bbox="212 743 1247 774">What percent of the project area is on ADOT ROW?</td> <td data-bbox="1256 743 1479 774">0%</td> </tr> </table>	Can the project be constructed entirely within the project right-of-way?	Yes	Who owns the proposed project ROW?	Pima County, City of Tucson	Are any private landowners involved? If so, list below.	No	What percent of the project area is on ADOT ROW?	0%
Can the project be constructed entirely within the project right-of-way?	Yes								
Who owns the proposed project ROW?	Pima County, City of Tucson								
Are any private landowners involved? If so, list below.	No								
What percent of the project area is on ADOT ROW?	0%								
E.	<table border="1"> <tr> <td data-bbox="212 781 1247 863"> <p>Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.</p> </td> <td data-bbox="1256 781 1479 863">No</td> </tr> </table>	<p>Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.</p>	No						
<p>Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.</p>	No								
	<p>Existing drainage patterns consist only of surface runoff and will be maintained by Pima County and City of Tucson. Less than 2,000 square feet of area will be impacted within the Rillito River</p>								
F.	<table border="1"> <tr> <td data-bbox="212 995 1247 1056">Are utility relocations necessary?</td> <td data-bbox="1256 995 1479 1056"></td> </tr> </table>	Are utility relocations necessary?							
Are utility relocations necessary?									
	<p>Minor adjustment of manhole covers to grade will be required.</p>								
G.	<p>What is the proposed time frame for completion of the project?</p>								
	<p>As required, the project will be advertised for construction within 3 years after ADOT State Transportation Board approval. Following is the anticipated project schedule:</p> <p>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</p>								
H.	<table border="1"> <tr> <td data-bbox="212 1488 1247 1522">Will the project be ADA accessible?</td> <td data-bbox="1256 1488 1479 1522">Yes</td> </tr> </table>	Will the project be ADA accessible?	Yes						
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.	Proposed on-going maintenance and repair program Proposed enhancements will be maintained on a regular basis by the Pima County Department of Transportation, the Pima County Natural Resources, Parks and Recreation Department, and City of Tucson Department of Transportation.
C.	Source of funds for on-going maintenance and repairs Pima County General Fund; PC HURF – Unrestricted; TDOT HURF

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

This project was included in numerous regional planning documents and was therefore subject to extensive public outreach.

Several groups have been involved in the initial planning of this project including the Tucson Pima County Bicycle Advisory Committee, Pima Trails Association, Urban Trails Coalition, and the Flowing Wells Neighborhood Association and Community Coalition. 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. We anticipate working with children from area schools on developing the project artwork.

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 Camino de la Tierra bike lanes and River Road bridge improvements enhance the existing transportation infrastructure by providing safer access for bicyclists and pedestrians.

Safe Routes to Schools and bicycle commuter route connections are critical community benefits. On CDLT, a woman bicyclist was killed by a driver who passed unsafely. The provision of bicycle lanes in this segment will improve safety for bicyclists and provision of grade-separated crossings on both sides of the Rillito at CDLT will address the serious safety issue of the existing at-grade crossings.

Transportation Enhancement funding should be provided to this project for the following reasons:

Connectivity – School children can travel to and from their homes to Richardson School, Hendricks School, Green Fields County Day School, and area parks via bike lanes. Bicycle commuters from the northwest metro area can access the Rillito River, Cañada del Oro and the Santa Cruz riverpaths to access their work sites.

Safety Enhancements– Installation of a bridge over CDLT and enhancements of the existing River Road bridge provide a safer alternative to the existing at-grade crossings. Bike lanes on CDLT enhance the existing condition and allow safer access for bicycle commuters and local school children.

Regional Plan Implementation- This project implements numerous regional planning efforts including the PAG 2009 Regional Plan for Bicycling; Pima County-Tucson Safe Routes to School Program Plan; 2040 PAG Regional Transportation Plan, Marana Transportation Plan; Eastern Pima County Trail System Master Plan; and the Pima County Urban Loop Commuter Route Concept.

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)	Ben Goff, P.E., Deputy Director Pima County Department of Transportation
Signature of Rep	
Date Signed	May 28 th , 2010

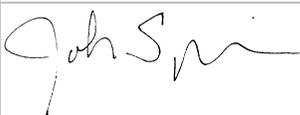
20. Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.

This project has been reviewed and endorsed by:

MPO or COG	PAG
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 Flood Control District
Name and Title	John Spiker, P.E., Civil Engineering Manager
Signature	
Date Signed	May 27 th , 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	\$24,300.00	\$24,300.00	\$22,914.90	\$1,385.10
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	\$25,400.00	\$25,400.00	\$23,952.20	\$1,447.80
3. ENVIRONMENTAL DETERMINATION for infrastructure projects, including technical supporting documents. (Anticipate \$20,000 to \$40,000)	LS	1	\$23,000.00	\$23,000.00	\$21,689.00	\$1,311.00
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				\$ 74,200	\$69,971	\$4,229
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	\$133,600.00	\$133,600.00	\$125,984.80	\$7,615.20
2. GEOTECHNICAL INVESTIGATION (If a report is necessary, about 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report)	LS	1	\$35,700.00	\$35,700.00	\$33,665.10	\$2,034.90
3. DRAINAGE REPORT (If a report is necessary, about 5% of construction cost)	LS	1	\$18,100.00	\$18,100.00	\$17,068.30	\$1,031.70
4. STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost)	LS	1	\$7,500.00	\$7,500.00	\$7,072.50	\$427.50
SUBTOTAL – PROJECT DESIGN COSTS				\$ 194,900	\$183,791	\$11,109

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	\$13,300.00	\$13,300.00	\$12,541.90	\$758.10
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
DEMOLITION						
Sawcut	LF	5,170	\$3.00	\$15,510.00	\$14,625.93	\$884.07
Remove Structures and Obstructions	LS	1	\$15,000.00	\$15,000.00	\$14,145.00	\$855.00
Remove Fencing	LF	250	\$2.50	\$625.00	\$589.38	\$35.63
Remove Structural Concrete (curbs)	LF	1,650	\$5.00	\$8,250.00	\$7,779.75	\$470.25
Mill Asphaltic Concrete Pavement	SY	9,667	\$4.00	\$38,668.00	\$36,463.92	\$2,204.08
Obliterate Striping	LF	3,500	\$1.50	\$5,250.00	\$4,950.75	\$299.25
UTILITY RELOCATION. Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement.	LS	1	\$5,300.00	\$5,300.00	\$4,997.90	\$302.10
RETAINING WALL (Concrete; SF of face above the footing)	SF	2,100	\$75.00	\$157,500.00	\$148,522.50	\$8,977.50
EARTHWORK						
Structural Backfill	CY	855	\$20.00	\$17,100.00	\$16,125.30	\$974.70
CURB & GUTTER	LF	250	\$20.00	\$5,000.00	\$4,715.00	\$285.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF	1,400	\$6.50	\$9,100.00	\$8,581.30	\$518.70
Asphaltic Concrete	Ton	1,394	\$101.00	\$140,787.44	\$132,762.55	\$8,024.88
Asphaltic Slurry	SY	8,408	\$3.00	\$25,224.00	\$23,786.23	\$1,437.77
CROSSWALK ENHANCEMENT						
PEDESTRIAN ADA RAMP	EA	4	\$2,000.00	\$8,000.00	\$7,544.00	\$456.00
HANDRAIL						
Standard	LF	850	\$15.00	\$12,750.00	\$12,023.25	\$726.75
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 457,140	\$431,083	\$26,057

2. LANDSCAPING & IRRIGATION ITEMS

MULCH						
SEEDING	Acre	0.50	\$3,000.00	\$1,500.00	\$1,414.50	\$85.50
SUBTOTAL - LANDSCAPING & IRRIGATION ITEMS				\$ 1,500	\$1,415	\$86

3. SITE FURNISHINGS

SIGNAGE (Standard Traffic Control)	Each	10	\$125.00	\$1,250.00	\$1,178.75	\$71.25
SUBTOTAL - SITE FURNISHINGS				\$ 1,250	\$1,179	\$71

4. OTHER CONSTRUCTION ITEMS. ALSO, ITEMIZED LINE ITEMS FOR NON-INFRASTRUCTURE PROJECTS.

Pedestrian Bridge 125' x 12' (including abutment and excavation)	EA	1	\$245,000.00	\$245,000.00	\$231,035.00	\$13,965.00
Roadway Striping	LF	19,350	\$0.20	\$3,870.00	\$3,649.41	\$220.59
Community-engaged project artwork	LS	1	\$17,000.00	\$17,000.00	\$16,031.00	\$969.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 265,870	\$250,715	\$15,155

5. MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$57,700.00	\$57,700.00	\$54,411.10	\$3,288.90
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$57,700.00	\$57,700.00	\$54,411.10	\$3,288.90
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$14,600.00	\$14,600.00	\$13,767.80	\$832.20
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$36,100.00	\$36,100.00	\$34,042.30	\$2,057.70
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$129,900.00	\$129,900.00	\$122,495.70	\$7,404.30
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 296,000	\$279,128.00	\$16,872.00
TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V)				\$ 1,021,760	\$963,519.68	\$58,240.32
D. ADOT REVIEW FEE (Not applicable to State projects. Cannot be applied to the federal participation or the Local match. On Local Certification Acceptance or Self-administration projects, manually change the amount in the green cell to \$3,000.						
	LS	1	\$3,000.00	\$3,000.00	NO ENTRY	
E. TOTAL PROJECT COST (All <u>subtotals</u> + ADOT local projects review fee)				\$ 1,293,860	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	\$ 1,290,860
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	\$ 750,000
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	\$ 45,334
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	\$ 495,526
TOTAL NON-FEDERAL FUNDS (Note: This is the sum of Box C and Box D).					BOX E	\$ 540,860

RESOLUTION AND ORDER 2010 - 188

**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 RILLITO RIVERPATH AND CAMINO DE LA TIERRA BICYCLE AND PEDESTRIAN ENHANCEMENTS PROJECT.
(Districts 1 & 3)**

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:

- Rillito Riverpath and Camino de la Tierra Bicycle and Pedestrian Enhancements – Construction of a bicycle and pedestrian bridge along the Rillito Riverpath over Camino de la Tierra and construction of bicycle lanes on Camino de la Tierra from the Rillito River to the Cañada del Oro Riverpath.

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:

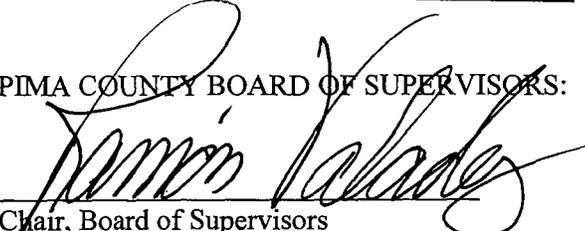
1. Staff is hereby directed to submit an application for reimbursement from TE Round 18 for the above described projects not exceeding the federal funding cap of Seven Hundred and Fifty Thousand Dollars (\$750,000.00) per Project.
2. Pima County commits to provide the required 5.7% cash match and any overmatch not to exceed Five-Hundred Forty Thousand Eight-Hundred Sixty Dollars (\$540,860) 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:

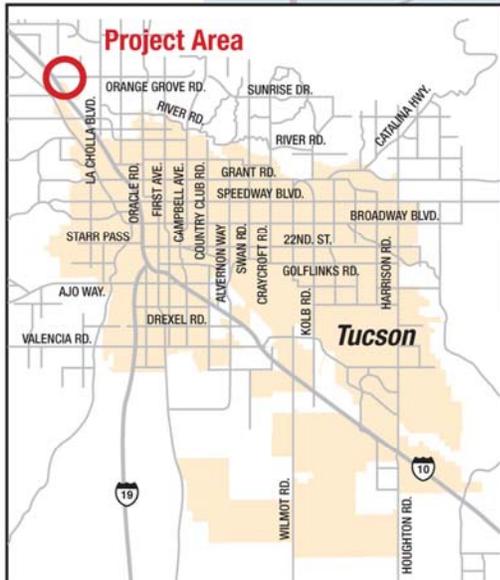

Chair, Board of Supervisors
AUG 03 2010

ATTEST:


Clerk, Board of Supervisors

APPROVED AS TO FORM:


Deputy County Attorney



-  Proposed Bike Lane & Pathway Improvements
-  Paved Paths, completed and under construction
-  Unpaved Path
-  Marana, Tucson City Limits
-  School or park
-  Flowing Wells Neighborhood Assn.
-  Tucson Mtns. Neighborhood Assn.
-  Casas Adobes Neighborhood Assn.





Aerial indicating existing and proposed elements for Camino de la Tierra and Rillito Riverpath Bicycle and Pedestrian Enhancements



Camino de la Tierra looking south: Addition of bridge to provide grade-separated crossing of roadway for south bank Rillito Riverpath users.





Camino de la Tierra looking south: Addition of bike lanes to improve safety for bicyclists and for passing drivers and provides access to the Rillito Riverpath.





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

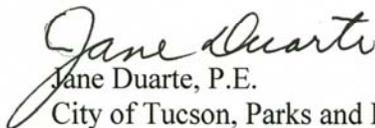
Dear Transportation Enhancement Review Committee:

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



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 ***Rillito Riverpath and Camino de la Tierra Bicycle and Pedestrian Enhancements***. This project will provide much-needed safety improvements for pedestrians and bicyclists using the Rillito Riverpath and using Camino de la Tierra.

Arizona has consistently ranked in the top five states nationwide in bicyclist and pedestrian fatality rates. We are concerned about this serious problem and feel that the bicycle lane improvements on Camino de la Tierra and the bicycle/pedestrian bridge improvements on the Rillito Riverpath will greatly improve safety in this area.

We are aware that a woman was struck and killed just two years ago along Camino de la Tierra by a driver who did not allow sufficient space when passing. The addition of bicycle lanes should improve safety for not only cyclists, but also for drivers who will not need to go outside the travel lane in order to pass. Also a bicyclist was hit and severely injured when using the Rillito Riverpath and crossing Camino de la Tierra. The bridge improvement will provide a completely grade-separated crossing of Camino de la Tierra and will greatly improve safety.

The Camino de la Tierra bike lanes will also connect to the Cañada del Oro Riverpath, providing an excellent link between these two developing commute corridors for bicyclists. Also the lanes will benefit numerous schools along the roadway including Green Fields School and Richardson Elementary, among others.

For these and other reasons, 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

FWNACC

Flowing Wells Neighborhood Association and Community Coalition

Bringing people together to improve the safety and quality of life in the Flowing Wells community.

Flowing Wells Neighborhood Association &
Community Coalition
P.O Box
Tucson, Arizona

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

April 18, 2010

To Whom It May Concern,

The Flowing Wells Neighborhood Association and Community Coalition (FWNACC) Board voted at our April 4, 2010 meeting to support the grant application by Pima County Natural Resources, Parks and Recreation for the Camino de la Tierra and Rillito River Bicycle and Pedestrian Enhancement. The addition of new bike lanes along both sides of Camino de la Tierra will make it safer for bicyclists and pedestrians to commute to the parks, schools, businesses and homes along this corridor. Camino de La Tierra is along a bicycle/pedestrian transportation corridor that connects the Rillito River Park and the Cañada del Oro Linear Park north of Ina Road. There have been several accidents the last few years on Camino de la Tierra involving bicyclists and vehicles, one of which was fatal for a bicyclist.

The FWNACC also has been supporting the future Kory Laos Freestyle Memorial BMX Park within Flowing Wells District Park which is accessible from the Rillito River Park south bank trail. Private and public funds are being raised to build this facility. The addition of bike lanes along Camino de la Tierra and a bridge on the south bank will allow the youth BMX bicyclists to safely commute from the neighborhoods on the north side of the Rillito River to this park which is just east of Camino del la Tierra.

The addition of a pedestrian/bicycle bridge over Camino de la Tierra will provide a safe connection for the Rillito River Park south bank to allow bicyclists and pedestrians to commute from Dodge Blvd. to I-10 without having to cross any public roads including Camino de La Tierra.

Our board feels that these safety enhancements are needed in this area to provide safe routes for bicyclists and pedestrians that walk/ride to the three schools, Richardson Elementary, Hendricks Elementary and Greenfields School and/or that use either of the river park paths in this Flowing Wells area. We appreciate your consideration for these safety enhancements for our community, thank you.

Sincerely,



Daniele Loomis
Vice President FWNACC

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

Arizona Department of Transportation
1615 W. Jackson St. MD EM10
Phoenix, AZ 85007

Dear Review Committee,

The Urban Trails Coalition supports the Rillito Riverpath and Camino de la Tierra Bicycle and Pedestrian enhancements.

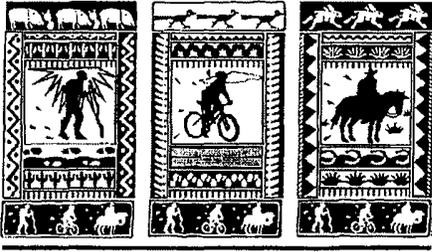
If funded, this Riverpath proposal will provide a safe alternative to the existing at-grade crossings for bicyclists and pedestrians and connectivity to several neighborhood schools.

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

Sincerely,



Linda Anderson-McKee, Chair
Urban Trails Coalition



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

Appendix

Tucson cyclist who died after being hit by SUV Tuesday identified

By Dale Quinn Arizona Daily Star | Posted: Wednesday, May 21, 2008 12:00 am

A bicyclist died Wednesday morning, the day after she was struck by a sport utility vehicle on a Northwest Side road, an official said.

Patti Jane Lopez, 43, of Tucson, was riding her bike on North Camino de la Tierra near West Shumaker Drive about 7:50 p.m. when she was struck from behind by a northbound Chevrolet Suburban, said Deputy Dawn Hanke, a Pima County Sheriff's Department spokeswoman.

Lopez was riding on the shoulder of the road when the SUV driven by a woman clipped her, Hanke said.

Lopez was taken to a hospital with life-threatening injuries and she died at 6:30 a.m. Wednesday.

No citations had been issued Wednesday afternoon, Hanke said, but the Pima County Sheriff's Department traffic unit was continuing its investigation.

