

428.33 River Park Acquisitions & Development Countywide

Location: Santa Cruz (SCR), Rillito (R), Pantano (P), Canada del Oro (CDO), Tanque Verde (TV), Julian Wash (J) River Park Corridors

Scope: On November 6, 2012 the River Park Initiative Report was provided to the Pima County Board of Supervisors, which can be accessed on the County's web site at:
http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/The%20Loop/110612_River_Park_Initiative_Report.pdf

This 136 page document provided an exhaustive review of the Riverpark standards, current compliance of The Loop System with those standards, and costs to bring the entire system to the premium standard. This document reviewed the entire Loop, and suggested up to 84 improvement projects that total over \$89 million. The following recommendation provides the suggested priority order of projects. The first 7 prioritized projects total approximately the \$10 million proposed for the River Park bond program. Projects are prioritized, and intended to be delivered in priority order until the bond funding is expended. If additional grant or external funding is found for individual projects, then additional prioritized projects beyond the initial expectations will be included.

Reach/Project	River Park	Map	Project Cost	Priority Rank
Rillito River Bridge replacements	R	*	\$1,175,000	1
SCR Underpass program: Speedway, St Mary's, Congress, Ina	SCR	*	\$1,600,000	2
SCR: Downtown Redevelopment & Canopy Enhancement	SCR	*	\$2,625,000	3
Glenn to Craycroft (south/west bank) - reduced project	P	P10	\$1,140,000	4
Rillito River Underpass widening project	R	*	\$2,000,000	5
Rillito River Pavement Improvements	R	*	\$460,000	6
SCR: Pavement Improvements	SCR	*	\$800,000	7
KERP Outlet to Campbell (west bank)	J/TDC	J8	\$1,110,000	8
Camino del Cerro to Ina (at El Corazon) (east bank)	SCR	S12	\$4,050,000	9
La Canada to La Cholla (south bank)	CDO	C5	\$2,500,000	10
Magee to Ina (west bank)	CDO	C7	\$1,180,500	11

Dodge to Country Club (south bank)	R	R5	\$1,915,000	12
N. Continental Ranch to Avra Valley Road (west bank)	SCR	S15	\$444,000	13
Country Club to KERP Outlet	J/TDC	J7	\$740,000	14
Twin Peaks to Avra Valley Road (east bank)	SCR	S15	\$1,987,500	15
Avra Valley Road to Tangerine (east bank)	SCR	S16	\$3,003,000	16
Drexel to Irvington (east bank)	SCR	S2	\$4,150,000	17

*indicates a program project, incorporating key elements from several maps in River Park Initiative Report

Total				\$30,880,000.00
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Benefits: The intent of this project is to bring all segments of the river park to current standards and assuring connectivity with employment centers, parks, schools, neighborhoods, open space preserves, shopping areas and more located along these main wash corridors. This project shall make it possible to utilize the linear park system for a broad range of recreational uses while providing alternate modes of transportation.

Total Cost Estimate: \$10,000,000

Bond Funding Estimate: \$10,000,000

Other Funding Estimate: None identified at this time.

Total Cost Estimate by Major Task: For each project, the following percentages will generally be used. Zero percent for land acquisition (unless specified in the report), 15 percent of total project budget for planning and design, 85 percent of total project budget for construction.

Implementation Periods: 1, 2, 3, 4, 5, 6

Project Schedule by Major Task: Typical project timelines: planning and design at 12 months, construction at 18 months. Projects with federal permits may take one year longer. Program projects may be delivered as smaller projects within the program.

Project Manager: Pima County

Operator: Pima County

Future Operating and Maintenance Costs: It is estimated that the additional increase in operating and maintenance costs will be \$60,000 annually to be paid by the Pima County Flood Control District. Costs will not start to be incurred until year 3 or 4.

Regional Benefits: This project shall make it possible to utilize the linear park system for a broad range of recreational, wellness, and tourism-related activities while providing alternate modes of transportation on a regional basis. For every dollar spent on The Loop, the community receives a 9.4 return on investment.