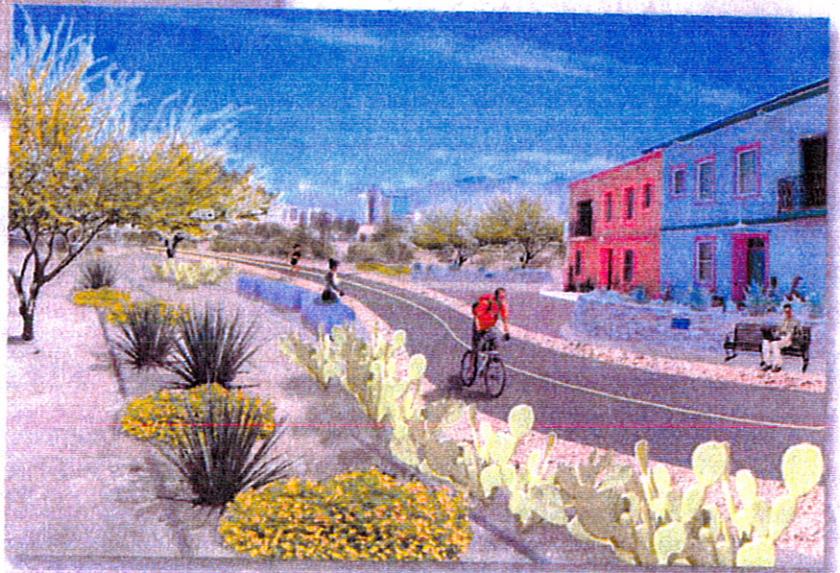
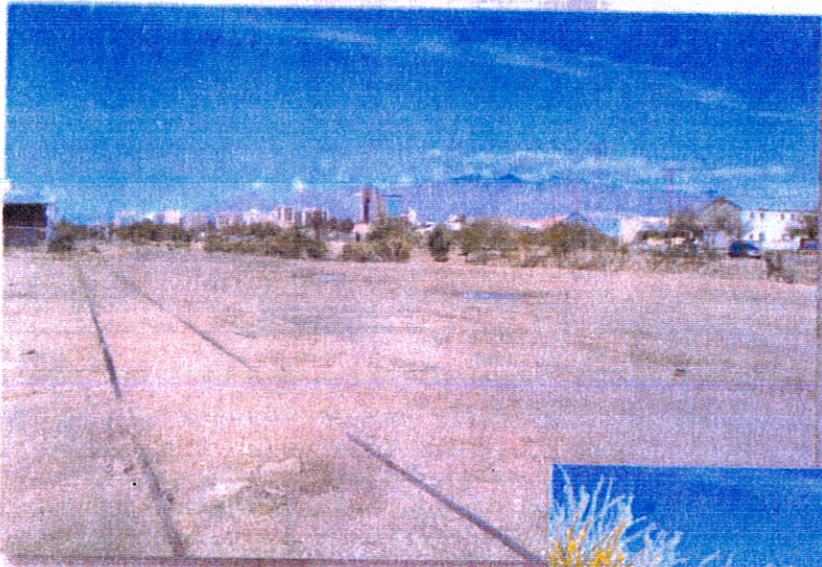


El Paso and Southwestern Greenway

Phase 1: 22nd Street to Cushing Street
Arizona Transportation Enhancement
Grant Application
Round 14

Sponsoring agencies: City of Tucson and Pima County



Department of
**URBAN PLANNING
& DESIGN**

August 25, 2006

**ARIZONA TEA-21
TRANSPORTATION ENHANCEMENT APPLICATION**

1. Please list the applicants applying for funding. All applications must be sponsored by a government agency. All projects which are 75% or more contained on the State Highway System right-of-way must have the ADOT District Engineers written support and ADOT is considered the sponsor.
2. List date application was completed.
3. List the project name or facility name. **The project must be transportation related.** If on a State Highway, list the route number and beginning milepost.
4. List mailing address of sponsoring agency.
5. List county where project is located. If there are additional counties, list starting county first.
6. List the Congressional District number. No name is required.
7. List contact person for project. This person must be from the sponsoring agency. The appropriate District will sponsor projects on the State system. (No exceptions).
8. List alternate contact person for the project. This person must be from the sponsoring agency.

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) City of Tucson and Pima County	MPO / COG Pima Association of Governments	2. DATE 6/1/06
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3. PROJECT NAME & LIMITS (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER) El Paso and Southwestern Greenway, Phase I: 22nd Street to Cushing Street
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4. MAILING ADDRESS City of Tucson, Department of Transportation, 201 N. Stone Avenue, 6th Floor, PO Box 27210
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CITY Tucson	ZIP CODE 85726	5. COUNTY Pima	6. CONGRESSIONAL DISTRICT 7
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7. CONTACT PERSON Janice Miller	TITLE Project Manager	PHONE NO: 520-791-4372 FAX NO: 520-791-4608
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8. ALTERNATE PERSON Shellie Ginn	TITLE Project Coordinator	PHONE NO: 520-791-4372 FAX NO: 520-791-4608
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9. List the eligible transportation enhancement activity 1, 5 and 8

10. List the requested amount of federal funds needed for the project **\$457,833**

11. List the total cost of the project (federal plus other) **\$485,507**

THE ELEVEN ELIGIBLE TRANSPORTATION ENHANCEMENT ACTIVITIES

(The term 'Transportation Enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation)

- 1.) **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.) **PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS**
Activities must have a broad and preferably regional target audience.
- 3.) **ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES - NOT ELIGIBLE IN ARIZONA**
- 4.) **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. Must be on or within 2 miles of a State designated Scenic or Historic road.
- 5.) **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. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
- 6.) **HISTORIC PRESERVATION**
Any work under this category must have a strong transportation link either past, present or future.
- 7.) **REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)**
- 8.) **PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)**
- 9.) **CONTROL AND REMOVAL OF OUTDOOR ADVERTISING**
- 10.) **ARCHEOLOGICAL PLANNING AND RESEARCH**
- 11.) **ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY**
- 12.) **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.

NOTE: THESE ARE THE ONLY ITEMS ELIGIBLE FOR TRANSPORTATION ENHANCEMENT FUNDING. INCLUDING ELEMENTS NOT LISTED ABOVE MAY RESULT IN THE DISQUALIFICATION OF THE ENTIRE APPLICATION. OTHER ELEMENTS MAY BE INCORPORATED INTO THE PROJECT IF THEY ARE IDENTIFIED AS SEPARATE FUNDING IN THE COST ESTIMATE. IF ITEMS THAT ARE ELIGIBLE FOR OTHER FUNDING SOURCES ARE TO BE INCLUDED IN THIS PROJECT APPLICATION, THEN THOSE SOURCE FUNDS MUST BE IDENTIFIED AND USED FOR THOSE ITEMS. FINAL DETERMINATION OF QUALIFICATION WILL BE DEFINED IN THE PROJECT SCOPING PHASE.

12. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.

<p>X 1. Provision of Facilities for Pedestrians and Bicycles.</p> <p><input type="checkbox"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p>3. NOT ELIGIBLE IN ARIZONA</p> <p><input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities</p> <p>X 5. Landscaping and Other Scenic Beautification</p> <p><input type="checkbox"/> 6. Historic Preservation</p>	<p><input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges)</p> <p><input checked="" type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> 9. Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> 10. Archeological Planning and Research.</p> <p><input type="checkbox"/> 11. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality While Maintaining Habitat Connectivity</p> <p><input type="checkbox"/> 12. Establishment of Transportation Museums</p>
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13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, NUMBER OF ACRES, ETC.:

List all key elements of the project scope

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO 200 WORDS OR LESS

This first phase of the El Paso and Southwestern Greenway is part of an overall 2.7 mile corridor plan approved by the City of Tucson, Pima County and South Tucson. It is a unique opportunity to emphasize alternate modes and pedestrian opportunities in a traditionally auto oriented downtown area.

The project length is .75 miles, located parallel to the east of the Interstate 10 frontage road, from 22nd Street at its southern most point, to Cushing Street at its northern most point. The project requires conversion of .75 miles of the abandoned El Paso and Southwestern railroad corridor into a pedestrian and bike-oriented urban greenway. This portion of the enhancement alone will reconnect fragmented neighborhoods and provide an alternative transportation route to downtown attractions and local amenities. It will also link to existing trail systems and aid in fostering a continuous greenway network in the communities of Tucson, South Tucson and Pima County.

The design concept specifically includes creation of a 56-foot wide, landscaped divided urban pathway. The path features a 14-foot envelope to designate the former rail line; a 12- foot paved bike path, and two 5-foot decomposed granite trails on each side of the bike path. In addition, two 10-foot landscaped areas will buffer trail users on each side of the pathway.

14. Describe the project. Please answer all questions using the format outlined below.

- A) Where is the project located? (Must attach map in appendix)
- B) Is the project on a planned, existing, or under construction transportation corridor?
If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?
- 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.
- D) Can the project be constructed entirely within the project right-of-way (ROW)?
Who owns the proposed project ROW?
Are there any private landowners involved? If so please list.
What percent of the project area is on ADOT ROW?
- E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.
- F) Are utility relocations necessary?
- G) What is the proposed time frame for completion of the project?
- H) Will the project be ADA accessible?

- A) **The first phase of the El Paso and Southwestern Greenway project is located east of the Interstate 10 frontage road, and parallels I-10 on the east, from 22nd Street at its southern most point, to Cushing Street at its northern most point. This .75 mile connection will be built upon the abandoned El Paso and Southwestern Railroad corridor.**
- B) **Yes. The El Paso and Southwestern Greenway project is located on top of an old railroad corridor. The City of Tucson acquired the El Paso and Southwestern rail corridor July 16,1999 from the Union Pacific Railroad Company.**
- C) **The path will be a new construction. No new right of way will be required to construct the project. The design concept includes construction of a 56-foot wide, landscaped divided pathway (shared use path), with approach paths at each end of the project.**

- D) **No new right of way acquisition is needed to construct the pathway in this phase of the project. The City of Tucson owns all of the property that this segment of the pathway will cross.**
- E) **There are no drainage issues to consider. There are no impacts to jurisdictional U.S. waters.**
- F) **No utility relocation considerations are necessary; no utilities lie in the proposed route for the urban pathway.**
- G) **The proposed time frame is as follows:**

TE Grant Process	12 months
Design concept and environmental clearances	12 months
Completion of Design	4 months
Selection of a Contractor	4 months
Completion of Construction	<u>4 months</u>
- H) **Yes, the project will be ADA accessible**

PLEASE LIMIT RESPONSES TO THE FOLLOWING QUESTIONS TO 200 WORDS OR LESS

15. **How will the project be maintained?** All projects will require a signed Joint Project Agreement (JPA) prior to project construction. 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.
- B) Proposed on-going maintenance and repair program
- C) Source of funds for on-going maintenance and repairs

- A) **City of Tucson Parks and Recreation Department will be responsible for maintenance and repairs of the proposed El Paso and Southwestern Greenway project within City limits of Tucson.**
- B) **Maintenance and on-going repair of the project will be provided by City of Tucson's Parks and Recreation Department, Department of Transportation, and Rio Nuevo Office. In addition, neighborhood pride and support is strong in this area, which may make it possible to assign some stewardship and monitoring activities to neighborhood groups.**
- C) **On going maintenance, stewardship and repair will be funded primarily through the City of Tucson's General Fund and Capital Budgets assigned accordingly to each department.**

16. **If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2006, for clarification).**

Yes, City of Tucson will utilize FHWA guidelines to outline self-bid and administration.

17. **Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations? 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?**

The City of Tucson owns the railroad corridor therefore, technically, is no longer considered an abandonment. It purchased the property from Union Pacific in 1999. The El Paso and Southwestern railroad tracks have been determined eligible for the National Register of Historic Places by the Arizona State Historic Preservation Office (SHPO). The City of Tucson recognizes the historic significance of the tracks and proposes to preserve the historic track where possible, and incorporate into the project design. In this first phase, the cross-section includes a 14-foot swath to designate/preserve the tracks.

18. 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?

The El Paso and Southwestern rail corridor is included in the City of Tucson's Parks and Recreation Open Space and Trails Plan, the Pima County Trail System Master Plan, and the City of Tucson's voter-approved General Plan. Impetus to proceed with the project evolved from a grassroots, community driven effort led by a local trails group, the El Paso and Southwestern Greenway Coalition. In October 2004, the City of Tucson funded a study of the project by appointing the University of Arizona's Drachman Institute to aid in the planning and design of the greenway by coordinating with stakeholders and facilitating community involvement through a series of many public meetings.

The end result was a concept supported by the neighborhood associations along the corridor, various community groups, citizen commissions, public officials, including Pima County and the City of South Tucson. The City of Tucson agreed to begin implementation by seeking funding assistance for Phase I of the greenway.

19. 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).

1) The project takes an otherwise neglected and abandoned railroad corridor and converts it into a pedestrian oriented transportation route. It will provide a continuous path from the neighborhoods to the downtown arts and entertainment district. The urban pathway will offer its users the opportunity to access the convention center, civic plaza, and proposed arena, if they prefer a more urban experience. Likewise, pathway users can access the regional Santa Cruz River Park trail by using the proposed Clark Street pedestrian underpass, or the existing 18th Street underpass. This section of the Santa Cruz River Park Trail will provide two additional opportunities as well: users can head north to access the proposed Science Center, and Tucson Origins Heritage Park, or head south on the Santa Cruz River Park to intersect with the regional Paseo de Lupe Eckstrom River Park Trail. Currently, pedestrians and cyclists must use residential and arterial streets to move from the north to the south side of downtown. The pathway will enable safe movement through downtown on a shared use path, where users can avoid automobile traffic. In addition, the project enhancement links to an Arizona Department of Transportation project. ADOT is planning to link the east and west side of Tucson (bi-sected by Interstate 10), with the extension of both Clearwater and Clark Streets. The street extensions will meet at the Clark Street pedestrian underpass.

2) The project links five historic, low income and minority neighborhoods, as well as other users through a pedestrian connection to downtown redevelopment projects, other regional trails, the City of South Tucson and Pima County. The placement of the divided urban pathway adjacent to the I-10 frontage road will improve the overall look and feel of the community. Presently, chain link fences, broken railroad tracks and litter clutter the gravel frontage road. The transportation enhancement proposes to create a more natural setting in this area by providing trees, lighting, trashcans, benches and other pedestrian amenities. The project provides a unique opportunity for the City to enter into a historic, urban neighborhood that has not received many of the amenities that are standard in newer neighborhoods. Amenities such as landscaping, lighting and paths to walk on, promote neighborhood pride and increase safety, and encourage people to get out of their homes to exercise. All these elements strengthen the neighborhood and our community.

3) The project should be funded to jump-start the first phase of an overall 2.7 mile greenway corridor within downtown Tucson and the City of South Tucson. The project furthers implementation of City and County long-term trail system planning efforts. The City of Tucson General Plan, City Parks and

Recreation Strategic Plan and the Eastern Pima County Trail System Master Plan have all articulated a desire to link regional trail planning efforts with a north-south urban pathway connection. In addition, The El Pueblo South Community Plan provides guidance for redevelopment of the area and emphasizes pedestrian linkages and amenities. The grassroots effort associated with this project is the result of countless hours of hard work on behalf of the El Paso and Southwestern Greenway Coalition and the local neighborhoods to create positive change in their community during a time of intense downtown revitalization. The momentum for this segment has reached its peak, and provides a good opportunity for the City to demonstrate its commitment and support in realizing the creation of this greenway. Finally, it makes a strong statement to minority neighborhoods about the City's desire to reinvest and rehabilitate historic neighborhoods in the area.

Important Basic Criteria for all TE Projects

- A. Project eligible under one or more of the 11 Transportation Enhancement activities
- B. Proposed project is related to Surface Transportation
- C. Project is over and above normal transportation project. (Typical mitigation type activities such as landscape restoration and permanent erosion control are a normal part of a transportation projects and are ineligible)
- D. Project is sponsored by a government entity
- E. Project is consistent with sponsoring agency's plans
- F. Project will be scheduled to go to bid within 3 years of acceptance
- G. Project matching funds are available (Minimum 5.7% hard cash)
- H. Project sponsor has the resources available to develop the project (Including local project management)
- I. Completed project will meet applicable Federal, state and local requirements
- J. The completed project will be open to the public during normal business hours at no charge and meet the accessibility standards of the Americans with Disabilities Act
- K. Project will improve air quality or have a neutral air quality impact
- L. Local project does not exceed \$500,000 in federal funds
- M. State project does not exceed \$1,000,000 in federal funds

20. 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.

Sponsor Representative David A. Miller
Date 8-7-06

State projects must be signed by the appropriate District Engineer.

NOTE:

Projects that involve historic buildings or structures, or which are within or adjacent to historic districts, should be reviewed by the State Historic Preservation Office (SHPO), preferably before the application is submitted to the MPO/COG.

Projects that involve public art sponsors are encouraged to contact the Arizona Commission on the Arts during the application phase.

21. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG John [Signature] Date: 8/15/06

Estimated Project Costs

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS.

The program will automatically calculate the Totals and Federal Share at 94.3%

LOCAL PROJECTS: Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						

SCOPING COSTS

Costs cannot be applied toward the federal participation or local match

SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) (Enter \$0 in Unit Price column if none required)	LS	1	\$16,168.00	\$16,168.00	NO ENTRY	
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	\$10,500.00	\$10,500.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	\$10,500.00	\$10,500.00		
HAZARDOUS MATERIALS ASSESSMENT (including heavy metals & asbestos (If an assessment is necessary, anticipate \$1,500. Enter \$0 in Unit Price column if none required))	LS	1		\$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 37,168		

STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)

DESIGN COSTS

Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.

S&E's - Plans, Special Provisions, Cost Estimates & Schedules (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	\$64,580.00	\$64,580.00	NO ENTRY	
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, geotech Report, Materials & Pavement Design Report) Enter \$0 in Unit Price column if none required.	LS	1		\$0.00		
RAINFALL REPORT (If a report is necessary, anticipate 5% of construction cost) Enter \$0 in Unit Price column if none required)	LS	1		\$0.00		
FORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$5,260.00	\$5,250.00		
SUBTOTAL – PROJECT DESIGN COSTS				\$ 69,830	\$65,850	\$3,980

Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		\$0.00	\$0.00	\$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) Enter \$0 in Unit Price column if area of disturbance is less than one acre.	LS	1	\$10,245.00	\$10,245.00	\$9,661.04	\$583.97
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$5,250.00	\$5,250.00	\$4,950.75	\$299.25
DEMOLITION						
Sawcut	LF			\$0.00	\$0.00	\$0.00
Remove Structures and Obstructions	LS	1		\$0.00	\$0.00	\$0.00
Remove Fencing	LF			\$0.00	\$0.00	\$0.00
Remove Structural Concrete				\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY			\$0.00	\$0.00	\$0.00
Remove Concrete Sidewalks, Slabs				\$0.00	\$0.00	\$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$20,200.00	\$20,200.00	\$19,048.60	\$1,151.40
UTILITY RELOCATION (If necessary) Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible	LS	1		\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF			\$0.00	\$0.00	\$0.00
EARTHWORK						
General Excavation				\$0.00	\$0.00	\$0.00
Drainage Excavation				\$0.00	\$0.00	\$0.00
Structural Excavation	CY			\$0.00	\$0.00	\$0.00
Structural Backfill				\$0.00	\$0.00	\$0.00
Borrow (In Place)				\$0.00	\$0.00	\$0.00
CURB & GUTTER	LF			\$0.00	\$0.00	\$0.00
AGGREGATE BASE	CY			\$0.00	\$0.00	\$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete				\$0.00	\$0.00	\$0.00
Colored Concrete	SF			\$0.00	\$0.00	\$0.00
Stamped Color Concrete				\$0.00	\$0.00	\$0.00
Precast Concrete Pavers				\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	1,000	\$57.75	\$57,750.00	\$54,458.25	\$3,291.75
CROSSWALK ENHANCEMENT						
Concrete Pavers				\$0.00	\$0.00	\$0.00
Stamped Asphalt				\$0.00	\$0.00	\$0.00
Stamped Concrete	SF	7,500	\$9.24	\$69,300.00	\$65,349.90	\$3,950.10
Concrete				\$0.00	\$0.00	\$0.00
Integral Color Concrete				\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF			\$0.00	\$0.00	\$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CULVERT EXTENSIONS	LF			\$0.00	\$0.00	\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	30	\$2,625.00	\$78,750.00	\$74,261.25	\$4,488.75
HANDRAIL						
Standard	LF			\$0.00	\$0.00	\$0.00
Decorative	LF			\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 241,495	\$227,730	\$13,765
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each	4	\$210.00	\$840.00	\$792.12	\$47.88
TREES (15 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
TREES (5 GALLON SIZE)	Each	326	\$36.75	\$11,980.50	\$11,297.61	\$682.89
SHRUBS (5 GALLON SIZE)	Each	109	\$21.00	\$2,289.00	\$2,158.53	\$130.47
SHRUBS (1 GALLON SIZE)	Each	492	\$8.40	\$4,132.80	\$3,897.23	\$235.57
CACTUS (5 GALLON SIZE)	Each	42	\$36.75	\$1,543.50	\$1,455.52	\$87.98
MULCH						
Decomposed Granite	CY	196	\$52.50	\$10,290.00	\$9,703.47	\$586.53
Organic	CY			\$0.00	\$0.00	\$0.00
TOPSOIL	CY			\$0.00	\$0.00	\$0.00
SEEDING	Acre			\$0.00	\$0.00	\$0.00
TURF SOD	SY			\$0.00	\$0.00	\$0.00
BOULDERS	Each			\$0.00	\$0.00	\$0.00
IRRIGATION SYSTEM						
Drip	SF	1	\$21,000.00	\$21,000.00	\$19,803.00	\$1,197.00
Turf	SF			\$0.00	\$0.00	\$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF			\$0.00	\$0.00	\$0.00
Cut and Patch	LF			\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF			\$0.00	\$0.00	\$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS	1	\$2,450.00	\$2,450.00	\$2,310.35	\$139.65
SUBTOTAL - LANDSCAPING & IRRIGATION ITEMS				\$ 54,526	\$51,418	\$3,108
SITE FURNISHINGS						
BENCHES	Each	6	\$840.00	\$5,040.00	\$4,752.72	\$287.28
SEATWALLS	LF			\$0.00	\$0.00	\$0.00
BIKE RACKS	Each	8	\$368.00	\$2,944.00	\$2,776.19	\$167.81
RASH RECEPTACLES	Each	6	\$263.00	\$1,578.00	\$1,488.05	\$89.95
RINKING FOUNTAINS	Each	1	\$3,150.00	\$3,150.00	\$2,970.45	\$179.55
SIGNAGE (Standard Traffic Control)	Each			\$0.00	\$0.00	\$0.00
TREE GRATES	Each			\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE FURNISHINGS				\$ 12,712	\$11,987	\$725

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
OTHER CONSTRUCTION ITEMS (List line items)						
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ -	\$0	\$0

MOBILIZATION AND ADMINISTRATION COSTS

CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	\$23,766.00	\$23,766.00	\$22,411.34	\$1,354.66
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$11,883.00	\$11,883.00	\$11,205.67	\$677.33
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	\$2,970.00	\$2,970.00	\$2,800.71	\$169.29
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	\$14,853.00	\$14,853.00	\$14,006.38	\$846.62
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$53,472.00	\$53,472.00	\$50,424.10	\$3,047.90
SUBTOTAL - MOBILIZATION & ADMINISTRATION COSTS				\$ 106,944	\$100,848.19	\$6,095.81
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 415,677	\$391,983.22	\$23,693.58

ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to 3,000)	LS	1	\$5,000.00	\$5,000.00	NO ENTRY	
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TOTAL PROJECT COST (All subtotals + ADOT review fee)	\$ 527,675	NO ENTRY				
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SUMMARY OF FEDERAL AND LOCAL FUNDS

TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.	BOX A	\$ 485,507
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>	BOX B	\$ 457,833
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>	BOX C	\$ 27,674
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.	BOX D	\$ 0
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).	BOX E	\$ 27,674

**Proposed El Paso and
Southwestern Greenway
Route (2.7 miles)**



**El Paso and
Southwestern Greenway
Shared Use Path Alignment
Map 1: 22nd St. to Cushing St.**

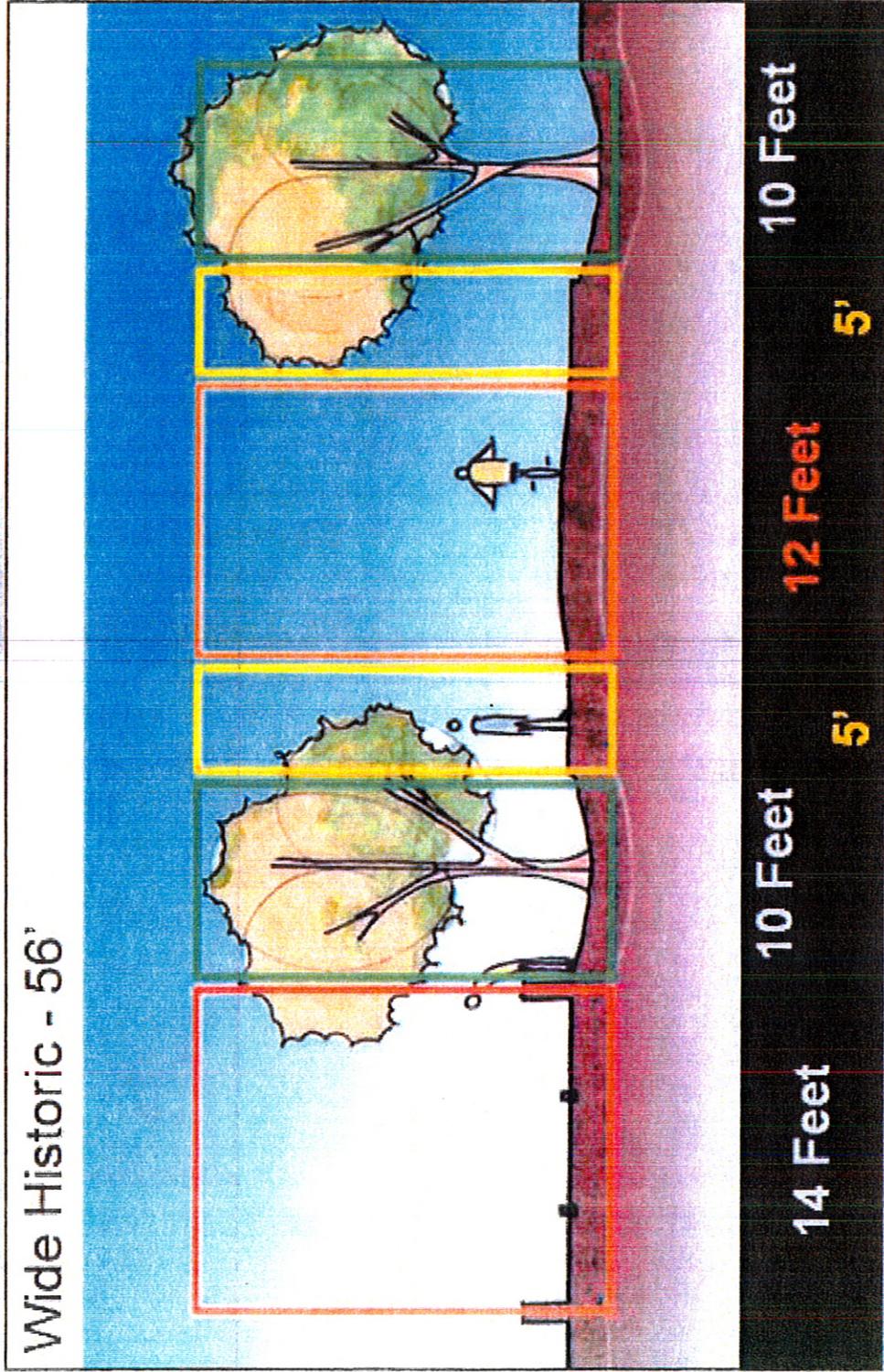
-  Rio Nuevo Downtown Zone
-  Rio Nuevo Downtown Redevelopment *
-  River Park Trails
-  Proposed Greenway Path
-  Project Boundary (.75 mile)

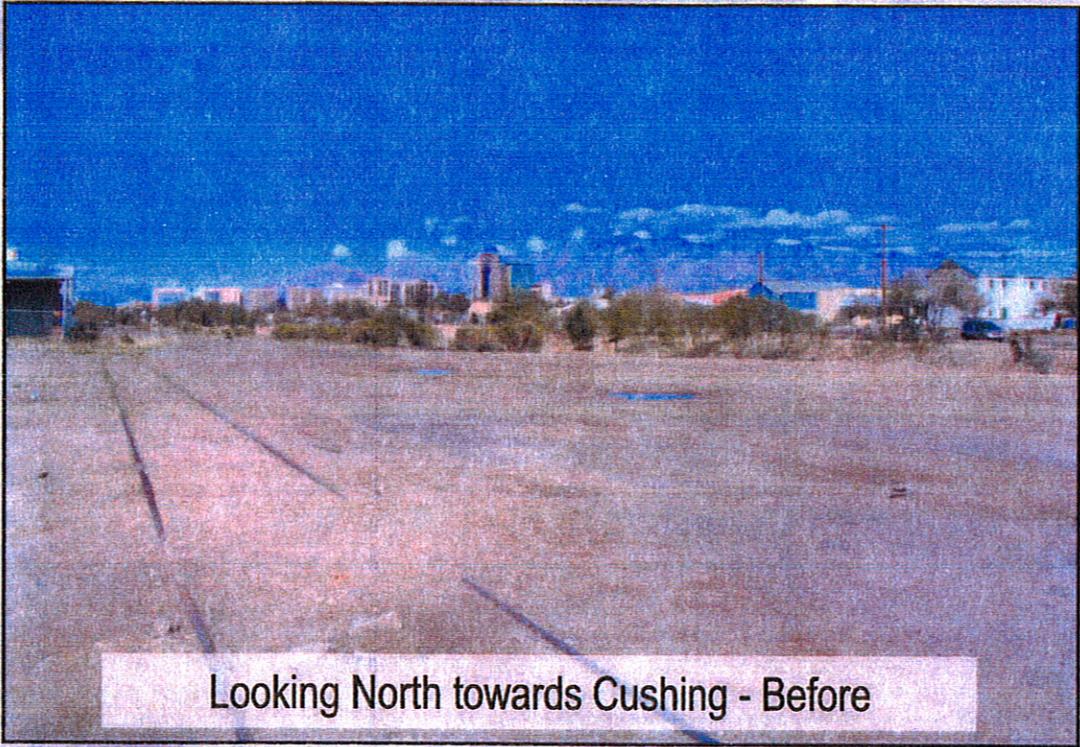
reflects current adopted Rio Nuevo Master Plan
Plan Undergoing changes.



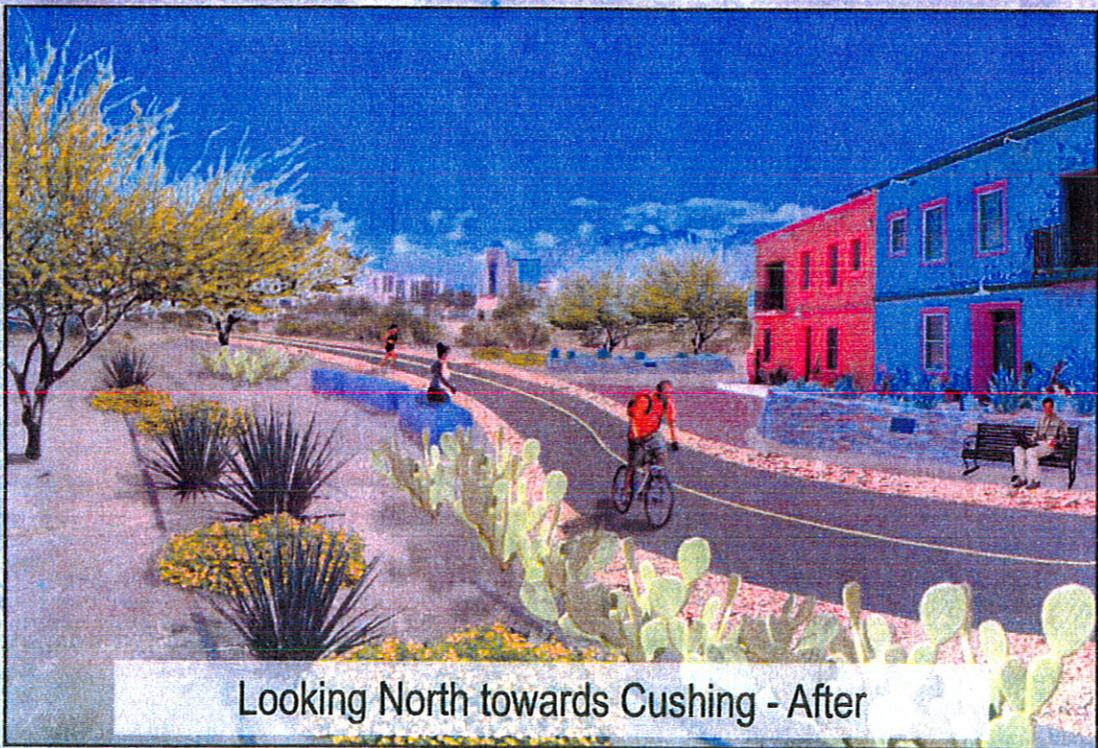
Department of
**URBAN PLANNING
& DESIGN**

El Paso and Southwestern Greenway - Path Cross Section

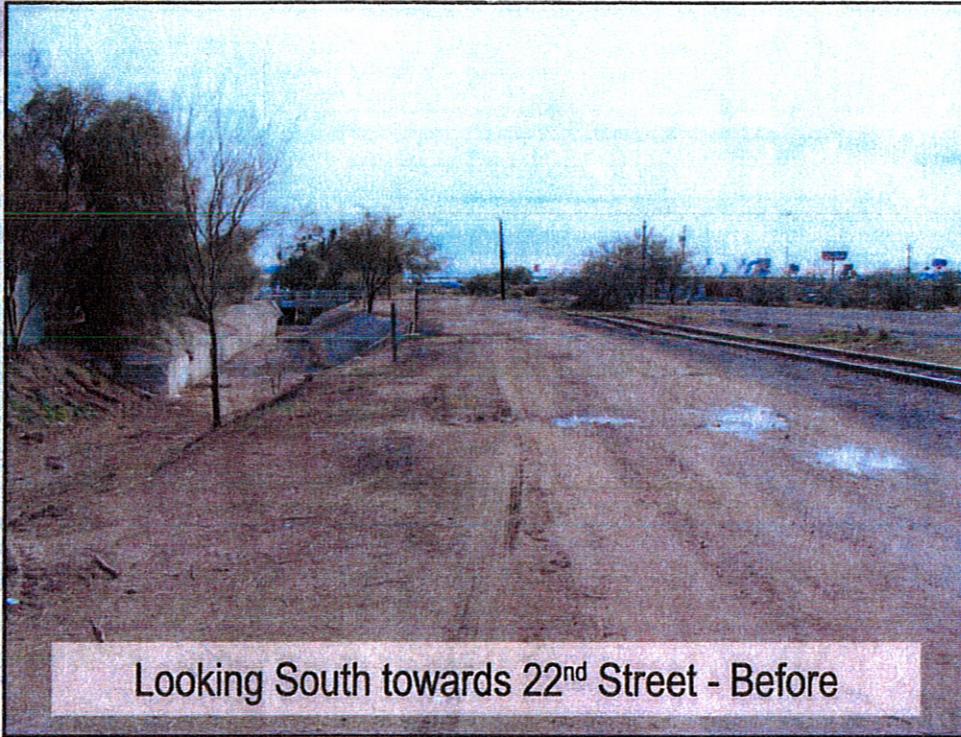




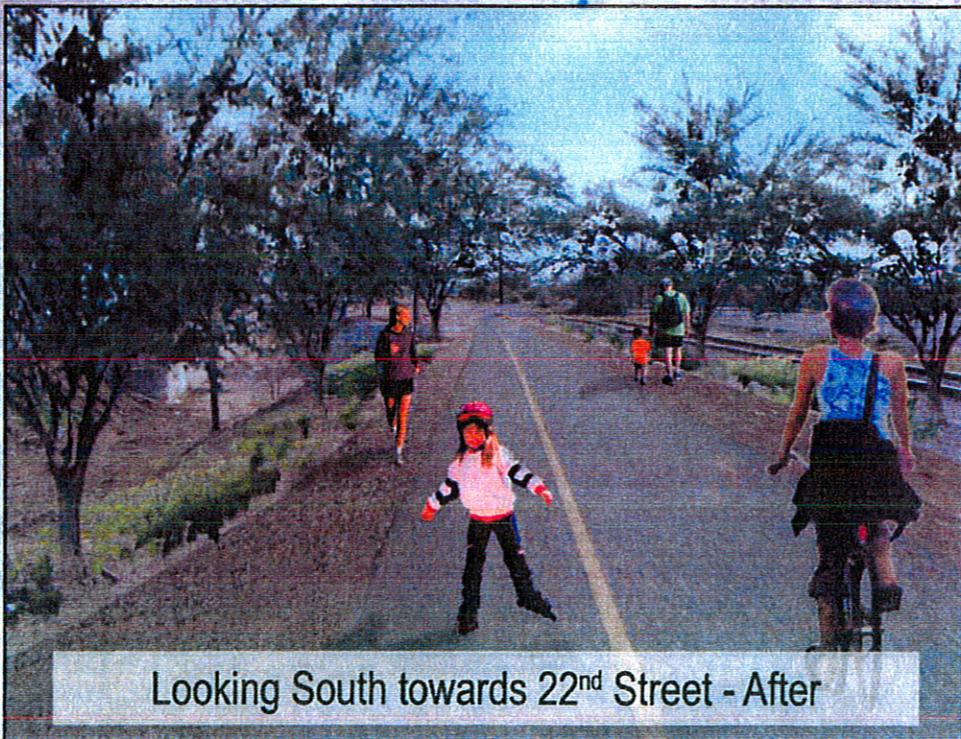
Looking North towards Cushing - Before



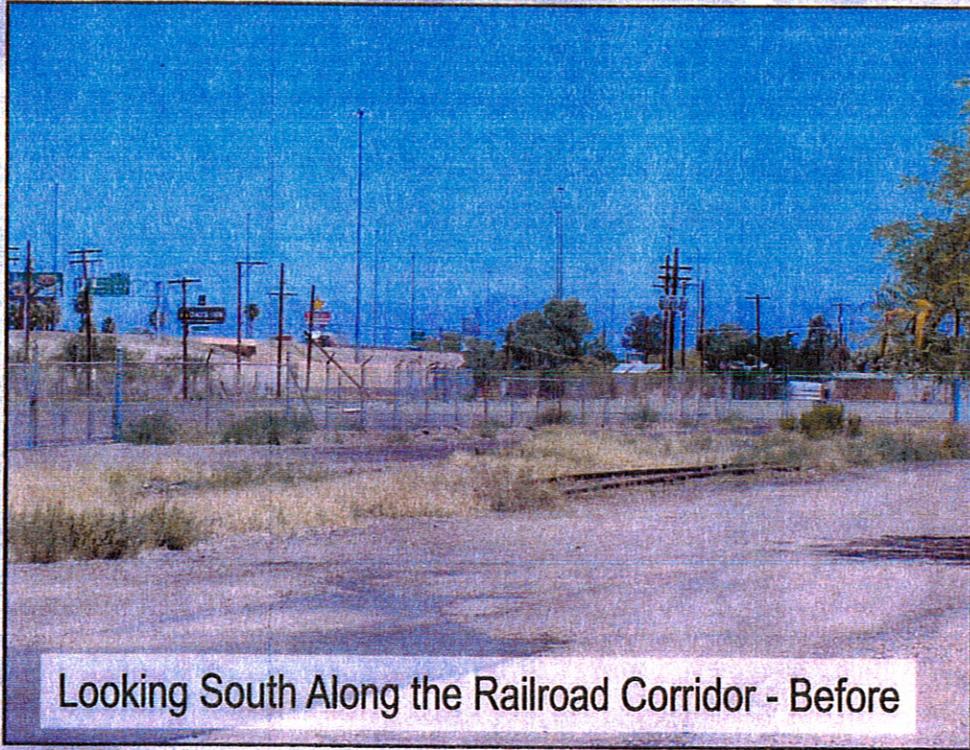
Looking North towards Cushing - After



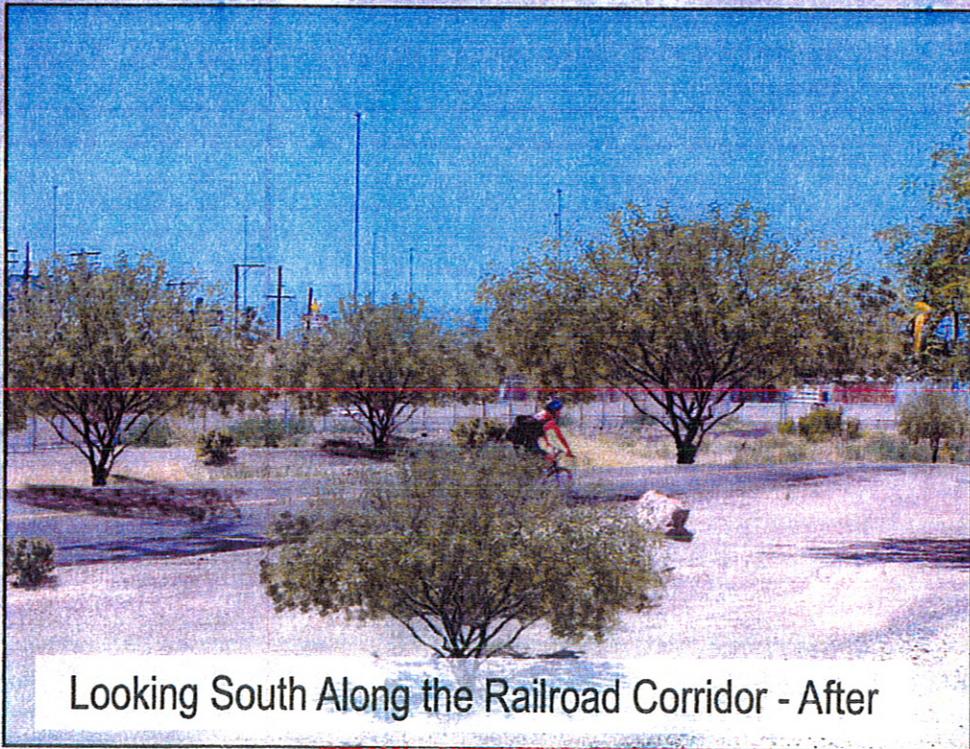
Looking South towards 22nd Street - Before



Looking South towards 22nd Street - After



Looking South Along the Railroad Corridor - Before



Looking South Along the Railroad Corridor - After



CITY OF
TUCSON

DEPARTMENT OF
TRANSPORTATION

July 12, 2006

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, Arizona 85007-3213

Subject: Downtown Greenway, Phase 1, 22nd Street to Cushing Street

Dear Committee Members:

The Tucson Department of Transportation supports the Downtown Greenway, Phase 1 segment from 22nd Street to Cushing Street for transportation enhancement funding. The 22nd Street to Cushing urban pathway is a unique opportunity to emphasize alternate modes and pedestrian opportunities in a traditionally auto-oriented downtown area. This project will provide connectivity to the Santa Cruz River path and will link five historic, low income and minority neighborhoods to downtown redevelopment projects associated with Rio Nuevo.

We respectfully urge you to consider this project for funding. Thank you for your consideration.

Sincerely,

James W. Glock, P.E., Director
Department of Transportation

JWG:mc

c: Shellie Ginn, TDOT





COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 740-8661 FAX (520) 740-8171

C. H. HUCKELBERRY
County Administrator

June 6, 2006

Janice Miller
Department of Urban Planning and Design
City of Tucson
P.O. Box 27210
Tucson, Arizona 85726

Re: Letter of Support for the El Paso and Southwestern Greenway Transportation Enhancements Proposal

Dear Ms. Miller:

Pima County is an enthusiastic supporter of the El Paso and Southwestern Greenway, and we are pleased that City Urban Planning and Design staff took the initiative to include County staff in the preparation of a Transportation Enhancements proposal for this outstanding project.

The El Paso and Southwestern rail corridor has been listed on the Eastern Pima County Trail System Master Plan since 1989, and has been included in several City planning documents as well, including the 1992 PROST Plan and the more recent General Plan. The corridor represents a key link to South Tucson, the Santa Cruz River Park, and the Julian Wash Linear Park.

The proposed Phase I Transportation Enhancements project will begin the implementation of a quality of life feature that will benefit the City, the County, and South Tucson tremendously with new bicycle and pedestrian facilities, new urban green space and wildlife habitat, and the protection of an important part of our community's history. Pima County welcomes the El Paso and Southwestern Greenway Phase I Transportation Enhancements project, and we are excited to be a partner in its planning, design and implementation.

Again, thank you for your initiative. Please do not hesitate to contact me if I can provide any additional information or assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Huckelberry", is written over a printed name and title.

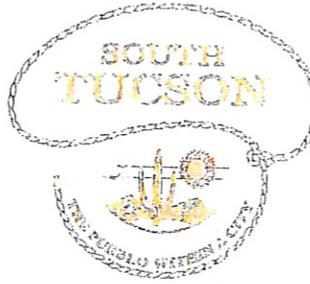
C.H. Huckelberry
County Administrator

CHH/jj

MAYOR
JENNIFER ECKSTROM

VICE MAYOR
PETE TADEO

COUNCIL MEMBERS
PAUL S. DIAZ
JOHN GARCIA
ILDEFONSO A. GREEN
MIGUEL E. ROJAS
ROMAN SOLTERO



P.O. BOX 7307
SOUTH TUCSON, ARIZONA 85725
(520) 792-2424
FAX (520) 628-9619

CITY MANAGER
FERNANDO CASTRO

August 9, 2006

Janice Miller
City of Tucson
Department of Transportation
201 N. Stone
Tucson, Arizona 85701

RE: Letter of Support for the El Paso and Southwestern Greenway Transportation Enhancement Proposal

Dear Ms. Miller:

In response to your request, the City of South Tucson is pleased to support the City of Tucson Transportation Enhancement application for Phase I of the El Paso and Southwestern Greenway Project.

The South Tucson City Council has been on record supporting the Greenway Project for more than three years. The project represents cooperative planning between City of Tucson and Pima County planning staffs, which we hope will continue as we move towards implementing the commitment of Pima County voters of RTA Greenway funds.

Again, the City of South Tucson supports the City of Tucson Transportation Enhancement application for Phase I of the El Paso and Southwest Greenway Project. Please feel free to contact me if the City of South Tucson can provide any additional support and for continued joint Greenway planning..

Sincerely,

Ruben Villa
Acting City Manager

El Paso and Southwestern Greenway Coalition

445 S. Elias Avenue, Tucson, Arizona 85701

June 6, 2006

Ms. Janice Miller
Department of Urban Planning and Design
City of Tucson
P.O. Box 27210
Tucson, Arizona 85726

Re: Our Support for the El Paso and Southwestern Greenway "TE" Application

Dear Ms. Miller:

The El Paso and Southwestern Greenway Coalition was pleased to learn that the city of Tucson and Pima County were jointly preparing a Transportation Enhancements ("TE") application to secure federal funding for the El Paso and Southwestern Greenway project in downtown Tucson. The Coalition, which represents a broad cross-section of residents interested in the development of the greenway, including nine downtown neighborhoods, trails groups, bicycle commuters, business interests, and a wide range of other parties, strongly supports the TE application and urges its approval by the Pima Associations of Governments and the Arizona Department of Transportation.

The El Paso and Southwestern rail corridor dates back to 1912. The rail corridor has been listed on the Eastern Pima County Trail System Master Plan (Pima County Ordinance, #1996-75) since 1989, and the City of Tucson's Parks, Recreation, Trails and Open Space Plan (PROST) since 1992. The corridor is also included in the city's voter-adopted General Plan, and in the El Paso and Southwestern Greenway Master Plan, which was unanimously adopted by the City Council in 2005.

The inclusion of the rail corridor in each of these major planning documents---each of which was subjected to considerable public scrutiny and input---is evidence of its importance to the community and to downtown Tucson.

Once developed, the greenway will provide much-needed new opportunities for bicyclists, walkers, runners, and commuters to move safely around downtown, and will provide valuable new linkages between centers of employment, private residences, entertainment, schools, and restaurants. "Alternate modes" facilities of this sort presently do not exist in downtown Tucson, which makes this project all the more important.

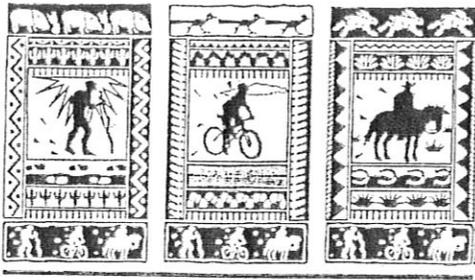
Finally, the El Paso and Southwestern Greenway project will protect a very valuable historic rail corridor, and preserve a valuable element of our community's character. We look forward to the implementation of this exciting project in the near future!

Sincerely,



Daphne Madison, Co-Chair

Cc: El Paso and Southwestern Greenway Board of Directors



PIMA TRAILS ASSOCIATION

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

May 15, 2006

Mr. Steve Anderson, Principal Planner
Pima County Natural Resources, Parks and Recreation Department
3500 W. River Road
Tucson, Arizona 85741

Re: Letter of Support for El Paso and Southwestern Greenway Phase I TE Application

Dear Mr. Anderson:

Pima Trails Association (PTA) and the Urban Trails Coalition (UTC) represent more than 16,000 trail users and alternate modes enthusiasts interested in the development of a comprehensive, interconnected multi-modal regional trail system in Eastern Pima County. PTA and the UTC are pleased to provide an enthusiastic letter of support for the City of Tucson and Pima County's Transportation Enhancements (TE) application to secure funding for Phase I of the El Paso and Southwestern Greenway.

The El Paso and Southwestern Greenway is listed on the Eastern Pima County Trail System Master Plan (Pima County Ordinance #1996-75), and will provide a much-needed new bicycle and pedestrian facility in the downtown Tucson area. The project will link neighborhoods, schools, shopping, entertainment and workplaces, and make it possible for residents and visitors to get around downtown without using motorized transportation. The project will also protect a historic railway corridor that played a key role in the economic and social development of Tucson.

The El Paso and Southwestern Greenway project enjoys tremendous support in the community, and is something the residents of our community are looking forward to with great anticipation. Please don't hesitate to be in touch if we can provide any additional information or assistance regarding this outstanding project.

Sincerely,

Sue Clark, President
Pima Trails Association

Linda Anderson-McKee, Chair
Urban Trails Coalition

cc: Pima Trails Association Board of Directors
Urban Trails Coalition Board of Directors

ADOPTED BY THE
MAYOR AND COUNCIL

August 8, 2006

RESOLUTION NO. 20405

RELATING TO TRANSPORTATION; AUTHORIZING THE DIRECTOR OF THE CITY OF TUCSON DEPARTMENT OF TRANSPORTATION TO SUBMIT AND SPONSOR SIX (6) FEDERAL SAFETEA-LU TRANSPORTATION ENHANCEMENT PROJECT PROPOSALS TO THE ARIZONA DEPARTMENT OF TRANSPORTATION REVIEW COMMITTEE AND TO EXPEND LOCAL MATCHING FUNDS IN THE EVENT OF APPROVAL; AND DECLARING AN EMERGENCY.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

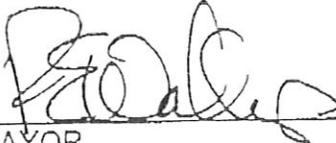
SECTION 1. The Director of the Department of Transportation is authorized to submit and sponsor six (6) Federal SAFETEA-LU Transportation Enhancement Project Proposals described in Exhibit A, attached hereto, and is authorized and directed to send these proposals to the Arizona Department of Transportation Review Committee for consideration for Federal funding; and is authorized to expend local matching funds as indicated on Exhibit A to design and construct these proposals for which SAFETEA-LU funding is approved, and is authorized to execute any funding agreements.

SECTION 2. The various City officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this resolution.

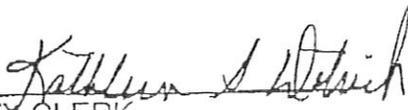
SECTION 3. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this resolution become immediately

effective, an emergency is hereby declared to exist and this resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, August 8, 2006


MAYOR

ATTEST:


CITY CLERK

APPROVED AS TO FORM:


CITY ATTORNEY

REVIEWED BY:


CITY MANAGER


EU:tme
07/14/2006 4:44 PM