PIMA COUNTY

URBAN LOOP

A Transportation Greenway

TIGER II Discretionary Grant Application

Project Type: Bicycle and Pedestrian Infrastructure

Location: Pima County, Arizona
Congressional Districts: 7 & 8
Type of Jurisdiction: Urban

Pima County Bicycle and Pedstrian Program
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Tucson, AZ 85701

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Artist's conception of Divided Urban Pathway on the east bank of the Pantano River with 12 foot paved trail and 8 foot decomposed granite trail

I. Project Description

The Pima County Urban Loop is a 55-mile continuous, paved shared-use path that forms a loop around the Tucson Metropolitan Area. The loop consists of four major alignments that run parallel to four major roadway commuting corridors. The Loop utilizes wash and river alignments and in sections roadway alignments, allowing for an alternate modes pathway that is nearly completely separated from vehicular traffic, including underpasses or bridges at most major street crossings. Landscaping, unique way-finding signage and public art elements will be incorporated into the Loop, as well as restrooms and drinking fountains where the Loop runs adjacent to public parks.

This project leverages nearly two decades of investing in bicycle and pedestrian infrastructure. Since 1997, Pima County has spent approximately $50 million on bicycle and pedestrian facilities, nearly $20 million of which went to built segments of the Urban Loop itself. It will connect nearly 600 thousand residents to four major employment centers (approximately 181,500 jobs), 27 recreation centers (including a public stadium and two public golf courses, as well as many multi-field sports parks), 29 public bus routes; and over 500 miles of other regional bicycle facilities.
The Loop will provide a backbone to a fully-integrated sustainable transportation network for Pima County and the Tucson Metropolitan Area.

Challenges

Like most areas of the country, Pima County struggles with transportation challenges ranging from moderate to severe traffic congestion across the metropolitan area - especially during peak commuting times, to parking shortages downtown and in the University area, to air quality issues. In fact, it is projected that Pima County will officially enter non-attainment status by the end of 2010 with regard to air quality standards for ground-level ozone. One proven way to address these common transportation challenges is to encourage the use of alternate transportation, including bicycling, walking, carpooling, and public transportation (or some combination thereof). People are, however, unlikely to make the switch from single occupant automobile travel to modes that are less convenient or believed to be less safe. While it is recognized that people are complex beings

who use complex decision making-processes, at least a part of the answer lies in making these alternate modes more convenient, attractive and safe. By increasing the linkages between the various modes, as well as designing and building facilities that are separated from traffic and pleasant to travel along, the Pima County Urban Loop project hopes to move the area towards a more sustainable, interconnected transportation system.

The Urban Loop: Legend or Reality?

In the 1970's, the Urban Loop was a dream of some early bike champions who advocated for a single, off-street pathway that circled the metropolitan area. It was originally conceived as a series of linear parks, the first of which was described in the Santa Cruz River Park Master Plan of 1976 as a 13-mile "visual and recreational amenity". This plan is referenced in the 1982 Santa Cruz River Park Master Plan update, which can be found here: (insert link) as well as a 1978 document entitled *"Parks, Recreation and Open Space: A Conceptual Plan for Tucson and Pima County"*.

The first Santa Cruz River Park sections were completed in 1978, 1979, and 1982, giving rise to a more comprehensive vision which became the Urban Loop. As the vision was expanded, it quickly became apparent that a contiguous loop along four major alignments slated for linear parks would serve as much more than a recreational facility, and would become the core of a sustainable transportation network.

Through the hard work of those original dreamers, as well as many bicycle and pedestrian advocates since then, the dream is slowly becoming reality with the development of four key river and wash alignments:

- *Santa Cruz River Alignment*
- *Rillito River Alignment*
- *Pantano River Alignment*
- *Julian Wash Alignment*

Today approximately 72% of the Loop, about 40 miles, is either completed or funded and in the design or construction phase. The remaining 28% or 15 miles is currently unfunded. The idea that this would be much more than a recreational facility is also playing out as more of the Loop is built. Even in its unfinished state the Loop is already a popular commuter facility. A 2006 user count during weekday mornings showed average daily usage of one segment at approximately 500 bicyclists and pedestrians for a three-hour period. As expected, while there are still gaps in continuity, recreational use is even higher: the same time frame on Sundays sees over 800 users on that segment alone.

Loop Links – Connecting All Jurisdictions

The Loop connects the Tucson Metropolitan Area with other cities and towns in Pima County with feeders (called Loop Links) extending into each of the region's jurisdictions. Most Loop Links are off-street, shared-use facilities along adjoining river alignments.

There are currently four main Loop Links: *the* ***Santa Cruz River South*** (3.8 miles), which

serves the San Xavier District of the Tohono O'odham Nation, the Pascua Yaqui Tribal Grounds at the Julian Wash, and the Town of Sahuarita; *the* ***Santa Cruz River North*** (6.3 miles), which connects the Loop to the Town of Marana; the ***Cañada del Oro Wash*** (10.0 miles) which connects the Loop to the Town of Oro Valley; and the ***Tanque Verde Wash*** (3.5 miles) which links the Loop with the popular Brad P. Gorman Memorial Bikeway and Mount Lemmon. A shorter ***Loop Link*** (3.4 miles) connects the Santa Cruz River with the City of South Tucson.

See **http://dot.pima.gov/urbanloop/projectmaps.html**

Two additional key connections have been made utilizing on-street bike lanes: Nogales Highway which provides alternate mode options for the 20-mile trip to the Town of Sahuarita and Green Valley; and the 5.6-mile Old Spanish Trail shared-use path which serves as a link to the Saguaro National Park East – a popular tourism site that receives over 29,000 bicyclist visitors per year.

See **http://dot.pima.gov/urbanloop/projectmaps.html**

Connections with Bicycle Infrastructure

The project connects with over 500 miles of other regional bicycle facilities, including numerous on-street and off-street facilities that crisscross the Tucson Metropolitan Area and Pima County. These range from signed bike routes on lower-volume streets to bike routes with signed and striped paved shoulders and other shared-use paths. See http://dot.pima.gov/urbanloop/projectmaps.html

Connections with Transit

The Urban Loop connects with 29 Sun Tran bus routes, including 8 commuter express lines, and numerous park and ride lots. Additionally, one of the system's three major transit centers is located along the Loop. It also connects with the soon-to-be-built four-mile modern streetcar line connecting the University of Arizona to the 4th Avenue commercial district, downtown and the redevelopment area west of downtown.

Connections with Parks and Recreation Facilities

The Urban Loop also provides connectivity with 27 recreation facilities which range from small neighborhood playground parks to large multi-field athletic parks, including two public golf courses.

The Urban Loop will provide safe pedestrian and bicycle access to soccer fields, baseball diamonds, basketball courts and football fields that host both youth and adult sports leagues. It also connects to the Rillito Downs Racetrack and it's large equestrian center, as well as the Kino Sports Complex

See **http://dot.pima.gov/urbanloop/projectmaps.html**

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Public Involvement

From its inception in the 1970s when the concept was brought to Pima County officials by several local cycling advocates, the Urban Loop has been a citizen-lead project. Since that time, the project has gained increasingly official status, finding its way into numerous county and city plans starting in the Parks and Recreation department to its current inclusion in local and regional transportation plans.

Completion of the Urban Loop is listed as a specific goal in the *Pima Association of Governments (PAG) 2040 Regional Transportation Plan* approved in July 2010

(See map, page 46: **http://www.pagnet.org/documents/RTP/RTP2040/RTP-2040- Adopted.pdf**)

This plan was developed over a two-year period, utilizing extensive public involvement including members of the general public, businesses, local organizations and jurisdiction staff. It was guided by a 30-member task force whose members represented 20 distinct stakeholder groups, including two Native American tribal governments and six other local jurisdictions; the Tucson Airport Authority; the Arizona Department of Transportation; schools; neighborhoods; bicyclists and pedestrians; business and economic development interests; and advocates for the elderly, disabled, low income and minority groups.

In 2009 and 2010, PAG held a total of seven open houses which were attended by approximately 200 citizens. Additionally, 250 individuals were involved in Think Tank Stake-

holder Sessions, a more intensive group decision-making process. Finally, information was made available on the PAG website, with information on how to submit comments. Out of this process, a list of policies and solutions was generated, with the most favored being *"Improve Bike/Pedestrian Infrastructure"* (RTP2040, pg 25-26).

The Urban Loop alignment is also identified as a major goal in the 1989 Eastern Pima Trail System Master Plan

http://www.pima.gov/nrpr/pdfs/Eastern_PC_Trail_System_Master_Plan.pdf

This plan also had an extensive public involvement component, consisting of a Steering Committee, an Advisory Committee, and eight subregional panels. Six open-door information days and three public meetings were held during the planning process, and three informational bulletins were published. The committees also reached out to other key community and business leaders, such as the development and business community, land management agencies, other governmental agencies and committees, public officials and civic leaders.

For a full description of this extensive public involvement plan, please see the document at the above referenced website.

Support from other Formal or Organized Interest Groups

The Tucson-Pima County Bicycle Advisory Committee

The Tucson-Pima County Bicycle Advisory Committee (TPCBAC) was established in 1988 to serve in an advisory capacity to local governments on issues relating to bicycle, transportation, safety, and recreation, and promotes the development of a safe bicycling environment in the City of Tucson and Pima County. The BAC is the longest-standing joint committee in the region and provides valuable and respected input to improve conditions for bicycling.

Members of the Committee include representatives from:

- unincorporated Pima County,
- each of the Wards of the City of Tucson,
- the City of South Tucson,
- the Arizona Department of Transportation,
- the Pima Association of Governments ("PAG"),
- the Pima County Department of Transportation,
- the City of Tucson Department of Transportation,
- the Pima County Sheriff's Department,
- the City of Tucson Police Department,
- the University of Arizona,
- the Town of Oro Valley,
- the Town of Marana,
- the University of Arizona,
- Davis-Monthan Air Force Base

The Committee includes other representatives from local governments and other constituencies. This committee is strongly in support of the Urban Loop concept, and has written several letters in support of specific segments of the Loop, as well as inclusion in an upcoming bond election. See letters at
http://dot.pima.gov/urbanloop/lettersofsupport.html

The Greater Arizona Bicycling Association

The Greater Arizona Bicycling Association (GABA) is the largest cycling club in Pima County representing over 800 cycling members. The association is fully behind the Urban Loop concept, and has written letters to this effect See letter at
http://dot.pima.gov/urbanloop/lettersofsupport.html

Activate Tucson

Activate Tucson is a collaboration between a diverse spectrum of Tucson organizations, united by the desire to curb the growing trends of obesity and chronic disease in our community. Their membership includes approximately 75 organizations and businesses and an additional 150 individual members with the goal of making the Greater Tucson area a healthier place to live, work, and play. As such, they recognize the importance of providing an environment that allows people to easily incorporate physical activity into their daily lives, and fully support the Urban Loop Greenway See support letter at
http://dot.pima.gov/urbanloop/lettersofsupport.html

Other Advocates

In addition to the Bicycle Advisory Committee, the Greater Arizona Bicycling Association, and Activate Tucson described above, there are numerous other bicycle and trail groups in the region that routinely use and advocate for alternate modes improvements. Their membership is over 17,000, and include the:

- *Urban Trails Coalition 12,000*
- *Pima Trails Association 2,500*
- *Southern Arizona Hiking Club 1,500*
- *Southern Arizona Roadrunners 1,000*

Artist's conception of planned bridge over the Fifth Street Wash. (Pantano Segment 6)

Completed section of the Rillito River Path, looking east towards Craycroft Road, January, 2010.

Artist's conception of planned bridge and bike lane connection at intersection of the Rillito Riverpath and Camino de La Tierra

When completed, the Urban Loop will provide bicyclists with 55 miles of shared-use path for commuting and safe recreational opportunities for walkers, runners and cyclists of all abilities.

II. Project Parties

Pima County

As the applicant, Pima County will be the recipient of TIGER II grants funds, if awarded, and will be responsible for the administration of the grant. Three Pima County Departments will be involved in overseeing the construction of segments of the Urban Loop: the Department of Transportation; the Regional Flood Control Department; and the Natural Resources, Parks and Recreation Department. In addition to the major role played by these three departments, numerous other departments will have an active role in completing the Urban Loop, including the Cultural Resources and Historic Preservation Office, Real Property Services, and the Pima County Administration Office.

City of Tucson

Pima County partners with the City of Tucson Department of Transportation, and Parks and Recreation Department in the design and construction of many segments of the Urban Loop that lie within the city boundaries.

Regional Transportation Authority (RTA)

In May 2006, voters approved the regional transportation plan and a ½ cent local sales tax to fund the plan, which included major investments in bicycle and pedestrian infrastructure. These funds provide the match for Federal Transportation Enhancements grants being used to complete some segments of the Loop, as well as funding some segments entirely.

Other Supporting Jurisdictions

The Loop Links provide connectivity between all local jurisdictions and the Urban Loop. As such, other jurisdictions have expressed support for the Loop and have worked with Pima County in both planning for the Loop Links as well as construction of some portions. These jurisdictions include: the Town of Oro Valley; the Town of Marana; the Town of Sahuarita; the Tohono O'odham Nation; the Pascua Yaqui Tribe; the City of South Tucson; and Green Valley.

Other Supporting Organizations

As described in the public involvement section of this grant application, numerous other organizations are supportive of the Urban Loop Project in a myriad of ways.

Please see page seven of this document for a listing of these organizations.

III. Grant Funds and Sources / Uses of Project Funds

Rillito River Alignment

The Rillito River alignment is a total of 12 miles long, of which 10.65 miles have already been constructed. The remaining 3 segments (1.35 miles) are either in design or construction as noted below:

Section 01: Bridge at Camino de la Tierra

Miles:.25 **Total project cost:** $1,290,860 **Tiger funds requested:** none **Status:** In design

Anticipated project start: March, 2014 **Anticipated completion date:** December, 2014

Description: This bridge connects existing segments of the Urban Loop located immediately east and west of Camino de la Tierra. Currently, path users cross this busy street at-grade making this a hazardous crossing and the site of a severe bicyclist injury.

Funding: The Regional Transportation Authority is providing $110,000 for the design process for this key segment. A Transportation Enhancement Grant for $1,290,860 ($750,000 in TE funds, plus $540,860 in local match from the Regional Transportation Authority) was submitted for the construction of this bridge and 2 miles of on-street connecting bike lane. It was one of the top three regional applications and is expected to be funded.

Section 02: Mountain Avenue to First Avenue

Miles:.60 **Total project cost:** $982,000 **Tiger funds requested:** none **Status:** In design

Anticipated project start: January, 2011 **Anticipated completion date:** August, 2011

Description: This project will connect two existing segments of the Urban Loop with a paved pathway and installation of a pre-fabricated bridge over the Mountain Avenue Wash.

Funding: The project is funded with $444,000 in Transportation Enhancement Grant Funds, and $538,000 in voter-approved general obligation funds.

Section 03: Country Club Road to Hacienda del Sol

Miles:.50 **Total project cost:** $800,000 **Tiger funds requested:** none **Status:** In design

Anticipated project start: December, 2010 **Anticipated completion date:** May, 2011

Description: This is the final segment necessary to complete the Rillito River alignment of the Urban Loop. This project will be completed in two phases. The alternate modes path will be constructed first to provide immediate connectivity. Required soil cement and adjacent drainage improvements will be completed in Phase 2.

Funding: The project is funded with $444,000 in Transportation Enhancement Grant Funds, and $538,000 in voter-approved general obligation funds.

Pantano River Alignment

The Pantano River alignment provides an off-street commute alternative in an area of Tucson that has been underserved by transportation pathways. The reach is a total of 16.5 miles long, of which only .85 miles have already been constructed. The remaining15.65 miles is broken into 9 segments of which Tiger funds are being requested for only 3 segments totaling 5 miles. The segments are in the planning, design or construction stage as noted below:

Section 04: Tanque Verde Rd to Rillito River

Miles:.60 **Total project cost:** $16,800,000 **Tiger funds requested:** $13,440,000 **Status:** Prelim. design

Anticipated project start: January, 2013 **Anticipated completion date:** July, 2014

Description: Due to the topography of this area, this is one of the most challenging sections of the Urban Loop. The $16.8 million project is one of two key connectors that remain incomplete and unfunded. This section not only connects the Pantano Wash alignment to the Rillito River alignment, it provides a Loop Link with the Tanque Verde Wash. The connection is the confluence of three major waterways and includes some of the areas oldest remaining riparian habitat.

Funding: Funding for this segment is being sought. Tiger match will come from future bond funds.

Section 05: Speedway Blvd. to Tanque Verde Blvd.

Miles:1.0 **Total project cost:** $3,600,000 **Tiger funds requested:** none **Status:** Under Const.
Anticipated project start: April, 2010 **Anticipated completion date:** December, 2010

Description: This segment will connect to the 5th Street to Speedway Boulevard Transportation Enhancement Project immediately to the south.

Funding: This $4.5 million project is fully funded from multiple sources: FEMA, flood control tax levy, and AZ Dept of Emergency Management.

Section 06: 5th Street to Speedway Blvd.

Miles:.60 **Total project cost:** $1,320,433 **Tiger funds requested:** none **Status:** In design

Anticipated project start: March, 2014 **Anticipated completion date:** December, 2014

Description: A private development constructed the path from Speedway south for 670 feet. This segment extends the existing pathway south to 5th Street and connects with local neighborhoods, businesses and schools. The project includes a bridge over the 5th Street wash for bicycle and pedestrian access.

Funding: $589,000 in funds are provided by the Regional Transportation Authority. A Transportation Enhancement Grant for the remaining $731,433 ($689,741 in TE funds plus $41,692 in local match from RTA) was submitted for the construction phase. It was one of the top four regional applications and is expected to be funded. Funding: The project is funded with $444,000 in Transportation Enhancement Grant Funds, and $538,000 in voter-approved general obligation funds.

Section 07: Broadway Blvd. Underpass

Miles:.25 **Total project cost:** $815,000 **Tiger funds requested:** none **Status:** In design

Anticipated project start: February, 2014 **Anticipated completion date:** December, 2014

Description: This is a key underpass for the Pantano reach. It provides access to major east side business centers and allows an alternative transportation mode in one of the region's most congested areas. Currently, path users must cross this busy arterial at-grade with no signalized crossing, creating a safety hazard as well as a disincentive to use the path.

Funding: This project is expected to be funded in the next round of Regional Transportation Authority proposals.

Section 08: Kenyon Dr. to Broadway Blvd.

Miles: .50 **Total project cost:** $1,420,000 **Tiger funds requested:** none **Status:** In design

Anticipated project start: February, 2014 **Anticipated completion date:** December, 2014

Description: This segment will connect the existing pathway north of Broadway and the proposed Broadway underpass with a new path that is currently under construction from Kenyon to Golf Links.

Funding: This project is expected to be funded in the next round of RTA proposals.

Section 09: Golf Links Rd. to Kenyon Dr.

Miles:. 2.0 **Total project cost:** $16,800,000 **Tiger funds requested:** $13,440,000 **Status:** Under Const.

Description: This segment is under construction with anticipated completion in fall 2010.

Anticipated project start: February, 2010 **Anticipated completion date:** November, 2010

Funding: Funding for this segment is being sought. Tiger match will come from future bond funds.

Section 10: Sellarole St. to Golf Links Rd.

Miles: 1.0 **Total project cost:** $558,000 **Tiger funds requested:** $8000 **Status:** In design

Description: This segment will provide linkages to area neighborhoods through street connections along the Sellarole Street alignment.

Anticipated project start: November, 2010 **Anticipated completion date:** June, 2011

Funding: The project is nearly fully-funded with voter-approved general obligation bonds. A small amount of funding to complete minor improvements is being sought.

Section 11: Houghton Greenway to Sellarole St.

Miles: 2.0 **Total project cost:** $16,000,000 **Tiger funds requested:** $12,800,000 **Status:** Prelim. Planning

Description: This segment is a challenging section of the Loop due to topography and soil conditions. This is another key connector that will link up the Pantano River alignment with the Houghton Greenway alignment of the Loop. This area is also favored by off-road bicycle enthusiasts. There are several nearby off-road bicycle facilities including Fantasy Island and Atterbury Wash.

Anticipated project start: January, 2014 **Anticipated completion date:** June, 2015

Description: This segment is the principle north-south alignment that lies within the right-of-way of the Houghton Road Parkway, connecting the Pantano River alignment with the Julian Wash alignment. It will provide access from Interstate 10 to a major bicycle destination, Mt. Lemmon.

Funding: The $16.0 million project is the second of two key connectors on the Urban Loop that remain incomplete and unfunded. Funding is being sought. Tiger match will come from future bond funds.

Section 12: Houghton Greenway

Miles:6.0 **Total project cost:** $3,000,000 **Tiger funds requested:** None **Status:** In design

Description: This segment is the principle north-south alignment that lies within the right-of-way of the Houghton Road Parkway, connecting the Pantano River alignment with the Julian Wash alignment. It will provide access from Interstate 10 to a major bicycle destination, Mt. Lemmon.

Anticipated project start: July, 2011 **Anticipated completion date:** December, 2012

Funding: This segment is fully funded from multiple sources voter-approved Highway User Revenue and general obligation bonds, and Regional Transportation Authority funds.

Julian Wash Alignment

The Julian Wash Alignment is a total of 15 miles long, of which only 1.2 miles have already been constructed. The remaining 13.8 miles is broken into 5 segments of which Tiger funds are being requested for 4 segments totaling 10.8 miles. The segments are in the planning, design or construction stage as noted below:

Section 13: Houghton Greenway to Rita Rd.

Miles: 2.3 **Total project cost:** $3,300,000 **Tiger funds requested:** $2,640,000 **Status:** Prelim. Planning

Anticipated project start: January, 2011 **Anticipated completion date:** December, 2011

Description: This segment will connect the Houghton Greenway (the eastern segment of the Urban Loop) to the Julian Wash alignment (the southern segment).

Funding: Funding for this $3.3 million project is being sought. Tiger match will come from future bond funds.

Section 14: Rita Rd. to Kolb Rd.

Miles: 3.0 **Total project cost:** $3,700,000 **Tiger funds requested:** None **Status:** In design

Anticipated project start: November, 2011 **Anticipated completion date:** August, 2012

Funding: This segment is fully funded with voter-approved general obligation bonds.

This segment is fully funded with voter-approved general obligation bonds.

Section 15: Kolb Rd. to Wilmot Rd.

Miles: 1.4 **Total project cost:** $3,700,000 **Tiger funds requested:** None **Status:** In design

Anticipated project start: April, 2011 **Anticipated completion date:** April, 2012

Description: This segment is being partially constructed by a developer but needs several key crossings which are currently unfunded. This is a major employment hub with large industrial businesses, the Davis-Monthan Air Force Base, and Pima Air and Space Museum adjacent to the facility.

Funding: Private developer for part; funding for key crossings is being sought.

Section 16: Littletown Rd. to Valencia Rd.

Miles: .60 **Total project cost:** $241,000 **Tiger funds requested:** $192,000 **Status:** Prelim. Design

Anticipated project start: January, 2012 **Anticipated completion date:** December, 2012

Description: This small segment is a key connector that includes a developer's parcel and county lands. This is a highly stressed neighborhood with high unemployment and a large number of low-income families. Alternate transportation modes are used heavily. The Urban Loop will improve accessibility and options for this portion of the population.

Funding: Private developer for part; funding for the county section is being sought. Tiger match will come from future bond funds.

Santa Cruz Alignment

The Santa Cruz River alignment is a total of 11 miles long, of which 2.8 miles have already been constructed. The remaining 3 segments (8.2 miles) are either in design or construction as noted below:

Section 17: Valencia Rd. to Ajo Way

Miles: 6.5 **Total project cost:** $241,000 **Tiger funds requested:** $192,000 **Status:** Prelim. Planning

Anticipated project start: January, 2013 **Anticipated completion date:** July, 2014

Description: This segment will complete the last leg of the Julian Wash alignment and connect to the Santa Cruz River. It is the lengthiest segment that remains unfunded, and is a combination of multiple smaller reaches. It connects to many stressed neighborhoods and has a high utilization of transit. The Urban Loop will provide additional transportation modes for this population as well as a healthy recreational alternative.

Funding: Funding for this segment is being sought. Tiger match will come from future bond funds.

Section 18: Ajo Way to 29th St.

Miles: 2.2 **Total project cost:** $15,600,000 **Tiger funds requested:** $1,600,000 **Status:** In Design

Anticipated project start: January, 2013 **Anticipated completion date:** July, 2014

Description: This project will provide linkages between two existing segments of the greenway as well as providing connection to the existing Julian Wash alignment and adjacent neighborhoods. It also connects to the Pascua Yaqui Tribe and provides a link with the area's southern jurisdictions and the Tohono O'odham Nation. **Funding:** $14 million in general obligation funds were approved by the voters for this segment. The remaining small amount of funding is being sought.

Section 19: Grant Rd. to Camino del Cerro

Miles: 4.3 **Total project cost:** $3,700,000 **Tiger funds requested:** None **Status:** Two Phases

Anticipated project start: September, 2010 **Anticipated completion date:** May, 2011

Description: This segment is divided into two phases, the east and west bank and will further the Santa Cruz alignment to the north connecting neighborhoods with several local parks, a public golf course, and the University of Arizona Farms.

Funding: The $3.7 million total costs are funded from voter-approved bonds and the Regional Flood Control District Tax Levy.

Section 20: Camino del Cerro to Rillito River

Miles: 1.7 **Total project cost:** $339,000 **Tiger funds requested: $**39,000 **Status:** Under Const.

Anticipated project start: October, 2010 **Anticipated completion date:** June, 2011

Funding: This project extends the Santa Cruz alignment to the north providing a linkage to the Rillito River alignment. The area is being considered for a future recharge basin and considerable recreational and riparian restoration and development.

Description: This segment is divided into two phases, the east and west bank and will further the Santa Cruz alignment to the north connecting neighborhoods with several local parks, a public golf course, and the University of Arizona Farms.

Safety Upgrades and Maintenance

Many sections of the Rillito and Santa Cruz alignments are older segments of the Loop, and are beginning to fall into disrepair. Many underpasses and bridges along these segments were built to old specifications and need to be brought up to current AASHTO and ADA standards.

Rillito River repaving, widening bridges and underpasses

Total project cost: $3,340,000 **Tiger funds requested:** $2,672,000

Anticipated project start: July, 2011 **Anticipated completion date:** July, 2013

Description: Repaving of riverpath from I-10 to Craycroft Road (13.3 miles).

Repaving of riverpath from I-10 to Craycroft Road (13.3 miles). Includes reconstruction of 15 scupper crossings. Widening of 5 underpasses on north bank to meet AASHTO and ADA standards (La Cañada, Oracle, 1st Ave, Campbell, Alvernon). Widening of 5 bridges to meet AASHTO and ADA standards (1 between La Cañada and Oracle; 1 between Oracle and Stone; 1 between Stone and 1st; 2 between 1st and Campbell).

Funding: Funding for these necessary upgrades is being sought. Tiger match will come from future bond funds.

Santa Cruz River repaving, widening underpasses

Total project cost: $2,100,000 **Tiger funds requested:** $1,680,000

Anticipated project start: July, 2011 **Anticipated completion date:** July, 2013

Description: Repaving of riverpath from Grant to 29th Street (4.1 miles).

Repaving of riverpath from Grant to 29th Street (4.1 miles). Widening of 6 underpasses on both banks to meet AASHTO and ADA standards (2 underpasses at Grant; 2 underpasses at Speedway; 2 underpasses at St. Mary's).

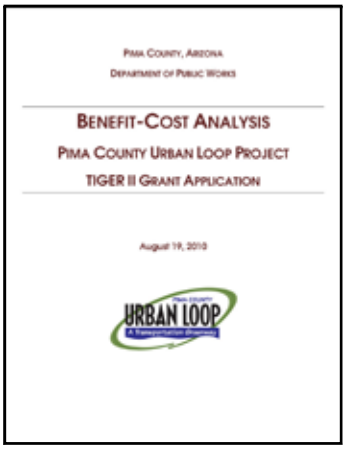
Funding: Funding for these necessary upgrades is being sought. Tiger match will come from future bond funds.

VI. Selection Criteria

Long-Term Outcomes

Bicycling and walking are popular activites for many Americans and cross all social, economic and racial strata. Communities, such as Pima County, foster these activities by providing safe bicycle and pedestrian infrastructure for transportation and recreation. These communities will accrue considerable economic benefits by attracting businesses, tourism, and an active resident lifestyle. Neighborhoods become more desirable when traffic slows and residents have more transportation choices by design.

Businesses encourage shopping among local customers by making bike and pedestrian travel more appealing. Individuals benefit from increased levels of fitness and health that result in real cost savings, and employers have healthier


Pima County, Arizona
Department of Public Works

Benefit-Cost Analysis
Pima County Urban Loop Project
TIGER II Grant Application

August 19, 2010

URBAN LOOP

View this document at
http://dot.pima.gov/urbanloop/Benefitcostanalysis.html

employees who miss fewer days of work. A modest mode shift from driving to riding and walking has measurable impact in savings on health, road construction, congestion, and environmental remediation. This shift is possible, yet unlikely, without federal support for local investments in bicycle and pedestrian facilities to provide an appealing, safe alternative to auto travel.

Providing bicycle and pedestrian infrastructure clearly benefits people across income levels and geographic areas, and the Urban Loop route accommodates all income categories in the region. A 2006 Minneapolis study shows that cyclists will choose a longer route 83 percent of the time if it includes a bike lane, and respondents were willing to add 20 minutes onto their trip in order to use an off-road shared use pathway facility instead of riding on roads with traffic and next to parked cars.

The anticipated benefits of the Urban Loop include enhanced safety, health,and environmental benefits, and travel cost savings, among others. Recreational riders will switch to a safer off-road facility, as mentioned above, and so will commuters. Safe facilities (both on-road and off-road) generate new bicyclists and walkers, while current bicyclists and walkers will engage in the activities more frequently. Tourists are clearly attracted to communities where it is easy to get around, where way-finding is simplified, and where not all destinations require a vehicle.

Consistent with the FHWA polices and studies cited in the Benefit-Cost Analysis prepared by Curtis Lueck & Associates (**www.dot.pima.gov/urbanloop/Benefitcostanalysis.html**) the overall Urban Loop Project and the TIGER II Projects will generate multiple benefits, both as stand-alone projects, and more importantly, by the synergistic effects that will be actualized by the multiple connections the completed Loop will create.

State of Good Repair

The Pima County Urban Loop Transportation Greenway project leverages nearly two decades of investment in bicycle and pedestrian infrastructure. Since 1997, Pima County has spent nearly $50 million on bicycle and pedestrian facilities, nearly $20 million of which was used to build segments of the Urban Loop itself. As with most long-term plans of this nature, the project must be built in sections, with funding opportunities sought and utilized as they become available. Unfortunately, this results in a facility that starts and stops, leaving critical gaps in connectivity that discourage usage. An additional disadvantage of this piece-meal approach is that earlier sections are often built to out-of-date standards and must be brought up to code and into a state of good repair. Bringing facilities up to current AASHTO and ADA standards and into good repair not only reduces ongoing maintenance costs, it also increases the number of people who can use the facility by making it accessible to users in wheelchairs and other mobility-assistive devices.

The utility of a completed facility is greater than the sum of its parts. The use - and therefore the value - of the Urban Loop will increase exponentially once it is completed, since it will cover trips of all lengths, for all types of users to many destinations, and will connect with other transportation modes.

Economic Competitiveness

The Urban Loop is expected to enhance Pima County's economic competitiveness in several ways. First, residents who make more trips by bicycle or by walking will realize the cost savings inherent in the lower costs associated with these modes of travel in comparison to automobile

travel. Second, the sections that have been constructed have already encouraged both residential and commercial development adjacent to their alignments.

Two particularly striking examples are the Tucson River Walk Luxury Townhomes (**www.tucsonazrealestateblog.com/tucson-realestate/tucson-river-walk-luxury-townhomes**) and a commercial development that houses the uniquely-named VeloMed Urgent Care Center (**www.velomed.net**). Finally, the Urban Loop is expected to enhance Pima County's image as a healthy region in which to live, work, and play, and thus attract a young, professional working class as well as businesses that appeal to this demographic.

Livability

The existing segments of the Urban Loop are already heavily used by both commuting and recreational cyclists and pedestrians. Closing the critical gaps in the Urban Loop system would enhance livability for the approximately 594,000 residents who reside in the attraction area of the Loop by providing increased opportunities for safe nonmotorized transportation for commutes to work, for recreation, and for short-errand trips, with all of the increased health benefits that active transportation brings. Specifically, many of the segments requesting TIGER II funding are located in underserved and lowincome communities that currently have little access to greenways, parks or safe bicycle and pedestrian facilities. The annual monetary benefit due to increased recreation and health benefits ranges from a low of $9,341,652 to a high estimate of $156,940,958. *(See Benefit-Cost Analysis referenced above.)*

Sustainability

The benefits to regional sustainability due to decreased automobile use and increased bicycling and walking mobility are detailed in the Benefit Cost Analysis referenced earlier in this document. The analysis estimated the annual benefit to be $6,183,711. It is worth noting that this estimate does not include the expected gains from reduced greenhouse emissions as it was felt that these gains, though very real, were difficult to accurately quantify. This is an important benefit, however, as Pima County is expected to officially enter nonattainment status with respect to ground-level ozone. The Urban Loop has the potential to significantly impact air quality because automobile emissions account for 60 percent of the air pollution in Pima County and the use of alternative modes of transportation reduces air pollution.

Safety

A Bicycle Crash Analysis prepared by the Pima Association of governments in 2009 found that between 2001 and 2008 there were, on average, 340 bicycle crashes per year, and a total of 39 bicyclist fatalities (an average of 5 per year). There were also 342 incapacitation crashes (an average of 43 per year (**www.pagnet.org/documents/bicycle/PAGBikeCrashAnalysis2001-08.pdf**). None of the fatalities and few of the crashes occurred on existing segments of the Urban Loop Transportation Greenway.

While no corresponding pedestrian crash data has been compiled for Pima County, a 2004 report by the Surface Transportation Policy Partnership found that "walking is by far the most dangerous mode of travel per mile. Although only 8.6 percent of all trips are made on foot, 11.4 percent of all traffic deaths are pedestrians". (**www.transact.org/library/reports_html/ms2004/exec_sum.asp**)

Injury Prevention reported in 2003 that the likelihood of being struck by a motorist while walking or cycling was inversely related with the total amount of bicycling and walking. The Urban Loop will increase the safety of bicyclists and pedestrians both directly, by providing a safe, protected pathway, and indirectly, by increasing the total amount of bicycling and walking in the region, and thus decreasing the per-capita risk factor.

Job Creation and Economic Stimulus

Direct construction costs account for approximately 61% of the total project cost, and ancillary design and construction administration costs account for an additional 30%. There will be an immediate economic benefit of $66.5 million in construction-related economic activity. The jobs created and especially those expected to be preserved by grant funds will begin almost immediately with the design process, as well as with projects that are already nearing design completion. The NEPA process is well underway and it is expected that construction start dates for projects which are substantially designed will be realized quickly. (*Please see Section III of this document for anticipated construction start and end dates for each segment.)*

Once completed, this project is also expected to realize longer-term economic stimulus benefits for the region. First, it capitalizes on what is a growing national recognition of the Pima County region as a Gold-level Bicycle-Friendly Community as designated by the U.S. League of American Bicyclists. As the only region in the U.S. recognized as a Gold Bicycle Friendly Community, this designation has resulted in Pima County becoming a national and international destination for active transportation tourism.

There is no other place in the world that people will be able to cycle, walk, hike, rollerblade, skateboard, scooter, or pogo-stick on a completely separated 55-mile paved loop through the Sonoran desert, along washes with wildlife, through parks and restored wetlands. This will translate into increased visitors to the area, and induce visitors to spend additional money in restaurants, on retail goods, and on bicycle rentals while here, It wil inspire conference attendees and business visitors to add time onto their trip. Over 60% of Tucson's 13,000 hotel rooms are within the attraction area of the Urban Loop.

Based on national and local studies, real estate values along the Urban Loop should increase, especially benefitting households within the underserved areas along the route. The Loop should also make currently under-utilized commercial, manufacturing and industrial sites along the reaches more attractive to developers and businesses.

Finally, there will be an increased need for support services along the route, such as bicycle repair and rental services, cafes and restaurants, tourist services, and other health and transportation-oriented businesses.

Summary of Benefit-Cost Analysis

The analysis of costs and benefits is summarized for the TIGER II projects only by taking into consideration their respective values. The TIGER II project elements of the overall URBAN Loop project are projected to cost about $41 million for construction and $707,000 per year in maintenance in 2010 dollars.

Benefits are identified for four categories, and in ranges of low, medium and high. These estimates are for the entire 55-mile project. Since the TIGER II projects represent approximately 20

miles, the benefits are factored by 20/55, or 0.364 to account for only the TIGER II projects. Finally, the benefits are calculated for year 2010, yet the population base (beneficiaries and users) is expanding at about 1.25% per year in the demand area. These factors are all taken into consideration in Exhibit 20 on the following page. The net result is a benefit stream that is estimated to be 2.34 times the total cost of the project over a twenty-year period.

The very favorable benefit analysis should be considered a conservative or low estimate for the following reasons:

- We used the low range of benefits for the entire analysis period.
- Some benefits could not been included because they are not readily quantifiable: economic activity associated with tourism, safety, increased property values, and air pollution.
- The regional growth rate has slowed due to the economic downturn, and historic growth rates are higher than used in the calculations.
- The calculated benefits for the entire project are proportionately higher than the costs for the entire project, making the assessment of the entire 55-mile loop even more economically attractive than the 20-mile TIGER II section.

In summary, we find that the Urban Loop project is a sound transportation investment that represents good stewardship of public funds with an array of benefits to taxpayers and facility users.

Innovation and Partnership

As described in the Project Parties and Public Involvement sections of this report, the Pima county Urban Loop Transportation Greenway project represents the collaborative efforts of all seven local jurisdictions, two Native American communities, and a broad range of non-profit and community partners over many years. It utilizes the uniqueness of our extensive river and wash system to create the backbone of a secondary, and likely increasingly important system serving transportation alternatives that were once described by the Federal Highway Administration as “the forgotten modes” (**www.fhwa.dot.gov/environment/bikeped/study/index.htm**).

The project has been designed to make the region a more livable community, and has the support of local government agencies who seek to further environmental, transportation accessibility and safety, and health goals. It is supported by many community organizations and user-groups who wish to make Tucson a better, healthier, more vibrant place to live.

		TIGER II Projects, Estimated Benefits (Low Range, $2010)				TIGER II Project Costs (All $2010)	
Calendar Year	Project Year	Decreased Auto Use	Health	Mobility	Recreation	Capital	O&M
2011	1	$ 1,087,138	$ 155,211	$ 1,163,732	$ 3,245,150	$ 41,056,800	N/A
2012	2	$ 1,100,728	$ 157,152	$ 1,178,279	$ 3,285,714		$ 707,000
2013	3	$ 1,114,487	$ 159,116	$ 1,193,008	$ 3,326,786		$ 707,000
2014	4	$ 1,128,418	$ 161,105	$ 1,207,920	$ 3,368,371		$ 707,000
2015	5	$ 1,142,523	$ 163,119	$ 1,223,019	$ 3,410,475		$ 707,000
2016	6	$ 1,156,805	$ 165,158	$ 1,238,307	$ 3,453,106		$ 707,000
2017	7	$ 1,171,265	$ 167,222	$ 1,253,786	$ 3,496,270		$ 707,000
2018	8	$ 1,185,905	$ 169,312	$ 1,269,458	$ 3,539,973		$ 707,000
2019	9	$ 1,200,729	$ 171,429	$ 1,285,326	$ 3,584,223		$ 707,000
2020	10	$ 1,215,738	$ 173,572	$ 1,301,393	$ 3,629,026		$ 707,000
2021	11	$ 1,230,935	$ 175,741	$ 1,317,660	$ 3,674,389		$ 707,000
2022	12	$ 1,246,322	$ 177,938	$ 1,334,131	$ 3,720,318		$ 707,000
2023	13	$ 1,261,901	$ 180,162	$ 1,350,808	$ 3,766,822		$ 707,000
2024	14	$ 1,277,675	$ 182,414	$ 1,367,693	$ 3,813,908		$ 707,000
2025	15	$ 1,293,646	$ 184,695	$ 1,384,789	$ 3,861,582		$ 707,000
2026	16	$ 1,309,816	$ 187,003	$ 1,402,099	$ 3,909,851		$ 707,000
2027	17	$ 1,326,189	$ 189,341	$ 1,419,625	$ 3,958,724		$ 707,000
2028	18	$ 1,342,766	$ 191,708	$ 1,437,370	$ 4,008,209		$ 707,000
2029	19	$ 1,359,551	$ 194,104	$ 1,455,337	$ 4,058,311		$ 707,000
2030	20	$ 1,376,545	$ 196,530	$ 1,473,529	$ 4,109,040		$ 707,000
	Total	$ 24,529,081	$ 3,502,032	$ 26,257,269	$ 73,220,248	$ 41,056,800	$ 13,433,000

Grand Total Benefits: **$127,508,629**
Grand Total Costs: **$54,489,800**
Benefits/Costs **2.34**

V. Project Readiness and N.E.P.A.

Pima County has initiated its environmental review of each of the project segments included in our request for funding by the TIGER II program. This effort has included a preliminary assessment of the independence of each segment with respect to review under NEPA, Class I cultural resources investigations, preliminary assessment of 4(f) properties, and screening analysis for threatened and endangered species. These results support our determination that, like prior projects completed along the Urban Loop, the substantive requirements of the NEPA for the Urban Loop Projects for which we are requesting funding can be satisfied by either a programmatic or non-programmatic categorical exclusion.

For purposes of NEPA review and analysis each of the individual Urban Loop projects for which funding is being requested is a single and complete project with independent utility. We have carefully evaluated each of the individual segments of the proposed Urban Loop with respect to FHWA policy regarding project segmentation. Each of the segments is based upon logical termini and is of sufficient length to address environmental matters in a broad scope. As illustrated by the community's extensive use of linear park

segments that comprise the completed portions of the Urban Loop, each segment has independent utility and independent significance with regard to expected community benefits. Further, the existence of these segments would not alter the identification and evaluation of alternative alignments and design for the adjacent connecting segment.

The Federal Highways Administration (FHWA) and Arizona Department of Transportation executed an Arizona Programmatic Categorical Exclusion Approval Memorandum in June of 2008. In this memorandum ADOT and FHWA concurred in advance with the classification of Categorical Exclusions identified at 23 CFR 771.117 and ADOT certified that all of the conditions indicated in this blanket classification will be satisfied for any action processed under the programmatic classification and approval process. Two levels of programmatic approval are available.

Group 1 approvals are those actions identified at 23 CFR 771.117 (c) that meet the criteria of 23 CFR 771.117 (a) and (b) and do not require further approvals by FHWA. Group 2 actions are those actions that described at 23 CFR 771.117 (d) that meet the criteria of 23 CFR 771.117 (a) and (b) and may be designated as CEs upon submission to FHWA of documentation that demonstrates that specific conditions and criteria for CE are satisfied and that significant impacts will not result.

Should a specific segment not qualify for programmatic CE, nonprogrammatic CEs are available provided that the environmental analysis determines that the proposed action satisfies all of the conditions outlined in 23 CFR 771.117 (a) and (b).

Each of the individual segments for which TIGER II Grant Funding is being requested is expected to be categorically excluded from National Environmental Policy Act requirements. While ultimately an Arizona Department of Transportation (ADOT) and Federal Highway Administration's (FHWA) determination, none of the projects are expected to have significant adverse impact and none are expected to require preparation of an Environmental Assessment or Environmental Impact Statement. The environmental review process for each of the proposed segments has been initiated. Environmental planning and expected clearances for all segments are expected to be completed by June of 2012.

Our analysis relied upon a preliminary screening analysis to determine the presence of federally listed threatened and endangered species and designated critical habitat has been completed and the proposed Urban Loop is not expected to adversely affect any federally listed threatened or endangered species or critical habitat designated by the FWS. This analysis has relied heavily upon the extensive resource investigations completed by Pima County in support of its Sonoran Desert Conservation Plan as well as previously completed site specific studies and survey that include or are near portions of the proposed Urban Loop.

The southernmost portion of the Urban Loop occurs within or near the northern edge of the published range of Pima Pineapple Cactus, a plant species listed as endangered by the USFWS.

Surveys for this species on and within the immediate vicinity of specific Urban Loop segments have failed to detect this plant within this portion of its published range. Based upon the results of these surveys and the habitat requirements of the plant it is not expected to occur within any of the segments proposed for Urban Loop. As environmental planning and design efforts progress, segment specific biological evaluations will be completed and incorporated into the CE documentation for each of the Urban Loop segments.

An archaeological records check of the proposed route of the Urban Loop project has been completed. The purpose of the records check was to identify all previously conducted archaeological surveys and previously recorded archaeological sites that intersect the Urban Loop project area. This review relied upon the database of current archaeological site information and survey data maintained by the Arizona State Museum (ASM). Using this data, the percentage of each project segment that has been previously surveyed was calculated, and known archaeological sites that intersect each project segment were identified. The results of this investigation informed our analysis environmental review requirements under NEPA.

Table 2 (in this section) provides a qualitative assessment of the probability of adverse effects to cultural resources and required Section 106 consultation resulting from each proposed project segment. This assessment takes into account 1) Pima County's archaeological sensitivity classification of the area in which the segment lies, 2) the percentage of the project segment that has been previously surveyed, and 3) the number and eligibility status of archaeological sites that intersect the segment. Required Section 106 consultation was identified as not likely for four of the segments for which TIGER II funding is being required (10, 11, 15, and 20), and possible but not likely for one of the segments for which TIGER II funds are being requested (segments 13). Consultation may be required for one of the segments for which TIGER II funds are being requested (segment 16), and is likely for three segments (segments 3, 4, 17, and 18).

Based upon this assessment, necessary environmental clearances for all projects for which funding is being requested is expected by June of 2012.

Table 1.

Historic properties, previous archaeological surveys, & previously recorded archaeological sites by project segment.

Project Segment		4f Historical Properties	Previous Surveys	Sites
Rillito				
01	Bridge at Camino de la Tierra	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment
02	Mountain Ave. to First Ave.	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment
03	Country Club to Hacienda del Sol	None listed on State or National Registers of Historic Places	89.2% of segment has been previously surveyed	One previously recorded site intersects segment: AZ BB:9:17(ASM) (not evaluated [recorders]); mitigation will be required if site is eligible and adversely affected by project
Pantano				
04	Tanque Verde Rd. to Rillito	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment
05	Speedway Blvd. to Tanque Verde Rd.	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment
06	5th St. to Speedway Blvd.	None listed on State or National Registers of Historic Places	29.7% of segment has been previously surveyed	No sites intersect segment
07	Broadway Blvd. Underpass	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment
08	Kenyon Dr. to Broadway Blvd.	None listed on State or National Registers of Historic Places	92.3% of segment has been previously surveyed	No sites intersect segment
09	Golf Links Rd. to Kenyon Dr.	None listed on State or National Registers of Historic Places	85.6% of segment has been previously surveyed	No sites intersect segment
10	Sellarole St. to Golf Links Rd.	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment
11	Houghton Greenway to Sellarole St.	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment

Pantano				
12	Houghton Greenway	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	Four previously recorded sites intersect Registers of Historic Places previously surveyed segment: AZ AA:12:875(ASM) determined eligible [SHPO 2004]), AZ AA:12:928(ASM) (not considered eligible [SHPO 1999]), AZ BB:13:676(ASM) (not considered eligible [recorders]), and AZ Z:2:40(ASM) (determined eligible [SHPO 2003]); mitigation will be required for eligible sites if adversely affected by project
Julian Wash				
13	Houghton Greenway to Rita Rd.	None listed on State or National Registers of Historic Places	34% of segment has been previously surveyed	No sites intersect segment
14	Rita Rd. to Kolb Rd.	None listed on State or National Registers of Historic Places	83.9% of segment has been previously surveyed	No sites intersect segment
15	Kolb Rd. to Wilmot Rd.	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed; although AZSITE records indicate that only 8% of the segment has been surveyed, the current alignment of Julian Wash was permitted and archaeological clearance was granted by the Corps under a Section 404 permit	One previously recorded site intersects segment: AZ BB:13:124(ASM) (not considered eligible [recorders]); archaeological clearance was granted by the Corps
16	Littletown Rd. to Valencia Rd.	None listed on State or National Registers of Historic Places	26.4% of segment has been previously surveyed	No sites intersect segment
17	Valencia Rd. to Ajo Way	None listed on State or National Registers of Historic Places	67.7% of segment has been previously surveyed	Three previously recorded sites intersect segment: AZ BB:13:122(ASM) (not evaluated), AZ EE:1:300(ASM) (not considered eligible [recorders]), and AZ FF:9:17(ASM) (determined eligible [SHPO 2004]); mitigation will be required for eligible sites if adversely affected by project Santa Cruz

Santa Cruz				
18	Ajo Way to 29th St.	None listed on State or National Registers of Historic Places	95.3% of segment has been previously surveyed	One previously recorded site intersects segment: AZ BB:13:17(ASM) (determined eligible [SHPO 2002]); mitigation will be required if site is adversely affected by project
19	Grant Rd. to Camino del Cerro	None listed on State or National Registers of Historic Places	53.1% of segment has been previously surveyed	Four previously recorded sites intersect segment: AZ AA:12:44(ASM)(not considered eligible [SHPO 2001]), AZ AA:12:95(ASM) (determined eligible [SHPO 2004]), AZ AA:12:96(ASM) (determined eligible [SHPO 2003]), and AZ AA:12:99(ASM) (not evaluated); mitigation will be required for eligible sites if adversely affected by project
20	Kenyon Dr. to Broadway Blvd.	None listed on State or National Registers of Historic Places	100% of segment has been previously surveyed	No sites intersect segment

Table 2.

Potential for adverse effect and Section 106 Consultation in accordance with the requirements of the National Historic Preservation Act.

Segment Number	Pima County Cultural Resource Zone	Probability of Required Consultation
01	Priority Archaeological Sites	Consultation not likely
02	Priority Historic Sites	Consultation not likely
03	Priority Historic Sites	Consultation likely
04	Priority Archaeological Sites Priority Archaeological Site Complexes	Consultation likely
05	Priority Archaeological Site Complexes	Consultation possible not likely
06	Priority Archaeological Site Complexes	Consultation may be required
07	Priority Archaeological Site Complexes	Consultation not likely
08	Priority Archaeological Site Complexes, none	Consultation possible, but not likely
09	Archaeological Sensitivity Zone	Consultation possible, but not likely
10	Archaeological Sensitivity Zone, none	Consultation not likely
11	Archaeological Sensitivity Zone	Consultation not likely
12	Archaeological Sensitivity Zone Priority Historic Sites	Consultation likely
13	Not Classified	Consultation possible, but not likely
14	Not Classified	Consultation possible, but not likely
15	Not Classified	Consultation not likely
16	Not Classified	Consultation may be required
17	Not Classified	Consultation likely
18	Priority Historic Sites Priority Archaeological Site Complexes	Consultation likely
19	Priority Archaeological Sites Priority Archaeological Site Complexes	Consultation likely
20	Priority Archaeological Sites	Consultation possible, but not likely

VI. Federal Wage Rate Certification

COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
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(520) 740-8661 FAX (520) 740-8171

C.H. HUCKELBERRY
County Administrator

Federal Wage Rate Certification
For
TIGER II Discretionary Grant Funds

Pima County hereby certifies that, if awarded TIGER II Discretionary Grant Funds for the Pima County Urban Loop project, it will meet the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2010 Appropriations Act.

Date: August 18, 2010

Signature: _____

Title: Assistant County Administrator for Policy, Public Works

Grant Applicant: Pima County

Submitted by Pima County Department of Transportation
Bicycle and Pedestrian Program

201 N. Stone Avenue • Tucson, AZ 85701

(520) 243-BIKE (2453)