U.S. Department of Transportation
Federal Transit Administration

Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Project Proposal for Fiscal Year 2010 Funds – Planning Project

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Sabino Canyon Recreation Area Trails Enhancement Design and NEPA – This project will undertake the design, engineering, and National Environmental Policy Act actions required to address and significantly improve access, circulation, visitor experience, and visitor safety in the Sabino Canyon Recreation Area by planning for future construction of an interconnected, hard-surfaced, accessible trail system from the sites main parking lot to the terminus of Sabino Canyon Road (Forest Road 100).			
Proposed Funding Recipient: USFS – Coronado National Forest			
Public land unit(s) involved: Coronado National Forest Santa Catalina Ranger District Sabino Canyon Recreation Area	Location of Project City: Tucson County: Pima County State: Arizona Congressional District: 08		
Federal Land Management Agency managing the above unit(s): ☐ Bureau of Land Management ☐ Bureau of Reclamation ☐ Fish and Wildlife Service ☒ Forest Service ☐ National Park Service ☐ Other (e.g. Federal Trust) Describe:	Type of Planning Project: (Implementation projects, please use the alternate form) ☒ Planning		
☐ Proposal is to plan for a possible new alternative transportation system where none currently exists. ☒ Proposal is to plan for a possible expansion or enhancement of an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2010 $450,000	**Total** Cost of Planning Project at Completion (All sources) $540,000		
Were you awarded Transit in Parks Program funds for this project in the past? ☒ Yes ☐ No If answer "Yes," please provide amount awarded: $185,000			
Do you plan to request additional Transit in Parks Program funds in future years? ☒ Yes ☐ No **(Note: If you wish to compete for future Transit in Parks Program fiscal year funds you must reapply).** If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:			
FY 2010 $	FY 2011 $	FY 2012 $1,600,000	
FY 2010 Funding Amounts from sources other than Transit in Parks Program funds? ☒ Yes ☐ No If answer "Yes," please specify funding levels per source below:			
State $	Local $	Federal $75,000	Private sources $15,000

CONTACT PERSON	
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Position: Developed Recreation Project Manager	E-mail: lpratt@fs.fed.us
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OTHER PROJECT SPONSORS (in addition to funding recipient)

Friends of Sabino Canyon
Sabino Canyon Volunteer Naturalists

REQUIREMENTS

☐ If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the Federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
☒ The project is consistent with the metropolitan and statewide planning process.
☒ The project is consistent with agency plans.
☒ The planning project will analyze all reasonable alternatives, including a non-construction option.

BASIC PROJECT DATA	
Number of Visitors (Annual): 700,000	Daily Number of Visitors (Peak season): 2520
Average Number of Vehicles per Day at Peak Visitation: 1060	
Current Road Level of Service at Peak Visitation: Public vehicles currently do not access the narrow canyon roadway. Public access is provided by 36 tram round trips per day and an average of 6 agency vehicle round trips per day is required to maintain the site's infrastructure.	
What time of the year does your land unit experience Peak Visitation? ☒ Spring ☐ Summer ☐ Fall ☒ Winter	
Current Carrying Capacity of Existing Roads: Parking capacity is 372 vehicles/day, public access via 64 tram trips/day, bicycles average about 150/day, up to 1200 pedestrians/day during peak season	
What percent of that capacity is the site operating at during peak periods? 100 % of parking capacity and an unknown percentage for trails.	
Current parking shortages during peak visitation: 130 vehicles/day or about 400 visitors/day	
Current Number of Persons who use the alternative transportation system (if one already exists) at peak visitation: 2500 people will use the tram or trail system daily at peak season as an alternative to personal vehicle use	
Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 750,000 with increase mainly occurring in trail and bicycle usage	
Average number of auto collisions with wildlife in the area? N/A collisions/year	

Executive Summary

This project will undertake the design, engineering, and National Environmental Policy Act actions required to address and significantly improve access, circulation, visitor experience, and visitor safety in the Sabino Canyon Recreation Area by planning for future construction of an interconnected, hard-surfaced, accessible trail system from the sites main parking lot to the terminus of Sabino Canyon Road (Forest Road 100). The Coronado National Forest's desire to enhance the design and function of Sabino Canyon trail system is a direct outcome of the 2010 Sabino Canyon Recreation Area Transportation and Feasibility Study conducted by the Volpe Transportation Systems Center. The project's primary goals are to reduce pedestrian congestion on the recreational area's road system, to improve trail access and circulation to the area's outstanding natural and cultural features, and to provide an all-weather evacuation trail system out of Sabino Canyon.

Sabino Canyon Recreation Area is one of the premier recreation and tourist attractions for the Tucson, Arizona metropolitan area. The existing Forest Service trail system surrounding this unique desert waterway can be thought of as occurring in two distinct zones reflective of the sites topography. Fore-range zone of trails wind across relatively flat terrain and lead to adjacent foothill canyons and culturally significant features such as Sabino Creek Dam and the Cactus Ramadas – formerly a campground and now and environmental education site. Transition Zone trails wind through canyon washes and onto adjacent mountain slopes and ridges.

No trail directly services or follows Sabino Creek, the perennial stream for which the recreation area is named. Instead, Sabino Canyon Road substitutes for the trail into this rugged canyon. This route is also shared with a regularly scheduled motorized tram service and recreational bicyclists. The road makes eight transits of Sabino Creek as it meanders into the canyon, each ford utilizing a low water crossing constructed during the Civilian Conservation Corps era. Road use for pedestrian access to Sabino Canyon is over trails favored by recreation area visitors because the existing Sabino Canyon and Bear Canyon Roads afford hard-surfaced, moderately-graded access to many of the areas features. Hard-surfaced routes offer better footing and are conducive to the use of strollers as well as bicycles. This shared use generates conflicts between pedestrian, bicycle and tram users and such conflicts been managed in the past through time separation strategies.

The 2010 Sabino Canyon Transportation and Feasibility Study identifies several alternatives for managing pedestrian use of Sabino Canyon Road. One alternative employs the development of at-grade or grade-separated trails to increase circulation and reduce user conflicts. The study also supports the need and feasibility for an evacuation route out of Sabino Canyon during its infrequent, severe flash floods and other emergencies. Flash floods can and do strand hikers, a situation fraught with significant hazards for visitors who try to cross the surging water. Warnings are routinely posted at crossings and informational public contacts are made during flooding events. Despite these regular and ongoing efforts visitors still get stranded. The current the operational response to stranded hikers is to initiate a swift water rescue operation. Infrequent floods also have a secondary effect of restricting visitor access long after the water has receded. Because the primary pedestrian access is along canyon roads and venerable low water crossings, damage to these features can force pedestrian closures in response to safety and reconstruction needs.

The capability to route pedestrians away from the recreation area's internal roads therefore provides the opportunity to create a more attractive and less motorized visitor experience, restore a sense of solitude to the area's trails, reduce user conflicts, and improve overall visitor safety. This proposal seeks to accomplish the design and National Environmental Policy Act actions required to improve the Sabino Canyon Recreation Area trail system and prepare for eventual deliver of these benefits through future project construction.

As reference, a copy of the 2010 Sabino Canyon Transportation and Feasibility Study is attached along with the 1993 Sabino Canyon Recreation Concept Plan. The concept plan is currently under revision, as informed by the transportation study, and compatible with this proposal.

Project Description

What activities would be funded by the requested Transit in Parks Program financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.

Project activities funded by Transit in the Parks financial assistance will primarily be conducted through contracts and agreements. These include:

1. Project initiation and development of scoping notices
2. Development of preliminary alternatives including routes, surface materials, points of interest and facilities
3. Outreach, collection, and organization of public comments with the intent to identify issues, sensitive species, cultural resources, visual impacts, sustainability, and mitigation measures
4. An accurate geotechnical survey of the proposed trail routes identifying elevations, surface and subsurface materials, potential stream crossings, and existing trail segments that can be integrated into alternative routes
5. Trail system engineering and design within guidelines produced from scoping activities
6. Finalization of alternatives and designation of preferred alternative
7. Preparation of the appropriate decision document for signing by the District Ranger or Forest Supervisor as required
8. Complete project documentation

This project involves both technical challenges and an engaged public keenly interested in actions and activities in Sabino Canyon. It is anticipated that the public scoping will require a period of more than 60 days. The alternatives to support scoping and mitigation will reasonably take 120 days to develop. Geotechnical survey is projected to take 60 days and design/engineering up to 120 days. Decision document preparation will add an additional 60 days. These time allocations suggest this project will be conducted throughout fiscal 2011 and completed in the first quarter of fiscal year 2012.

A map of the project area is attached.

Alternative Transportation in the Parks and Public Lands
Planning Evaluation Criteria

(There are separate evaluation factors for implementation projects. Use the implementation project proposal template for implementation projects.)

Criteria	Points	Weight
1. Demonstration of Need		50%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Methodology for Assessing: Visitor Mobility & Experience Benefits of Project		15%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Improved visitor education, recreation, and health benefits	(1-5)	
3. Methodology for Assessing: Environmental Benefits of Project		15%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution	(1-5)	
4. Methodology for Assessing: Operational Efficiency and Financial Sustainability of Alternatives		20%
a. Effectiveness in meeting management goals	(1-5)	
b. Financial plan and cost effectiveness	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnerships and funding from other sources	(1-5)	

Planning Justification
Your responses to these questions must total no more than eight pages.

1. Demonstration of Need

a. Visitor mobility and experience: Describe the site's current and/or anticipated transportation problem or opportunity for improvement. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues, lack of access for persons with disabilities, lack of access for individuals with lower incomes or without cars, and visitor frustration. Please cite reports, plans, studies, and other documentation to support your description.

Sabino Canyon Recreation Area faces a variety of transportation challenges. Since the elimination of personal vehicles from area's roads in 1978, demand has risen for public access to the site's limited road and trail network. At first unrestricted bicycle use, as well as a tram and pedestrian access, were allowed as an alternative to personal motor vehicle transportation into the site. Increased use by all user groups led to conflicts. A time separation strategy restricting bicycles from the recreation area's roads between 9:00 AM and 5:00 PM was implemented in 1993. Population growth in the Tucson metropolitan area and development of nearby subdivisions has, however, overwhelmed the short-term gains of that strategy.

Trends in social acceptance and use of non-motorized access have changed in the intervening years. This shift in attitudes and behavior is likely responsible for the increased pedestrian use of Sabino Canyon and Bear Canyon Roads today. Increased pedestrian use has also generated congestion and safety issues. Congestion influences the experience visitors have and is common at low water crossings along the road where pedestrians can often access flowing water. Access to flowing water and its attendant riparian plant and animal community is of

inestimable personal value in a desert environment. Congestion at these crossings also affects tram and maintenance vehicle operations which generates additional user conflicts, diminishes visitor experience, and increases potential hazards to personal safety.

Even more critical to safety - though not an everyday occurrence - is the stranding of pedestrians by rapid water rises at roadway low water crossings. In most locations along Sabino Canyon Road, the road itself is the only practical means of evacuating the canyon. Warning signs identifying the hazards of flash floods are routinely posted. Active delivery of updated conditions also occurs at the area's welcome station, visitor center, and along trails. But the facilities do not operate around the clock nor are staff and volunteers available at all hours. The result is that people who are not mindful of the warnings or experienced in desert hiking get stranded in the canyon bottom with no safe route of egress. When this occurs, costly search and rescue operations are activated. Despite all these actions, there have been injuries and fatalities in the recreation area and adjacent canyons due to flash floods.

In the intervening years since the recreation area's roads were closed to personal vehicles, the majority of infrastructure development and improvement has been directed toward areas immediately adjacent to the paved roads. The 1993 Sabino Canyon Recreation Area Concept Plan envisioned tram-supported services as essential to future access. However, findings in the 2010 Sabino Canyon Transportation and Feasibility Study support a new strategy, one that both distributes use to a trail system away from the site's roadways and improves public safety.

Approximately 0.75 miles of usable trail already exists that can be upgraded to meet accessibility standards. This portion of the trail connects the Sabino Canyon Recreation Area parking area to Sabino Canyon Dam. This route does not currently meet accessibility guidelines. Beyond Sabino Canyon Dam the terrain for the next 3 miles is rugged and visually spectacular. The feasibility of constructing additional trails that will provide an alternative to the canyon bottom road has been established by the 2010 Sabino Canyon Transportation and Feasibility Study. Such a system will need to employ ingenious engineering solutions, but, when constructed will provide a significantly more natural and inherently more safe experience at the Sabino Canyon Recreation Area.

b. Environmental condition as a result of the existing transportation system: Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, scenic, cultural and/or historic resources caused by the existing transportation system. Please cite documentation in agency plans, studies, reports and other documentation that will help to support your description.

In both the 2007 Coronado National Forest TRIP Grant Application and the 2010 Sabino Canyon Transportation and Feasibility Study two environmental factors are consistently considered as influencing the public's ability to access Sabino Canyon. One is the impact of flash floods on the transportation system, including roads and trails, and the other is landslides primarily produced by infrequent, heavy rainfall. This proposal cannot significantly impact the natural factors in the environment but can in many situations mitigate impacts to access restrictions resulting from such events.

Because of the shared pedestrian and motorized use of Sabino Canyon Road, damage to the road infrastructure currently results in a loss of access to all modes of use. Development of the recreation area's trail system provides increased assurance of pedestrian access. Use of this proposed trail system also distances pedestrians from hazardous situations related to natural phenomena and resulting emergency construction responses required to reopen the roadway. In a worst case scenario today, pedestrian access to the riparian canyon bottom could be interrupted for an indeterminate amount of time should a significant landslide obliterate portions of the roadway.

The 2010 Sabino Canyon Transportation and Feasibility Study does suggest, however, that the development of a trail system routed above anticipated 100 or 500 year flood levels will have visual impacts and possibly generate additional potential for landsliding. Such potential only underscores the critical need for robust engineering and environmental assessments over more simplified approaches to trail design.

Balanced against the potential visual and geologic impacts is one of the core issues facing transportation in the Sabino Canon Recreation Area - the preservation of the historic low water crossings often referred to as bridges. These unique cultural icons of Sabino Canyon present complex challenges in their present and future use. The 2010 Sabino Canyon Transportation and Feasibility Study considered scenarios designed to alter the use and affects these crossings have on Sabino Creek. In every scenario public comment consistently encouraged the long term preservation of the crossings essentially intact. Bypassing the low water crossings with new bridges, in order to develop reliable all-weather transportation for pedestrians and vehicles, was also considered but the affects of such actions on the environment are several orders of magnitude greater than the proposed enhancement to the trail system.

Scope of Work and Methodology

The planning project's scope of work and methodology should include tasks that will assess the areas below in a thorough and professional manner. The planning project should have a scope of work and methodology at this proposal phase, although it may be refined later.

2. <u>Methodology for Assessing - Visitor Mobility & Experience Benefits of Project</u>

Please address how the planning project's scope and methodology will assess the visitor mobility & experience benefits of a potential alternative transportation system improvement in the following areas:

a. Reduced traffic congestion: This criterion includes: reduced average number of daily motorized vehicle trips during peak visitation, time lost to traffic delays, visitor frustration, and the area's current capacity of the existing transportation system.

Visitor frustration and the capacity of the recreation area's roads to substitute as a trail system are key measures of this proposal. The scope of this project considers the need for redistribution of pedestrian traffic off the paved road and where feasible on to paved trails. This is particularly important in the first 1.25 miles of the proposed system enhancement that goes to Sabino Canyon Dam. In effect, trail system enhancements are both a physical improvement and a separation strategy. Routed to key cultural and natural features, this system will better satisfy the common needs of visitors to get to significant features, on foot or with accessibly assisting devices, quicker and reduce interaction with mechanical transportation.

Because this is a fundamental goal of the project's scope, engineering and NEPA processes will be aligned to produce this outcome. Trail counters will be deployed as part of the data collection for design and establish pedestrian management techniques and processes developed to meet this goal. Part of the scoping effort will include sampling of public preferences and a review of comments collected before, during and since the 2010 Sabino Canyon Transportation and Feasibility Study. Public comments and scoping responses will be used to inform development of alternatives.

b. Enhanced visitor mobility, accessibility, and safety: This criterion includes enhanced intermodal interconnectivity, improved public access to resources, improved access for those with disabilities and low incomes, traffic safety, pedestrian/cycling safety, and safety in the case of catastrophic events (i.e., forest fires or security threats).

This proposal will result in a design for an enhanced trail system that measurably improves public safety by redirecting pedestrian access and reducing potential conflicts with bicycle and

motorized traffic. Furthermore, existing roads do not go to many significant cultural features. These features are adjacent to roadways and currently must be accessed by short trails from the roads. A basic task of this project will be to plan for the inverse of this existing condition. The resulting design will plan for an interconnected, accessible trail system leading to established features of interest and short trails will connect back to the roadway and mechanical transportation systems.

Another essential element to address is that the use of the road system as de facto trails effectively shrinks the area of Sabino Canyon visited by a majority of the visiting public. Most pedestrian traffic is currently confined to two ribbons of asphalt. Another essential task of the project will be to design enhancements that utilize additional grade-separated routes that in effect expand the perception of additional space within the recreation area and improve visitor experience.

The most fundamental task this project must undertake is, however, the improvement of visitor safety. Conflicts among user groups, conflicts between user groups and construction workers, and the hazards attendant with the intermixing of people with moving vehicles, and dangers of crossing swift water are all known and understood. Design criteria will include safety objectives addressing the foregoing list of safety concerns that will be met by all alternatives.

c. Improved visitor education, recreation, and health benefits: Describe how the project's scope and methodology will assess improved visitor education, recreation and health benefits?

This project is a direct result of the 2010 Sabino Canyon Transportation and Feasibility Study which included participation and cooperation by the recreation area's interpretive and environmental education volunteer group, the Sabino Canyon Volunteer Naturalists (SCVN). The Forest will continue to utilizing this group in the identification of existing and new important education and interpretation opportunities. Their information will be integrated through the scoping process and design processes and will eventually lead to improved passive and active educational opportunities. The basis and guidance for SCVN participation is included the 1991 Sabino Canyon Interpretive Plan.

Widely accepted medical evidence supports the idea that walking is of significant health benefit to people. Several means are available within the scope of the project to establish baseline trail use counts for future comparison. This project will improve the current pedestrian experience by separating users from the noise and exhaust of passing trams and maintenance vehicles. Additionally, design criteria will link the enhanced trail system to existing routes in the Transition Zone that provide greater physical challenges to those visitors physically capable of such activity. These more challenging trails exist but are not considered part of this project except for providing connection to them.

There is also a probability that the planning process may indirectly support increased bicycle usage on all or part of the recreation area's roads. Currently, conflicts and safety issues restrict bicycle use in the recreation area to off peak times and only five days per week. These restrictions may become more flexible though the application of the separation strategies inherent in the project's scope thereby providing greater access to bicycling within the recreation area and broadening the spectrum of wellness opportunities .

3. Methodology for Assessing - Environmental Benefits of Project

Please address how the planning project's scope and methodology will assess the environmental benefits of a potential alternative transportation system improvement in the following areas:

a. Protection of sensitive natural, cultural, and historical resources: This criterion includes energy conservation, energy efficiency, ecosystem sustainability, preservation of

archeological and/or historical resources, viewshed and watershed preservation, reduction in auto-wildlife collision rates, improved habitat connectivity, ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit, and other protection benefits where applicable.

All of the criteria in this section, except for the issue of carrying capacity, are addressed in the National Environmental Policy Act review process which is included in the requested funding for this project. The project will result in a decision document that, by law and regulation, must consider and mitigate impacts to energy conservation, energy efficiency, ecosystem sustainability, preservation of archeological and/or historical resources, viewshed and watershed preservation, and improved habitat connectivity.

Carrying capacity of the Sabino Canyon Recreation Area is currently established by available parking. The project's scope does not include a formal carrying capacity study for the recreation area because the parameters of such a study have not been established for a complex site like this with multiple access points and multiple user groups. Furthermore the enhancement of the trail system as an alternative to sharing a paved road does not directly increase capacity. However, this project may lead to a perceived change in carrying capacity when built and its separation strategies are implemented. Management strategies are in development to deal with demand for parking that currently exceeds capacity. That effort is not part of this project.

b. Reduced pollution: This criterion includes air pollution, water pollution, noise pollution, and visual pollution.

This proposal does not directly reduce air, water and visual pollution. Noise pollution, however, is a consistent visitor complaint. One of the attractive aspects of an enhanced trail system employing separation strategies is providing a visitor experience that is much less impacted by mechanical transportation and the noise issuing from such. Part of the technical studies in preparation for design will measure and predict changes to noise impacts based on routing and natural characteristics of the landscape.

4. <u>Methodology for Assessing - Operational Efficiency and Financial Sustainability</u>

Please address how the planning project's scope and methodology will assess the operational efficiency and the financial sustainability of a potential alternative transportation system improvement in the following areas:

a. Operational efficiency: This criterion includes considerations of how a potential alternative system may/may not meet identified management goals and objectives for this site, including consideration of multiple alternatives.

The Sabino Canyon Recreation Area is part of the Coronado National Forest's recreation opportunity spectrum. As such, management goals for the site encourage multiple use opportunities. Enhancement of the existing trail system supports and strengthens use by pedestrians of all physical capabilities, improves public safety, provides for a high-quality recreation experience, provides educational opportunities, and opportunities for health benefits. The foregoing list represents established goals for managing this recreation area and fundamental elements of the Forest Service's mission. These have been established in the 1993 Sabino Canyon Recreation Area Concept Plan, a document currently under review and modification to incorporate recommendations of the 2010 Sabino Canyon Transportation and Feasibility Study.

This system is sustainable within the scope of current operations at the Sabino Canyon Recreation Area through the use of appropriated funds, recreation fee funds, and partnership efforts. This project will not directly address other transportation infrastructure such as tram

operation and equipment, restoration or enhancement of low water crossing function, visitor information and arrival experience strategies to mitigate parking demand.

b. Financial feasibility: This criterion includes the development of a financial plan that will incorporate a potential alternative transportation system, including the evaluation of multiple alternatives.

The 2010 Sabino Canyon Transportation and Feasibility Study identified trail costs of approximately $200,000 per mile and an overall cost of about $1.6 million for a trail system to address accessibility and safety needs in Sabino Canyon. As indicted in this proposal additional funding for construction will be sought from the Transit in Parks Program once the planning phase is completed. Other funding opportunities include the Forest Service Legacy Roads and Trails Program, the Recreation Trails Program, and partnerships with local organizations and volunteer groups. In this regard the construction project arising from this planning proposal is deemed feasible.

Also, the majority of work required to develop and deliver this project will of necessity be carried out through agreements and contract. These process require the inclusion of detailed financial plans aimed at achieving the stated project's scope of work.

c. Cost effectiveness: This criterion includes the development of an analysis of cost effectiveness considerations that includes multiple alternatives.

The foundation for a cost effectiveness assessment has been established by the 2010 Sabino Canyon Transportation and Feasibility Study through development and consideration of the alternatives in that document. Within the scope of this planning project the cost effectiveness of alternatives such as pedestrian bridges at some locations, parallel trail routes to avoid bridges, route selections, and surfacing materials as well as maintenance of the enhanced trail system will be considered in the development and selection of alternatives.

Cost effectiveness in contrast to site enhancements such as construction of new bridges to bypass low water crossings or the development of an aerial tram system have already been evaluated in the 2010 Sabino Canyon Transportation and Feasibility Study. Development of this project and its connection to future construction are both financially cost effective and generally well supported by the public.

d. Partnerships and funding from other sources: This criterion includes planning projects that would be carried out or funded in partnership with other entities in addition to the sponsor and will receive points depending on the level of partnership. Documentation (e.g., partnership agreements, letters of partnership support, letters of confirmation of financial contribution, letters of in-kind contributions, etc.) that supports and verifies involvement of partners and level of partnership *must* accompany this proposal.

This project will be undertaken in collaboration with Friends of Sabino Canyon, the Sabino Canyon Volunteer Naturalists, and the Sothern Arizona Rescue Association. The Friends of Sabino Canyon fund maintenance of developed features and trail infrastructure throughout the Sabino Canyon Recreation Area. Discussion is ongoing with this group to replace an existing restroom near Sabino Canyon Dam as part of the enhanced system. Along with the volunteer hours expected to be contributed in development and review of interpretive and educational opportunities, the Sabino Canyon Volunteer Naturalists are also developing concepts for environmental education facilities and sites served by the enhanced trail system. The nature of these groups interest assures their involvement in this project as it goes forward. Sothern Arizona Rescue Association is involved in review and recommending safety procedures and evacuation plans related to the enhanced trail system.