

Transit Program
FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<u>8th Street Multi-Use Path (Creamery Branch Rail Path)</u>	6007139	Transit Tax	-	156,000	156,000	-	-	-	-	156,000
		Capital Projects Fund Balance	678,962		678,962	-	-	-	-	678,962
		Federal Grants	-	4,001,297	4,001,297	-	-	-	-	4,001,297
		Project Total	678,962	4,157,297	4,836,259	-	-	-	-	4,836,259
Adaptive Streets Implementation	6011171	Capital Projects Fund Balance	100,000	-	100,000	-	-	-	-	100,000
Alameda Drive & I-10 Bicycle / Pedestrian Bridge	6010009	Capital Projects Fund Balance	220,000	-	220,000	-	-	-	-	220,000
Alameda Drive Bicycle/Pedestrian/Streetscape	6008799	Capital Projects Fund Balance	555,156	-	555,156	-	-	-	-	555,156
		Federal Grants	460,470	-	460,470	-	-	-	-	460,470
		Project Total	1,015,626	-	1,015,626	-	-	-	-	1,015,626
Bicycle Pedestrian Bridge at Knox and I-10	6011181	Transit Tax	-	-	-	250,000	-	-	-	250,000
Bus Pullout Project	6008519	Transit Tax	-	175,000	175,000	175,000	175,000	175,000	175,000	875,000
		Capital Projects Fund Balance	2,212,287	-	2,212,287	-	-	-	-	2,212,287
		Development Impact Fees	-	65,260	65,260	65,260	65,260	65,260	65,260	326,300
		Project Total	2,212,287	240,260	2,452,547	240,260	240,260	240,260	240,260	3,413,587
Bus Stop Capital Maintenance/Improvements	6005239	Transit Tax	-	900,000	900,000	1,100,000	1,330,000	1,810,000	1,750,000	6,890,000
		Capital Projects Fund Balance	2,397,331	-	2,397,331	-	-	-	-	2,397,331
		Project Total	2,397,331	900,000	3,297,331	1,100,000	1,330,000	1,810,000	1,750,000	9,287,331
Country Club Way Bike and Pedestrian Improvements Project	6008969	Capital Projects Fund Balance	2,534,420	-	2,534,420	-	-	-	-	2,534,420
		Federal Grants	6,048,638	-	6,048,638	-	-	-	-	6,048,638
		Project Total	8,583,058	-	8,583,058	-	-	-	-	8,583,058
Country Club Way - US60 to UPRR	N/A	Transit Tax	-	-	-	-	218,000	4,965,929	-	5,183,929
		Federal Grants	-	-	-	-	250,000	3,500,000	-	3,750,000
		Project Total	-	-	-	-	468,000	8,465,929	-	8,933,929
EVBOB - Facility Asset Maintenance (East Valley Bus Ops/Maint Facility)	6006089	Transit Tax	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
		Capital Projects Fund Balance	3,384,899	-	3,384,899	-	-	-	-	3,384,899
		Grants/Other	-	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
		Project Total	3,384,899	1,200,000	4,584,899	1,200,000	1,200,000	1,200,000	1,200,000	9,384,899
Federal Grants & Project Contingency	6009860	Federal Grants	-	2,000,000	2,000,000	-	-	-	-	2,000,000
		Grants/Other	-	500,000	500,000	-	-	-	-	500,000
		Project Total	-	2,500,000	2,500,000	-	-	-	-	2,500,000
Grand Canal Multi-Use Path Connection & Extension Project	6008979	Transit Tax	-	-	-	304,173	-	-	-	304,173
		Capital Projects Fund Balance	525,043	-	525,043	-	-	-	-	525,043
		Federal Grants	395,000	-	395,000	3,600,000	-	-	-	3,995,000
		Project Total	920,043	-	920,043	3,904,173	-	-	-	4,824,216
<u>Knox & Kyrene Traffic Signal</u>	N/A	Transit Tax	-	100,000	100,000	-	-	-	-	100,000
		Federal Grants	-	864,895	864,895	-	-	-	-	864,895
		Project Total	-	964,895	964,895	-	-	-	-	964,895

Transit Program
FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined>

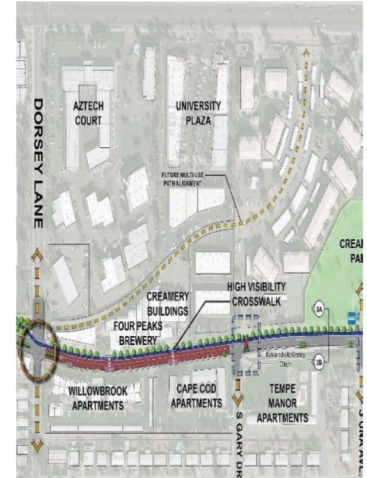
New Project Requests are Underlined				New 2024-25	2024-25 Total	Additional Projected Needs				Total 5-Year Program
Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	Appropriation Request	Requested Appropriation	2025-26	2026-27	2027-28	2028-29	
Kyrene Road/Roosevelt Road/Farmer Avenue Bicycle and Pedestrian Improvement Project (formerly North South Rail Spur MUP)	6007089	Transit Tax	-	300,000	300,000	538,311	-	-	-	838,311
		Capital Projects Fund Balance	621,609	-	621,609	-	-	-	-	621,609
		Federal Grants	-	-	-	6,315,065	-	-	-	6,315,065
		Development Impact Fees	-	-	-	35,754	-	-	-	35,754
		Project Total	621,609	300,000	921,609	6,889,130	-	-	-	7,810,739
Light Rail Capital Maintenance - State of Good Repair	6010019	Transit Tax	-	300,000	300,000	300,000	400,000	400,000	400,000	1,800,000
		Capital Projects Fund Balance	2,184,223	-	2,184,223	-	-	-	-	2,184,223
		Project Total	2,184,223	300,000	2,484,223	300,000	400,000	400,000	400,000	3,984,223
Pathway Capital Maintenance	6005249	Transit Tax	-	1,200,000	1,200,000	1,065,000	1,400,000	900,000	1,500,000	6,065,000
		Capital Projects Fund Balance	2,155,630	-	2,155,630	-	-	-	-	2,155,630
		Project Total	2,155,630	1,200,000	3,355,630	1,065,000	1,400,000	900,000	1,500,000	8,220,630
Proposition 400 Extension Projects	6010759	Transit Tax	-	250,000	250,000	250,000	250,000	-	5,000,000	5,750,000
		Capital Projects Fund Balance	400,000	-	400,000	-	-	-	-	400,000
		Prop 400E	-	-	-	250,000	250,000	-	-	500,000
		Project Total	400,000	250,000	650,000	500,000	500,000	-	5,000,000	6,650,000
Rio Salado North Bank Multi Use Path	6008579	Transit Tax	-	530,000	530,000	-	-	-	-	530,000
		Capital Projects Fund Balance	180,000	-	180,000	-	-	-	-	180,000
		Federal Grants	-	800,000	800,000	-	-	-	-	800,000
		Project Total	180,000	1,330,000	1,510,000	-	-	-	-	1,510,000
Rio Salado Upstream Pedestrian Bridge	6011191	Transit Tax	-	-	-	-	500,000	-	-	500,000
		Federal Grants	-	-	-	1,200,000	24,500,000	-	-	25,700,000
		Capital Projects Fund Balance	150,000	-	150,000	-	-	-	-	150,000
		Developer Assistance/Contribution	-	-	-	-	5,500,000	-	-	5,500,000
		Project Total	150,000	-	150,000	1,200,000	30,500,000	-	-	31,850,000
Scottsdale Rd Bicycle & Pedestrian Improvement Project	6009749	Transit Tax	-	337,000	337,000	-	-	-	-	337,000
		Capital Projects Fund Balance	1,130,682	-	1,130,682	-	-	-	-	1,130,682
		Federal Grants	4,995,109	905,504	5,900,613	-	-	-	-	5,900,613
		Project Total	6,125,791	1,242,504	7,368,295	-	-	-	-	7,368,295
Tempe Mesa Streetcar Extension	6011059	Capital Projects Fund Balance	1,200,000	-	1,200,000	-	-	-	-	1,200,000
Transit Tax Funded Projects										
Archaeological Contingency Fund	6009759	Capital Projects Fund Balance	400,000	-	400,000	-	-	-	-	400,000
Transportation Master Plan	6010769	Capital Projects Fund Balance	600,000	-	600,000	-	-	-	-	600,000
TTC - Facility Asset Maintenance (Transportation Center)	6006099	Transit Tax	-	400,000	400,000	400,000	400,000	400,000	400,000	2,000,000
		Capital Projects Fund Balance	2,257,178	-	2,257,178	-	-	-	-	2,257,178
		Project Total	2,257,178	400,000	2,657,178	400,000	400,000	400,000	400,000	4,257,178
Transit Program Total			35,786,637	14,984,956	50,771,593	17,048,563	36,438,260	13,416,189	10,490,260	128,164,865

Capital Improvements Program

8th Street Multi-Use Path (Creamery Branch Rail Path)

8th Street - Rural Road to McClintock Drive

This project will design and construct streetscape improvements along 8th Street from Rural Road to McClintock Drive. The 8th Street improvements will propose increased shade, pedestrian lighting, traffic calming, off-street multi-use path, new crosswalks, ADA directional ramps, and improved bike lanes. The project will better integrate with historic structures while encouraging appropriate redevelopment on vacant lots or deteriorating structures. Eighth Street spans a significant prehistoric archaeological site and was the location of the Bankhead Highway. In addition, the Borden Creamery Complex (Four Peaks), the Elias-Rodriguez House, Marlatt's Garage, and the Kirkland-McKinney Ditch are all located along 8th Street. The archeological consultant working on the project has completed the required archaeological review and identified mitigation measures approved by SRPMIC, The Four Southern Tribes, ADOT, and SHPO. The project is currently revising the design based off additional design changes to accommodate the recommended mitigation measures from the archeological study. These additional steps will delay the project delivery to FY 24-25. The project has successfully gone through the MAG 3rd deferral process to move the federal funding to FY 2024-2025. The schedule of project is being adjusted to match the deferred schedule of federal funds.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start		Estimated Completion		
Systems Expansions	6007139	7/1/2015		12/30/2024		
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$496,149	\$0	\$0	\$0	\$0	\$496,149
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$4,157,297	\$0	\$0	\$0	\$0	\$4,157,297
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$182,813	\$0	\$0	\$0	\$0	\$182,813
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$4,836,259	\$0	\$0	\$0	\$0	\$4,836,259
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$156,000	\$0	\$0	\$0	\$0	\$156,000
Federal Funding	\$4,001,297	\$0	\$0	\$0	\$0	\$4,001,297
Capital Project Fund Balance	\$678,962	\$0	\$0	\$0	\$0	\$678,962
Total	\$4,836,259	\$0	\$0	\$0	\$0	\$4,836,259
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
Total	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000

Capital Improvements Program

Alameda Drive & I-10 Bicycle/Pedestrian Bridge

Alameda Drive and I10 & Baseline Road and I10

This project is for art and associated infrastructure for the bicycle and pedestrian bridge along the Alameda Drive and Baseline Road alignment at the I-10 freeway and includes lighting, safety features and public art. The project will be an elevated active transportation crossing of the I-10 connecting from Fountainhead Business Park (east side) to Tempe Diablo Stadium (west side). It will link several Tempe neighborhoods and bikeways, particularly the bike route along Alameda Drive to major employment centers, the stadium, and a City of Phoenix bike route on Roeser Road. Currently, Alameda Drive (Roeser Street in Phoenix) is more than 20-mile bike route that has linkages to downtown Phoenix and Tempe but is cut in half at the I-10 crossing. In addition, the second bicycle and pedestrian bridge at Baseline will extend Tempe's Western Canal Path from Gilbert, Mesa and Chandler to Phoenix. The projects will facilitate freeway crossing, like the College Avenue and Country Club Way bike/pedestrian bridges over the U.S. 60. This project is identified in MAG, ADOT and local transportation plans and will be constructed with ADOT's Broadway Curve - I10 Improvement project scheduled on the years 2021-2025. Tempe's contribution will fund aesthetic and art treatments for the bridges.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start			Estimated Completion	
Systems Expansions	6010009	7/1/2020			12/31/2024	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$0	\$0	\$0	\$0	\$0
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Capital Project Fund Balance	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Total	\$220,000	\$0	\$0	\$0	\$0	\$220,000
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
Total	\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000

Capital Improvements Program

Alameda Drive Bicycle/Pedestrian/Streetscape

Alameda Drive - (48th Street to Rural Road)

This project is under construction. The project aims to improve three miles of this collector street so that it is more comfortable for bicyclists and pedestrians. The project includes improved street crossings, medians, bike lanes, landscaping, lighting, and ADA improvements such as new sidewalks and directional ramps. The project links to the City of Phoenix routes with existing bike lanes, to Tempe Diablo Stadium and to the Alameda Bicycle and Pedestrian bridge to be completed with the ongoing I-10 Broadway Road improvement project. It also connects older Tempe neighborhoods, major industrial areas, employment centers, redeveloping areas, and the Tempe Maker District to other major regional bikeways. The project will transform an auto oriented corridor into a premier walking and bicycling facility in accordance with the Maricopa Association of Governments Pedestrian Design Guidelines, Tempe's Transportation Master Plan, and Bicycle Boulevard Plan. The project will provide an improved non-motorized access to Tempe Diablo Stadium and create a more friendly multi-modal street for all users. The project was previously deferred to FY22/23 due to the need to replace and relocate a waterline. The project was originally funded with Federal Transportation Alternatives Grant (a program through the USDOT) of \$1.597 million with a local match from the Transit fund of \$96,558. Staff secured additional Federal TA Grant funds of \$1.299 million with a local match of \$78,489 to meet the increased construction cost. Staff is requesting an additional \$250,000 to supplement current funding to defray the escalating construction cost.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start		Estimated Completion		
Systems Expansions	6008799	7/1/2013		6/30/2023		
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$182,000	\$0	\$0	\$0	\$0	\$182,000
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$343,000	\$0	\$0	\$0	\$0	\$343,000
Construction / Installation / Improvement	\$240,626	\$0	\$0	\$0	\$0	\$240,626
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Total	\$1,015,626	\$0	\$0	\$0	\$0	\$1,015,626
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Capital Project Fund Balance	\$555,156	\$0	\$0	\$0	\$0	\$555,156
Federal Funding	\$460,470	\$0	\$0	\$0	\$0	\$460,470
Total	\$1,015,626	\$0	\$0	\$0	\$0	\$1,015,626
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$35,000
Total	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$35,000

Capital Improvements Program

Bicycle/Pedestrian Bridge at Knox and I-10

Knox Road at I-10 Freeway

As part of the I-10 improvements, a shared use bicycle/pedestrian bridge will be designed and built by ADOT with MAG regional funds at Knox Road and I-10. In addition to the 2 shared use bridges at Alameda Drive and Baseline Road, a third shared use bridge at Knox Road is being proposed. The proposed bridge will provide a non-motorized connection between the Cities of Tempe, Phoenix, Chandler, and the Town of Guadalupe. The design and construction cost of the project will be fully funded with MAG regional funds. The local CIP funds being requested will be used for adding public art as well as the construction of the connection from the Knox Shared Use bridge to the Highline Canal Multi-use path.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start			Estimated Completion	
Systems Expansions	6011181	7/1/2023			6/30/2026	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$0	\$0	\$0	\$0	\$0
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$0	\$5,000	\$5,000	\$5,000	\$15,000
Capital Outlay	\$0	\$0	\$5,000	\$5,000	\$5,000	\$15,000
Total	\$0	\$0	\$10,000	\$10,000	\$10,000	\$30,000

Capital Improvements Program

Country Club Way Bike and Pedestrian Improvements Project

Country Club Way :Warner Road-US60)

The project will design and construct the first 3.5 miles of a seven-mile on/off-street bike boulevard from ASU Research Park/Warner Road to the US-60 bike/ped bridge, generally along Country Club Way. The first 3.5 miles will include public art, enhanced sidewalks, shared use path, bike lanes, signalized street intersections, mid-block crossings, raised medians, improved shading, and landscaping. The new facility will reduce vehicle and bicyclist/pedestrian conflicts, introduce bike lanes and a multi-use path. All facility improvements included with the project will be ADA/MUTCD/AASHTO compliant. Improvements will also include repairs identified in the ADA Transition Plan. The project will provide a sustainable and safe bicycle and pedestrian connection to major employment, educational facilities and shopping centers. This project is listed in the Transportation Master Plan and Tempe General Plan 2040 and works toward the general plan goal of achieving the 20-Minute City. The project has started construction.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start		Estimated Completion		
Systems Expansions	6008969	7/2/2020		6/30/2024		
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$8,463,058	\$0	\$0	\$0	\$0	\$8,463,058
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$120,000	\$0	\$0	\$0	\$0	\$120,000
Total	\$8,583,058	\$0	\$0	\$0	\$0	\$8,583,058
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Capital Project Fund Balance	\$2,534,420	\$0	\$0	\$0	\$0	\$2,534,420
Federal Funding	\$6,048,638	\$0	\$0	\$0	\$0	\$6,048,638
Total	\$8,583,058	\$0	\$0	\$0	\$0	\$8,583,058
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Total	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000

Capital Improvements Program

Country Club Way - US60 to UPRR

Country Club Way between Meadow and Cairo

In 2017, the city received a design assistance grant for the initial assessment of Country Club Way from Warner Rd to the Tempe Town Lake. The initial analysis was completed and since that time, individual segments of the corridor have advanced. This project would be for the design and construction of the remaining portion of Country Club Way from the US60 to the UPRR crossing. Separate from the design assistance grant, Country Club Way from Cairo Drive to Meadow Drive, was identified in a 2021 Maryanne Corder Neighborhood Grant Application to fill a need for landscape/environment/traffic calming implementations and improvements. The consultant design team comprised of landscape architects and transportation engineers conducted a field review and obtaining survey for the study area. Considering the physical geometry of Country Club Way, the design team developed initial concepts based on the input received from the neighborhood association. Concepts were evaluated by the neighborhood through public engagement which consisted of a virtual meeting to present the information and answer questions, followed by accompanying stakeholder opinion surveys. A preferred concept was identified in consultation with the neighborhood group and other stakeholders. The selected concept advanced to 15% design plans and cost estimate. This project would take the design concept produced by the grant project along with the initial concepts developed in 2017 and bring the project to 100% design and construction



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start		Estimated Completion		
Public Health and Safety	N/A	7/1/2026		6/30/2028		
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$5,000	\$80,000	\$0	\$85,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$13,000	\$232,000	\$0	\$245,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$450,000	\$250,000	\$0	\$700,000
Survey / Staking	\$0	\$0	\$0	\$65,000	\$0	\$65,000
Inspection & Construction Management	\$0	\$0	\$0	\$455,000	\$0	\$455,000
Geotech / Material Testing	\$0	\$0	\$0	\$65,000	\$0	\$65,000
Contingency	\$0	\$0	\$0	\$168,929	\$0	\$168,929
Construction / Installation / Improvement	\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$650,000	\$0	\$650,000
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$468,000	\$8,465,929	\$0	\$8,933,929
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$0	\$0	\$218,000	\$4,965,929	\$0	\$5,183,929
Federal Grants	\$0	\$0	\$250,000	\$3,500,000	\$0	\$3,750,000
Total	\$0	\$0	\$468,000	\$8,465,929	\$0	\$8,933,929
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$0	\$0	\$168,000	\$0	\$168,000
Total	\$0	\$0	\$0	\$168,000	\$0	\$168,000

Capital Improvements Program

Grand Canal Connection Project

Grand Canal MUP Connection and Extension

The Grand Canal Connection Project will design and construct a link of the Rio Salado North bank MUP, Crosscut Canal MUP, Washington St, and Grand Canal MUP. The project will provide safe, off-street connections to these three regional bikeways that continue to the cities of Phoenix, Mesa, and Scottsdale. The proposed project will also provide a signalized pedestrian crossing at Mill Avenue north of Washington Street connecting Crosscut Canal to the Town Lake and the Grand Canal. Additional improvements include 10' wide concrete shared-use paths, striped bike facilities on Lake View Drive and 56th St, and sidewalk improvements along Mill Ave and Priest Drive. The project will also include lighting, landscaping, rest nodes, and art features. All improvements will be designed and constructed in compliance with ADA/MUTCD/AASHTO guidelines. The project is consistent with the goals and objectives of the Tempe General Plan, Tempe Transportation Master Plan and the sustainability objectives of the city. The project supports the fulfillment of the General Plan 20-Minute City.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number		Estimated Start		Estimated Completion	
Systems Expansions	6008979		1/1/2018		10/20/2024	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$395,000	\$0	\$0	\$0	\$0	\$395,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$525,043	\$3,600,000	\$0	\$0	\$0	\$4,125,043
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$304,173	\$0	\$0	\$0	\$304,173
Total	\$920,043	\$3,904,173	\$0	\$0	\$0	\$4,824,216
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$0	\$304,173	\$0	\$0	\$0	\$304,173
Federal Grants	\$395,000	\$3,600,000	\$0	\$0	\$0	\$3,995,000
Capital Project Fund Balance	\$525,043	\$0	\$0	\$0	\$0	\$525,043
Total	\$920,043	\$3,904,173	\$0	\$0	\$0	\$4,824,216
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$0	\$5,000	\$5,000	\$5,000	\$15,000
Total	\$0	\$0	\$5,000	\$5,000	\$5,000	\$15,000

Capital Improvements Program

Knox & Kyrene Traffic Signal

Knox Road & Kyrene Road

The City of Chandler is proposing to extend the Kyrene Canal Path, south from our shared border at Knox Road to Orchid Lane. As part of that project, Chandler is proposing to design and construct improvements within the City of Tempe through an Intergovernmental Agreement which will include new sidewalk, bus shelter, and traffic signal near Kyrene Road and Knox Road. The project is primarily funded through federal grants and local City of Chandler funding. This programmed funding will be used as Tempe's contribution to the required local match of 5.7% of the grant and contingency funding.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start			Estimated Completion	
Systems Expansions	N/A	7/1/2025			5/1/2026	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$964,895	\$0	\$0	\$0	\$0	\$964,895
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$964,895	\$0	\$0	\$0	\$0	\$964,895
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Federal Grants	\$864,895	\$0	\$0	\$0	\$0	\$864,895
Total	\$964,895	\$0	\$0	\$0	\$0	\$964,895
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
None	\$0	\$0	\$0	\$0	\$0	\$0

Capital Improvements Program

Kyrene Road/Roosevelt Road/Farmer Avenue Bicycle and Pedestrian Improvement Project

Kyrene Rd/Roosevelt Dr/Farmer Ave University Dr to Baseline Rd

This project will design and construct three miles of bicycle and pedestrian improvements along Kyrene / Roosevelt/ Farmer from University Drive to Baseline Road. The project involves constructing lighting and landscaping along the alignment, street crossing treatments, sidewalk improvements, landscaping, dedicated bicycle facilities, and other amenities. The project will include repairs identified in the ADA Transition Plan and will construct and complete missing sidewalks along Roosevelt Drive. The project will include a public outreach component and is identified in the Tempe General Plan 2040 and Transportation Master Plan. The project has been requested by several businesses and neighborhoods and has already had some portions built through agreements with private business. Construction of the project is funded with \$2,315,065 federal, \$664,217 Transit Tax and \$35,754 Impact Fees. The project was previously known as North-South Rail Spur Multi Use Path Phase 1. Tempe City Council approved the alignment change as recommended by staff on June 20, 2019. Kimly Horn is currently preparing 30% design plans for \$292,000 and an additional \$450,000 is requested for FY 2023-24 to complete the final design. Completing the final design is complicated due to right of way issues, possible utility relocations, and potential archaeological finds within the project area. City staff is in the process of obtaining approval for a second deferral of the federal funds from MAG.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start		Estimated Completion		
Systems Expansions	6007089	7/1/2020		1/15/2023		
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$621,609	\$0	\$0	\$0	\$0	\$621,609
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$300,000	\$6,889,130	\$0	\$0	\$0	\$7,189,130
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$921,609	\$6,889,130	\$0	\$0	\$0	\$7,810,739
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$300,000	\$538,311	\$0	\$0	\$0	\$838,311
Federal Grants	\$0	\$6,315,065	\$0	\$0	\$0	\$6,315,065
Development Impact Fees	\$0	\$35,754	\$0	\$0	\$0	\$35,754
Capital Projects Fund Balance	\$621,609	\$0	\$0	\$0	\$0	\$621,609
Total	\$921,609	\$6,889,130	\$0	\$0	\$0	\$7,810,739
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$0	\$7,000	\$7,000	\$7,000	\$21,000
Total	\$0	\$0	\$7,000	\$7,000	\$7,000	\$21,000

Capital Improvements Program

Pathway Capital Maintenance

Citywide (rivers, canals, utility easements)

This project provides ongoing funding for repair, replacement and installation of concrete, lighting, safety features (e.g. netting), seating, signage, landscaping and irrigation, bridges, signals and any other needed element for the 40+ miles of pathway along canals, railroads/utility corridors, rivers and other locations. Pathways exist along the El Paso gas line, Rio Salado, Indian Bend Wash, Railroad, some street alignments (e.g. Knox Road) and the Grand, Crosscut, Highline, and Tempe canals. Multiple bicycle/pedestrian bridges, including over area freeways, are included in this project. Upcoming significant path improvements are programmed for the 1.25-mile Indian Bend Wash Path and the 1/2-mile Grove Parkway. All pathway repair and improvements include ADA compliance, conversion to LED lighting, arid land landscaping, and support for the city's efforts to provide comfortable and convenient use non-motorized transport. Elmore Pedestrian Bridge shade canopies.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Priority Type	Project Number		Estimated Start		Estimated Completion	
Asset Preservation	6005249		ongoing		ongoing	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$3,355,630	\$1,065,000	\$1,400,000	\$900,000	\$1,500,000	\$8,220,630
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,355,630	\$1,065,000	\$1,400,000	\$900,000	\$1,500,000	\$8,220,630
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$1,200,000	\$1,065,000	\$1,400,000	\$900,000	\$1,500,000	\$6,065,000
Capital Project Fund Balance	\$2,155,630	\$0	\$0	\$0	\$0	\$2,155,630
Total	\$3,355,630	\$1,065,000	\$1,400,000	\$900,000	\$1,500,000	\$8,220,630
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
None	\$0	\$0	\$0	\$0	\$0	\$0

Capital Improvements Program

Rio Salado North Bank Multi-use Path (Indian Bend Wash-McClintock Dr)

Rio Salado North Bank Multi-use Path (Indian Bend Wash-McClintock Dr)

This project is over a half mile extension of the Rio Salado Path system to link existing paths along the north bank of the Rio Salado (east of Rural Road) from the Indian Bend Wash east to McClintock Drive. The project will complete the Rio Salado Path system and will provide another critical link for non-motorized travel along Rio Salado to Downtown Tempe, north Tempe neighborhoods, Tempe Marketplace, City of Scottsdale, City of Mesa, SRPMIC, and planned future developments along the Rio Salado area. This project will include a paved path, landscaping and lighting. The project had historically been in partnership with and managed by the United States Army Corps of Engineers (USACE), but Tempe will be assuming project management and, in turn, Army Corps is returning the funds (\$800K) previously allocated (from Tempe) back to Tempe for the construction of the project. Previously this project was also removed from the CIP due to COVID-related economic concerns and due to improved sales tax realities, the project is being re-submitted to complete the design and construct without the partnership with USACE.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start			Estimated Completion	
Systems Expansions	6008579	7/1/2020			10/20/2024	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$1,210,000	\$0	\$0	\$0	\$0	\$1,210,000
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$120,000	\$0	\$0	\$0	\$0	\$120,000
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,510,000	\$0	\$0	\$0	\$0	\$1,510,000
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$530,000	\$0	\$0	\$0	\$0	\$530,000
Federal Grants	\$800,000	\$0	\$0	\$0	\$0	\$800,000
Capital Project Fund Balance	\$180,000	\$0	\$0	\$0	\$0	\$180,000
Total	\$1,510,000	\$0	\$0	\$0	\$0	\$1,510,000
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$2,500	\$2,500	\$2,500	\$2,500	\$10,000
Total	\$0	\$2,500	\$2,500	\$2,500	\$2,500	\$10,000

Capital Improvements Program

Rio Salado Upstream Pedestrian Bridge

Tempe Town Lake East Side by McClintock

The Tempe Town Lake Upstream Dam Bridge project will span the north and south bank of the upstream portion of Tempe Town Lake, at roughly Dorsey Lane. The proposed project will be similar to the Elmore Pedestrian Bridge on the downstream portion of Tempe Town Lake. The project will directly link from the South Pier development (on the south side of Town Lake along Rio Salado Parkway) to the north side of the lake and the Rio Salado North bank path (future). The South Pier development is also contributing funds to this project to assist in construction costs and integrate the bridge and the development seamlessly. The proposed project will utilize the existing upstream dam pier caps to provide the substructure for a low-stress, off-street pedestrian and bicycle bridge that will connect the north and south banks of Rio Salado Multi-use Paths. The project will include rest nodes with shade, public art, architectural lighting, and landscaping. The project creates a direct, safe and continuous off-street connection to the surrounding communities, greatly reducing travel distance and potential vehicular/bicycle/pedestrian conflicts at busy arterial streets. The Rio Salado path system touches portions of the off-street bicycle facilities of Tempe, Scottsdale, Phoenix, and Mesa. This project would directly connect the eastern end of the north and south banks of the Rio Salado and miles of regional shared-use paths. Staff is currently pursuing multiple IIJA grant opportunities for the final design and construction of the project in FY 25-27. Staff is requesting transit funding to provide for the required local match/contingency funding, should an eventual federal grant be awarded.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

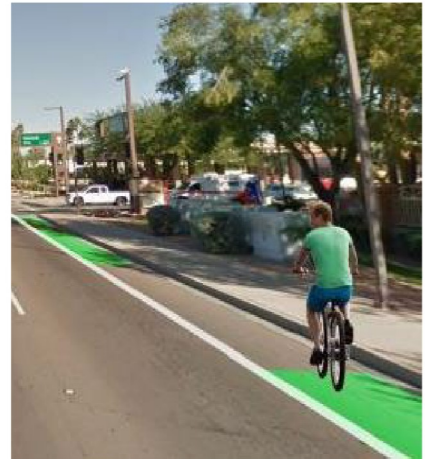
Project Priority Type	Project Number		Estimated Start		Estimated Completion	
Systems Expansions	6011191		7/1/2025		6/30/2029	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$150,000	\$1,200,000	\$0	\$0	\$0	\$1,350,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$0	\$30,500,000	\$0	\$0	\$30,500,000
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$150,000	\$1,200,000	\$30,500,000	\$0	\$0	\$31,850,000
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Federal Funding	\$0	\$1,200,000	\$24,500,000	\$0	\$0	\$25,700,000
Capital Project Fund Balance	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Developer Contribution	\$0	\$0	\$5,500,000	\$0	\$0	\$5,500,000
Total	\$150,000	\$1,200,000	\$30,500,000	\$0	\$0	\$31,850,000
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$0	\$10,000	\$10,000	\$10,000	\$30,000
Total	\$0	\$0	\$10,000	\$10,000	\$10,000	\$30,000

Capital Improvements Program

Scottsdale Road Bicycle and Pedestrian Improvement Project

Scottsdale Road: Curry to Scottsdale City Border

This project is currently under design. The proposed project will provide continuous bike lanes for 1.25-mile segment of Scottsdale Road between Curry Road and Continental Drive connecting existing bike lanes in the City of Scottsdale with the existing bike lanes at Curry Road. The project will also include improved signage, pedestrian lighting, fencing along the median to discourage unsafe crossing, ADA sidewalk (including repairs identified in the Transition Plan) and crossing improvements. The reconfiguration of the roadway will add dedicated bike lanes for cyclists in both directions and will add visibility and awareness for all users of the road. The 1.25-mile segment of arterial roadway will maintain the existing configuration of six traffic lanes, retain the existing dedicated left-turn pocket at intersection approaches, and the landscaped medians. Curb and medians will be reconstructed to accommodate the buffered bike lanes with vertical delineation. This project directly responds to growing safety concerns related to lack of bike lane facilities and low pedestrian visibility at night on a high-volume corridor that connects to several regional bike networks. The project is identified in the Tempe Transportation Plan and supports the sustainability goals of the City of Tempe. The project also supports the fulfillment of the 20 Minute City as identified in the Tempe General Plan. Staff secured additional federal funds to construct the project.



Primary City Council Priority and Performance Measure Addressed



Quality of Life

3.26 Achieve a percentage of dwellings where residents can utilize a multimodal transportation system (walk, bicycle, or use public transit) to meet all basic daily, non-work needs within 20 minute city criteria.

Project Priority Type	Project Number	Estimated Start			Estimated Completion	
Systems Expansions	6009749	7/1/2019			6/30/2024	
Estimated Project Costs	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit / Agency Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$7,318,295	\$0	\$0	\$0	\$0	\$7,318,295
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$0	\$0	\$0	\$0	\$0	\$0
Archeological Monitoring/Reporting	\$0	\$0	\$0	\$0	\$0	\$0
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$7,368,295	\$0	\$0	\$0	\$0	\$7,368,295
Funding Sources	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Transit Tax	\$337,000	\$0	\$0	\$0	\$0	\$337,000
Federal Grants	\$5,900,613	\$0	\$0	\$0	\$0	\$5,900,613
Capital Project Fund Balance	\$1,130,682	\$0	\$0	\$0	\$0	\$1,130,682
Total	\$7,368,295	\$0	\$0	\$0	\$0	\$7,368,295
Operating Impacts	2024-25	2025-26	2026-27	2027-28	2028-29	Total 5 -Year
Supplies and Services	\$0	\$12,000	\$12,000	\$12,000	\$12,000	\$48,000
Total	\$0	\$12,000	\$12,000	\$12,000	\$12,000	\$48,000