



## PUBLIC MEETING AGENDA

### Transportation Commission

**MEETING DATE**

Tuesday, April 23, 2019  
7:30 a.m.

**MEETING LOCATION**

City of Tempe  
Engineering & Transportation Conference Room  
31. E. Fifth Street, Garden Level,  
Tempe, Arizona

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<p><b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.</p>	<p>Brian Fellows, Commission Chair</p>	<p>Information</p>
<p><b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the April 9, 2019 meeting.</p>	<p>Brian Fellows, Commission Chair</p>	<p>Action</p>
<p><b>3. FY 2019/20 Paid Media Plan</b> The consultant from Zion &amp; Zion will present fiscal year 2019/20 transportation paid media plan.</p>	<p>Lorrie Luckinbill, Zion &amp; Zion</p>	<p>Action</p>
<p><b>4. 20-Minute City</b> Staff will provide an update on the 20-Minute City Plan including a baseline assessment.</p>	<p>Vanessa Spartan, Engineering &amp; Transportation Department</p>	<p>Information and Possible Action</p>
<p><b>5. Capital Improvements Project Update</b> Staff will provide an update on Transportation's Capital Improvements Program.</p>	<p>Shelly Seyler, Engineering &amp; Transportation Department</p>	<p>Information and Possible Action</p>
<p><b>6. Maricopa Association of Governments Design Assistance Grants</b> Staff will provide information on possible projects that could receive funding through MAG design assistance grant opportunities.</p>	<p>Robert Yabes, Engineering &amp; Transportation Department</p>	<p>Action</p>
<p><b>7. Department &amp; Regional Transportation Updates</b> Staff will provide updates and current issues being discussed at regional transportation and transit agencies.</p>	<p>Engineering &amp; Transportation Department Staff</p>	<p>Information</p>
<p><b>8. Future Agenda Items</b> Commission may request future agenda items.</p>	<p>Brian Fellows, Commission Chair</p>	<p>Information and Possible Action</p>

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.



**Minutes**  
**City of Tempe Meeting of the Transportation Commission**  
**April 9, 2019**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, April 9, 2019, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Susan Conklu (via phone)  
Jeremy Browning  
JC Porter  
Paul Hubbell  
David A. King  
John Kissinger

Lloyd Thomas  
John Federico  
Peter Schelstraete  
Cyndi Streid

**(MEMBERS) Absent:**

Ryan Guzy  
Brian Fellows (Chair)  
Bonnie Gerepka

Pam Goronkin  
Shana Ellis

**City Staff Present:**

Shelly Seyler, Deputy Director Engineering & Transportation  
Chase Walman, Planner II  
Joe Clements, Transportation Financial Analyst  
Julian Dresang, City Traffic Engineer  
Eric Iwersen, Transit Manager  
Vanessa Spartan, Planner II  
Jim Peterson, Lieutenant  
Tim Bulson, Sergeant

Sue Taaffe, Senior Management Assistant  
Robert Yabes, Principal Planner  
Laura Kajfez, Neighborhood Services Specialist  
Amanda Nelson, Public Information Officer  
Tony Belleau, Streetcar Project Manager  
Braden Kay, Sustainability Director  
Brianne Fisher, Mayoral Aide  
Bonnie Richardson, Principal Planner

**Guests Present:**

Cliff Anderson  
Allison Shinn  
Bri Croye

David Sokolowski  
Jason Simmers  
David Rice

With the absence of the Chair and Vice Chair, Shelly Seyler called the meeting to order at 7:33 a.m.

A motion was made to have Peter Schelstraete chair the meeting.

**Motion:** Cyndi Streid

**Second:** Paul Hubbell

**Decision:** Approved by Commissioners:

Susan Conklu (via phone)  
Jeremy Browning  
JC Porter  
Paul Hubbell  
David A. King

Lloyd Thomas  
John Federico  
Peter Schelstraete  
John Kissinger  
Cyndi Streid

**Agenda Item 1 – Public Appearances**

Cliff Anderson spoke about Tempe Bicycle Action Group's (TBAG) annual bike counts. The draft report for 2018 is almost complete. There will not be a count completed by TBAG in 2019.

**Agenda Item 2 – Minutes**

Commissioner Peter Schelstraete introduced the minutes of February 12, 2019 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner Paul Hubbell  
**Second:** Commissioner Lloyd Thomas

**Decision:** Approved by Commissioners:

Susan Conklu (via phone)  
Jeremy Browning  
JC Porter  
Paul Hubbell  
David A. King

Lloyd Thomas  
John Federico  
Peter Schelstraete  
John Kissinger  
Cyndi Streid

**Agenda Item 3 – Council Bike Safety Working Group Update (Bicycles, E-Bicycles, Human Powered Vehicles, Non-Human Powered Vehicles and Electric Personal Assistive Mobility Devices)**

Shelly Seyler presented the draft ordinance related to Bicycles, E-Bicycles, Human Powered Vehicles, Non-Human Powered Vehicles and Electric Personal Assistive Mobility Devices. Topics of the presentation included:

- Current ordinance language
- Definitions of human powered and non-human powered vehicles
- Proposed changes to the specific modes: bicycle, electric bicycle, non-human powered vehicles (scooters), electric personal assistive mobility devices, and human powered vehicles.
- Next steps
  - April 2, 2019 – April 16, 2019 - Public Comment
  - April 9, 2019 - Transportation Commission Meeting
  - April 10, 2019 - Public Meeting
  - May 16, 2019 – Work Study Session
  - June 6, 2019 – First Public Hearing
  - June 27, 2019 – Second Public Hearing

General consensus among the Commissioners was that the following four items be addressed in the ordinance:

1. Eliminate requirement that bicyclists must dismount when in a crosswalk.
2. Require all people under the age of 18 to wear a helmet on all modes included Electric Personal Assistive Mobility Devices and Human Powered Vehicles.
3. Reduce the 20 mph speed limit for all vehicles on multi-use paths and sidewalks.
4. Eliminate mandatory \$100 fine (allowing officers to issue a warning) and allow for an opportunity to correct the behavior.



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#### **Agenda Item 4 – Vision Zero**

Julian Dresang made a presentation about the draft Vision Zero Action Plan. Topics of the presentation included:

- Overview of Vision Zero
- Elements of a Vision Zero City
  - Setting a clear goal of eliminating traffic fatalities and severe injuries.
  - The Mayor and Council publicly, officially committing to Vision Zero.
  - Key city departments (including police, transportation, fire) and community stakeholders (ex: ASU, school districts, public health agencies), are engaged.
  - A Vision Zero plan or strategy is in place, or the city commits to doing so in a clear time frame.
- Data
  - Types of crashes
  - Lighting conditions
  - Factors in crashes
  - Impairment
- Draft Vision Zero Action Plan Components
  - Intersections
  - Bicycles & scooters
  - Pedestrians
  - Nighttime
  - Impairment
  - Inexperienced and very experienced road users
  - Distraction
  - General
- Draft Strategies

Discussion included construction zones, definition of left turn crashes, and technology.

#### **Agenda Item 5 – Alameda Drive Streetscape Project**

This item was previously removed from the agenda.

#### **Agenda Item 6 – Streetcar**

Eric Iwersen and Tony Belleau made a presentation about the Tempe Streetcar project. Topics of the presentation included:

- Funding
- Construction timeline
- 1<sup>st</sup> Street/ Ash Avenue/ Rio Salado Parkway roundabout
- History panels
- Fares
  - Trip cost & inaugural year service
  - Regional fare collection vendor selection
  - Regional Fare Policy & Valley Metro process & board adoption
- Community outreach efforts

Discussion included naming the streetcar and advertising on the streetcar.

#### **Agenda Item 7 – Department & Regional Transportation Updates**

None

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**Agenda Item 8 - Future Agenda Items**

Lloyd Thomas requested that the Council Bike Safety Working Group Update (Bicycles, E-Bicycles, Human Powered Vehicles, Non-Human Powered Vehicles and Electric Personal Assistive Mobility Devices) be added to a future agenda.

- April 23
  - Paid Media Plan
  - MAG Design Assistance Grants
  - 20 Minute City
  - Capital Improvements Project Update
- May 14
  - Bike Hero Award
  - Climate Action Plan
  - Tempe/Mesa Streetcar Feasibility Study Update
  - Grand Canal Multi-use Path Update
- June 11
  - Transportation Overlay District
  - Speed Limits
  - DTA Update
  - 3-Foot Bicycle Signage
  - I-10 Broadway Curve P3 Project Update
- July 9
- August 13
  - Transit Security Update
  - Transportation Overlay District
  - Grand Canal Multi-use Path Project
- September 10
  - Bus Shelter Design
  - El Paso Multi-use Path Project
  - North/South Railroad Multi-use Path Project
- October 8
  - Annual Report
- November 12
  - Annual Report
- December 10
- January 14
  - Commission Business
- February 11
- March 10
- April 14
  - Paid Media Plan
- May 12
  - Bike Hero
  - Capital Improvements Project Update
  - MAG Design Assistance Grants

The next meeting is scheduled for April 23, 2019.

The meeting was adjourned at 9:23 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 3

#### DATE

April 23, 2019

#### SUBJECT

FY 2019/20 Transportation Media Plan

#### PURPOSE

The purpose to this presentation is to get feedback from the Transportation Commission regarding the 2019/20 paid media plan for the Transportation Division programs.

#### BACKGROUND

Key messages, as outlined in the marketing plan, include promoting:

- Walking, biking, riding the bus (Orbit, Express and fixed route) and taking light rail
- Bike Month, bike hero, bike registration, GRID, bike safety
- Youth transit pass program
- Adopt-A-Path and Street programs
- Vision Zero
- Public meetings

Key audiences include:

- ASU & high school students
- Tempe residents and professionals

Proposed paid mediums are based on target ability, efficiency, cost and relevance to the audience. They include:

- Tempe Opportunities Parks and Recreation publication
- Digital Display – Programmatic Digital Buying
- Light pole banners
- High school online ads (McClintock, Corona del Sol, Marcos de Niza and Tempe high schools)
- Mall kiosks at Tempe Marketplace & Arizona Mills
- Pandora, iHeart Radio – Music Streaming Service
- Cox Cable TV
- Programmatic Digital Video Advertising (“Pre-Roll”)
- Theater ads (Harkins, Pollack, AMC)

Success Measurement tools include:

- Resident survey (every other year, will be done again in 2020)
- Transit ridership stats
- Google Analytics

- GRID bike use

**FISCAL IMPACT**

The budget to promote the elements of the Transportation program is \$254,700. Adequate funds for the Transportation Media Plan are budgeted in Cost Center 3916-6751 for FY 2019/20.

**RECOMMENDATION**

This item is for information only.

**CONTACT**

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[sue\\_taaffe@tempe.gov](mailto:sue_taaffe@tempe.gov)

**ATTACHMENTS**

PowerPoint



# City of Tempe – Transportation Commission

04.23.19

WHERE STRATEGY MEETS *CREATIVITY*

1. What are we trying to communicate?
2. To whom?
3. What action do we want as a result?



# What are we trying to communicate?

## Bike Messaging

- Walk & Bike Tempe
- Bike Registration
- GRID Bikes
- Bike Hero
- Tour de Tempe
- Bike to Work
- Adopt-a-Path/Street

## Additional Messages

- Public Meetings
- Vision Zero

## Transit Messaging

- Bus
- Orbit
- Light Rail
- Dump the Pump
- Car Free Day
- Youth Transit Pass



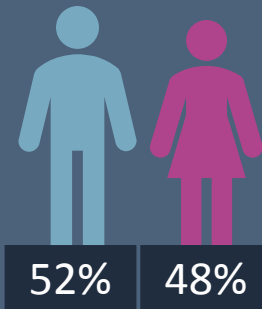


# To whom?

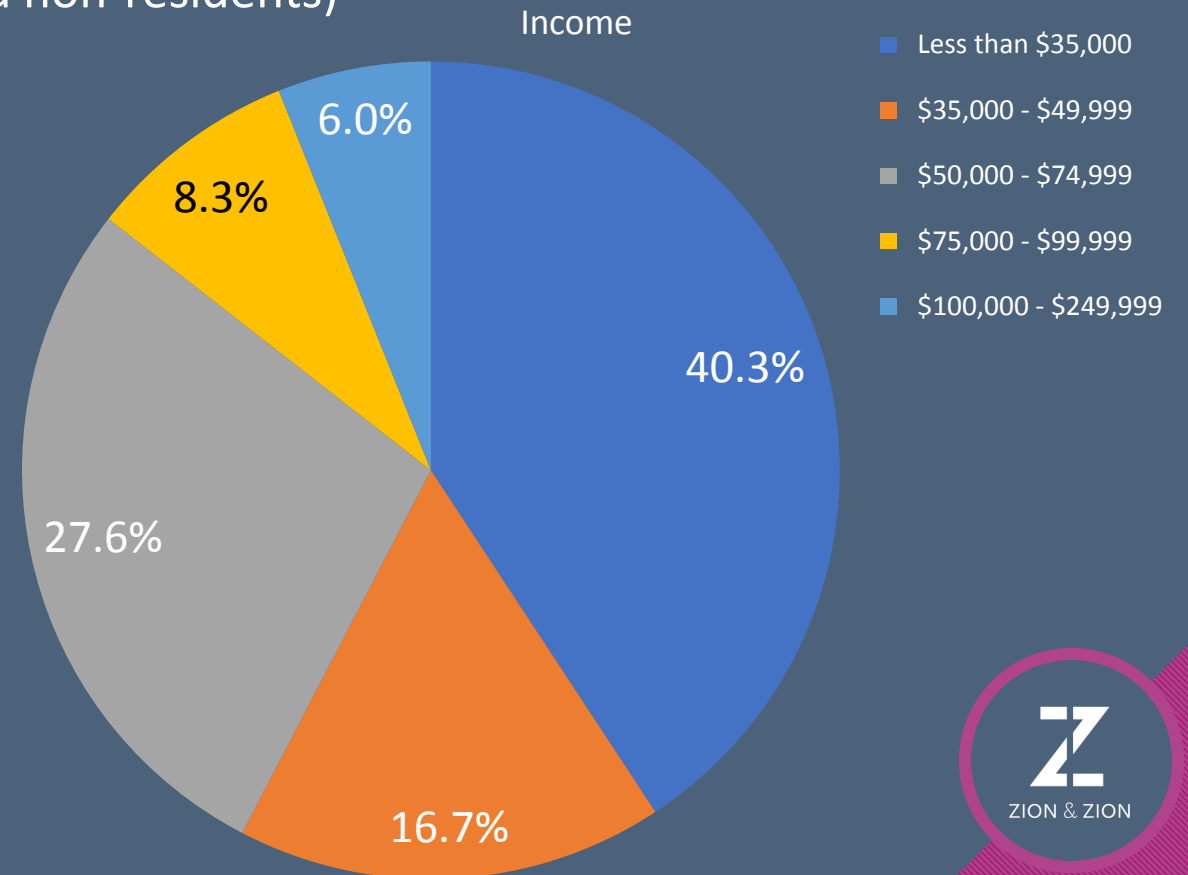
## Heavy Users of Internet

- **Tempe Residents (85281, 85282, 85283, 85284)**
  - 167,311 (Adults 18+)
  - 6,282 (Tempe Youth 10-17)
  - 51,585\* (ASU Students - both residents and non-residents)

80% are Adults 18-49



31% own / 67% rent



Market/Release: Phoenix, AZ 2018 Release 2 Total (Aug 2017 - Jul 2018)

Base: Total Adults 18+ Projected: 4,278,206 Respondents: 2,409

\*ASU Enrollment Department – Graduate & Undergraduate Programs

# Digital Terms

**New user** – The first time someone visits the website. There is only one time that someone will be a “new” user.

**Sessions** – When someone visits a website. A person can have multiple sessions on the same site. Every time someone visits a site, they create a session.

**Source** - Inside Google Analytics, Source identifies what a user clicked on to reach the website i.e., Display (banner ads), Video (streaming and pre-roll), or Audio (streaming radio).

**Impression** - Each time the advertisement is seen or heard by a potential user.



# Digital Terms

**CPM** - Digital is purchased on a "cost per thousand" or "CPM" - example the digital display is a \$5.00 CPM, this means each impression served will cost \$.005.

**Targeting** – Isolating the groups of people who you want to serve ads to based on specific details (demographic, behavioral, etc.) that you deem important.

**Geo-targeting** - Isolating an audience based on location.

**Device targeting** – Isolating an audience based on the type of device (mobile, desktop, or tablet) that they use to browse the internet.



# Digital Terms

**Cross-device targeting** – The ability to target the same user regardless of what device they are browsing the internet on.

**Companion banner** – An type of display ad that runs adjacent to a digital audio ads, where the commercial voice can direct the listener to click the companion banner ad.

**Click** – A measurable action that a user takes on an ad that is viewed on the internet. After clicking on an ad, the person is taken to a landing page or website.

**3<sup>rd</sup> Party ad server** – A reputable, non-partisan company that is paid by the advertiser or agency for the purpose of reporting proof that an ad was served appropriately.



# Where are we now?

Initiative	Goal	Success Measurement tools
Tempe in Motion	Increase awareness by 5%	Survey & Google Analytics - increase of website traffic on <a href="http://tempe.gov/transportation">tempe.gov/transportation</a> – evaluated by isolating new users to the site that come from advertising initiatives
<b>Results:</b>		
Survey: Awareness is up from 44% in 2016 to 57% in 2018.		
YoY Google Analytics: No data until November 2019 due to website refresh		

# Where are we now?

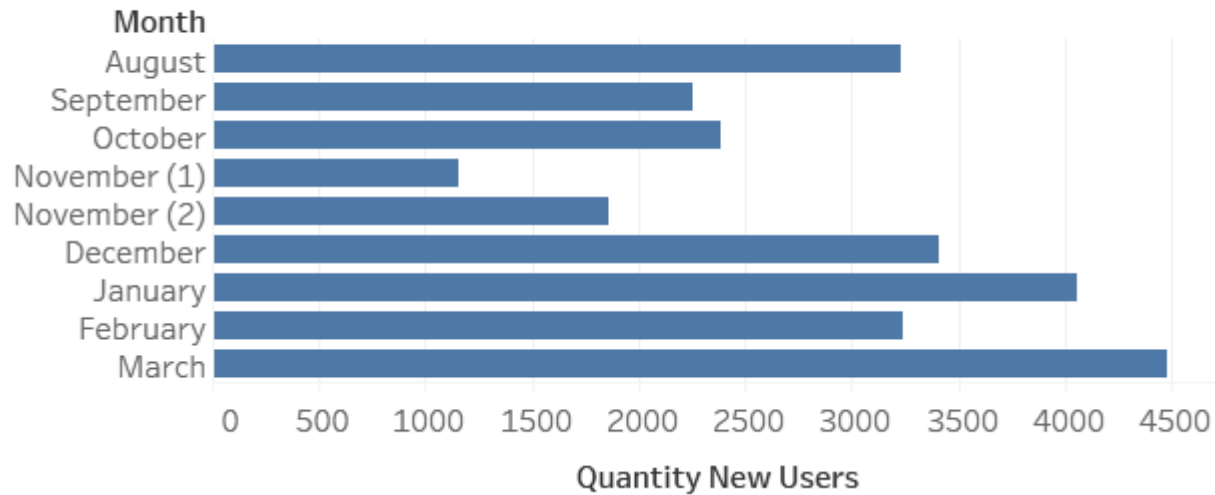
Initiative	Goal	Success Measurement tools
Transit Ridership	Increase Ridership 3% annually	Survey & monthly ridership stats
<b>Results:</b>		
Survey: Ridership is up from 62% in 2016 to 66% in 2018		
Annual Ridership: Down from 9.5 million in 2017 to 9.3 million in 2018		

Initiative	Goal	Success Measurement tools
Bicycle Usage	Increase 2% by 2020	Surveys, GRID bike use
<b>Results:</b>		
Survey: Number of residents with access to a bicycle is up from 62% in 2016 to 64% in 2018		
GRID bike use: Up from 72,277 trips in 2017 (May to Dec.) to 109,430 in 2018		

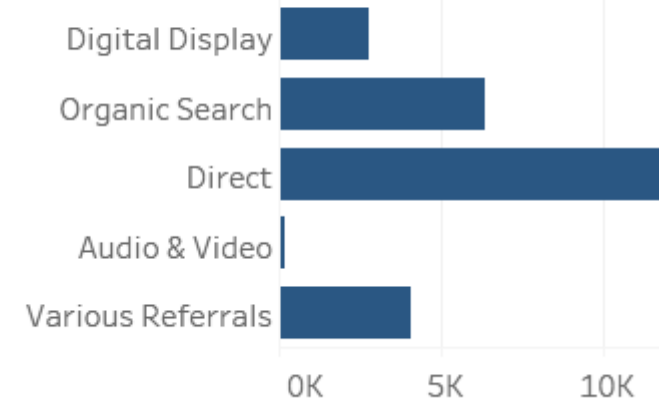
# How is Advertising Affecting New Website Users?

August 2018 thru March 2019 (New Users Count) 26,071

## Monthly New Users

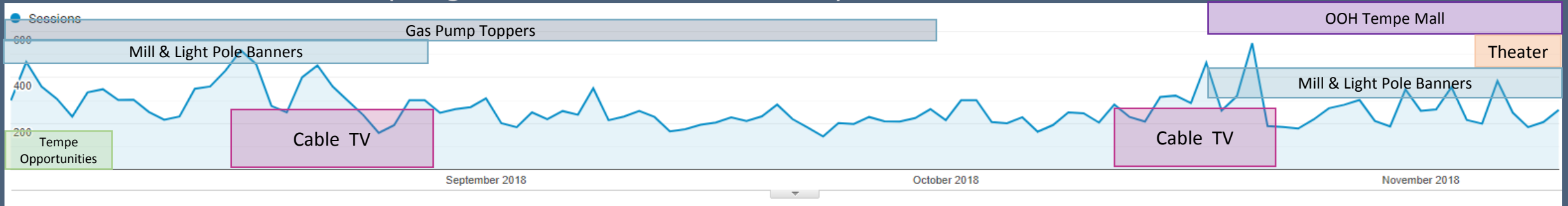


## Where are website "New Users" coming from?

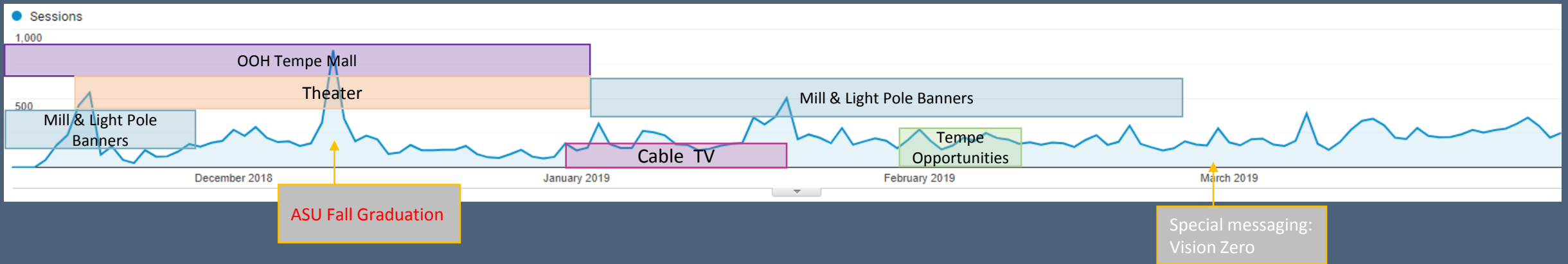


# How is Media Affecting Total Website Users?

Former website traffic (Aug 1, 2018 – Nov 10, 2018)



New website traffic (Nov 11, 2018 – Mar 31, 2019)



Cable TV	OOH Tempe Mall	Theater	Mill & Light Pole Banner	Gas Pump Toppers	Tempe Opportunities
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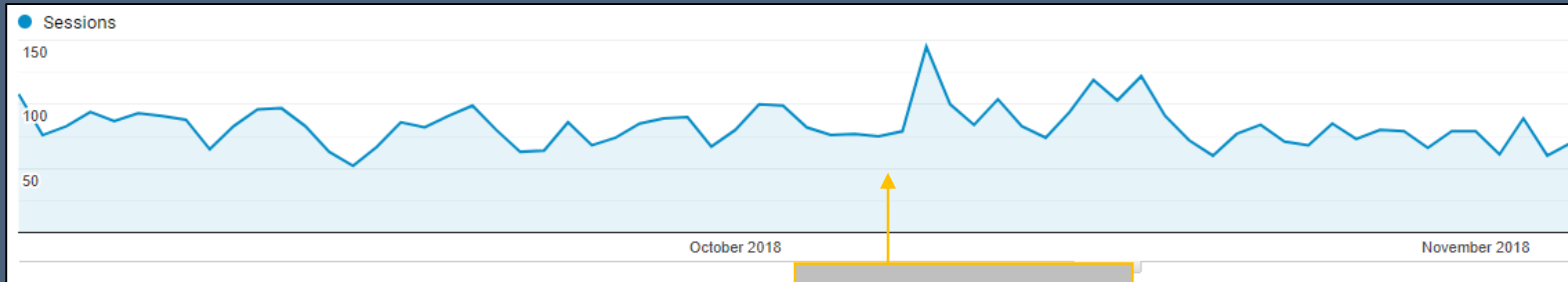
Video, Audio, and Display were active during each of these months



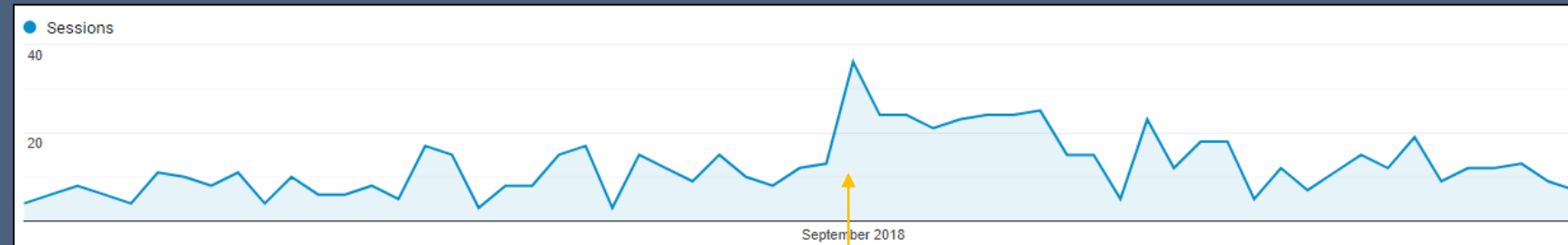


# How is Media Affecting Total Website Users?

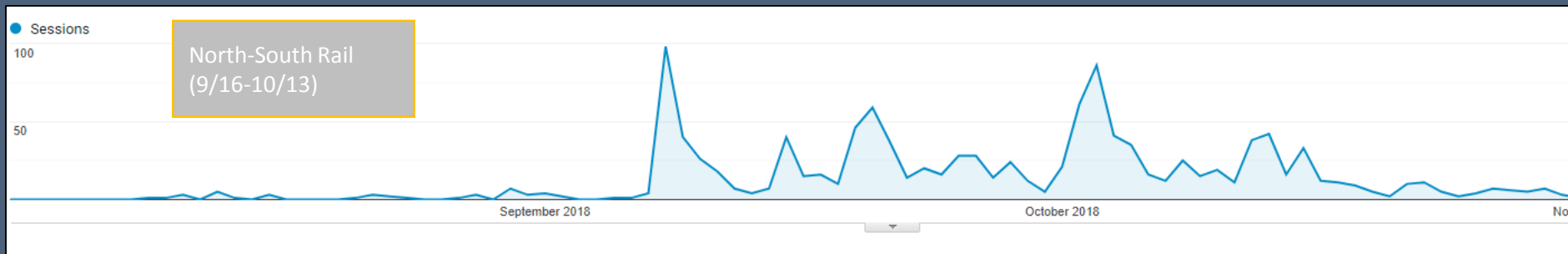
Former website traffic (Aug 1, 2018 – Nov 10, 2018)



Orbit Digital Audio & Display (10/1-10/31)



GRID Bike Share (9/1-9/30)

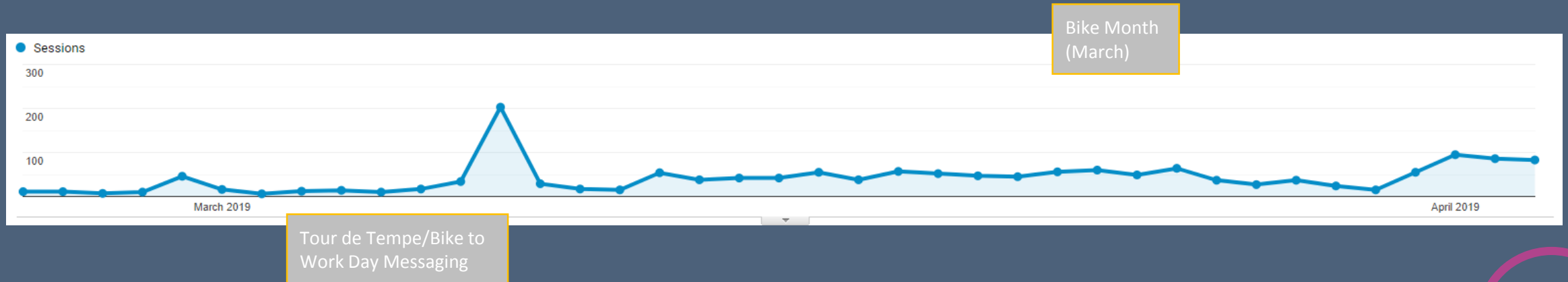
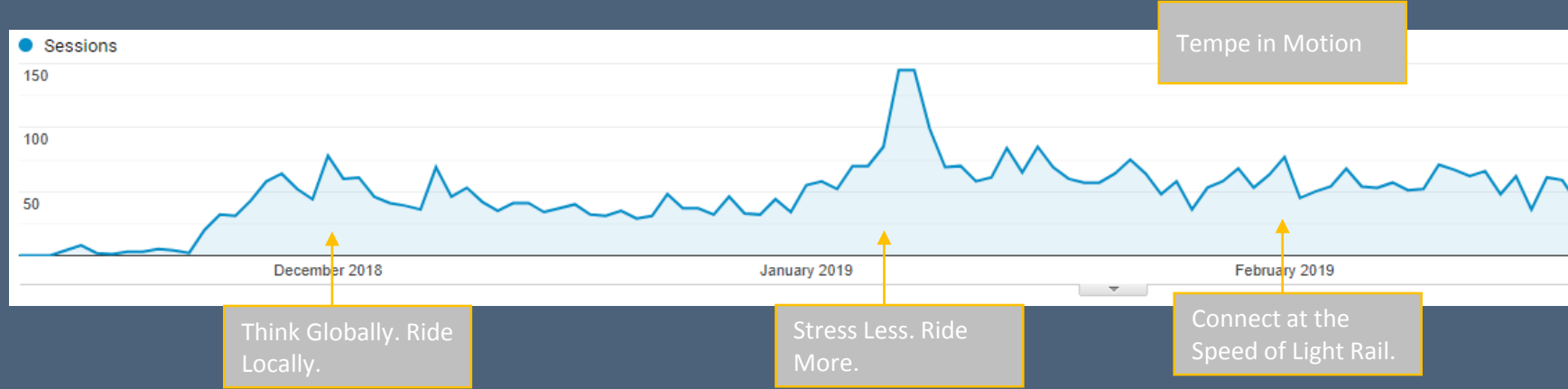


North-South Rail (9/16-10/13)



# How is Media Affecting Total Website Users?

New website traffic (Nov 11, 2018 – Mar 31, 2019)

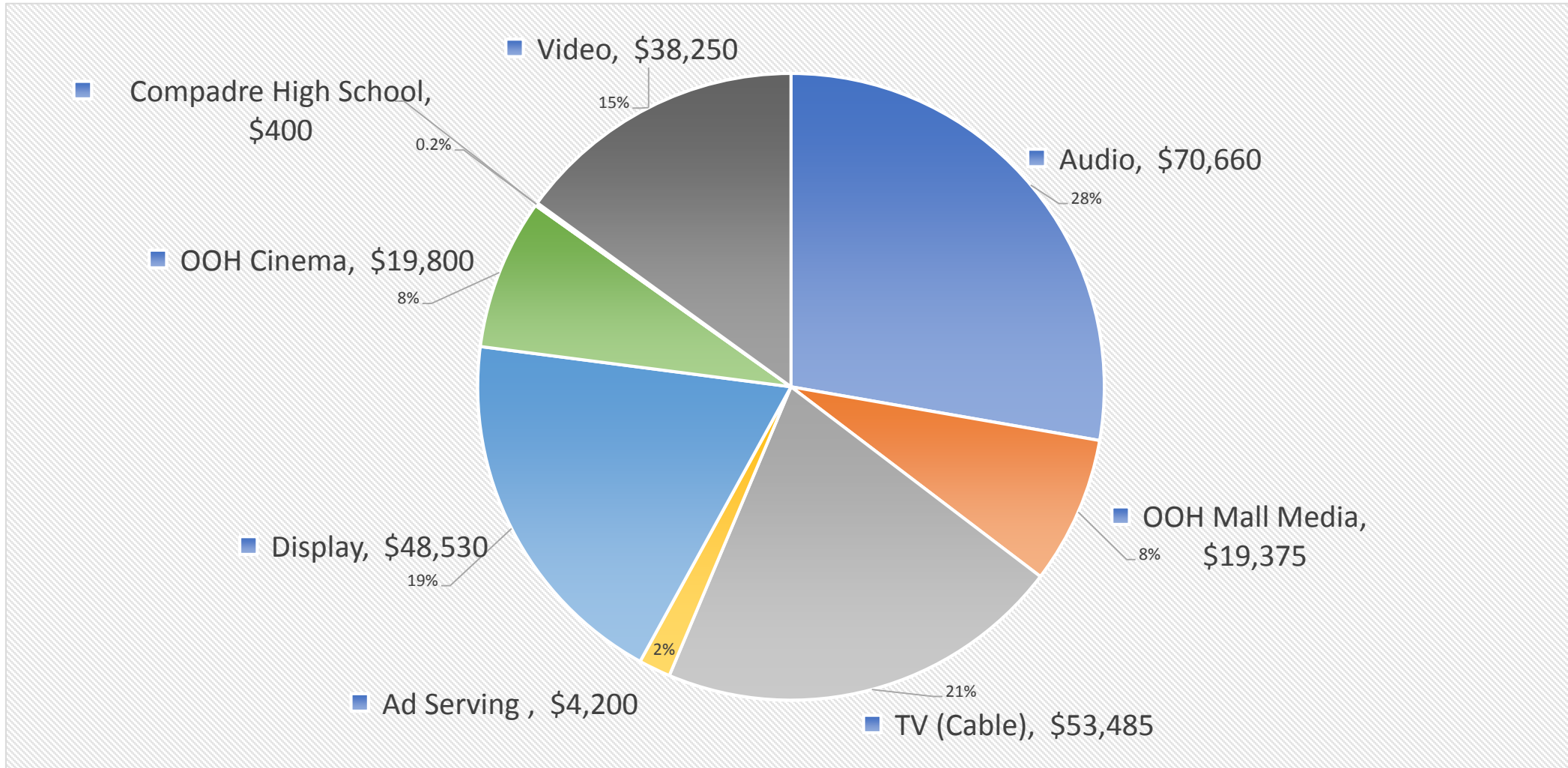


# Media Spend

2018-2019			2019-2020			
Spend	# of weeks	# of imps		Spend	# of weeks	# of imps
\$3,600	52	10,000	Print	\$0	N/A	N/A
\$32,690	52	6,600,000	Digital Display	\$48,530	52	12,132,500
\$12,625	12/9	6,900,000	OOH (Mall/Gas)	\$19,375	12/0	12,916,667
\$17,368	14	514,000	Cinema	\$19,800	14	600,000
\$48,792	47	2,772,000	Streaming Radio	\$70,660	52	4,730,000
\$52,539	10/25	6,950,000	TV/Video	\$91,735	14/40	12,263,514
\$400	52	N/A	Paid High School	\$400	52	N/A
\$2,545	52	N/A	Adserving	\$4,200	52	N/A
<b>\$170,559</b>		<b>23,746,000</b>		<b>\$254,700</b>		<b>42,642,681</b>



# 2019-20 Budget Breakdown



# Digital Display

- Geo-targeted across all Tempe zip codes
- Mix of local and national sites being viewed by someone in Tempe
  - Cross-device targeting
  - 52 weeks of advertising; 12,132,500 impressions
- Compadre, Corona del Sol, McClintock & Tempe High School websites

**Honor your Bike Hero today.**

Nominations open until April 30.

bus • bike • walk • rail

[Get more info](#)




**Tempe Youth Transit Pass = Freedom.**

Get yours today.

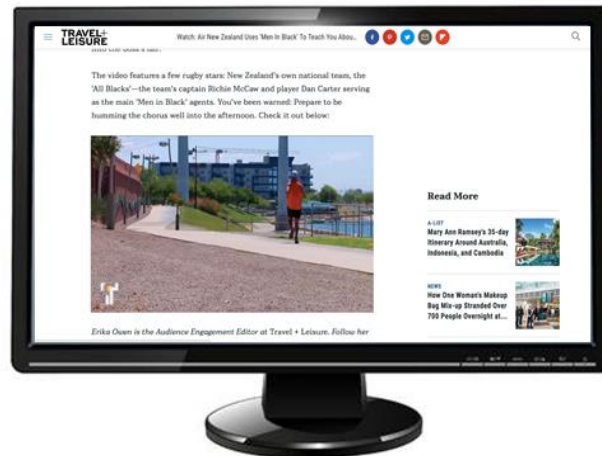
bus • bike • walk • rail

[Get more info](#)



# Video

- Cox Southeast Phoenix Zone includes Tempe
- 80,506 cable subscribers in the cable zone
  - 14 weeks of advertising; 8.1 million impressions
- Digital/internet video reaches non-cable-connected homes; can geo-target
  - 10 months of advertising; (excluding Dec. & July) 4,163,514 impressions
  - Will appear on various local and national sites as video is viewed



# Digital Audio

- Geo-targeted to Tempe zip codes
- 1:1 message, includes companion banner for visual
- :15 or :30 commercials
- Companion banner for visualization

## Pandora

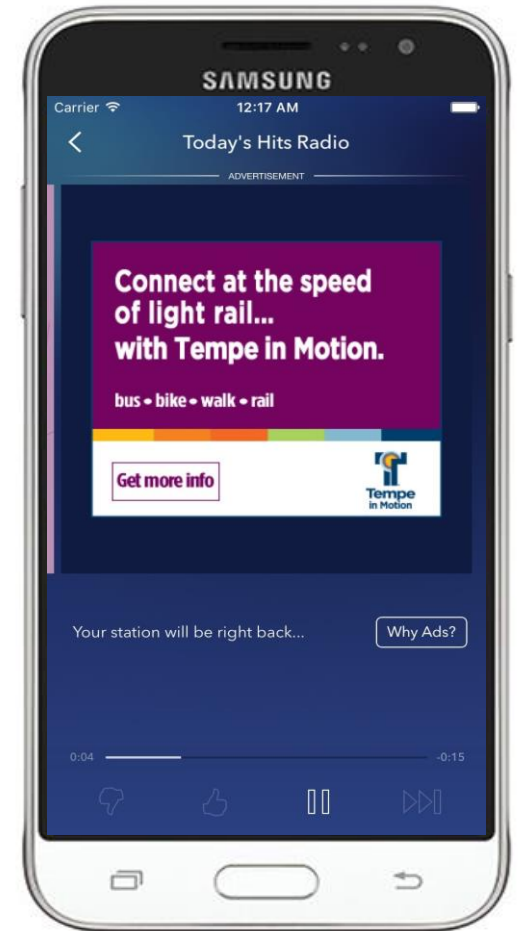
- 12 months advertising; 2.4 million impressions

## Programmatic Audio (Spotify, SoundCloud, LastFM, radio.com)

- 12 months advertising; 830,000 impressions

## iHeart Radio

- 6 months advertising (Oct-Dec & Feb-Apr); 1.5 million impressions



# Out of Home – Cinema Advertising

- Peak movie season (Thanksgiving – early January & May – June summer blockbusters)
- 600,000 impressions
- TV commercial before movie
  - Harkins Valley Art, 1 screen
  - Harkins Tempe Marketplace, 16 screens
  - AMC CenterPoint on Mill, 11 screens
- Pollack Tempe Cinema, 6 screens (static image)





# Out of Home – Mall Media

## Tempe Marketplace

- Estimate 5 million impressions
- 5 units, 12 weeks
- October through January

## Arizona Mills Mall

- Estimate 7 million impressions
- 10 units, 12 weeks
- June through August



# Out of Home – Banners\*

Light pole banners along various Tempe arterial streets

- August
- November
- February
- May

Mill Avenue & 5<sup>th</sup> Street banners

- August
- November
- January
- March/April
- June



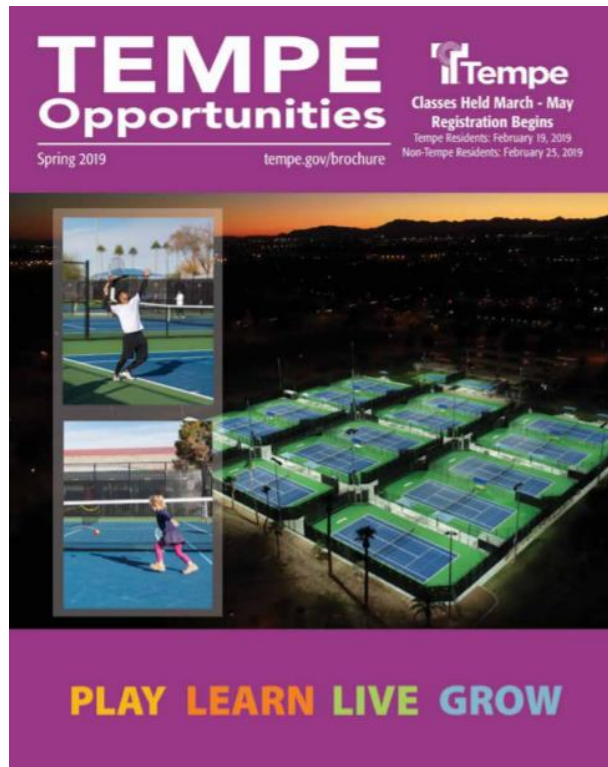
\*Not paid for out of Zion & Zion paid media contract



# Print\*

Reach active residents in the proper geography

- Tempe Opportunities quarterly brochure/magazine



**Tour de Tempe**

April 7 | 7:30-11 a.m.  
Kiwanis Park

**Bike to Work**

April 17 | 6:30-8 a.m.  
See website for locations

[tempe.gov/BikeMonth](http://tempe.gov/BikeMonth)



\*Not paid for out of Zion & Zion paid media contract



# Considered But Not Recommended

- Highway Billboards – Unable to isolate Tempe residents; too expensive
- Gas Pump Toppers – Unable to verify impressions delivered
- Cinema Advertising
  - Alamo Draft House – limited availability
  - Arizona Mills Theatre – recommend mall kiosks instead of cinema
- Print Publications – High CPM when compared to other types of media
  - College Times
  - ASU Off Campus Housing Guide
  - State Press
  - Arizona Republic Zoned Opportunity





THANKS!

Q&A

WHERE STRATEGY MEETS *CREATIVITY*



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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AGENDA ITEM 4

### DATE

April 23, 2019

### SUBJECT

20 Minute City – Baseline Assessment Results

### PURPOSE

The purpose of this presentation is to discuss with the Transportation Commission the initial findings of a Baseline Assessment of the 20 Minute City.

### BACKGROUND

In the City's General Plan 2040 (ratified by voters in 2014) and in the 2015 Transportation Master Plan, the City of Tempe set an ambitious vision to become a 20 Minute City.

*A 20-minute City is characterized by a vibrant mix of commercial and residential establishments within a 1-mile walk, 4-mile bike ride, or 20-minute transit ride. The 20-minute City premise focuses on traditional neighborhood design, transit-oriented development, and complete streets. A few of the many benefits of the 20-minute city are reduced transportation costs, reduced greenhouse gas emissions, improved public health, and improved access to residents' daily needs.*

This vision prioritizes the use of walking, biking, and transit infrastructure to achieve many overarching goals for the city: safety, sustainability, quality of life, and community health, among others.

The City's transportation team has researched what it means to be a 20-minute city by looking to peer cities and engaging with stakeholders to determine which factors to consider, potential ways to go about executing on the vision, and a methodology to measure continued performance. These metrics are crucial to understanding Tempe's progress and success as we set out to become a 20 Minute City.

### PERFORMANCE MEASURE

Under *Quality of Life*, the City Council has adopted the following performance measure:

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

### BASELINE ASSESSMENT

In late 2018, city staff from three divisions (Transportation, Community Development, and Enterprise GIS) initiated a study process in collaboration with a City Studio in ASU's School of Geographical Sciences & Urban Planning. Over the last five months City staff, ASU professors, and ASU students have been developing the assessment methodology, conducting the assessment, and discussing next steps to further the 20 Minute City goal.

For the purpose of this baseline assessment, a 20-minute walk equals a 1-mile travel distance, a 20-minute bike ride equals a 4-mile travel distance, and a 20-minute transit ride involves a ¼-mile walk, a 6-mile ride, and a ¼-mile walk.

The findings of the assessment indicate that while we have good bicycle network connectivity, a focus on creating low-stress routes and connections should be considered. The pedestrian network has slightly lower connectivity than the bicycle network, largely due to a shorter travel distance (1-mile), geographical barriers like canals and railroad tracks, and neighborhoods where no sidewalks are present. The transit network has gaps primarily in areas adjacent to US60 and SR101 and in south Tempe where there are fewer transit services.

The results of the baseline assessment will be used to establish a target for the City Council Performance Measure. Additionally, City staff intend to develop a tool to be used for both transportation project assessments as well as city planning efforts. Lastly, the findings of this study may provide additional information to assist other City departments in prioritizing action areas (i.e. tree shade canopy, ADA access, etc.)

**FISCAL IMPACT**

TBD

**RECOMMENDATION**

n/a

**CONTACT**

Vanessa Spartan, AICP  
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[vanessa\\_spartan@tempe.gov](mailto:vanessa_spartan@tempe.gov)

**ATTACHMENTS**

- PowerPoint

# 20 Minute City



**Transportation Commission Update**

**April 23, 2019**





- 20 Minute City Status Update
- Baseline Assessment Results (by ASU)

# General Plan & Transportation Plan Goal



## Seeking the 20-minute city

*A 20-minute city is characterized by a vibrant mix of commercial and residential establishments within a*



***1-mile walking distance,  
4-mile bike ride or  
20-minute transit ride.***

*The 20-minute city premise is at the core of planning for traditional neighborhood design, transit-oriented development and complete streets. A few of the many benefits of the 20-minute city are reduced transportation costs, reduced greenhouse gas emissions, improved public health and improved access to residents' daily needs.*





- **3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.**
  
- Collaboration / Coordination with staff related to the following Performance Measures:
  - Fire Response Time (1.01)
  - Vision Zero (1.08)
  - Pavement Quality Index (1.22)
  - City Infrastructure and Assets (1.27)
  - ADA Transition Plan (3.14)
  - Right of Way Landscape Maintenance (3.23)
  - Traffic Delay Reduction (3.27)
  - Transportation System Satisfaction(3.29)
  - Tree Coverage (4.11)
  - Carbon Neutrality (4.19)

# Timeline – Status Update

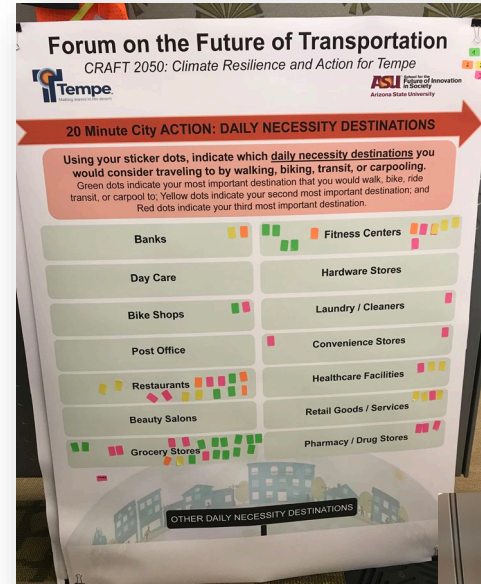


- Scoping *September – November 2018*
- **Baseline Assessment (by ASU)** *January – May 2019*
- Assessment Results and City Council Update *Summer 2019*
- Drafting of Performance Measures and Targets *Fall 2019*
- City Council Update and Possible Action *Fall/Winter 2019*

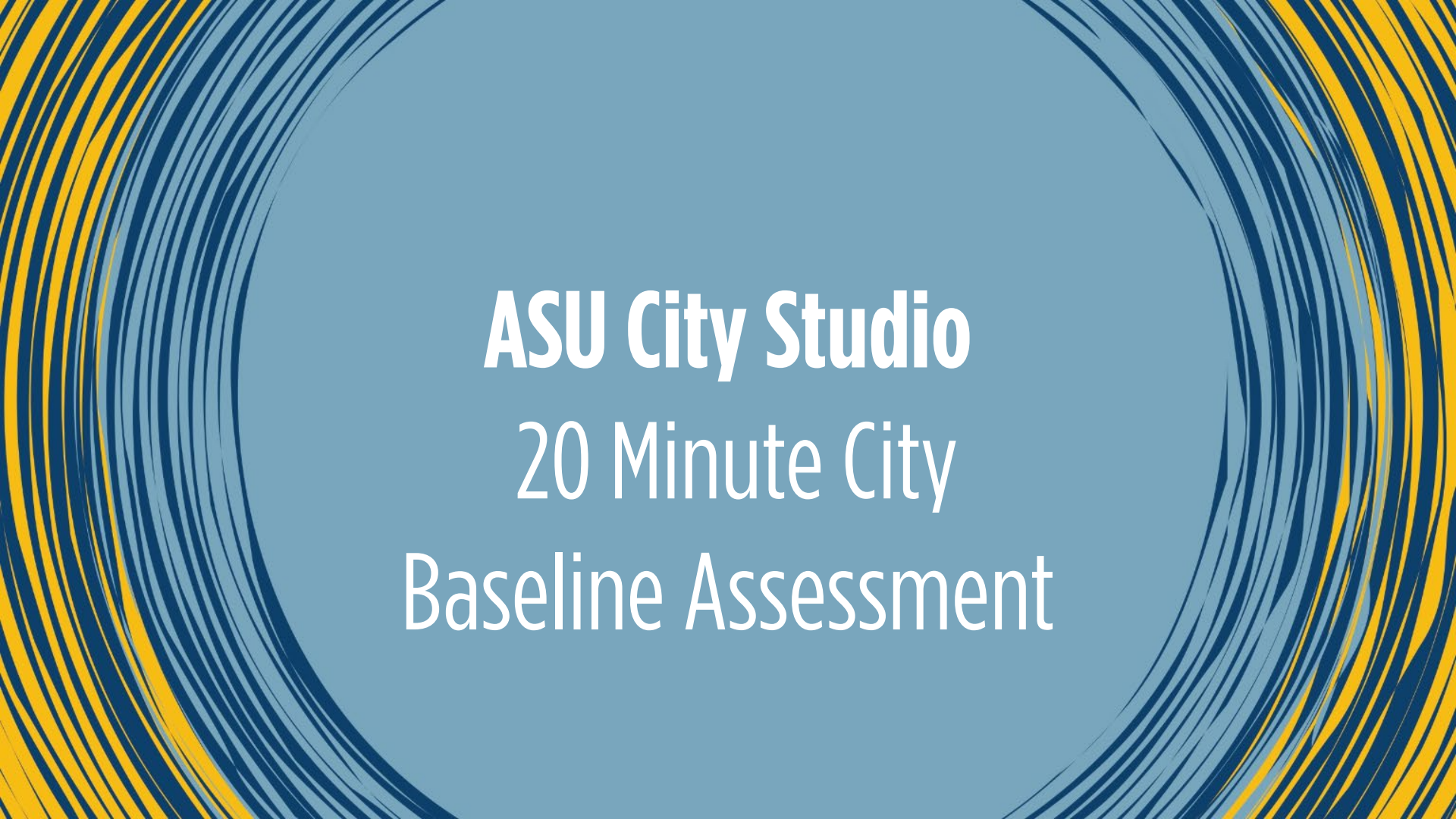
# Scoping the Baseline Assessment



- Best Practices Evaluation and City Staff Input
- Community Priorities
  - Public Forum – Oct. 30, 2018 – 24 attendees
  - Joint Transportation and Sustainability Commission Meeting – Nov. 13, 2018
  - Expert Forum – Nov. 13, 2018 – 25 attendees
- Data Availability
- Scope Refinement with ASU
- Data Cleanup Prior to Kickoff





The background features a central light blue circle surrounded by concentric, hand-drawn style lines in dark blue and yellow, creating a tunnel-like effect.

**ASU City Studio**  
20 Minute City  
Baseline Assessment

# 20-MINUTE CITY PROJECT

## City Studio

DR. DAVID KING, SHEA LEMAR, MARINA  
COPELAND, SYERA TORAIN, AHMED  
TAMBE, WENQI DING, CLEMENTE  
FRANCISCO, MAX COURVAL, DENISE  
CAPASSO DA SILVA, & MEHAK SACHDEVA



# All Networks

On average, a high percentage of residential units can reach a variety of destinations.

- The best networks are the Bicycle Networks:
  - All-Street Bicycle Network has the best accessibility
  - Low-Stress Bicycle Network has good accessibility
- Both Pedestrian Networks and Transit Network have room for improvement:
  - All-Street Pedestrian Network has fair accessibility
  - Sidewalk Pedestrian Network has fair accessibility
  - Transit has good accessibility

## Percent of Residential Units within 20-Minutes of Destinations

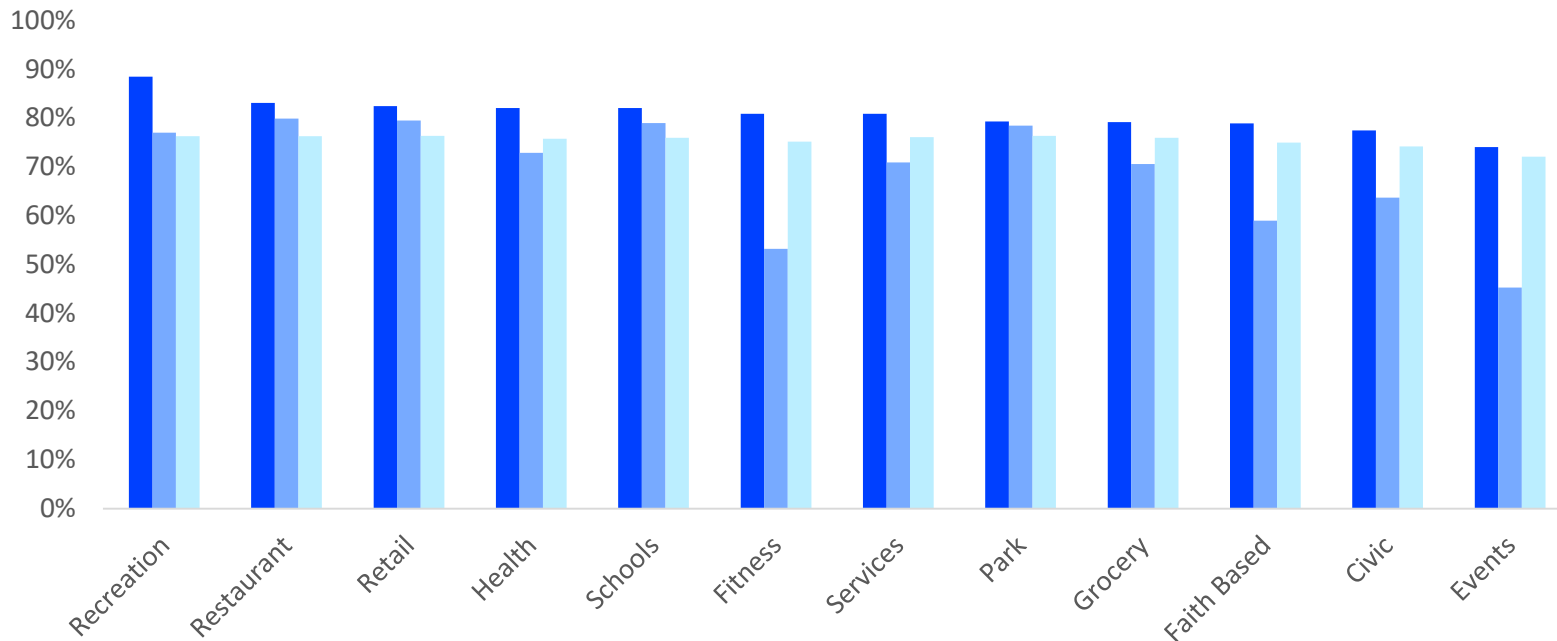
98,027 total RUs in Tempe

Destinations	All-Street Bicycle	Low-Stress Bicycle	All-Street Pedestrian	Sidewalk Pedestrian	Transit
Civic	88.5%	77.5%	63.7%	63.7%	74.2%
Events	88.4%	<b>74.1%</b>	<b>50.8%</b>	<b>45.3%</b>	<b>72.1%</b>
Faith Based	88.5%	78.9%	64.4%	59.0%	75.0%
Fitness	88.5%	80.9%	57.4%	53.2%	75.2%
Grocery	88.5%	79.2%	77.6%	70.6%	76.0%
Health	88.5%	82.1%	80.5%	72.9%	75.8%
Park	88.4%	79.3%	87.1%	78.5%	<b>76.4%</b>
Recreation	88.5%	<b>88.5%</b>	85.0%	77.0%	76.3%
Restaurant	88.5%	83.1%	<b>88.5%</b>	<b>79.9%</b>	76.3%
Retail	88.5%	82.5%	87.9%	79.5%	<b>76.4%</b>
Schools	88.5%	82.1%	87.2%	79.0%	76.0%
Services	88.5%	80.9%	78.7%	70.9%	76.1%
<b>Average</b>	<b>88.5%</b>	<b>80.8%</b>	<b>75.7%</b>	<b>69.1%</b>	<b>75.5%</b>

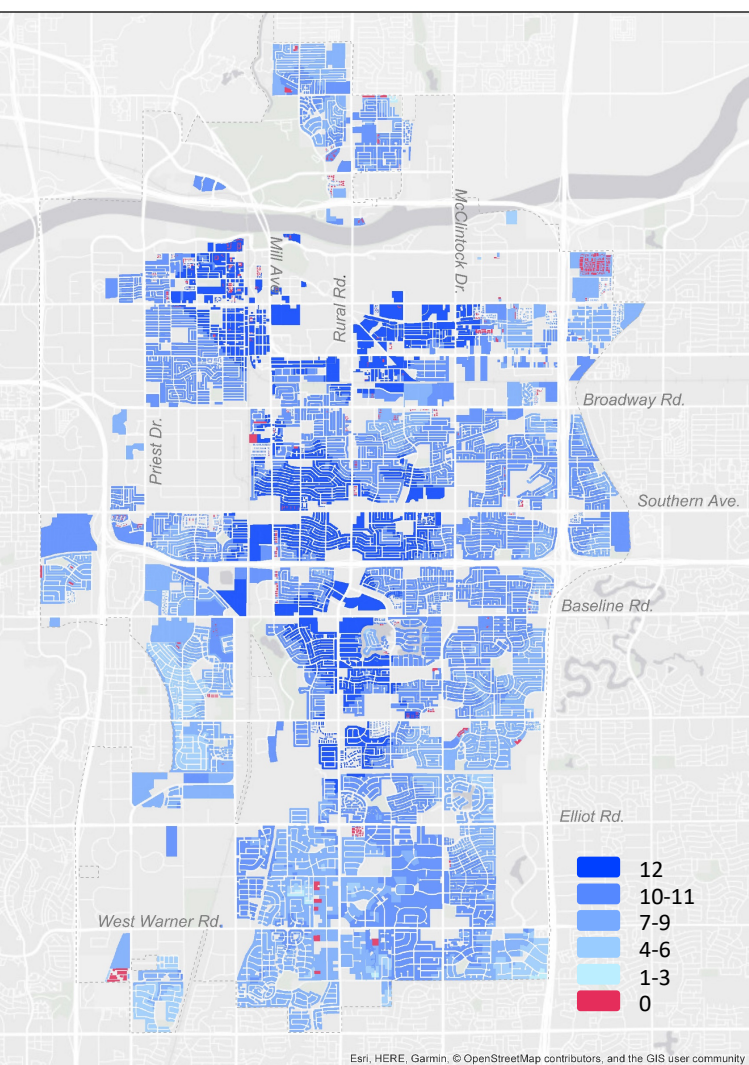


# Percent Residential Units per Network

Low-Stress Bike Sidewalk Pedestrian Transit



# All-Street Pedestrian Network



## Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

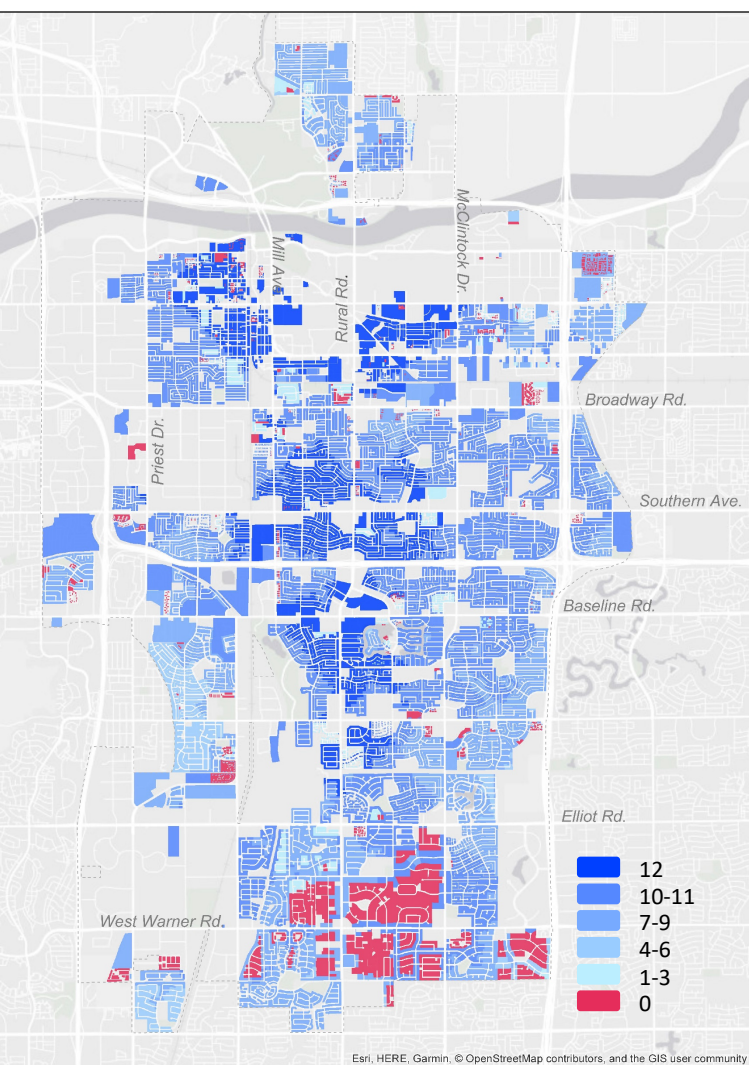
Civic	62,469	63.7%
Events	49,780	50.8%
Faith Based	63,084	64.4%
Fitness	56,250	57.4%
Grocery	76,055	77.6%
Health	78,929	80.5%
Park	85,344	87.1%
Recreation	83,287	85.0%
Restaurant	86,730	88.5%
Retail	86,138	87.9%
Schools	85,523	87.2%
Services	77,133	78.7%
<b>Average</b>	<b>74,227</b>	<b>75.7%</b>

An average 75.7% of residential units can access a given destination by walking 1 mile or less.

The most commonly accessible destinations include restaurants, retail goods providers, schools, and parks. The least commonly accessible destinations include fitness centers and event spaces.

There are areas of lower access at the southwest and southeast corners of Tempe, and on Kyrene, between Baseline and south of Guadalupe.

# Sidewalk Pedestrian Network



## Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

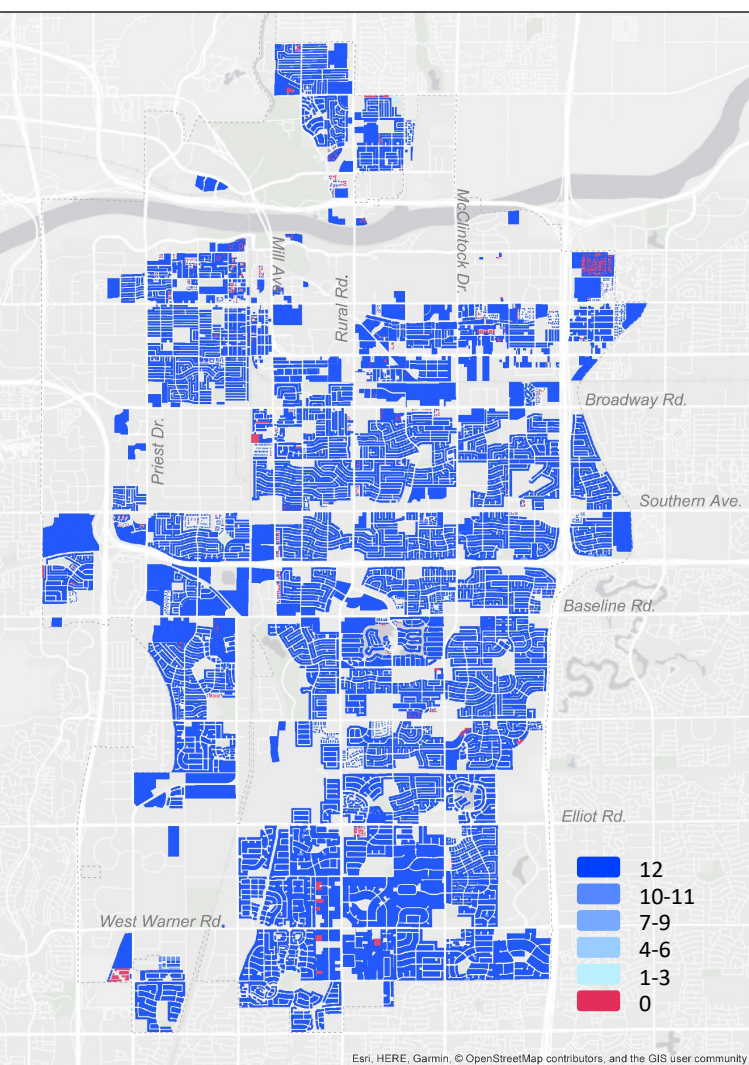
Civic	62,469	63.7%
Events	44,445	45.3%
Faith Based	57,835	59.0%
Fitness	52,193	53.2%
Grocery	69,205	70.6%
Health	71,508	72.9%
Park	76,923	78.5%
Recreation	75,443	77.0%
Restaurant	78,349	79.9%
Retail	77,929	79.5%
Schools	77,405	79.0%
Services	69,462	70.9%
<b>Average</b>	<b>67,764</b>	<b>69.1%</b>

The number of residential units that can be reached when walking on roads with sidewalks and/or paved paths decreases in comparison to all-street pedestrian network from 75.7% to 69.1%.

The most and least commonly accessible destinations are the same as walking on the full pedestrian network.

Large areas in south Tempe lose access due to private roads and sidewalks, as do smaller areas throughout the city.

# All-Street Bicycle Network



## Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

Civic	86,173	88.5%
Events	86,689	88.4%
Faith Based	86,776	88.5%
Fitness	86,776	88.5%
Grocery	86,776	88.5%
Health	86,776	88.5%
Park	86,635	88.4%
Recreation	86,776	88.5%
Restaurant	86,776	88.5%
Retail	86,776	88.5%
Schools	86,776	88.5%
Services	86,776	88.5%
<b>Average</b>	<b>86,752</b>	<b>88.5%</b>

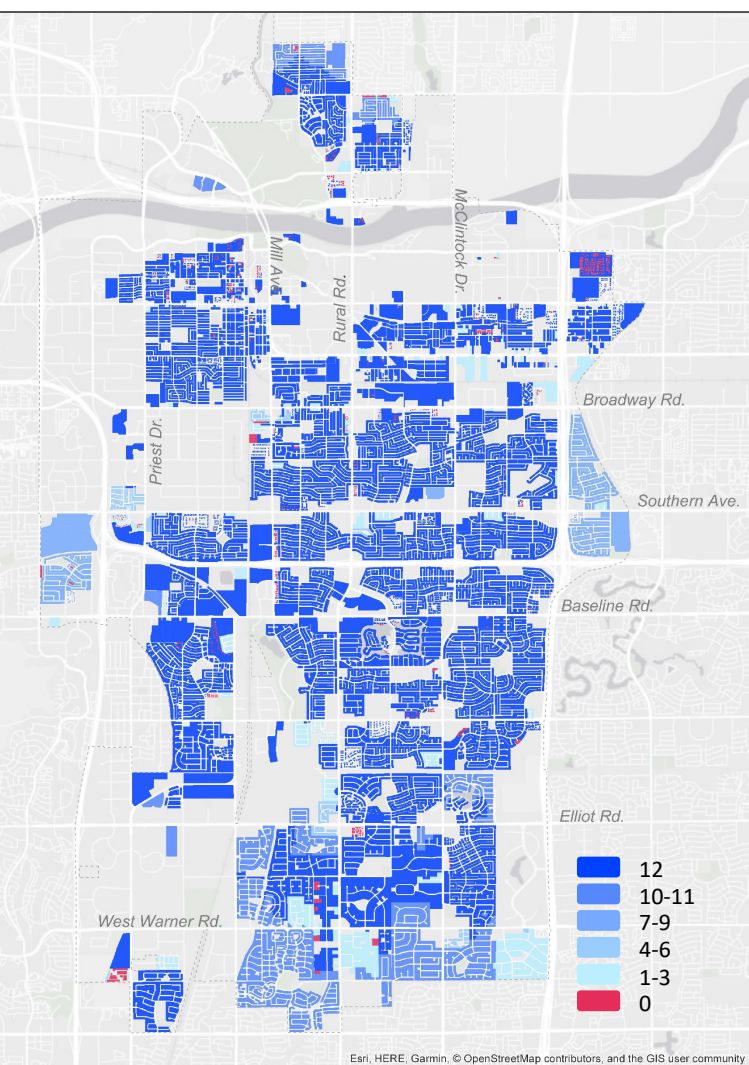
88% of residential units can access a given destination by biking 4 miles or less.

### Issues:

- Multi-family complexes with large footprints
  - 98.5% area coverage vs. 88.5% unit coverage



# Low-Stress Bicycle Network



## Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

Civic	76,002	77.5%
Events	72,632	74.1%
Faith Based	77,311	78.9%
Fitness	79,303	80.9%
Grocery	77,627	79.2%
Health	80,444	82.1%
Park	77,714	79.3%
Recreation	86,776	88.5%
Restaurant	81,447	83.1%
Retail	80,880	82.5%
Schools	80,483	82.1%
Services	79,288	80.9%
<b>Average</b>	<b>80,052</b>	<b>80.8%</b>

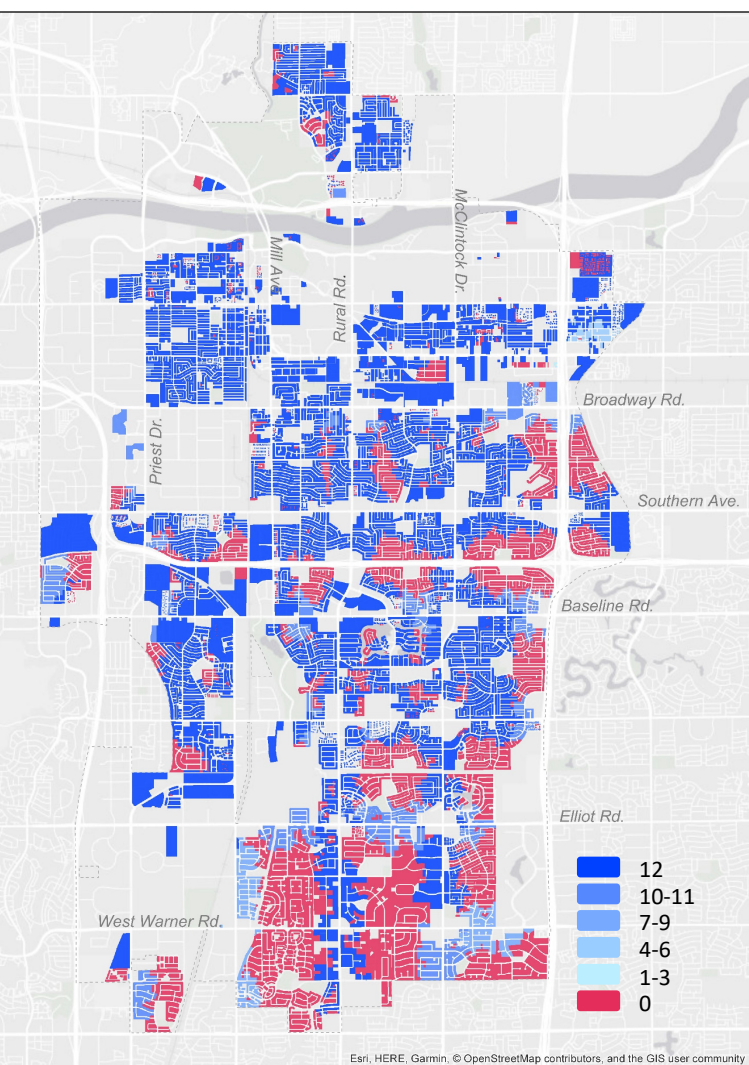
An average 80.8% of residential units can access a given destination by biking 4 miles or less on a low stress surface. There is a much higher variability in the type of destination that is accessible than there is when people can bike on any surface.

### Issues:

- Neighborhoods cut off by freeways
- Many neighborhoods and apartment complexes have only one outlet onto a high stress street

### Recommendations:

- Protected bike lanes across freeways and arterial with high amounts of apartment complexes



# Transit Network

## Residential Units within 20-Minutes of Destinations (98,027 total RUs in Tempe)

Civic	72,781	74.2%
Events	70,645	72.1%
Faith Based	73,510	75.0%
Fitness	73,723	75.2%
Grocery	74,547	76.0%
Health	74,341	75.8%
Park	74,869	76.4%
Recreation	74,772	76.3%
Restaurant	74,834	76.3%
Retail	74,869	76.4%
Schools	74,535	76.0%
Services	74,640	76.1%
<b>Average</b>	<b>74,005</b>	<b>75.5%</b>

An average of 75.5% of residential units can access a given destination. Transit allows the second lowest level of accessibility of all the five networks analyzed, after only the sidewalks network.

### Issues:

- Areas where the transit routes are not available, such as Warner road, away from Rural road do not allow residents to use transit.
- Parcels in the middle of larger blocks may not have access to transit available on arterials.

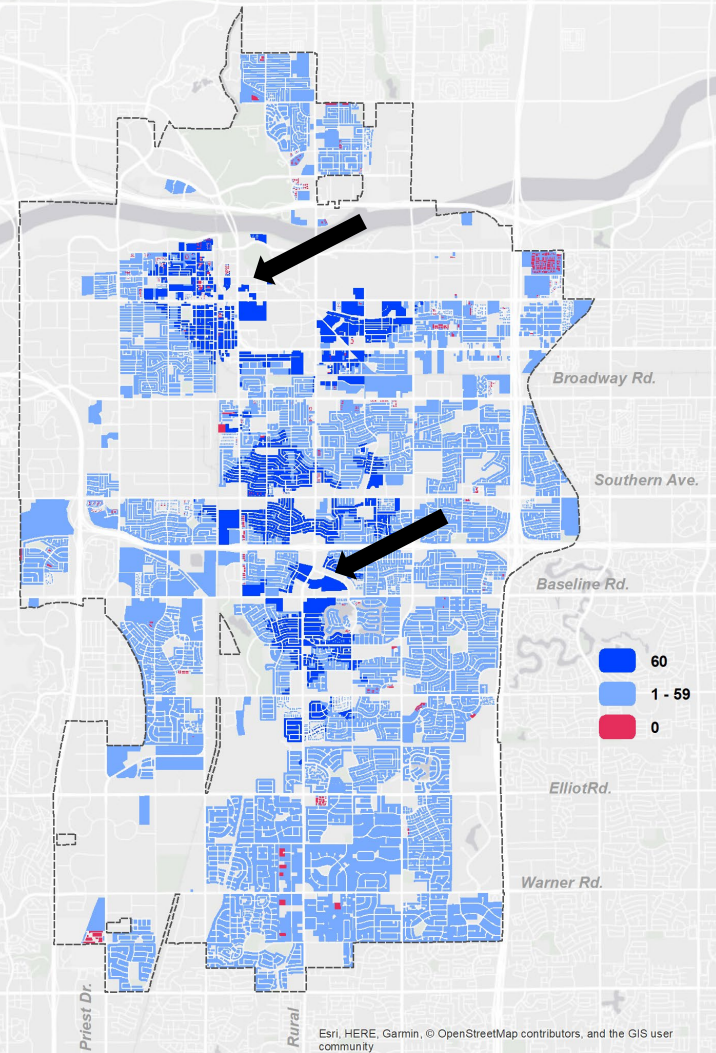
### Recommendations:

- Expand circulators
- First and last mile options

# Accessibility Considerations

*Based on analysis Mill Avenue and Baseline/Rural are equally accessible. But there are differences to measure.*

- Quality of walking/biking environment
- Street facing doors
- Corner entrances
- Clear paths through parking lots
- Bike racks
- Shade for sidewalks
- Protection from street
- Access through walls
- Signal timing







# Thank You

● **Vanessa Spartan, AICP**

City of Tempe  
Transportation Planner

● **Robert Yabes**

City of Tempe  
Transportation Planning Manager



● **Stephanie Deitrick**

City of Tempe  
Enterprise GIS Manager

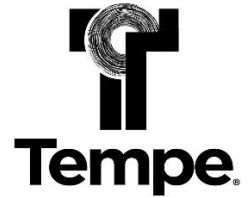
● **Robbie Aaron**

City of Tempe  
Long-Range Planner





# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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AGENDA ITEM 5

### DATE

April 23, 2019

### SUBJECT

Capital Improvements Program Update

### PURPOSE

Staff will discuss the Capital Improvements Program (CIP) projects related to transportation.

### BACKGROUND

The attached documents contain all transportation related project requests submitted by Public Works for the 5-year CIP from FY 2019-20 through FY 2023-24. The CIP budget includes a requested re-appropriation of previously-budgeted amounts that have not been spent and are anticipated to be spent in FY 2019-20, along with the requests for new appropriations.

### FISCAL IMPACT

TBD

### CONTACT

Shelly Seyler  
Engineering & Transportation Deputy Director  
480-350-8854  
shelly\_seyler@tempe.gov

### ATTACHMENTS

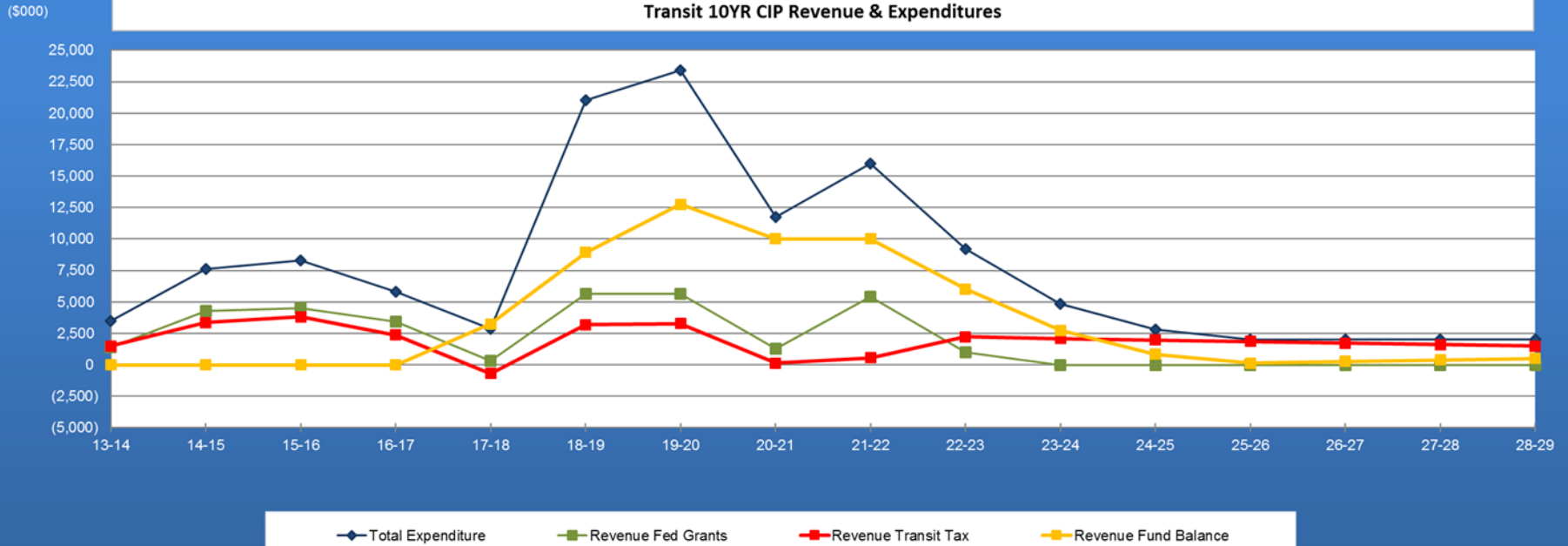
- PowerPoint
- CIP Project List

# **Fiscal Year 2019/20 Capital Improvement Program Update**

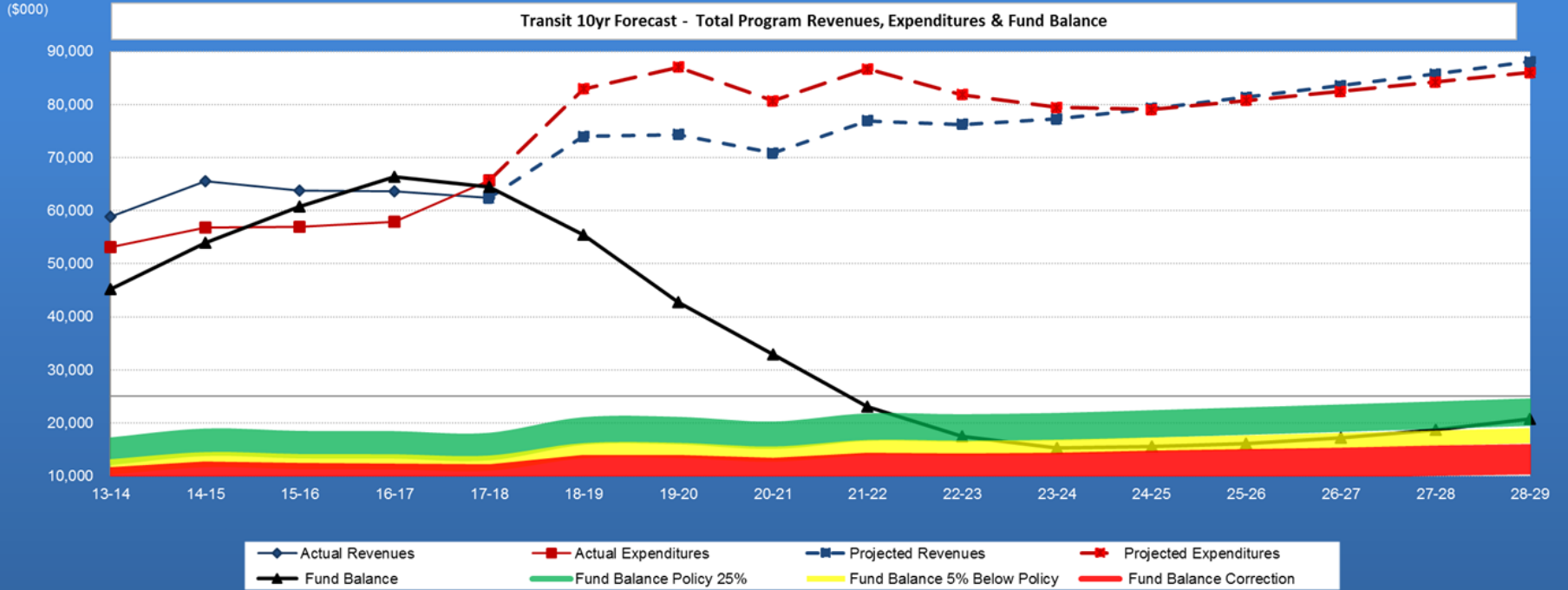
**Transportation Commission  
April 23, 2018**



# Transit Fund



# Transit Fund



# Projects



- 1<sup>st</sup> /Rio Salado/Ash Intersection Alignment
- Alameda Drive Ped. Bridge @ I-10 Baseline
- Bike Boulevards
- **Broadway Road Revitalization Corridor**
- Bus Pullout Project
- Tempe/Mesa High Capacity Transit Study
- Streetcar
- City Facility Parking Lots



# Projects



- Bike Share Replacement
- University Drive @ McAllister Grade Separation
- Fiber Optics
- Intelligent Transportation Systems
- Signals
- Streetlights
- Clark Park/Mitchell Park Alley Stabilization
- Hudson Manor/University Heights Alley Stabilization



# Projects



- City Hall Restrooms & Parking
- Loop 202 & McClintock Feasibility Study
- Neighborhood Traffic Calming
- ROW Landscaping Replacement
- Roundabouts at Grove Parkway & Priest
- Roadway Mill and Overlay
- Vision Zero





# Improvement Projects



- ADA
- Minor Concrete/Pavement
- Elliot and Kyrene Railroad Crossing
- Western Canal @ Guadalupe Road
- Scottsdale Road Bike/Ped
- Parkway Boulevard ROW
- Intersections:
  - 6<sup>th</sup> and Veterans
  - Rural & Southern
  - Rural & University
  - Rural & Baseline
  - Rural & Rio Salado





# Maintenance Projects



- Pathway
- East Valley Bus Operations and Maintenance Facility
- Transportation Center
- Bridges
- Bus Stop Capital



# Multi-Use Path Projects



- Grand Canal
- Highline
- North/South Railroad Phase I & II
- Rio Salado North Bank
- Rio Salado Underpasses at Priest & McClintock
- Western Canal Underpass
- Western Canal Extension



# Streetscape Projects



- 5<sup>th</sup> Street
- 8<sup>th</sup> Street
- Alameda Drive
- Country Club Way
- McClintock Drive
- University Drive



# Transit Program

## FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are underlined

Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
31	<u>1st/Rio Salado Pkwy &amp; Ash Ave Intersection Roundabout (Streetcar CNPA)</u>	Transit Tax	2,755,000	1,000,000	3,755,000	-	-	-	-	3,755,000
32	<u>8th Street Multi-Use Path (Creamery Branch Rail Path)</u>	Transit Tax	105,710	1,000,000	1,105,710	-	-	-	310,624	1,416,334
		Federal Grant - CMAQ	-	-	-	-	-	-	1,379,021	1,379,021
		<b>Project Total</b>	105,710	1,000,000	1,105,710	-	-	-	1,689,645	2,795,355
33	<u>Alameda Drive &amp; I-10 Bicycle / Pedestrian Bridge</u>	Transit Tax	-	-	-	-	503,000	-	-	503,000
34	<u>Alameda Drive Bicycle/Pedestrian/Streetscape</u>	Transit Tax	465,712	-	465,712	-	-	-	-	465,712
		Federal Grant - CMAQ	1,584,282	-	1,584,282	-	-	-	-	1,584,282
		<b>Project Total</b>	2,049,994	-	2,049,994	-	-	-	-	2,049,994
35	<u>Bicycle Boulevard</u>	Transit Tax	388,873	-	388,873	-	-	-	-	388,873
36	<u>Bikeshare Replacement Project</u>	Transit Tax	47,915	-	47,915	280,000	338,000	-	-	665,915
37	<u>Bus Pullout Project</u>	Transit Tax	2,000,330	436,740	2,437,070	436,740	436,740	436,740	-	3,747,290
		Development Impact Fees	65,260	65,260	130,520	65,260	65,260	65,260	-	326,300
		<b>Project Total</b>	2,065,590	502,000	2,567,590	502,000	502,000	502,000	-	4,073,590
38	<u>Bus Stop Capital Maintenance/Improvements</u>	Transit Tax	1,185,065	915,000	2,100,065	565,000	390,000	540,000	390,000	3,985,065
39	<u>Country Club Way Bike and Pedestrian Improvements Project</u>	Transit Tax	463,000	-	463,000	-	158,867	-	-	621,867
		Federal Grant	-	-	-	-	2,611,733	-	-	2,611,733
		<b>Project Total</b>	463,000	-	463,000	-	2,770,600	-	-	3,233,600
40	<u>EVBOB - Facility Asset Maintenance (East Valley Bus Ops/Maint Facility)</u>	Transit Tax	3,367,308	1,850,000	5,217,308	1,200,000	2,500,000	2,300,000	3,000,000	14,217,308
		Federal Grant - 5309	472,000	-	472,000	-	-	-	-	472,000
		Public Transportation Funds	-	-	-	2,000,000	-	-	-	2,000,000
		<b>Project Total</b>	3,839,308	1,850,000	5,689,308	3,200,000	2,500,000	2,300,000	3,000,000	16,689,308
41	<u>Federal Grants &amp; Project Contingency</u>	Transit Tax	-	500,000	500,000	-	-	-	-	500,000
		Federal Grants	-	2,000,000	2,000,000	-	-	-	-	2,000,000
		<b>Project Total</b>	-	2,500,000	2,500,000	-	-	-	-	2,500,000

# Transit Program

## FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are <u>underlined</u>										
Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
42	<b>Grand Canal Multi-Use Path Connection &amp; Extension Project</b>	Transit Tax	38,000	350,000	388,000	-	-	-	-	388,000
		Developer Contribution	25,000	-	25,000	-	-	-	-	25,000
		<b>Project Total</b>	63,000	350,000	413,000	-	-	-	-	413,000
43	<b>Highline Canal Path (Baseline - Knox Road)</b>	Development Impact Fees	279,696	-	279,696	-	-	-	-	279,696
		Federal Grant - CMAQ	3,715,965	-	3,715,965	-	-	-	-	3,715,965
		<b>Project Total</b>	3,995,661	-	3,995,661	-	-	-	-	3,995,661
44	<b>North South Rail Spur Path - Phase 1</b>	Transit Tax	-	100,000	100,000	-	-	-	-	100,000
		Federal Grant - CMAQ	2,315,065	-	2,315,065	-	-	-	-	2,315,065
		Development Impact Fees	544,410	-	544,410	-	-	-	-	544,410
		<b>Project Total</b>	2,859,475	100,000	2,959,475	-	-	-	-	2,959,475
45	<b>Pathway Capital Maintenance</b>	Transit Tax	4,218,422	1,880,000	6,098,422	3,010,000	3,510,000	2,060,000	1,510,000	16,188,422
46	<b>Rio Salado North Bank Multi-Use Path (Indian Bend Wash - McClintock Dr)</b>	Transit Tax	400,000	-	400,000	-	-	-	-	400,000
47	<b>Rio Salado S. Bank Path Underpass @ McClintock Dr.</b>	Transit Tax	759,717	-	759,717	-	-	-	-	759,717
		Federal Grant - CMAQ	1,231,275	-	1,231,275	-	-	-	-	1,231,275
		<b>Project Total</b>	1,990,992	-	1,990,992	-	-	-	-	1,990,992
48	<b>Scottsdale Rd Bicycle &amp; Pedestrian Improvement Project</b>	Transit Tax	-	186,500	186,500	76,000	-	-	-	262,500
		Federal Grant - CMAQ	-	-	-	1,256,548	-	-	-	1,256,548
		<b>Project Total</b>	-	186,500	186,500	1,332,548	-	-	-	1,519,048
49	<b>Tempe/Mesa High Capacity Transit Feasibility Study</b>	Transit Tax	300,000	-	300,000	-	-	-	-	300,000
50	<b>Tempe Streetcar - Local Funding</b>	Public Transportation Funds	3,675,103	695,691	4,370,794	347,876	-	-	-	4,718,670
		Property Owner Contribution	-	6,000,000	6,000,000	7,000,000	-	-	-	13,000,000
		Transit Tax	100,000	100,000	200,000	-	-	-	-	200,000
		<b>Project Total</b>	3,775,103	6,795,691	10,570,794	7,347,876	-	-	-	17,918,670
51	<b><u>Transit Tax Funded Projects</u></b> <b><u>Archaeological Contingency Fund</u></b>	Transit Tax	-	400,000	400,000	-	-	-	-	400,000
52	<b>TTC - Facility Asset Maintenance (Transportation Center)</b>	Transit Tax	1,802,074	1,850,000	3,652,074	3,000,000	3,000,000	500,000	-	10,152,074
53	<b>University Drive &amp; Regional Light Rail/ McAllister Grade Separation</b>	Transit Tax	364,000	-	364,000	-	-	-	-	364,000

## Transit Program FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are underlined

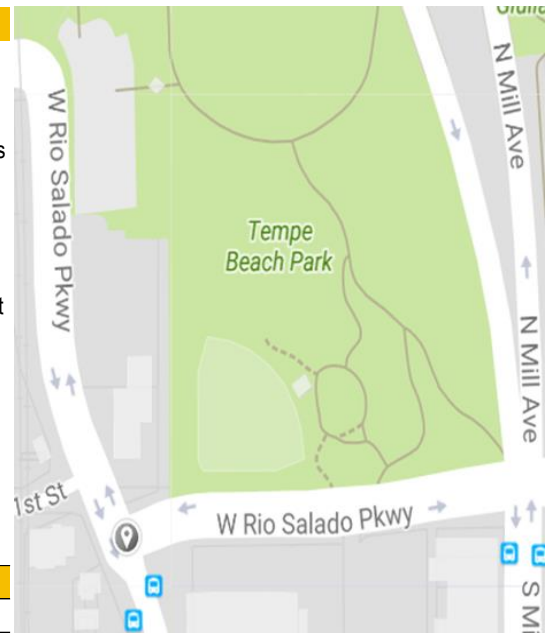
Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
54	<b>Western Canal-Highline Multi-Use Path - Path Link</b>	Transit Tax	286,755	-	286,755	-	-	-	-	286,755
		Federal Grant - CMAQ	793,063	-	793,063	-	-	-	-	793,063
		<b>Project Total</b>	1,079,818	-	1,079,818	-	-	-	-	1,079,818
<b>Transit Program Total</b>			<b>33,749,000</b>	<b>19,329,191</b>	<b>53,078,191</b>	<b>19,237,424</b>	<b>13,513,600</b>	<b>5,902,000</b>	<b>6,589,645</b>	<b>98,320,860</b>

The table above lists the individual projects that comprise the Transit Program and the associated five-year funding requests. The detailed project descriptions and justifications are provided on the pages that follow.



**1st/Rio Salado Pkwy & Ash Ave Intersection Realignment (Streetcar CNPA)**

This project involves the reconstruction and realignment of the 1st Street/Rio Salado Parkway and Ash Avenue intersection to re-open the intersection for through traffic continuing westbound. The scope of work includes traffic signal relocations, sidewalk, bike lane, driveway and street reconstruction to align the roadway for travel in all directions, in a roundabout intersection design. This project will include ADA Transition Plan identified repairs within the intersection. The work involves some right-of-way purchase and would be coordinated with the Tempe Streetcar project construction as a "Concurrent Non-Project Activity" (CNPA). The project concept designs were completed with a study conducted in 2009. The project has been identified as a need for new development that is occurring west of the intersection, west of downtown Tempe. The purpose and need of for this project is to provide access for all directions where it is currently not provided today. With recent development of the area west of downtown Tempe there is increased pressure to provide full access through this intersection, which would alleviate some of the traffic pressure on the limited streets that do connect downtown with areas to the west. This project would provide more travel options and routes for the adjacent neighborhoods, businesses and other users.



**Project Priority Type**

Systems Expansions

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.29 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.

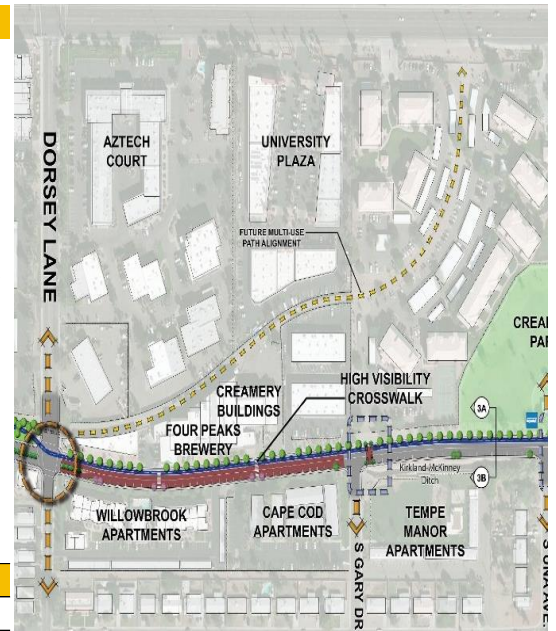
Project Number	Estimated Start			Estimated Completion		
6008409	07/01/2017			06/30/2020		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$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	\$3,755,000	\$0	\$0	\$0	\$0	\$3,755,000
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
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
<b>Total</b>	<b>\$3,755,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,755,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$3,755,000	\$0	\$0	\$0	\$0	\$3,755,000
<b>Total</b>	<b>\$3,755,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,755,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



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

This project is the construction of a pathway along the Creamery Branch Rail Spur and streetscape improvements along 8th Street. The project path would include landscaping and lighting along the non-operational rail track next to 8th Street (between Rural Road and McClintock Drive) adjacent to ASU and near downtown Tempe. The streetscape improvements are adjacent to and integrated in with the rail path and would include street trees, enhanced sidewalks and improved bicycle lanes. This project will include ADA Transition Plan identified repairs within the construction project limits. The project will better integration with historic structures while encouraging appropriate redevelopment on vacant lots or deteriorating structures. Old 8th 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.

Interpretive signage and historically-appropriate vegetation will help to complete the revitalization of 8th Street, thereby firming its authenticity and sense of place. Additional funding of \$180,000 is requested to pay for the additional historical evaluation as part of the required environmental reports.



Project Priority Type
Systems Expansions

**City Council Priorities and Performance Measures Addressed**



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

Project Number	Estimated Start	Estimated Completion
6007139	07/01/2015	06/30/2019

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$105,710	\$0	\$0	\$0	\$0	\$105,710
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	\$1,689,645	\$1,689,645
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total</b>	<b>\$1,105,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,689,645</b>	<b>\$2,795,355</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$1,105,710	\$0	\$0	\$0	\$310,624	\$1,416,334
Federal Grant - CMAQ	\$0	\$0	\$0	\$0	\$1,379,021	\$1,379,021
<b>Total</b>	<b>\$1,105,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,689,645</b>	<b>\$2,795,355</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Alameda Drive & I-10 Bicycle / Pedestrian Bridge**

This project is a bicycle and pedestrian bridge along the Alameda Drive alignment over the I-10 freeway and includes lighting, safety features and public art. The project will be an elevated crossing of the I-10 connection 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 Road in Phoenix) is a more than 20-mile bike route that has linkages to downtown Phoenix and Tempe, but is cut in half at the I-10 crossing. This project will facilitate a freeway crossing, similar to the College Avenue and Country Club Way bike/pedestrian bridges over the US 60. This project is identified in Maricopa Association of Governments, Arizona Department of Transportation and local transportation plans and will be constructed with ADOT's I-10 Improvements Project which is scheduled in FY 2018-19. Tempe's costs will provide for art elements and aesthetic treatments. The project will also install conduits for future use by the City of Tempe Internal Services Department. ADOT has delayed the construction of the project until after the completion of SR202. Construction is estimated to begin in FY 2020-2021.



Project Priority Type
Systems Expansions

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6007769	07/01/2013			06/30/2022		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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
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	\$503,000	\$0	\$0	\$503,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$503,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$503,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$0	\$0	\$503,000	\$0	\$0	\$503,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$503,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$503,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Alameda Drive Bicycle/Pedestrian/Streetscape**

This project will include the design of bicycle and pedestrian facility improvements on three miles of a collector street that will include improved street crossings, road diets, medians, buffered or protected bike lanes, landscaping, lighting, enhanced sidewalks and pedestrian amenities and upgrades to meet all Americans with Disabilities Act design requirements including repairs identified in the Transition Plan. The project links to the Phoenix border on a street with bike lanes and to older Tempe neighborhoods, employment centers, redeveloping and higher density residential areas, Tempe Diablo Stadium, other major regional bikeways and connects across the Union Pacific Railroad and to a 2017 funded bicycle/pedestrian bridge over Interstate 10. The project will transform an automobile oriented corridor into a premier walking and bicycling facility in accordance with the Maricopa Association of Governments Pedestrian Design Guidelines and Tempe's Transportation Master Plan. The project received regional design funding in 2014 and has had two large public meetings to establish a preferred concept plan. \$1.58 million in CMAQ federal funds are anticipated. The project is a critical bicycle and pedestrian linkage for major residential and employment areas. The project will refresh an aging corridor and create a more multi-modal street for all users.



**Project Priority Type**

Systems Expansions

**City Council Priorities and Performance Measures Addressed**



Quality of Life

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



Quality of Life

3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6008799	07/01/2016			06/30/2019		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$2,049,994	\$0	\$0	\$0	\$0	\$2,049,994
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
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
<b>Total</b>	<b>\$2,049,994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,049,994</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$465,712	\$0	\$0	\$0	\$0	\$465,712
Federal Grant - CMAQ	\$1,584,282	\$0	\$0	\$0	\$0	\$1,584,282
<b>Total</b>	<b>\$2,049,994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,049,994</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Bicycle Boulevard**

This project involves a variety of City-wide bicycle related improvements on nine designated bicycle corridors along paths and local and collector streets in Tempe. The specific improvements include bike lanes, protected and buffered bike lanes, signal enhancements and upgrades, bicycle parking, signage, intersection improvements and more. Materials that would be funded through this item include paint, bollards, bicycle parking devices, landscaping, concrete/asphalt and other depending on the specific improvement. Designated bike boulevards and specific improvements are included in the Transportation Master Plan and as a part of the plans public outreach process. The bicycle boulevard system was adopted in the Transportation Plan in early 2015 and will contribute to achieving the goal of a higher bicycle friendly community rating for Tempe. The upcoming year improvements for bike boulevards include partnering with existing CIP projects to integrate in the boulevard system. Those projects are the 8th Street Streetscape (Sprocket Bike Boulevard), the Western Canal Path Link (Brake Bike Boulevard) and the Alameda Drive Streetscape (Wheel Bike Boulevard).

Figure 45: BIKEIT Routes



Project Priority Type	
Public Health and Safety	

**City Council Priorities and Performance Measures Addressed**



Quality of Life

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

Project Number	Estimated Start			Estimated Completion		
6007779	07/01/2016			06/30/2021		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$388,873	\$0	\$0	\$0	\$0	\$388,873
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$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
<b>Total</b>	<b>\$388,873</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,873</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$388,873	\$0	\$0	\$0	\$0	\$388,873
<b>Total</b>	<b>\$388,873</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,873</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Bikeshare Replacement Project**

Tempe's bikeshare program was launched in 2017 and includes 32 stations, 300 bicycles and 425 racks. The project replaces the existing bicycles, which have a 5-year lifespan. Over a 2-year period, 300 bikes would be purchased. The project supports the transportation goals of the Tempe General Plan 2040, the Tempe Transportation Plan, and the sustainability goals of the City of Tempe. Bikeshare also supports achieving a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.



Project Priority Type
Asset Preservation

**City Council Priorities and Performance Measures Addressed**



Quality of Life

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

Project Number	Estimated Start			Estimated Completion		
6007199	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$2,000	\$0	\$0	\$2,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$47,915	\$0	\$55,000	\$0	\$0	\$102,915
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$280,000	\$280,000	\$0	\$0	\$560,000
<b>Total</b>	<b>\$47,915</b>	<b>\$280,000</b>	<b>\$338,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$665,915</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$47,915	\$280,000	\$338,000	\$0	\$0	\$665,915
<b>Total</b>	<b>\$47,915</b>	<b>\$280,000</b>	<b>\$338,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$665,915</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Bus Pullout Projects**

Staff has identified 35 bus pullout priority locations in the City. The project will also replace deteriorated existing bus pullouts. The locations for the next series of pullouts will be based on industry standards which include sufficient right of way, changes in bus service levels, ridership, traffic volumes, and intersection safety considerations across the City. The project will install five bus pullouts (approximately \$100,000 per pullout) per year in subsequent years based on location priority established by the ongoing Bus Pullout Study. From 2017 to 2021, staff is estimating that 20 pullouts of the 35 identified locations will be completed. The remaining 15 will be completed between the years 2022-2023. Bus pullouts provide safer layover areas, improve passenger safety and comfort by increasing distance from traffic flow, improve traffic flow along major streets, and improve intersection safety by reducing traffic back-ups behind buses.



**Project Priority Type**

Systems Expansions

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.29 Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.

Project Number	Estimated Start			Estimated Completion		
6006764	Ongoing			Ongoing		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$14,000	\$14,000	\$14,000	\$14,000	\$0	\$56,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$48,000	\$48,000	\$48,000	\$48,000	\$0	\$192,000
Survey / Staking	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Inspection & Construction Management	\$28,000	\$28,000	\$28,000	\$28,000	\$0	\$112,000
Geotech / Material Testing	\$4,000	\$4,000	\$4,000	\$4,000	\$0	\$16,000
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$2,465,590	\$400,000	\$400,000	\$400,000	\$0	\$3,665,590
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
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
<b>Total</b>	<b>\$2,567,590</b>	<b>\$502,000</b>	<b>\$502,000</b>	<b>\$502,000</b>	<b>\$0</b>	<b>\$4,073,590</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Transit Tax	\$2,437,070	\$436,740	\$436,740	\$436,740	\$0	\$3,747,290
Development Impact Fees	\$130,520	\$65,260	\$65,260	\$65,260	\$0	\$326,300
<b>Total</b>	<b>\$2,567,590</b>	<b>\$502,000</b>	<b>\$502,000</b>	<b>\$502,000</b>	<b>\$0</b>	<b>\$4,073,590</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**Bus Stop Capital Maintenance/Improvements**

This project will repair, rehabilitate and or replace bus stop infrastructure that has or will surpass its useful life during the project year or has excessive or adverse environmental exposures (e.g., sun, irrigation, high use). There are 814 bus stops with sizes and amenities varying widely based on transit system demand. The bus stop infrastructure consists of bus shelters (297), benches (648), bike racks (969), trash receptacles (775), lighting (173), concrete pads (tbd), schedule holders (1,100), and bus stop signs (817). In general, these assets were purchased and installed between 1994 and 2008.

The purpose of the project is to maintain the City's bus stop infrastructure in a state of good repair, safe for use, and instrumental in promoting transit use. The bus stop represents the "lobby" to the transit system and must provide a safe, secure, and comfortable waiting area with adequate sun and weather protection for transit passengers. All Tempe bus stops must meet or exceed federal ADA requirements. Continue installation of passenger shelters and related amenities (benches, trash receptacles, bike hoops, schedule holders and blue bus stop signs) at 10 bus stops across the City in FY18-19 with five installations in each of the subsequent five fiscal years.



Project Priority Type
Systems Expansions

**City Council Priorities and Performance Measures Addressed**

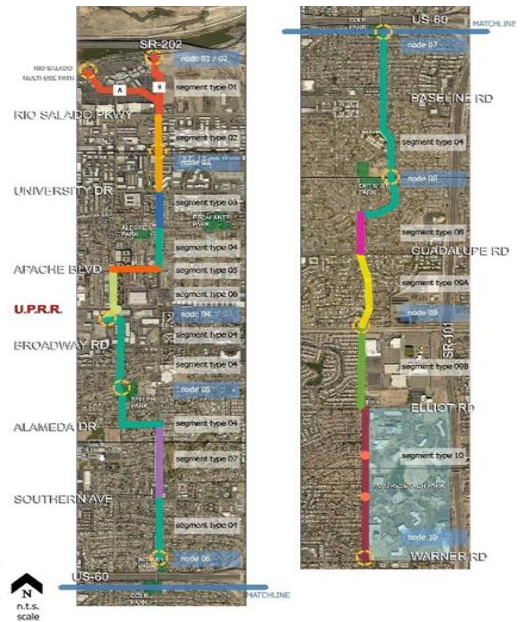
	Quality of Life	3.29 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6005239	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$2,100,065	\$565,000	\$390,000	\$540,000	\$390,000	\$3,985,065
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
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
<b>Total</b>	<b>\$2,100,065</b>	<b>\$565,000</b>	<b>\$390,000</b>	<b>\$540,000</b>	<b>\$390,000</b>	<b>\$3,985,065</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$2,100,065	\$565,000	\$390,000	\$540,000	\$390,000	\$3,985,065
<b>Total</b>	<b>\$2,100,065</b>	<b>\$565,000</b>	<b>\$390,000</b>	<b>\$540,000</b>	<b>\$390,000</b>	<b>\$3,985,065</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Country Club Way Bike and Pedestrian Improvements Project**

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 Country Club Way Bicycle and Pedestrian Improvement Project extends seven miles connecting ASU Research Park along Country Club Way to Tempe Town Lake and the regional Rio Salado path system. The project will link local and regional facilities, five schools, three existing canal paths, two bicycle/pedestrian bridges, four bicycle boulevards, travel across eight major arterials, connect to one light rail station at Smith-Martin and across the Union Pacific Railroad south of Apache Boulevard. It would include public art, enhanced sidewalks, shared use path, bike lanes, signalized street intersections & mid-block crossings, raised medians, a railroad crossing, and landscaping. The new facility will reduce vehicle-ped conflicts, introduce bike lanes and a path, landscaping, and art features while remaining ADA/MUTCD/AASHTO compliant. This project will include ADA Transition Plan identified repairs. The project will provide a sustainable and safe bicycle and pedestrian connection to major employment, educational facilities and shopping centers. This project identified in the Transportation Master Plan and Tempe General Plan 2040 and implements the general plan goal of achieving the 20-Minute City. The project will also install conduits for future use by the City of Tempe Internal Services Department.



Project Priority Type	
	Systems Expansions

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6008960	07/01/2018			03/15/2022		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$32,000	\$0	\$0	\$32,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$113,000	\$0	\$0	\$113,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$260,000	\$0	\$0	\$260,000
Survey / Staking	\$0	\$0	\$22,000	\$0	\$0	\$22,000
Inspection & Construction Management	\$0	\$0	\$152,000	\$0	\$0	\$152,000
Geotech / Material Testing	\$0	\$0	\$22,000	\$0	\$0	\$22,000
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$0	\$2,169,600	\$0	\$0	\$2,169,600
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
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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,770,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,770,600</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Transit Tax	\$463,000	\$0	\$158,867	\$0	\$0	\$621,867
Federal Grant	\$0	\$0	\$2,611,733	\$0	\$0	\$2,611,733
<b>Total</b>	<b>\$463,000</b>	<b>\$0</b>	<b>\$2,770,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,233,600</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**EVBOM - Facility Asset Maintenance (East Valley Bus Ops/Maint Facility)**

This project conducts repairs and replacement of major systems, sub-systems and equipment at the East Valley Bus Operations and Maintenance (EVBOM) facility as well as completes construction and expansion of the original facility design.

Scheduled improvements during the next five years include: FY18-19: Admin. building office change & maint. building HVAC (\$400,000), improve/rehab parking expansion and asphalt pavement repair (\$1,000,000), rehab/replace - repaint building exterior, replace joint sealants, shade canopies & fence (\$1,000,000); FY19-20: Admin. bldg. office remodel design (\$400,000), rehab/replace - repaint building exterior, replace joint sealants, shade canopies & fence (\$500,000), dedicated gas service & meter bus wash canopy (\$400,000), replace maint. bldg. air hose reels (\$100,000), fall protection north side bay 9-12 (\$300,000); FY20-21: Admin. bldg. complete office remodel/renovation (\$2,000,000 VM PTF), replace complete landscape irrigation system (end of useful life) (\$1,000,000), repair foam roof-UV protection (\$300,000); FY21-22: Upgrade interior, exterior and site lighting to LED system & replace lighting controls (\$2,000,000), replace office furniture (\$500,000); FY22-23: Upgrade manifold valve & fluid distribution maint. bldg. (\$200,000), rehab/replace power washer supply pipes (\$200,000), replace maint. bldg. evap coolers & water treatment systems (\$1,500,000); FY23-24: Rehab/rebuild automatic bus wash bays electric & plumbing (\$3,000,000).



**Project Priority Type**

Asset Preservation

**City Council Priorities and Performance Measures Addressed**



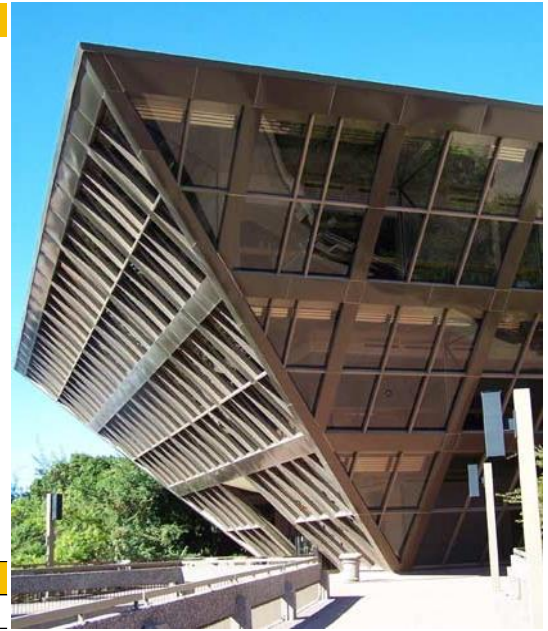
Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6006089	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$5,689,308	\$3,200,000	\$2,500,000	\$2,300,000	\$3,000,000	\$16,689,308
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
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
<b>Total</b>	<b>\$5,689,308</b>	<b>\$3,200,000</b>	<b>\$2,500,000</b>	<b>\$2,300,000</b>	<b>\$3,000,000</b>	<b>\$16,689,308</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$5,217,308	\$1,200,000	\$2,500,000	\$2,300,000	\$3,000,000	\$14,217,308
Federal Grant - 5309	\$472,000	\$0	\$0	\$0	\$0	\$472,000
Public Trans Fund (PTF)	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Total</b>	<b>\$5,689,308</b>	<b>\$3,200,000</b>	<b>\$2,500,000</b>	<b>\$2,300,000</b>	<b>\$3,000,000</b>	<b>\$16,689,308</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Federal Grants & Project Contingency**

This project creates spending authority for grants or other funding that may become available during the fiscal year. It also provides contingent budget appropriation for mid-year project increases.



Project Priority Type
Asset Preservation

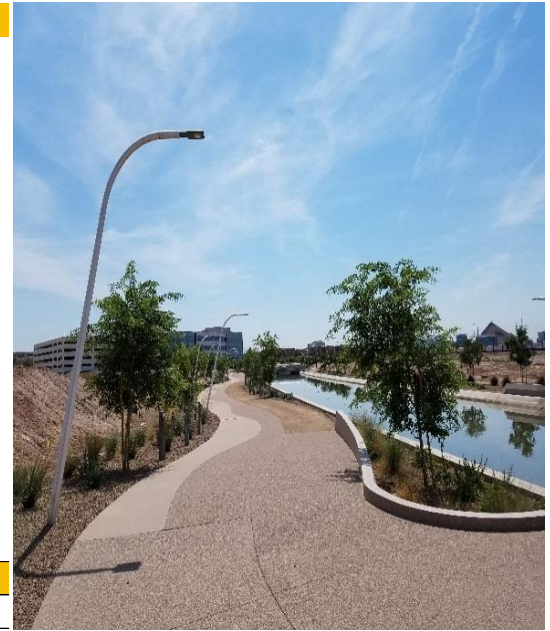
**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.29 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.

Project Number	Estimated Start			Estimated Completion		
6009860	Ongoing			Ongoing		
Estimated Project Costs	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
Funding Sources	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total 5 -Year
Transit Tax	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Federal Grants	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
Operating Impacts	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total 5 -Year
None						

**Grand Canal Multi-Use Path Connection (MUP) and Extension Project**

The Grand Canal Connection and Extension project will provide a design to link the existing Grand Canal MUP to the Rio Salado North Bank MUP and to the new Phoenix Grand Canal MUP project. The proposed connection will include 10' wide concrete shared-use path, lighting, landscaping, and art features while remaining ADA/MUTCD/AASHTO compliant. The project will link local, regional facilities and employment centers between Tempe and Phoenix. 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. Upon completion, the project will connect two Tempe MUPs with the Phoenix Grand Canal MUP and will create major regional canal pathways to Phoenix and the region. The project supports the fulfillment of the General Plan 20-Minute City.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6008970	01/01/2018			12/01/2019		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$63,000	\$0	\$0	\$0	\$0	\$63,000
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	\$350,000	\$0	\$0	\$0	\$0	\$350,000
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
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
<b>Total</b>	<b>\$413,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$413,000</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Transit Tax	\$388,000	\$0	\$0	\$0	\$0	\$388,000
Developer Contribution	\$25,000	\$0	\$0	\$0	\$0	\$25,000
<b>Total</b>	<b>\$413,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$413,000</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						



**Highline Canal Path (Baseline-Knox Rd)**

This project is the design and construction of a 3.5 mile pathway along the Highline Canal in west central Tempe. The Salt River Project canal runs north and south from Baseline Road on the north to Knox Road on the south and is one of the last remaining canal banks in Tempe without a dedicated path for public use. This path has been awarded federal funding in the Fall of 2013. This project would integrate with and connect to planned and funded portions of pathway along the Highline Canal in the Town of Guadalupe and the City of Phoenix. The path would include street crossing treatments, fencing (where needed), landscaping, lighting and a paved path that meets all ADA and national transportation design standards. This project is part of the City's Transportation Master Plan and is in concert with the Tempe General Plan. It continues Tempe's commitment to building facilities that support increasing the numbers of people utilizing non-motorized forms of transportation to assist in reducing air pollution and traffic congestion. The project will serve many Tempe neighborhoods and link to Guadalupe and Phoenix. It will create an improved aesthetic in an area now neglected (canal banks) and enhance the quality of life for area residents.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
60-6006079	07/01/2016			12/31/2019		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$3,995,661	\$0	\$0	\$0	\$0	\$3,995,661
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
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
<b>Total</b>	<b>\$3,995,661</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,995,661</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Development Impact Fees	\$279,696	\$0	\$0	\$0	\$0	\$279,696
Federal Grants	\$3,715,965	\$0	\$0	\$0	\$0	\$3,715,965
<b>Total</b>	<b>\$3,995,661</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,995,661</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**North South Rail Spur Multi-Use Path Phase 1**

This project involves the design and construction of three miles of a shared-use path adjacent to the existing freight rail line travelling north and south in Tempe from University Drive to Baseline Road. The project involves constructing a 10-foot minimum path with lighting and landscaping, street crossing treatments and other amenities. This project will include ADA Transition Plan identified repairs related to street crossings. The project was started with a \$65,000 MAG grant for 8-mile concept design from Tempe Beach Park to Knox Road along the UPRR spur line. This proposed shared-use path project is the first phase implementation of the design concept developed with the MAG Design grant. This project 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. The project would complement existing transportation system.



Project Priority Type
Systems Expansions

City Council Priorities and Performance Measures Addressed		
	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6007089	07/01/2014			06/30/2019		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$2,959,475	\$0	\$0	\$0	\$0	\$2,959,475
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
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
<b>Total</b>	<b>\$2,959,475</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,959,475</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Federal Grant - CMAQ	\$2,315,065	\$0	\$0	\$0	\$0	\$2,315,065
Development Impact Fees	\$544,410	\$0	\$0	\$0	\$0	\$544,410
<b>Total</b>	<b>\$2,959,475</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,959,475</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Pathway Capital Maintenance**

This project will repair, rehabilitate or replace multi-use pathway (MUP) infrastructure that will surpass its useful life during the project period or due to excessive or adverse environmental exposures. There are currently 23 miles of MUPs in Tempe. This project has multiple elements, including: FY18-19: Restrain concrete along Cross Cut Canal and Western Canal MUP's (\$250,000), storm water mitigation Lakeshore Drive & Dorsey Lane nodes along the Western Canal MUP (\$700,000), improve the storm water runoff management along the Western Canal (\$200,000), replace - Kyrene & Western Canal Golf Course netting & repaint (\$350,000); FY19-20: Rehab/improve - El Paso Gas Line MUP concrete, lighting and landscaping - McClintock Drive to Price Road (\$1,750,000), restrain nodes Crosscut & Western (\$100,000), concrete repairs (\$10,000); FY20-21: Rehab Kyrene Canal MUP (\$1,500,000), improve/rehab Indian Bend Wash MUP (\$1,500,000), concrete repairs (\$10,000); FY21-22: Rehab/improve - Grove Parkway MUP concrete, lighting, and landscaping (\$2,500,000), rehab/improve Crosscut Canal (\$1,000,000), concrete repairs (\$10,000); FY22-23: Rehab/improve - Sierra Tempe MUP (Hardy Drive and Knox Road alignments) (\$500,000), Improv/rehab - Highland Canal MUP (\$600,000), Improve/rehab - Grand Canal MUP (\$150,000), Improve/rehab - Tempe Canal MUP (\$500,000), Rehab/improve - Alisanos MUP (\$150,000), Rehab/improve - Terrace Road/8th Street MUP (\$150,000); FY23-24: Rehab/improve - Western Canal MUP (\$1,500,000), Concrete Repairs (\$10,000).

**Project Priority Type**

Asset Preservation



**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

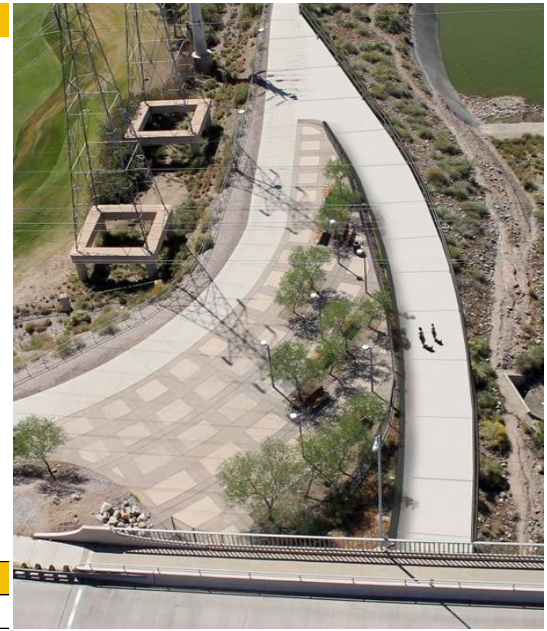
1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6005249	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$6,098,422	\$3,010,000	\$3,510,000	\$2,060,000	\$1,510,000	\$16,188,422
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
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
<b>Total</b>	<b>\$6,098,422</b>	<b>\$3,010,000</b>	<b>\$3,510,000</b>	<b>\$2,060,000</b>	<b>\$1,510,000</b>	<b>\$16,188,422</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$6,098,422	\$3,010,000	\$3,510,000	\$2,060,000	\$1,510,000	\$16,188,422
<b>Total</b>	<b>\$6,098,422</b>	<b>\$3,010,000</b>	<b>\$3,510,000</b>	<b>\$2,060,000</b>	<b>\$1,510,000</b>	<b>\$16,188,422</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



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

This project is a more than 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. This portion of pathway is the final path for the entire Rio Salado Path system and will provide another critical link for non-motorized travel in the Rio Salado, downtown Tempe and north Tempe areas. This project directly links to Tempe Marketplace, path travel to Scottsdale and future development along the Rio Salado area. This project will include a paved path, landscaping and lighting and is further investment in sustainable mobility options for all. The project is a partnership with the Army Corps of Engineers and their efforts to enhance this regional waterway. This funding request is allocated to the lighting component of the pathway.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
60-6008579	07/01/2017			06/30/2020		

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Supplies and Services	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$7,500
<b>Total</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$7,500</b>

**Rio Salado South Bank Underpass at McClintock Dr**

This project is the construction of a bicycle/pedestrian path underpass at McClintock Drive along the south bank of the Rio Salado. The project will connect to an existing path on the west side of McClintock Drive and to another path on the east side that is currently under construction managed by ADOT (101/202 underpass). The project will be concrete and lit and meet all ADA requirements and will provide emergency vehicle access. Design team preliminary budget estimate for design and construction cost was reduced from \$3,703,000 to \$2,520,896. Estimated Transit Tax share was reduced from \$2,203,000 to \$1,289,621 (FY16-17 design expenditure \$29,605). This project provides an accessible and safe crossing under McClintock Drive for Rio Salado path users where today none exists. The project will link a more than five mile system of paths along the Rio Salado and Town Lake area. The project, if required, will also install conduits for future use by the City of Tempe Internal Services Department.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6007789	07/01/2014			06/30/2019		

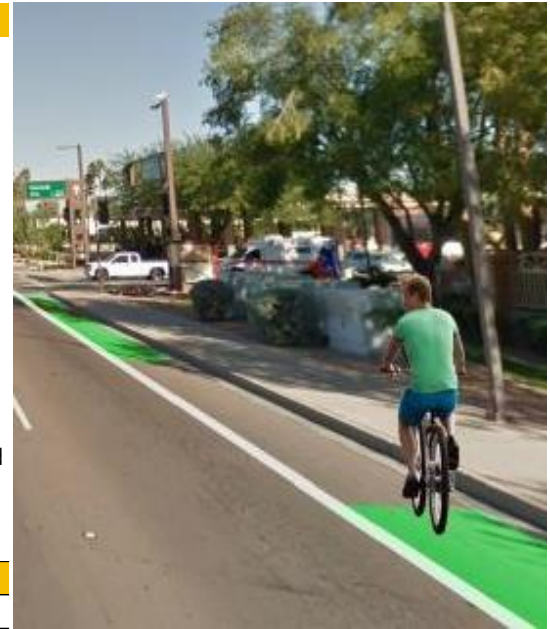
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$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	\$1,990,992	\$0	\$0	\$0	\$0	\$1,990,992
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
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
<b>Total</b>	<b>\$1,990,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,990,992</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$759,717	\$0	\$0	\$0	\$0	\$759,717
Federal Grant - CMAQ	\$1,231,275	\$0	\$0	\$0	\$0	\$1,231,275
<b>Total</b>	<b>\$1,990,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,990,992</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Scottsdale Road Bicycle and Pedestrian Improvement Project**

The proposed project will provide continuous bike lanes on a 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, ADA sidewalk (including repairs identified in the Transition Plan) and crossing improvements. The reconfiguration of the roadway will add designated travel 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 bike lanes. The high and increasing volume of automobile traffic and pedestrian and bike incidents identifies this segment of Scottsdale Road as requiring safety improvements. 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 Master 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.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Safe & Secure Communities	1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
N/A	07/01/2019			12/31/2022		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$2,000	\$12,000	\$0	\$0	\$0	\$14,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$5,000	\$35,000	\$0	\$0	\$0	\$40,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$179,500	\$0	\$0	\$0	\$0	\$179,500
Survey / Staking	\$0	\$11,000	\$0	\$0	\$0	\$11,000
Inspection & Construction Management	\$0	\$78,000	\$0	\$0	\$0	\$78,000
Geotech / Material Testing	\$0	\$11,000	\$0	\$0	\$0	\$11,000
Contingency	\$0	\$11,000	\$0	\$0	\$0	\$11,000
Construction / Installation / Improvement	\$0	\$1,110,548	\$0	\$0	\$0	\$1,110,548
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$64,000	\$0	\$0	\$0	\$64,000
<b>Total</b>	<b>\$186,500</b>	<b>\$1,332,548</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,519,048</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Federal Grant - (CMAQ/TA)	\$0	\$1,256,548	\$0	\$0	\$0	\$1,256,548
Transit Tax	\$186,500	\$76,000	\$0	\$0	\$0	\$262,500
<b>Total</b>	<b>\$186,500</b>	<b>\$1,332,548</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,519,048</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**Tempe/Mesa High Capacity Transit Feasibility Study**

This transit service feasibility study would be in partnership with the city of Mesa to explore future possible high capacity transit corridors in the Mesa and Tempe region of the East Valley. Specifically this study would look at how the existing light rail, programmed Streetcar, and the Mesa light rail extensions can further link the two cities and their major destinations. The two cities would look at corridors to connect both downtown Mesa and Tempe, Mesa Community College and Arizona State University, Tempe Marketplace and Mesa Riverview, Cubs Stadium and Sun Devil Stadium, and more. This feasibility study would examine most appropriate corridors for servicing the highest population centers, growth corridors, and activity and employment areas. The study would be utilized in determinations for the anticipated Proposition 500 regional transportation effort. Total Feasibility Study Estimated Cost \$600k, with \$300k to be contributed by City of Mesa.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
60-6008589	07/01/2017			12/31/2019		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$0	\$0	\$0	\$0	\$0	\$0
Utility Undergrounding	\$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	\$300,000	\$0	\$0	\$0	\$0	\$300,000
<b>Total</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Transit Tax	\$300,000	\$0	\$0	\$0	\$0	\$300,000
<b>Total</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						



**Tempe Streetcar - Local Funding**

Tempe Streetcar project is a 3-mile fixed guideway - located on Rio Salado Parkway at Marina Heights going west to Mill Avenue, south to Apache Boulevard and east to Dorsey Lane. The segment will also include the downtown one-way loop running north on Mill Avenue and south on Ash Avenue. The total capital cost of the project is an estimated \$186.0 million, which includes \$9.4 million in finance costs. Funding sources for the project are estimated as follows:

- FTA 5309 Section (Small Starts) \$75 million
- CMAQ Federal funds \$19 million
- PTF revenue funds \$79.05 million
- Tempe Local Funds \$13 million

Large property owners along the Streetcar alignment, including the City of Tempe, will enter into individual agreements with the City to fund their pro-rata share of the estimated final \$13 million necessary to complete construction of the Streetcar infrastructure. The City will front the construction costs with existing Transit Tax funds or revenue bond proceeds, and will be reimbursed with payments from the other property owners.



Project Priority Type
Systems Expansions

**City Council Priorities and Performance Measures Addressed**



Quality of Life 3.29 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.

Project Number	Estimated Start			Estimated Completion		
6008459	07/01/2016			08/01/2020		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$1,295,691	\$347,876	\$0	\$0	\$0	\$1,643,567
Land Acquisition	\$2,775,103	\$0	\$0	\$0	\$0	\$2,775,103
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$400,000	\$0	\$0	\$0	\$0	\$400,000
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	\$6,000,000	\$7,000,000	\$0	\$0	\$0	\$13,000,000
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>	<b>\$10,570,794</b>	<b>\$7,347,876</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,918,670</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Public Transportation Funds	\$4,370,794	\$347,876	\$0	\$0	\$0	\$4,718,670
Property Owner Contribution	\$6,000,000	\$7,000,000	\$0	\$0	\$0	\$13,000,000
Transit Tax	\$200,000	\$0	\$0	\$0	\$0	\$200,000
<b>Total</b>	<b>\$10,570,794</b>	<b>\$7,347,876</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,918,670</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Transit Tax Funded Projects Archaeological Contingency Fund**

The Transportation Division currently has several projects underway and planned that have been identified as needing possible archeological mitigation. Given the unknowns related to the archeological process and difficult in calculating costs, this project provides funding for unforeseen expenses related to historical and archaeological studies and potential remediation for all Transit Tax funded capital improvement projects.



Project Priority Type
Systems Expansions

**City Council Priorities and Performance Measures Addressed**



Quality of Life

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

Project Number	Estimated Start			Estimated Completion		
N/A	07/01/2019			06/30/2023		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**TTC - Facility Asset Maintenance (Transportation Center)**

This project conducts major repair, refurbishment, or replacement of major equipment, infrastructure, and sub-systems at the Tempe Transportation Center. The facility was completed in 2008 and acts as a major multi-modal transit center served by 12 bus routes which include Orbit circulators, Fixed Route Service and METRO light rail. The transit center and plaza area includes passenger amenities such as benches, shelters, landscape, a transit store and public restrooms. Maintaining the building and transit plaza in a state of good repair, provides good working conditions for staff and tenants while ensuring the site is safe and functional for transit operations and public use. Scheduled projects include:

FY18-19: Upgrade - security card access system (\$100,000), extend back up power generator exhaust away from fresh air intakes (\$75,000), replacement - sliding glass doors (\$500,000), rehab grey water system (\$300,000); FY19-20: Replacement - carpet (\$200,000), upgrade - interior, exterior, and site lighting to LED and replace lighting control system with City standard (\$1,500,000), upgrade HVAC Delta Control System (\$100,000); FY20-21: Upgrade/replace complete landscape irrigation system-end of life cycle (\$1,000,000), Improvement - Plaza concrete, pavers, terrazzo, storm water drainage, tree grates, landscaping, and irrigation (\$2,000,000); FY21-22: Replace east facade blinds w/new shade system (\$2,500,000), replace joint sealant & repaint exterior building (\$500,000); FY22-23: Replace lobby office furniture (\$500,000).

Project Priority Type
Asset Preservation



**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6006099	07/01/2013			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$3,652,074	\$3,000,000	\$3,000,000	\$500,000	\$0	\$10,152,074
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
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
<b>Total</b>	<b>\$3,652,074</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$10,152,074</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$3,652,074	\$3,000,000	\$3,000,000	\$500,000	\$0	\$10,152,074
<b>Total</b>	<b>\$3,652,074</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$10,152,074</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**University Drive & Regional Light Rail/McAllister Grade Separation**

This project is the design and eventual construction of a grade separated crossing of the light rail and University Drive between McAllister Drive and Rural Road. The project specifically would separate the light rail from University Drive and to integrate the light rail station into the adjacent developments proposed by ASU. University Drive may ultimately be designed underneath or above the light rail. The purpose of this project is to facilitate enhanced street operations and light rail service. This project is part of the ASU and Tempe Small Area Transportation Study "big ideas" package to improve overall traffic flow in the urban core and would be coordinated with ASU construction in the area; particularly the NTSB-7 building. This project would also require coordination with Valley Metro and the Federal Transit Administration. It is anticipated that the project would be partially funded through federal grants.



**Project Priority Type**

Customer Enhancements

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.29 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.

Project Number	Estimated Start			Estimated Completion		
6008980	07/01/2018			12/31/2020		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$364,000	\$0	\$0	\$0	\$0	\$364,000
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	\$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
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
<b>Total</b>	<b>\$364,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$364,000</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Transit Tax	\$364,000	\$0	\$0	\$0	\$0	\$364,000
<b>Total</b>	<b>\$364,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$364,000</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**Western Canal Highline MUP Link**

The Western Canal/Missing Link project is proposed to be a 10' wide concrete shared-use path and on-street facility running 0.5 miles connecting the Highline and Western Canal pathways. The project will link local and regional facilities, other canal paths, a bicycle boulevard (the "Brake" route in Tempe's BIKEiT system), the Tempe North-South Rail Spur Multi-Use Path and run adjacent to a public golf course, a Salt River Project facility and across a major arterial. The newly formed connection is currently used illegally by travelers and this new facility will reduce vehicle-ped-bike conflicts, introduce lighting, landscaping, and art features while remaining ADA/MUTCD/AASHTO compliant. This project will include ADA Transition Plan identified repairs that are within the construction project limits. The project is in the Transportation Master Plan and has been awarded regional design funding. CMAQ federal funds of \$793,063 are anticipated for construction. The project will connect two Tempe and regional canal pathways a golf course, canal bridge and major arterial street (Kyrene Road). The project will also install conduits for future use by the City of Tempe Internal Services Department.



Project Priority Type	
Systems Expansions	

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
6008419	01/01/2016			06/30/2019		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$1,079,818	\$0	\$0	\$0	\$0	\$1,079,818
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
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
<b>Total</b>	<b>\$1,079,818</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,079,818</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Transit Tax	\$286,755	\$0	\$0	\$0	\$0	\$286,755
Federal Grant - CMAQ	\$793,063	\$0	\$0	\$0	\$0	\$793,063
<b>Total</b>	<b>\$1,079,818</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,079,818</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

# Transportation and R.O.W. Program

## FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are <u>underlined</u>										
Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
196	<b>5th Street Right-of-Way Improvements - Price to Evergreen</b>	Highway User Revenue Fund	105,000	570,000	675,000	-	-	-	-	675,000
197	<b>5th Street Streetscape (Farmer to College Avenues)</b>	General Obligation Bonds	100,000	-	100,000	-	-	-	3,733,299	3,833,299
		Transit Tax	-	-	-	-	-	-	387,000	387,000
		Highway User Revenue Fund	-	-	-	-	-	-	500,000	500,000
		<b>Project Total</b>	100,000	-	100,000	-	-	-	4,620,299	4,720,299
198	<b>6th Street &amp; Veterans Way Intersection Improvements</b>	Highway User Revenue Fund	250,000	-	250,000	-	-	-	-	250,000
199	<b>ADA Improvements - Right-of-Way</b>	General Obligation Bonds	1,732,441	-	1,732,441	600,000	600,000	600,000	600,000	4,132,441
200	<b>Bridge Maintenance</b>	General Obligation Bonds	515,000	60,000	575,000	375,000	160,000	375,000	160,000	1,645,000
201	<b><u>Broadway Road Revitalization Corridor</u></b>	General Obligation Bonds	-	-	-	-	-	458,000	3,441,000	3,899,000
202	<b>City Facility Parking Lots</b>	General Obligation Bonds	11,112	54,636	65,748	386,275	57,963	59,703	61,493	631,182
203	<b><u>City Hall Complex Restrooms and Parking Reconfiguration</u></b>	General Obligation Bonds	-	801,443	801,443	-	-	-	-	801,443
204	<b>Clark Park/Mitchell Park Neighborhood Alley Stabilization</b>	Highway User Revenue Fund	-	-	-	63,500	71,977	-	-	135,477
		Federal Grant - CMAQ	-	-	-	-	1,190,773	-	-	1,190,773
		<b>Project Total</b>	-	-	-	63,500	1,262,750	-	-	1,326,250
205	<b>Contractual Project Participation</b>	Developer Contribution	591,383	-	591,383	-	-	-	-	591,383
206	<b>Elliot &amp; Kyrene Railroad Crossing Intersection Safety Improvement</b>	Highway User Revenue Fund	418,575	-	418,575	-	-	-	-	418,575
		Federal Grant - Section 130	2,196,000	-	2,196,000	-	-	-	-	2,196,000
		<b>Project Total</b>	2,614,575	-	2,614,575	-	-	-	-	2,614,575
207	<b>Hudson Manor/University Heights Neighborhood Alley Stabilization</b>	Highway User Revenue Fund	-	-	-	63,500	42,765	-	-	106,265
		Federal Grant - CMAQ	-	-	-	-	707,485	-	-	707,485
		<b>Project Total</b>	-	-	-	63,500	750,250	-	-	813,750
208	<b><u>Loop 202 &amp; McClintock Dr TI Feasibility Study</u></b>	Highway User Revenue Fund	-	-	-	150,000	-	-	-	150,000
209	<b>McClintock Dr Streetscape Implementation</b>	Highway User Revenue Fund	3,359,906	-	3,359,906	-	-	-	-	3,359,906
210	<b>Minor Concrete Improvements</b>	General Obligation Bonds	9,956	235,569	245,525	242,636	249,915	257,413	265,135	1,260,624
211	<b>Minor Pavement Preservation</b>	General Obligation Bonds	150,000	170,000	320,000	425,000	1,727,500	2,310,250	2,379,558	7,162,308

## Transportation and R.O.W. Program FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are <u>underlined</u>										
Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
212	<b>Neighborhood Traffic Calming</b>	Highway User Revenue Fund	199,575	100,000	299,575	100,000	100,000	100,000	100,000	699,575
213	<b>Parkway Blvd Right-of-Way Improvements - West of College Ave</b>	Highway User Revenue Fund	104,000	-	104,000	24,730	-	-	-	128,730
		Federal Grant - CMAQ	-	-	-	179,170	-	-	-	179,170
		<b>Project Total</b>	104,000	-	104,000	203,900	-	-	-	307,900
214	<b>Right of Way (ROW) Landscape Replacement and Revitalization</b>	Highway User Revenue Fund	-	500,000	500,000	600,000	600,000	600,000	600,000	2,900,000
215	<b>Roadway Mill &amp; Overlay &amp; Reconstructions (formerly Arterial Resurfacing)</b>	Highway User Revenue Fund	-	2,500,000	2,500,000	2,500,000	4,000,000	4,000,000	4,000,000	17,000,000
		General Obligation Bonds	280,222	4,243,465	4,523,687	4,917,800	4,159,593	4,975,553	5,873,108	24,449,741
		<b>Project Total</b>	280,222	6,743,465	7,023,687	7,417,800	8,159,593	8,975,553	9,873,108	41,449,741
216	<b>Roundabout at College Ave &amp; McKellips Rd</b>	Highway User Revenue Fund	79,298	-	79,298	-	464,000	-	-	543,298
		General Obligation Bonds	-	-	-	-	500,000	-	-	500,000
		<b>Project Total</b>	79,298	-	79,298	-	964,000	-	-	1,043,298
217	<b>Roundabout at Priest Dr &amp; Grove Pkwy</b>	Highway User Revenue Fund	780,646	464,000	1,244,646	-	-	-	-	1,244,646
		General Obligation Bonds	-	136,000	136,000	-	-	-	-	136,000
		<b>Project Total</b>	780,646	600,000	1,380,646	-	-	-	-	1,380,646
218	<b><u>Rural Rd &amp; Baseline Rd Intersection Improvements</u></b>	General Obligation Bonds	-	-	-	-	-	242,500	-	242,500
219	<b>Rural Rd &amp; Rio Salado Pkwy Intersection Improvements</b>	General Obligation Bonds	399,988	3,000,000	3,399,988	-	-	-	-	3,399,988
220	<b>Rural Rd &amp; Southern Ave Intersection Improvements</b>	Highway User Revenue Fund	1,542,621	-	1,542,621	-	-	-	-	1,542,621
		Federal Safety Grant	645,324	-	645,324	-	-	-	-	645,324
		Transit Tax	134,676	-	134,676	-	-	-	-	134,676
		Development Impact Fees	400,140	-	400,140	-	-	-	-	400,140
		<b>Project Total</b>	2,722,761	-	2,722,761	-	-	-	-	2,722,761
221	<b>Rural Rd &amp; University Dr Intersection Improvements</b>	General Obligation Bonds	530,511	-	530,511	2,610,000	2,175,000	-	-	5,315,511
		Development Impact Fees	79,300	-	79,300	390,000	325,000	-	-	794,300
		<b>Project Total</b>	609,811	-	609,811	3,000,000	2,500,000	-	-	6,109,811
222	<b><u>Scotsdale Rd &amp; Cavalier Dr Pedestrian Signal</u></b>	Federal Safety Grant (HSIP)	-	-	-	206,809	-	-	-	206,809
223	<b>Street Grant Contingency</b>	Grants/Other	-	1,000,000	1,000,000	-	-	-	-	1,000,000

## Transportation and R.O.W. Program FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are underlined

Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
224	<b>University Drive Streetscape - College to Veterans Way</b>	Highway User Revenue Fund	50,000	-	50,000	-	-	-	-	50,000
		ASU Participation	635,000	-	635,000	-	-	-	-	635,000
		General Obligation Bonds	-	100,000	100,000	-	-	-	-	100,000
		<b>Project Total</b>	685,000	100,000	785,000	-	-	-	-	785,000
225	<u>Vision Zero Infrastructure Improvements</u>	General Obligation Bonds	-	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000
<b>Transportation and R.O.W. Program Total</b>			<b>15,300,674</b>	<b>14,235,113</b>	<b>29,535,787</b>	<b>14,134,420</b>	<b>17,431,971</b>	<b>14,278,419</b>	<b>22,400,593</b>	<b>97,781,190</b>

The table above lists the individual projects that comprise the Transportation and R.O.W. Program and the associated five-year funding requests. The detailed project descriptions and justifications are provided on the pages that follow.



**5th Street Right-of-Way Improvements - Price to Evergreen**

The City of Tempe's Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation maintenance and asset management program, Transportation Maintenance staff proactively identifies potential locations within the City that could benefit from infrastructure improvements. Nearly all streets in the City have been improved with curbing and drainage. 5th Street is a local collector that connects Price Road and Evergreen Road east of Loop 101. The north side of the street is fully improved with vertical curb and six foot sidewalks. The south side of the street is not improved and consists only of an earthen shoulder. The pavement width does not meet minimum standards at only 24 feet and the street is often further narrowed by parked vehicles. The earthen shoulder continues to be a maintenance concern due to poor drainage, illegal dumping, and unauthorized vehicle use. The Transportation Division regularly receives complaints from residents regarding this portion of 5th Street. This project will pave the earthen shoulder, add sidewalks and properly accommodate drainage. There may be opportunity to use sustainable drainage techniques like water-catching basins or bioswales. This project will also include ADA Transition Plan identified repairs.



Project Priority Type
Asset Preservation

**City Council Priorities and Performance Measures Addressed**

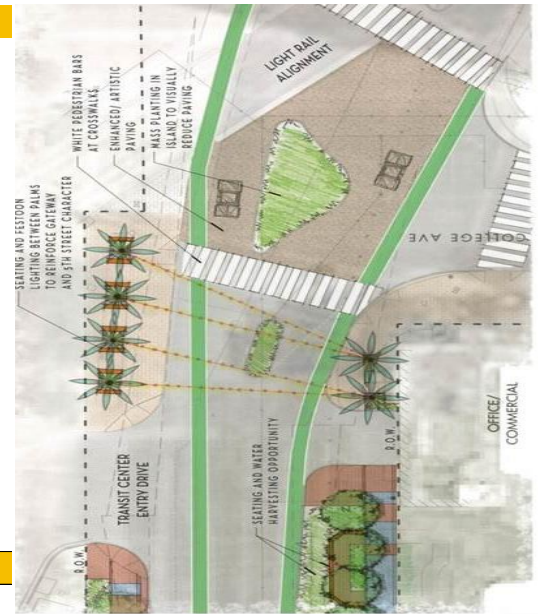


Quality of Life 3.23 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Quality of Landscape maintenance along streets/sidewalks" greater than or equal to the top 10% of the national benchmark cities as measured in the Community Survey.

Project Number	Estimated Start			Estimated Completion		
5409561	07/01/2018			12/21/2020		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$125,000	\$0	\$0	\$0	\$0	\$125,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Furnishings / Equipment	\$5,000	\$0	\$0	\$0	\$0	\$5,000
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$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
<b>Total</b>	<b>\$675,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$675,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$675,000	\$0	\$0	\$0	\$0	\$675,000
<b>Total</b>	<b>\$675,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$675,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**5th Street Streetscape - Farmer to College Ave**

The 5th Street Streetscape is a re-design and re-construction of a Tempe collector street that links established neighborhoods to Arizona State University, downtown Tempe and the City Hall Complex. The project is intended to create a street with greater multi-modal access for all users and expanded landscaping and shade, enhanced bicycle, transit and pedestrian facilities and ADA upgrades including those identified in the Transition Plan. The project will include gateway treatments, additional crosswalks, on-street parking, and medians. The project will also explore integration of low impact development and sustainable practices like water harvesting and greater tree canopy coverage. This project is a joint funding and effort with the Downtown Tempe Authority. Project construction funding is anticipated to come from a variety of sources including HURF, Transit Tax and GO Bonds. The project will be coordinated with pavement resurfacing and the City ADA Transition Plan. Final construction estimates are expected to be complete early 2019.



Project Priority Type
Customer Enhancements

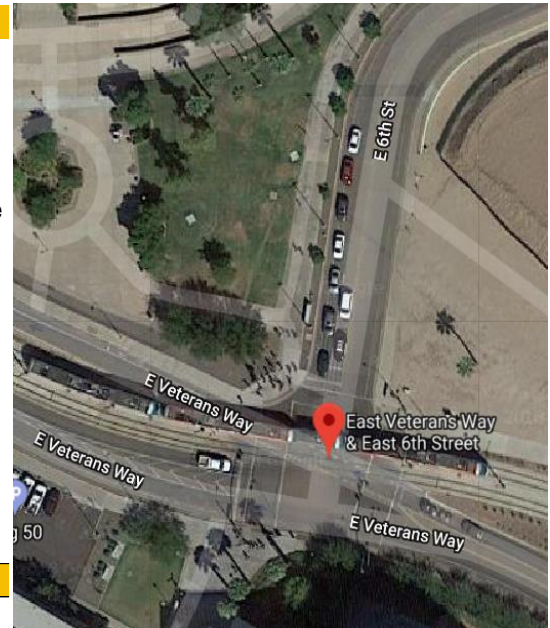
**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.29 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
5407931	07/01/2017			06/30/2024		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$128,164	\$128,164
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$100,000	\$0	\$0	\$0	\$0	\$100,000
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	\$420,000	\$420,000
Construction / Installation / Improvement	\$0	\$0	\$0	\$0	\$3,721,738	\$3,721,738
Furnishings / Equipment	\$0	\$0	\$0	\$0	\$0	\$0
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$350,397	\$350,397
ADA Accessibility	\$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
<b>Total</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,620,299</b>	<b>\$4,720,299</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Transit Tax	\$0	\$0	\$0	\$0	\$387,000	\$387,000
General Obligation Bonds	\$100,000	\$0	\$0	\$0	\$3,733,299	\$3,833,299
<b>Total</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,620,299</b>	<b>\$4,720,299</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**6th Street and Veterans Way Intersection Improvements**

The City of Tempe's Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identify potential locations within the City that could benefit from the implementation of traffic safety and congestion mitigation measures. The intersection of 6th Street and Veterans Way continues to be identified as an intersection that could benefit from operational improvements due to the interaction with light rail as well as the number of pedestrians crossing at the intersection. This project would review the intersection for design improvements and establish costs for construction which would be completed in a future fiscal year. This project will also include any ADA Transition Plan identified repairs.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**

	Safe & Secure Communities	1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.
	Quality of Life	3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
5409541	07/01/2018	12/31/2021

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$250,000	\$0	\$0	\$0	\$0	\$250,000
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
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
<b>Total</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>

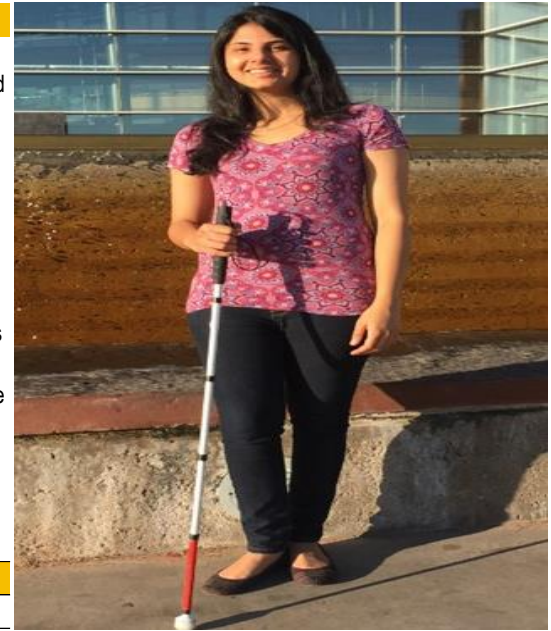
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Funds	\$250,000	\$0	\$0	\$0	\$0	\$250,000
<b>Total</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**ADA Improvements - Right-of-Way**

This project involves updating infrastructure not constructed to current ADA specifications and improving overall accessibility using the 2016, 2017 and 2018 ADA Accessibility survey to identify and prioritize needed improvements and to establish a long term plan for making the city more accessible. The first phase of the ADA survey covered the downtown area. The survey identified needed corrections valued at \$10.2 million. A majority of the corrections (\$8.7 million) involve sidewalks that cross commercial driveways. Phase II of the survey which covered areas north of Guadalupe Road identified approximately \$35 million in corrections involving sidewalks, curb ramps and pedestrian signals. Additional discussion will be started in order to determine policy direction for making these corrections and then future funding can be programmed.

The remaining corrections that do not involve commercial property have been phased into fiscal years 2017-18 through 2019-20 based on the prioritization in the ADA survey report. An additional amount is included each year to address ADA requests that come in throughout the year. Funding will also be used to hire a temporary Sr. Civil Engineer to oversee the coordination and completion of items identified on the ADA Transition Plan. Phase 3 of the ADA Survey will be completed by FY2019.



Project Priority Type	
Public Health and Safety	

**City Council Priorities and Performance Measures Addressed**

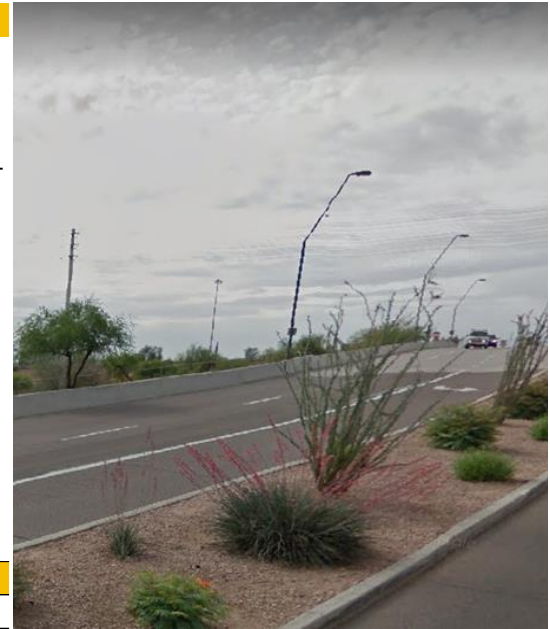
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.
	Safe & Secure Communities	1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5408021	Ongoing			Ongoing		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$1,732,441	\$600,000	\$600,000	\$600,000	\$600,000	\$4,132,441
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
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
<b>Total</b>	<b>\$1,732,441</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$4,132,441</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
General Obligation Bonds	\$1,732,441	\$600,000	\$600,000	\$600,000	\$600,000	\$4,132,441
<b>Total</b>	<b>\$1,732,441</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$4,132,441</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						



**Bridge Maintenance**

Under federal law the National Bridge Inspection Program mandates the inspection of all bridges in the country at least once every two years. ADOT has been administering these inspections for the City of Tempe's bridges for many years and subsequently submitting a report to the City defining required repairs and maintenance. Currently ADOT inspects 32 bridges for the City, all of which are at least twenty years old. Repairs are prioritized based upon the sufficiency rating produced by ADOT which varies for each inspection year. Funding in FY2019 and future years is for the fees for commissioning ADOT for the inspection reports and completing the required repairs in alternating years. In addition, there are ongoing yearly costs for monitoring and testing of the retaining walls of the Center Parkway Bridge. We anticipate these costs to decrease in the upcoming out years. Beginning in FY2019, this CIP will also fund the inspection and asset management for the pedestrian bridge over Tempe Town Lake. ADA elements are incorporated into the projects where applicable.



**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5499891	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$100,000	\$0	\$100,000	\$0	\$100,000	\$300,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Geotech / Material Testing	\$130,000	\$30,000	\$30,000	\$30,000	\$30,000	\$250,000
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$315,000	\$315,000	\$0	\$315,000	\$0	\$945,000
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
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
<b>Total</b>	<b>\$575,000</b>	<b>\$375,000</b>	<b>\$160,000</b>	<b>\$375,000</b>	<b>\$160,000</b>	<b>\$1,645,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$575,000	\$375,000	\$160,000	\$375,000	\$160,000	\$1,645,000
<b>Total</b>	<b>\$575,000</b>	<b>\$375,000</b>	<b>\$160,000</b>	<b>\$375,000</b>	<b>\$160,000</b>	<b>\$1,645,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Broadway Road Revitalization Corridor**

As part of the working group focusing on Urban Mixed-Use Redevelopment Opportunities along Broadway Road, staff discussed ways to enhance the street infrastructure. Currently the corridor has areas where no sidewalks exist as well as areas that do not meet the 8-ft standard. The working group also discussed enhancing the intersections by installing a surface treatment or stamping and painting. This CIP identifies the cost to install the sidewalk infrastructure as well as enhance five of the signalized intersections along the corridor from Mill Avenue to 55th Street. The intersection enhancements are estimated to cost \$300,000 and the cost to correct ADA deficiencies as well as updating widths to meet standards is estimated at \$2,500,000.

IMAGE COMING SOON

**Project Priority Type**

Customer Enhancements

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

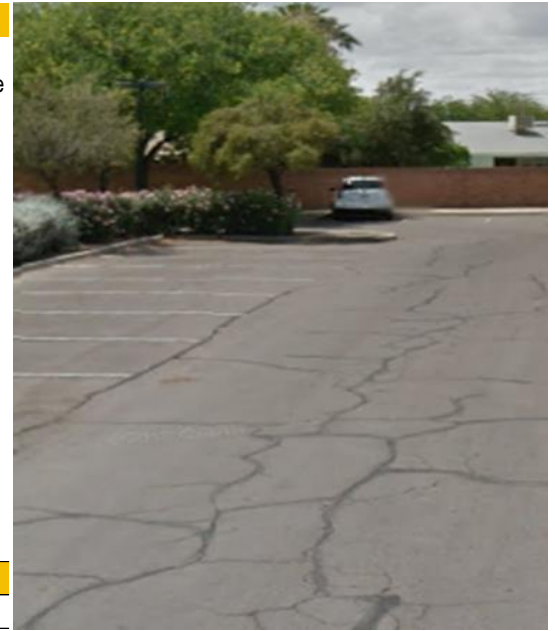
Project Number	Estimated Start			Estimated Completion		
N/A	01/00/1900			01/00/1900		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$38,000		\$38,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$109,000	\$109,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$420,000		\$420,000
Survey / Staking	\$0	\$0	\$0	\$0	\$28,000	\$28,000
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$196,000	\$196,000
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$28,000	\$28,000
Contingency	\$0	\$0	\$0	\$0	\$280,000	\$280,000
Construction / Installation / Improvement	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
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
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	\$300,000	\$300,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,000</b>	<b>\$3,441,000</b>	<b>\$3,899,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$0	\$0	\$0	\$458,000	\$3,441,000	\$3,899,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,000</b>	<b>\$3,441,000</b>	<b>\$3,899,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**City Facility Parking Lots**

This project provides for the sealing, resurfacing and reconstruction of the city's 74 parking lots in order to maintain the lots at a safe and acceptable level. Staff worked with a consultant to analyze the condition of the assets. Similar to the PQI levels identified for the street system, the condition rating will be used to prioritize the rehabilitation of the parking lots. ADA elements are included in this project when applicable. In 2018/19, design for reconstruction of Fire Station Number 3 parking lot will be completed. Construction funding for Fire Station Number 3 is included in 2020/21 based on estimated costs of \$330,000.

This project is a component of our overall strategic plan to preserve and maintain city pavements in good condition.



**Project Priority Type**

Asset Preservation

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5407791	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$65,748	\$386,275	\$57,963	\$59,703	\$61,493	\$631,182
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
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
<b>Total</b>	<b>\$65,748</b>	<b>\$386,275</b>	<b>\$57,963</b>	<b>\$59,703</b>	<b>\$61,493</b>	<b>\$631,182</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$65,748	\$386,275	\$57,963	\$59,703	\$61,493	\$631,182
<b>Total</b>	<b>\$65,748</b>	<b>\$386,275</b>	<b>\$57,963</b>	<b>\$59,703</b>	<b>\$61,493</b>	<b>\$631,182</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**City Hall Complex Restrooms and Parking Reconfiguration**

This project emerged during the design phase of the Fifth Street Streetscape project, as efforts to identify suitable downtown locations for public use restrooms coincided with programmed improvements to the streetscape and right of way. The project includes two, freestanding public use restroom facilities installed in a reconfiguration of the City Hall parking lot, which is intended to provide improved flow to the City Hall Complex and 6th Street Park. These improvements will also be coordinated with the future proposed enhancements of the streetscape project, including solar power, water harvesting, tree and shade enhancements and opportunities for public art. Construction costs for the project are based on 95% probable costs as identified by the design consultant.

IMAGE COMING SOON

Project Priority Type
Customer Enhancements

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.29 Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.
	Quality of Life	3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start	Estimated Completion
N/A	07/01/2019	06/30/2020

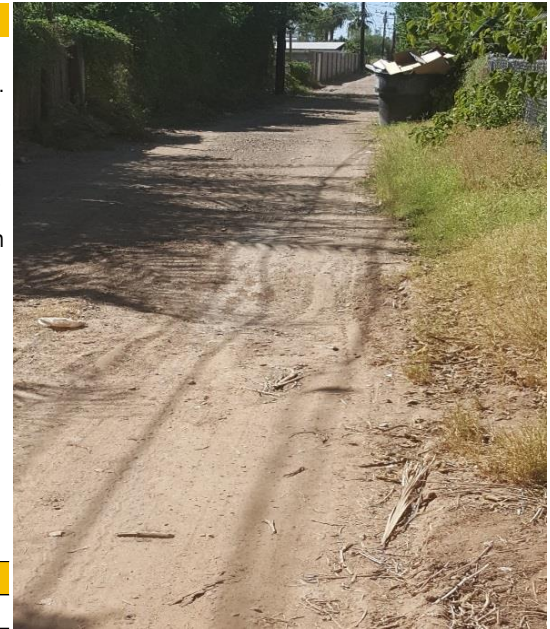
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$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	\$801,443	\$0	\$0	\$0	\$0	\$801,443
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
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
<b>Total</b>	<b>\$801,443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$801,443</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$801,443	\$0	\$0	\$0	\$0	\$801,443
<b>Total</b>	<b>\$801,443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$801,443</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Supplies and Services	\$12,500	\$12,500	\$12,500	\$12,500	\$12,500	\$62,500
<b>Total</b>	<b>\$12,500</b>	<b>\$12,500</b>	<b>\$12,500</b>	<b>\$12,500</b>	<b>\$12,500</b>	<b>\$62,500</b>

**Clark Park/Mitchell Park Neighborhood Alley Stabilization**

This project will improve the deteriorating alley surface and provide dust control and mitigation as required by the Maricopa County for the alleys located at Clark Park and Mitchell Park neighborhoods. This project includes all alleys located in the area bounded by University Drive to the north, Broadway Road to the south, Roosevelt Street to the east, and Hardy Drive to the west. The project will remove six inches of the alley surface and replace with double rolled RAP. The RAP will be applied to 18 feet of the 20 foot wide alleys eliminating any potential conflict with the utilities generally located at the 1-foot edge of the alleys. The project will improve air quality and mitigate other detrimental public health effects from excessive dust production during the summer and on windy days. The project will help implement the federally approved measures submitted by the region to comply with mandated PM10 levels.



Project Priority Type	
Asset Preservation	

**City Council Priorities and Performance Measures Addressed**



Quality of Life 3.01 Achieve 85% on the Code Compliance Composite Score.

Project Number	Estimated Start	Estimated Completion
N/A	07/01/2020	12/31/2022

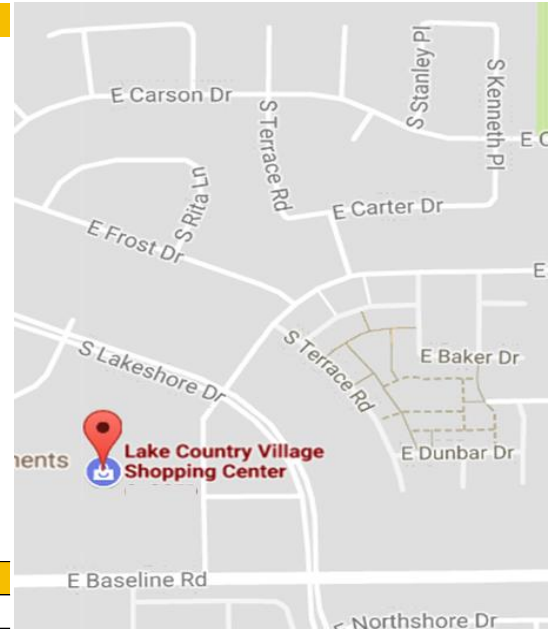
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$1,000	\$11,000	\$0	\$0	\$12,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$62,500	\$0	\$0	\$0	\$62,500
Survey / Staking	\$0	\$0	\$11,000	\$0	\$0	\$11,000
Inspection & Construction Management	\$0	\$0	\$74,000	\$0	\$0	\$74,000
Geotech / Material Testing	\$0	\$0	\$11,000	\$0	\$0	\$11,000
Contingency	\$0	\$0	\$11,000	\$0	\$0	\$11,000
Construction / Installation / Improvement	\$0	\$0	\$1,050,750	\$0	\$0	\$1,050,750
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
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	\$94,000	\$0	\$0	\$94,000
<b>Total</b>	<b>\$0</b>	<b>\$63,500</b>	<b>\$1,262,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,326,250</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$0	\$63,500	\$71,977	\$0	\$0	\$135,477
Federal Grant - CMAQ	\$0	\$0	\$1,190,773	\$0	\$0	\$1,190,773
<b>Total</b>	<b>\$0</b>	<b>\$63,500</b>	<b>\$1,262,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,326,250</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Contractual Project Participation**

This project will allow the City to carry out transportation and right-of-way contractual requirements identified and agreed upon in the development process or through other contractual means. Projects may include, but are not limited to: ADA improvements, pedestrian traffic signals, railroad crossing improvements, streetscapes, landscaping, and multi-use paths. Specifically, as part of the agreement for development of Lake Country Village, the City was provided with \$125,000 to install landscape improvements. There is \$74,247 remaining. The City received \$520,000 (originally estimated at \$500,000) from Alberta/Forum Development Partners for reimbursement of future railroad safety improvements at the crossing of UPRR and University Drive, as required by development agreements. There is \$517,136 remaining. Construction contingency, if needed, will be reimbursed by the developer.



**Project Priority Type**

0

**City Council Priorities and Performance Measures Addressed**



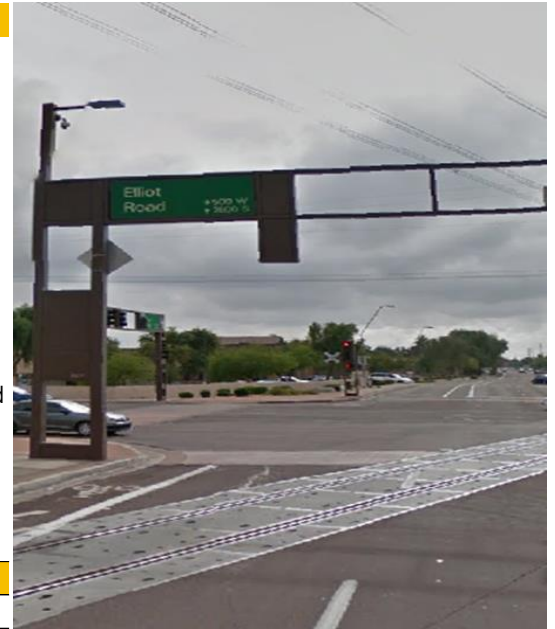
Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
5408031	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$591,383	\$0	\$0	\$0	\$0	\$591,383
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
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
<b>Total</b>	<b>\$591,383</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$591,383</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Developer Contribution	\$591,383	\$0	\$0	\$0	\$0	\$591,383
<b>Total</b>	<b>\$591,383</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$591,383</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Elliot & Kyrene Railroad Crossing Intersection Safety Improvements**

This project will construct safety improvements to upgrade the railroad crossing at the intersection of Elliot and Kyrene roads. Improvements will include construction of new railroad crossing signal equipment, crossing gates, extended and widened raised medians, relocation of sidewalks, lane reconfiguration, new striping and improved transit stops. The project will be funded significantly with a Section 130 grant from the federal government. This capital project would upgrade the railroad crossing to meet safety standards as required by the Arizona Corporation Commission and the Federal Railroad Administration. The project would also eliminate the most costly improvement for extending the quiet zone along the six mile Union Pacific Railroad industrial spur line which begins at the 13th Street railroad crossing immediately east of Farmer Avenue, traveling south to the Warner Road crossing approximately one quarter mile west of Kyrene Road. Like the existing quiet zone, if the City pursues this quiet zone extension, it would require approvals by the Arizona Corporation Commission, Union Pacific Railroad and Federal Railroad Administration. ADA elements are included in this project where applicable.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
5408041	07/01/2017			12/31/2019		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$66,000	\$0	\$0	\$0	\$0	\$66,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$304,575	\$0	\$0	\$0	\$0	\$304,575
Survey / Staking	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$1,950,000	\$0	\$0	\$0	\$0	\$1,950,000
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$234,000	\$0	\$0	\$0	\$0	\$234,000
<b>Total</b>	<b>\$2,614,575</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,614,575</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Funds	\$418,575	\$0	\$0	\$0	\$0	\$418,575
Federal Grant - Section 130	\$2,196,000	\$0	\$0	\$0	\$0	\$2,196,000
<b>Total</b>	<b>\$2,614,575</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,614,575</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Hudson Manor/ University Heights Neighborhood Alley Stabilization**

This project will improve the deteriorating alley surface and provide dust control and mitigation as required by the Maricopa County for the alleys located at Hudson Manor and University Heights neighborhoods. This project includes all alleys located in the area bounded by 8th Street to the north, Union Pacific Rail Line to the south, McClintock Drive to the east, and Dorsey Lane/Cedar Street to the west. The project will remove six inches of the alley surface and replace with double rolled RAP. The RAP will be applied to 18 feet of the 20 foot wide alleys eliminating any potential conflict with the utilities generally located at the 1-foot edge of the alleys. The project will improve air quality and mitigate other detrimental public health effects from excessive dust production during the summer and on windy days. The project will help implement the federally approved measures submitted by the region to comply with mandated PM10 levels.



Project Priority Type	
Asset Preservation	

**City Council Priorities and Performance Measures Addressed**



Quality of Life 3.01 Achieve 85% on the Code Compliance Composite Score.

Project Number	Estimated Start	Estimated Completion
N/A	07/01/2020	12/31/2022

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$1,000	\$7,000	\$0	\$0	\$8,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$62,500	\$0	\$0	\$0	\$62,500
Survey / Staking	\$0	\$0	\$7,000	\$0	\$0	\$7,000
Inspection & Construction Management	\$0	\$0	\$46,000	\$0	\$0	\$46,000
Geotech / Material Testing	\$0	\$0	\$7,000	\$0	\$0	\$7,000
Contingency	\$0	\$0	\$7,000	\$0	\$0	\$7,000
Construction / Installation / Improvement	\$0	\$0	\$650,000	\$0	\$0	\$650,000
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
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	\$26,250	\$0	\$0	\$26,250
<b>Total</b>	<b>\$0</b>	<b>\$63,500</b>	<b>\$750,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813,750</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$0	\$63,500	\$42,765	\$0	\$0	\$106,265
Federal Grant - CMAQ	\$0	\$0	\$707,485	\$0	\$0	\$707,485
<b>Total</b>	<b>\$0</b>	<b>\$63,500</b>	<b>\$750,250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813,750</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Loop 202 & McClintock Dr TI Feasibility Study**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. Arizona State University (ASU) is undergoing significant urban development on the Tempe campus and within the Novus Innovation Corridor. In order to proactively plan for the necessary traffic related infrastructure for Novus and other private development projects in and around downtown Tempe, the City and ASU recently collaborated to complete the Small Area Transportation Study. One of the outcomes of that study is a recommendation to improve congestion by converting the Loop 202 traffic interchange (TI) from a half TI to a full TI. This would significantly improve congestion in Tempe by providing additional access to Loop 202 and relieving some of the current and future traffic demands on Rural Road. This initial project would study the feasibility of improving the Loop 202/McClintock Drive TI and identify possible alternatives. This study will require coordination with the Arizona Department of Transportation, the Salt River Pima-Maricopa Indian Community, and the City of Mesa. It is anticipated that design and construction of any projects resulting from the study would be strong candidates for funding through future regional transportation funds and federal grants.

IMAGE COMING SOON

**Project Priority Type**

Systems Expansions

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
N/A	07/01/2020	12/31/2021

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$150,000	\$0	\$0	\$0	\$150,000
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	\$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
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
<b>Total</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Funds	\$0	\$150,000	\$0	\$0	\$0	\$150,000
<b>Total</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**McClintock Dr Streetscape Implementation**

In July 2015, McClintock Drive between Broadway and Guadalupe roads was repaved as part of Tempe's ongoing Asset Management Capital Maintenance Program. As part of this repaving project, McClintock Drive was reconfigured to include bike lanes on each side of the street, which required the removal of at least one vehicle lane on McClintock Drive. Last year, staff worked with a consultant and the community to explore opportunities to develop concepts to achieve Council's goal of improving traffic flow and decreasing congestion while continuing to include bike lanes along the corridor. The Council agreed to move forward with improvements along McClintock Drive between Apache Boulevard and Baseline Road that will add back a third southbound travel lane and maintain bike lanes. This project will include ADA Transition Plan identified repairs where construction is taking place.



Project Priority Type
Asset Preservation

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
	Quality of Life	3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
5408751	11/01/2017	06/30/2019

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$3,359,906	\$0	\$0	\$0	\$0	\$3,359,906
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
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
<b>Total</b>	<b>\$3,359,906</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,359,906</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Funds	\$3,359,906	\$0	\$0	\$0	\$0	\$3,359,906
<b>Total</b>	<b>\$3,359,906</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,359,906</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Minor Concrete Improvements**

This project supplements the City's concrete program and the strategy of utilizing city staff (two employees) to handle smaller less complex jobs. This project will provide for peak demands and emergency replacement of broken curbs, gutters, and sidewalks throughout the City. Other uses of the project include the construction of curbs, gutters, sidewalks and ADA accessible ramps to improve the continuity of the infrastructure and to improve accessibility and mobility for pedestrians in various areas. This project is also used in emergency call out situations as needed. Funds for the project will allow for approximately 18,000 square feet of minor concrete repair per year.

This CIP provides a cost effective way of quickly repairing concrete damages of the estimated 5.0 million lineal feet of curb, gutter and sidewalk. Funding this project is crucial to the residents by providing safe and easily traversable pedestrian access throughout the city.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



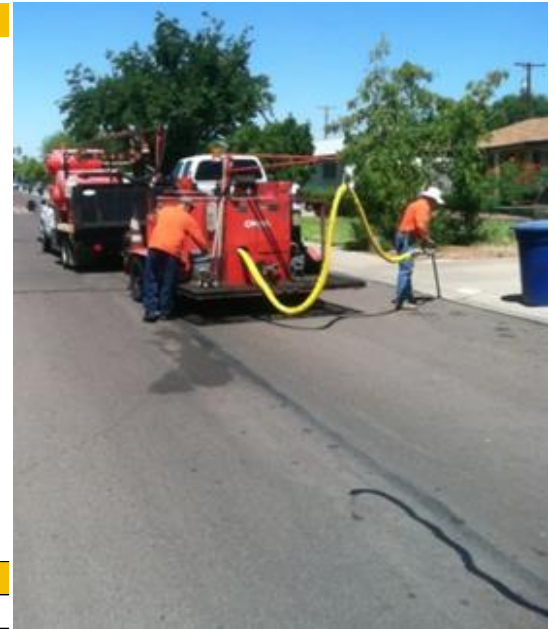
Quality of Life

3.14 Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined identified in the Tempe ADA Transition Plan.

Project Number	Estimated Start			Estimated Completion		
5401417	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$245,525	\$242,636	\$249,915	\$257,413	\$265,135	\$1,260,624
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
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
<b>Total</b>	<b>\$245,525</b>	<b>\$242,636</b>	<b>\$249,915</b>	<b>\$257,413</b>	<b>\$265,135</b>	<b>\$1,260,624</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$245,525	\$242,636	\$249,915	\$257,413	\$265,135	\$1,260,624
<b>Total</b>	<b>\$245,525</b>	<b>\$242,636</b>	<b>\$249,915</b>	<b>\$257,413</b>	<b>\$265,135</b>	<b>\$1,260,624</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Minor Pavement Preservation**

This project provides for the proactive preservation of pavement assets to prevent them from getting to a condition where major rehabilitation or reconstruction is needed. The pavement life is extended thus maximizing the value of each dollar spent on the roads. Another important benefit of the pavement preservation approach is that since the treatment cost to preserve good roads is substantially less, it enables the preservation of four to 10 times more streets than if we focused on fixing the bad roads first. Improvements are necessary to ensure accessibility and safety for residents and businesses on Tempe’s streets and to accommodate all modes of traffic including pedestrians, bicyclists, and vehicular traffic. Depending on the condition of the pavement structure, different pavement preservation treatments are available which can be used to extend the life of the pavement network. These include (in order of cost): crack seal, seal coat, slurry seal, microsurfacing, chip seals and thin mill & overlays. This project is an important component of our strategic plan to maintain/preserve the 1241 lanes miles of asphalt roadways (447 Arterial Lane Miles, 107 Collector Lane Miles, 72 Industrial Lane Miles, and 615 Local Lane Miles) in good condition.



Project Priority Type	
Asset Preservation	

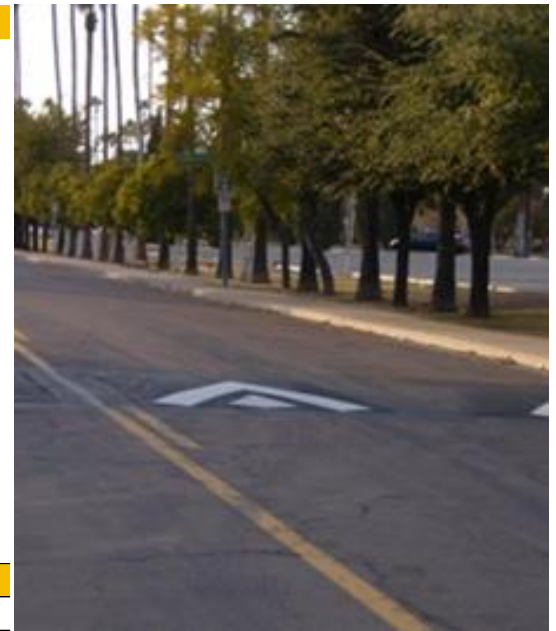
**City Council Priorities and Performance Measures Addressed**

	Safe & Secure Communities	1.22 Achieve adopted standards for Pavement Quality Index equal to a citywide average rating of 70 or higher.
	Safe & Secure Communities	1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5409661	07/01/2018			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$320,000	\$425,000	\$1,727,500	\$2,310,250	\$2,379,558	\$7,162,308
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
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
<b>Total</b>	<b>\$320,000</b>	<b>\$425,000</b>	<b>\$1,727,500</b>	<b>\$2,310,250</b>	<b>\$2,379,558</b>	<b>\$7,162,308</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$320,000	\$425,000	\$1,727,500	\$2,310,250	\$2,379,558	\$7,162,308
<b>Total</b>	<b>\$320,000</b>	<b>\$425,000</b>	<b>\$1,727,500</b>	<b>\$2,310,250</b>	<b>\$2,379,558</b>	<b>\$7,162,308</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Neighborhood Traffic Calming**

This project will provide the Transportation Division with resources to strengthen its ability to address neighborhood traffic concerns, such as the installation of traffic calming devices like speed humps/cushions. Staff continue to receive requests from residents to install devices to help in addressing neighborhood quality of life issues related to speeding and cut-through. The cost of speed humps/cushions depends on the total number of installations, but average about \$3,000 apiece. The number of speed humps/cushions varies by the length of the street, with most projects including three or four speed humps/cushions. A funding level of \$100,000 per year would allow transportation to address neighborhood traffic concerns on approximately 10 streets per year. The speed hump/cushion program went unfunded for many years. While on hold, Transportation staff compiled a waiting list of 53 requests. A traditional speed hump is continuous from curb to curb, while a speed cushion is divided into segments in order to accommodate the wheelbase of emergency vehicles.



**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

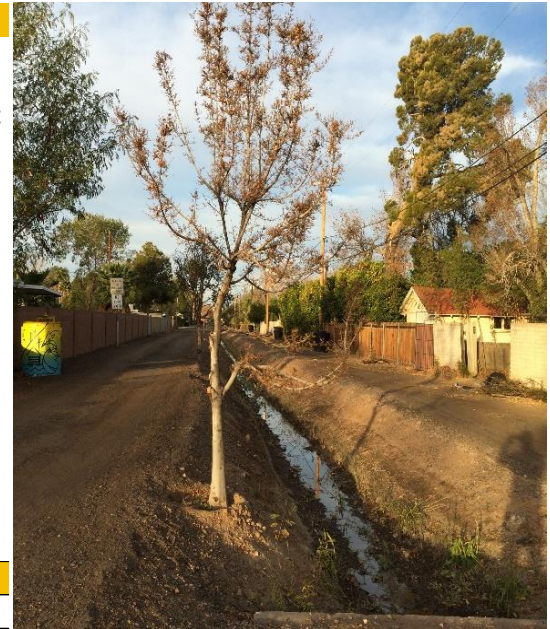
1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
5408051	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$299,575	\$100,000	\$100,000	\$100,000	\$100,000	\$699,575
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
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
<b>Total</b>	<b>\$299,575</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$699,575</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$299,575	\$100,000	\$100,000	\$100,000	\$100,000	\$699,575
<b>Total</b>	<b>\$299,575</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$699,575</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Parkway Boulevard Right-of-Way Improvements - West of College Ave**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation maintenance and asset management program, Transportation Maintenance staff proactively identifies potential locations within the City that could benefit from infrastructure improvements. Nearly all streets in the City have been improved with a paved surface. Parkway Boulevard is one of the few remaining unpaved streets. This portion of Parkway Boulevard runs along the historic George's Ditch. The Transportation Division regularly receives complaints from residents regarding dust on this portion of Parkway Boulevard. In addition, there is a county air monitoring station within half of a mile of this location. This project will pave the roadway and properly accommodate drainage. There may be opportunity to use sustainable paving materials. Federal air quality grant funds have been secured for this project. ADA elements are included in this project where applicable.



Project Priority Type
Asset Preservation

**City Council Priorities and Performance Measures Addressed**



Sustainable Growth & Development

1.05 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Feeling of Safety in the City" greater than or equal to the top 10% of the national benchmark cities as measured in the Community Survey.

Project Number	Estimated Start			Estimated Completion		
5409571	07/01/2018			12/31/2021		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$6,000	\$0	\$0	\$0	\$0	\$6,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$98,000	\$0	\$0	\$0	\$0	\$98,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$12,000	\$0	\$0	\$0	\$12,000
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$190,000	\$0	\$0	\$0	\$190,000
Furnishings / Equipment	\$0	\$1,900	\$0	\$0	\$0	\$1,900
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$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
<b>Total</b>	<b>\$104,000</b>	<b>\$203,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$307,900</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$104,000	\$24,730	\$0	\$0	\$0	\$128,730
Federal Grant - CMAQ	\$0	\$179,170	\$0	\$0	\$0	\$179,170
<b>Total</b>	<b>\$104,000</b>	<b>\$203,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$307,900</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Right-of-Way (ROW) Landscape Replacement and Revitalization**

The City of Tempe’s right of way and median landscape consists of an eclectic mix of trees and shrubs covering over 7.5 million square feet of landscape maintained. There is an inventory of over 7,500 City street trees valued at over \$16 million which also serves to support clean air and clean water goals. There is a mixture of public, home-owner association, and commercial development properties that blend together along with City arterials. In many areas the ROW landscaping is showing incredible signs of decline, including plant stress and decimation. Recent construction and revitalization projects for both buildings and streets have also taken their toll on the landscaping. This request would support the replacement and regeneration of the ROW landscape areas, as well as begin implementation of the Urban Forest Masterplan.

For 2019-20, the following areas will undergo improvements: Mill from Rio Salado to Washington, Rural from Broadway to Baseline, Curry from Mill to Scottsdale.



Project Priority Type
Asset Preservation

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.23 Achieve ratings of "Very Satisfied" or "Satisfied" with the "Quality of Landscape maintenance along streets/sidewalks" greater than or equal to the top 10% of the national benchmark cities as measured in the Community Survey.
	Safe & Secure Communities	1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5406149	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$500,000	\$600,000	\$600,000	\$600,000	\$600,000	\$2,900,000
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
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
<b>Total</b>	<b>\$500,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$2,900,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$500,000	\$600,000	\$600,000	\$600,000	\$600,000	\$2,900,000
<b>Total</b>	<b>\$500,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$2,900,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Supplies and Services	\$17,000	\$34,000	\$51,000	\$68,000	\$85,000	\$255,000
<b>Total</b>	<b>\$17,000</b>	<b>\$34,000</b>	<b>\$51,000</b>	<b>\$68,000</b>	<b>\$85,000</b>	<b>\$255,000</b>

**Roadway Mill, Overlay and Reconstruction (formerly Arterial Resurfacing)**

This project provides for the rehabilitation on pavements that exhibit distresses that are beyond the benefit/cost effectiveness of applying a minor preservation technique. These pavements typically have a PQI of 60 or less. If pavement assets have deteriorated to a point where minor preservation cannot be performed, then a reconstruction or rehabilitation is performed as part of the pavement asset management program. These include (in order of cost): standard mill & overlays, hot or cold in-place recycling, full-depth reclamation and full reconstruction. Rehabilitation and reconstruction increases the strength and the durability of the roadway. This project is an important component of our strategic plan to maintain/preserve the 1241 lanes miles of asphalt roadways (447 Arterial Lane Miles - Current Average PQI of 67; 107 Collector Lane Miles - Current Average PQI of 58; 72 Industrial Lane Miles - Current Average PQI of 52; and 615 Local Lane Miles - Current Average PQI of 54). The increase in funding is needed due to 663 lane miles (53%) of the pavement network being below good condition (PQI below 60).

Improvements are necessary to ensure accessibility and safety for residents and businesses on Tempe's streets and to accommodate all modes of traffic including pedestrians, bicyclists, and vehicular traffic. Depending on the condition of the pavement structure, different maintenance treatments are available which can be used to extend the life of the system. This project also addresses ADA Transition Plan identified repairs.



**Project Priority Type**

Asset Preservation

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.22 Achieve adopted standards for Pavement Quality Index equal to a citywide average rating of 70 or higher.



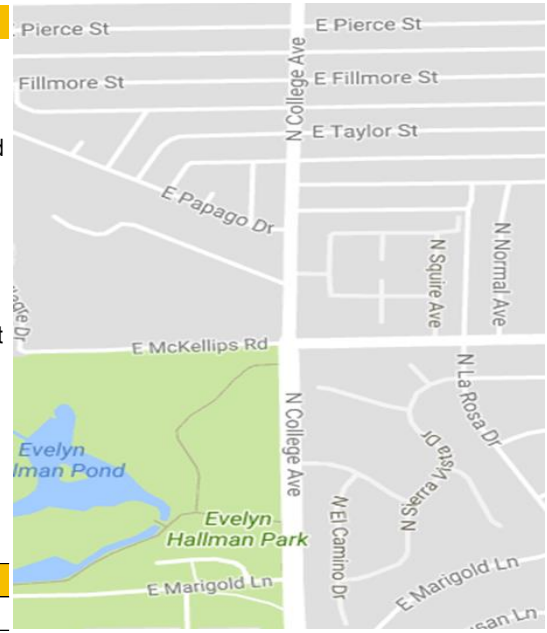
Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5499741	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$37,053	\$40,758	\$44,835	\$49,319	\$54,250	\$226,215
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$70,400	\$77,440	\$85,184	\$93,702	\$103,073	\$429,799
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$40,021	\$44,023	\$48,425	\$53,268	\$58,594	\$244,331
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
Geotech / Material Testing	\$103,537	\$113,891	\$125,280	\$137,808	\$151,589	\$632,105
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$6,772,676	\$7,141,688	\$7,855,869	\$8,641,456	\$9,505,601	\$39,917,291
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
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
<b>Total</b>	<b>\$7,023,687</b>	<b>\$7,417,800</b>	<b>\$8,159,593</b>	<b>\$8,975,552</b>	<b>\$9,873,108</b>	<b>\$41,449,740</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$4,523,687	\$4,917,800	\$4,159,593	\$4,975,553	\$5,873,108	\$24,449,741
Highway User Revenue Fund	\$2,500,000	\$2,500,000	\$4,000,000	\$4,000,000	\$4,000,000	\$17,000,000
<b>Total</b>	<b>\$7,023,687</b>	<b>\$7,417,800</b>	<b>\$8,159,593</b>	<b>\$8,975,553</b>	<b>\$9,873,108</b>	<b>\$41,449,741</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Roundabout at College Ave & McKellips Rd**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. The intersection of College Avenue and McKellips Road is currently controlled by a traffic signal. Traffic Engineering staff recently met with local neighborhoods and received feedback from residents requesting traffic calming on College Avenue. Traffic Engineering staff is recommending the construction of a modern roundabout as an alternative to the existing traffic signal. Roundabouts are being constructed nationwide and have proven safety benefits and reduced maintenance costs when compared to traffic signals. Roundabouts also have sustainability benefits since they have no need for electricity and don't require replacement of aging equipment. This project will include ADA Transition Plan identified repairs.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start	Estimated Completion
5408821	07/01/2017	06/30/2022

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$15,000	\$0	\$0	\$15,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$79,298	\$0	\$15,000	\$0	\$0	\$94,298
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$30,000	\$0	\$0	\$30,000
Geotech / Material Testing	\$0	\$0	\$4,000	\$0	\$0	\$4,000
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$0	\$900,000	\$0	\$0	\$900,000
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
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
<b>Total</b>	<b>\$79,298</b>	<b>\$0</b>	<b>\$964,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,043,298</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$79,298	\$0	\$464,000	\$0	\$0	\$543,298
General Obligation Bond	\$0	\$0	\$500,000	\$0	\$0	\$500,000
<b>Total</b>	<b>\$79,298</b>	<b>\$0</b>	<b>\$964,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,043,298</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Roundabout at Priest Dr & Grove Pkwy**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. The intersection of Priest Drive and Grove Parkways has recently been identified as a location in need of improved traffic control. Historically the City has used traffic signals as the preferred traffic control measure at intersections. This location is unique due to the geometric curvature of both Grove Parkway and Priest Drive. Traffic Engineering staff has concerns about potential visibility of a new signal due to this geometric curvature and is recommending the construction of a modern roundabout as an alternative to a traffic signal. Roundabouts are being constructed nationwide and have proven safety benefits and reduced maintenance costs when compared to traffic signals. Roundabouts also have sustainability benefits since they have no need for electricity and don't require replacement of aging equipment. This project will include ADA Transition Plan identified repairs.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start	Estimated Completion
5408831	07/01/2017	12/31/2019

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$109,646	\$0	\$0	\$0	\$0	\$109,646
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$45,000	\$0	\$0	\$0	\$0	\$45,000
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$6,000	\$0	\$0	\$0	\$0	\$6,000
Construction / Installation / Improvement	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>	<b>\$1,380,646</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,380,646</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Fund	\$1,244,646	\$0	\$0	\$0	\$0	\$1,244,646
General Obligation Bonds	\$136,000	\$0	\$0	\$0	\$0	\$136,000
<b>Total</b>	<b>\$1,380,646</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,380,646</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Rural Rd & Baseline Rd Intersection Improvements**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. In addition, through review of traffic counts, staff monitors traffic volumes on arterial roadways. This project will construct safety and capacity improvements at the intersection of Rural Road and Baseline Road. Improvements will include construction of an eastbound to southbound right-turn lane and improvements to the traffic signal, sidewalks (including ADA), lighting, striping, and transit stops.

IMAGE COMING SOON

**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.



Quality of Life

3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
N/A	07/01/2022	12/31/2025

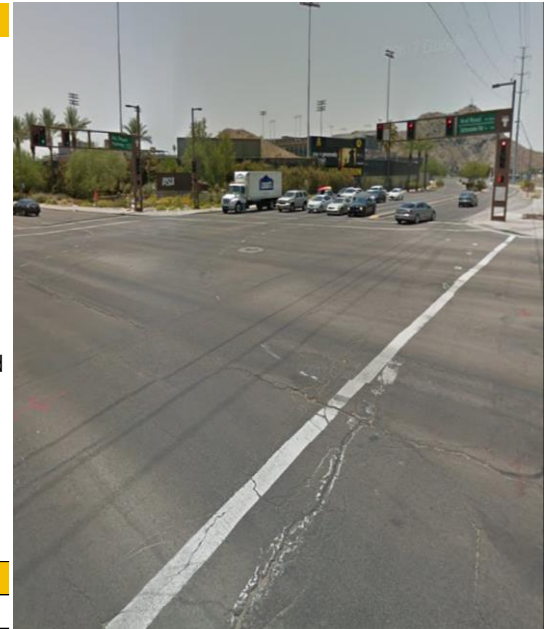
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$22,500	\$0	\$22,500
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$220,000	\$0	\$220,000
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	\$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
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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$242,500</b>	<b>\$0</b>	<b>\$242,500</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$0	\$0	\$0	\$242,500	\$0	\$242,500
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$242,500</b>	<b>\$0</b>	<b>\$242,500</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Rural Rd & Rio Salado Pkwy Intersection Improvements**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety and congestion mitigation measures. In addition, through review of traffic counts, staff monitors traffic volumes on arterial roadways. With the opening of the Marina Heights development, congestion continues to increase at this intersection. This project will construct safety and capacity improvements at the intersection of Rural Road and Rio Salado Parkway. Improvements will include construction of additional turn lanes to increase the capacity and ability to move vehicles on Rio Salado Parkway. Based on the findings of the ASU/Tempe Small Area Transportation Study and emerging traffic issues, staff has identified intersection improvements that will help mitigate safety issues, improve capacity, and enhance transit operations. This project is currently being designed and construction is anticipated to begin in late 2019. This project will include ADA Transition Plan identified repairs.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**

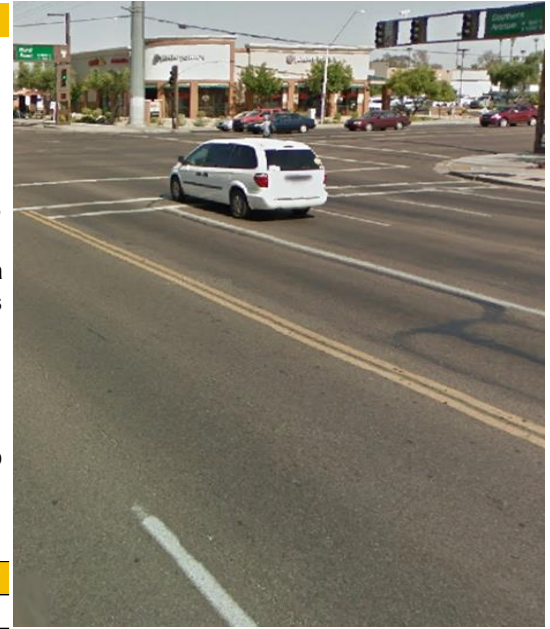


Quality of Life 1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5409580	07/01/2018			12/31/2021		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$399,988	\$0	\$0	\$0	\$0	\$399,988
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	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
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
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
<b>Total</b>	<b>\$3,399,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,399,988</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$3,399,988	\$0	\$0	\$0	\$0	\$3,399,988
<b>Total</b>	<b>\$3,399,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,399,988</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Rural Rd & Southern Ave Intersection Improvements**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. In addition, through review of traffic counts, staff monitors traffic volumes on arterial roadways. This project will construct safety and capacity improvements at the intersection of Rural Road and Southern Avenue. Improvements will include construction of additional left-turn lanes and improvements to the traffic signal, sidewalks (including ADA), lighting, striping, and transit stops. The intersection of Rural Road and Southern Avenue continues to show up in our safety program as a potential location for safety improvements. It has recently ranked as high as #2 in the City of Tempe's "Top 20 High Crash Intersections" and as high as #1 in the Maricopa Association of Governments' (MAG) "Top 100 Intersection Crashes" in the MAG Region. Additionally, in 2011 this intersection was identified by the Arizona Department of Transportation (ADOT) in the statewide "Top 5% Intersection Safety Transparency Report." Based on the findings of a Road Safety Assessment in 2013 and a recently completed Project Assessment, staff has identified intersection improvements that will help to mitigate safety issues, improve capacity at this intersection, and enhance transit operations.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start	Estimated Completion
5407821	07/01/2016	06/30/2019

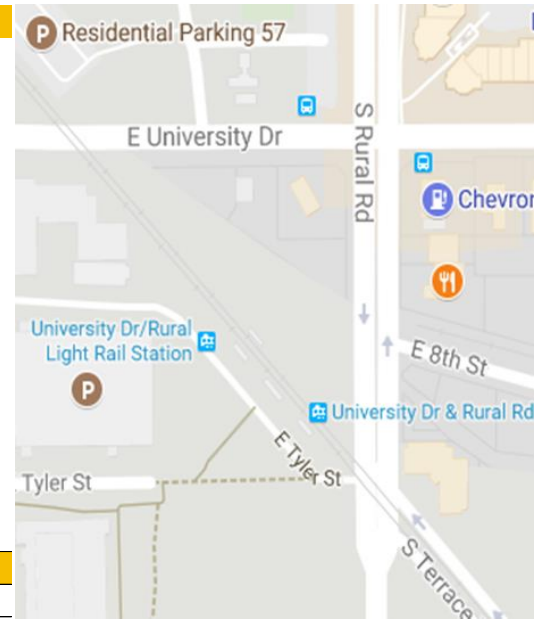
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$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	\$2,722,761	\$0	\$0	\$0	\$0	\$2,722,761
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
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
<b>Total</b>	<b>\$2,722,761</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,722,761</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Development Impact Fees	\$400,140	\$0	\$0	\$0	\$0	\$400,140
Federal Safety Grant	\$645,324	\$0	\$0	\$0	\$0	\$645,324
Highway User Revenue Fund	\$1,542,621	\$0	\$0	\$0	\$0	\$1,542,621
Transit Tax	\$134,676	\$0	\$0	\$0	\$0	\$134,676
<b>Total</b>	<b>\$2,722,761</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,722,761</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Rural Rd & University Drive Intersection Improvements**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. In addition, through review of traffic counts, staff monitors traffic volumes on arterial roadways. This project will construct safety and capacity improvements at the intersection of Rural Road and University Drive. Improvements will include construction of additional turn lanes and improvements to the traffic signal, sidewalks (including ADA), lighting, striping, and transit stops. The intersection of Rural Road and University Drive continues to show up in our safety program as a potential location for safety improvements. It consistently ranks as #1 or #2 in the City of Tempe's "Top 20 High Crash Intersections" and is currently #20 in the Maricopa Association of Governments' (MAG) "Top 100 Intersection Crashes" in the MAG Region. Additionally, this intersection accommodates the highest volume of traffic in the City with over 75,000 entering vehicles per day. Based on the findings of a Road Safety Assessment completed in 2013 and the current ASU/Tempe Small Area Transportation Study, staff has identified intersection improvements that will help to mitigate safety issues, improve capacity, and enhance transit operations. ASU is a potential funding partner.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**

	Quality of Life	3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).
	Safe & Secure Communities	1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
5409591	07/01/2018			12/31/2022		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5-Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$609,811	\$0	\$0	\$0	\$0	\$609,811
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$5,000,000
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$0	\$500,000	\$0	\$0	\$0	\$500,000
<b>Total</b>	<b>\$609,811</b>	<b>\$3,000,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,109,811</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5-Year</b>
Development Impact Fees	\$79,300	\$390,000	\$325,000	\$0	\$0	\$794,300
General Obligation Bonds	\$530,511	\$2,610,000	\$2,175,000	\$0	\$0	\$5,315,511
<b>Total</b>	<b>\$609,811</b>	<b>\$3,000,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,109,811</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5-Year</b>
None						

**Scottsdale Rd & Cavalier Dr Pedestrian Signal**

The Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program that focuses on Vision Zero strategies, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. A review of crash data shows that many of the pedestrian/bicycle crashes in this area are a result of midblock crossings. This project will construct a signalized pedestrian crossing at Cavalier Drive in order to provide a safer crossing for pedestrians and bicyclists crossing this very busy street. The design of the project will be incorporated into the design of a larger bicycle and pedestrian improvements project on Scottsdale Road between Curry Road and Continental Drive. The construction of this project will be funded 100% from a federal highway safety improvement program (HSIP) grant.

IMAGE COMING SOON

**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**

	Safe & Secure Communities	1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.
	Quality of Life	3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.

<b>Project Number</b>	<b>Estimated Start</b>	<b>Estimated Completion</b>
N/A	11/01/2020	10/31/2021

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$206,809	\$0	\$0	\$0	\$206,809
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
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
<b>Total</b>	<b>\$0</b>	<b>\$206,809</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$206,809</b>

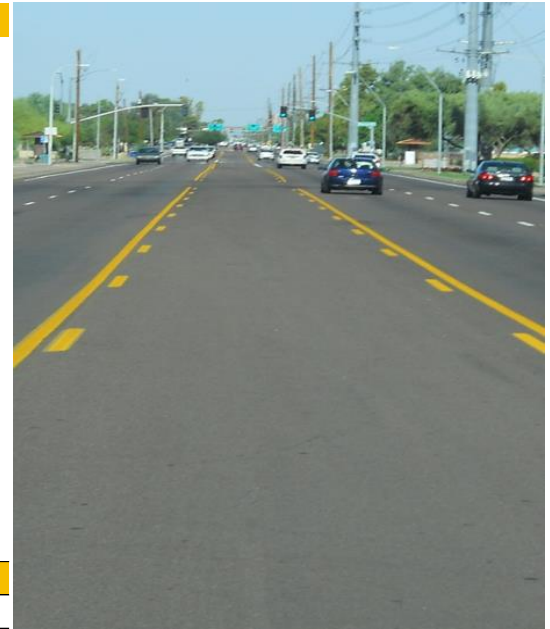
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Federal Safety Grant (HSIP)	\$0	\$206,809	\$0	\$0	\$0	\$206,809
<b>Total</b>	<b>\$0</b>	<b>\$206,809</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$206,809</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Street Grant Contingency**

This project creates spending authority for grants or other funding that may become available during the fiscal year.



**Project Priority Type**

Asset Preservation

**City Council Priorities and Performance Measures Addressed**



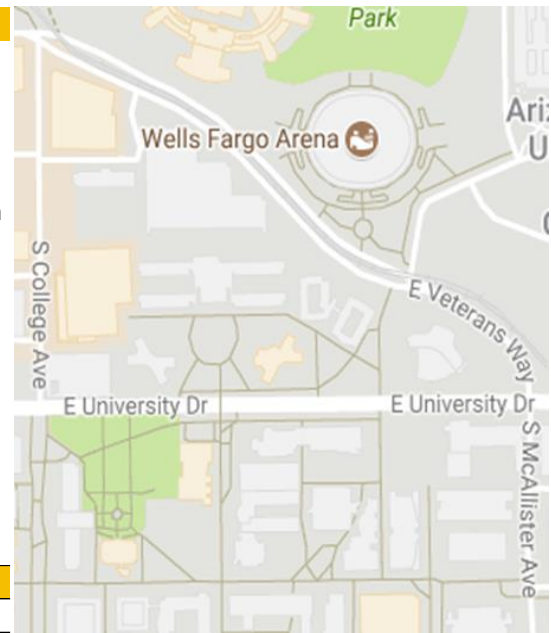
Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
5409854	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
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
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
<b>Total</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Grants/Other	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**University Drive Streetscape - College to Veterans Way**

The University Drive Streetscape Project is an approximately 0.75 mile segment of University Drive between College Avenue and Veterans Way. Work to be performed includes design (currently at 90% plans) and construction of medians and landscaping between College Avenue and Veterans Way. This project is being closely coordinated with Arizona State University and will act as an extension of the improvements that were recently completed on University Drive between Priest Drive and Farmer Avenue. The goal of the project is to enhance the streetscape while slowing speeds in this area which has a high number of pedestrian and bike users. This will not result in the reduction of travel lanes and will not impact the vehicular capacity of the street. The pavement preservation portion of the project (identified in the FY17/18 CIP) which included a mill and overlay of the portion between Ash Avenue and McClintock Drive has been delayed in order to allow time for installation of Streetcar tracks as well as the replacement of the waterline on the portion between Rural Road and McClintock Drive. Staff anticipates the mill and overlay will take place in FY19/20. When the mill and overlay takes place, ADA elements identified in the Transition Plan will be address where applicable.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start	Estimated Completion
5408761	07/01/2017	06/30/2019

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$85,000	\$0	\$0	\$0	\$0	\$85,000
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	\$600,000	\$0	\$0	\$0	\$0	\$600,000
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>	<b>\$785,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$785,000</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
ASU Participation	\$635,000	\$0	\$0	\$0	\$0	\$635,000
Highway User Revenue Funds	\$50,000	\$0	\$0	\$0	\$0	\$50,000
General Obligation Bonds	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>	<b>\$785,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$785,000</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Vision Zero Infrastructure Improvements**

The Transportation Division has engaged City departments and community stakeholders to develop a Vision Zero action plan. The goal of Vision Zero is to eliminate fatal and serious injury crashes on the City's transportation system. The Vision Zero action plan identifies specific strategies, including infrastructure improvements, that will reduce fatal and serious injury crashes. Items that would be included in FY19/20 would include installation of flashing yellow lights at arterial school zones, rectangular rapid flash beacons (RRFBs) at some unsignalized shared use path crossings, improved traffic signal head placement, updated signs and new pavement markings.

IMAGE COMING SOON

**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start	Estimated Completion
N/A	07/01/2019	Ongoing

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
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
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
<b>Total</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$1,500,000</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
<b>Total</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$1,500,000</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

# Traffic Signals and Street Lighting Program

## FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are <u>underlined</u>										
Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
228	<b>Downtown ITS Operations</b>	General Obligation Bonds	1,200,000	-	1,200,000	-	-	-	-	1,200,000
229	<b>Fiber Optic Installation: Downtown</b>	General Obligation Bonds	1,000,000	-	1,000,000	-	-	-	-	1,000,000
230	<b>Fiber Optic Installation: Rural Road</b>	Capital Project Fund Balance	82,331	-	82,331	-	-	-	-	82,331
		General Obligation Bonds	296,863	-	296,863	-	-	-	-	296,863
		Federal Grant - CMAQ	19,416	-	19,416	-	-	-	-	19,416
		Development Impact Fees	442,266	-	442,266	-	-	-	-	442,266
		<b>Project Total</b>	<b>840,876</b>	<b>-</b>	<b>840,876</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>840,876</b>
231	<b>Fiber Optic Installation - University, Broadway and Southern</b>	General Obligation Bonds	270,000	-	270,000	-	-	-	-	270,000
232	<b>ITS Safety and Performance Upgrades - Phase 1</b>	General Obligation Bonds	194,371	-	194,371	-	-	-	-	194,371
		Federal Grant - CMAQ	392,010	-	392,010	-	-	-	-	392,010
		<b>Project Total</b>	<b>586,381</b>	<b>-</b>	<b>586,381</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>586,381</b>
233	<b>ITS Safety and Performance Upgrades - Phase 2</b>	General Obligation Bonds	189,989	208,695	398,684	-	-	-	-	398,684
		Federal Grant - CMAQ	-	392,010	392,010	-	-	-	-	392,010
		<b>Project Total</b>	<b>189,989</b>	<b>600,705</b>	<b>790,694</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>790,694</b>
234	<b>New Signals/Safety Upgrades</b>	Highway User Revenue Fund	557,953	-	557,953	-	-	-	-	557,953
		General Obligation Bonds	-	400,000	400,000	-	-	-	-	400,000
		<b>Project Total</b>	<b>557,953</b>	<b>400,000</b>	<b>957,953</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>957,953</b>
235	<b>New Traffic Signals - Developer Participation</b>	Developer Assistance	-	400,000	400,000	-	-	-	-	400,000
236	<u><b>Smith Hub Streetlight Improvements</b></u>	General Obligation Bonds	-	264,000	264,000	-	-	-	-	264,000
237	<b>Streetlight LED Replacement Program</b>	General Obligation Bonds	-	353,680	353,680	500,000	500,000	500,000	500,000	2,353,680
238	<b>Streetlight Pole Structural Replacement</b>	General Obligation Bonds	-	204,951	204,951	204,951	204,951	204,951	204,951	1,024,755
239	<b>Streetlight Upgrade/New Installation</b>	General Obligation Bonds	-	225,000	225,000	167,215	167,215	100,000	100,000	759,430
240	<b>Traffic Signal Green Signs</b>	General Obligation Bonds	-	99,522	99,522	99,522	99,522	99,522	99,522	497,610
241	<b>Traffic Signal Infrastructure</b>	General Obligation Bonds	-	275,000	275,000	275,000	275,000	275,000	275,000	1,375,000
242	<b>Traffic Signal Pedestrian Access Improvements</b>	General Obligation Bonds	50,000	50,000	100,000	50,000	50,000	50,000	50,000	300,000

## Traffic Signals and Street Lighting Program FY 2019/20 - FY2023/24 CIP Project Requests and Descriptions



New project requests are underlined

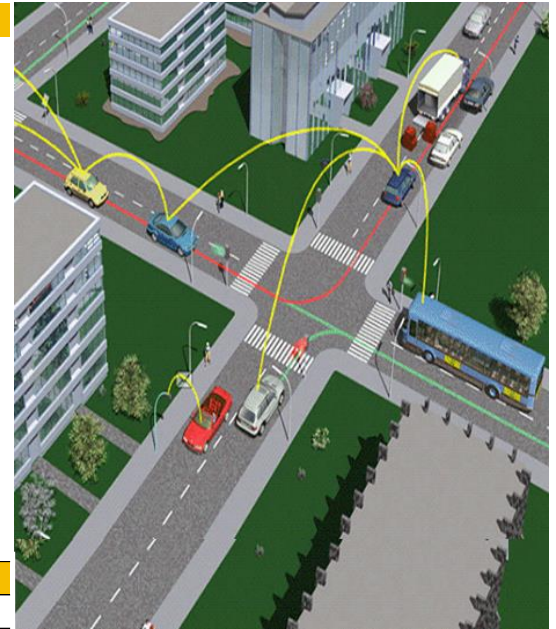
Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2019-20 Appropriation Request	2019-20 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2020-21	2021-22	2022-23	2023-24	
243	<u>Western Canal @ Guadalupe Rd Crossing Improvements</u>	General Obligation Bonds	-	-	-	-	69,000	321,000	-	390,000
<b>Traffic Signals and Street Lighting</b>			<b>4,695,199</b>	<b>2,872,858</b>	<b>7,568,057</b>	<b>1,296,688</b>	<b>1,365,688</b>	<b>1,550,473</b>	<b>1,229,473</b>	<b>13,010,379</b>

The table above lists the individual projects that comprise the Traffic Signals and Street Lights Program and the associated five-year funding requests. The detailed project descriptions and justifications are provided on the pages that follow.



**Downtown ITS Operations**

The project will provide the City with safety and performance upgrades of its Intelligent Transportation System (ITS) network to improve communications reliability and expand its capabilities to view, monitor and actively manage traffic conditions. This project will install new controllers, CCTVs, detection cameras and EMTRAC transit signal priority devices to improve real-time traffic signal operations and improve traffic flow in coordination with the modern streetcar project.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



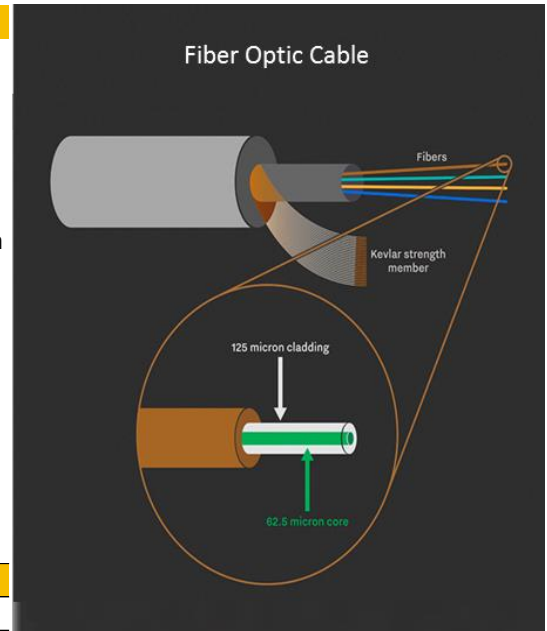
Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6909609	07/01/2018			06/30/2020		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
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
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
<b>Total</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
<b>Total</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Fiber Optic Installation Downtown**

The project will install new conduit and pull fiber-optic cable in the downtown area along the downtown portion of the modern street car alignment. The existing underground infrastructure has surpassed its useful life and can no longer meet the current and future infrastructure demands. The existing conduit is severely undersized and is damaged in many locations. Much of the existing communication is copper wire which is unreliable and requires constant troubleshooting. Devices to be installed to complete the system include conduit, fiber, pull boxes, splice closures, patch panels, fiber optic jumper cables, and Ethernet switches. The purpose of this project is to provide the City with a reliable communications network to view, monitor, and actively manage traffic conditions in the downtown. This project will also install vacant conduit to be used for future city needs.



**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



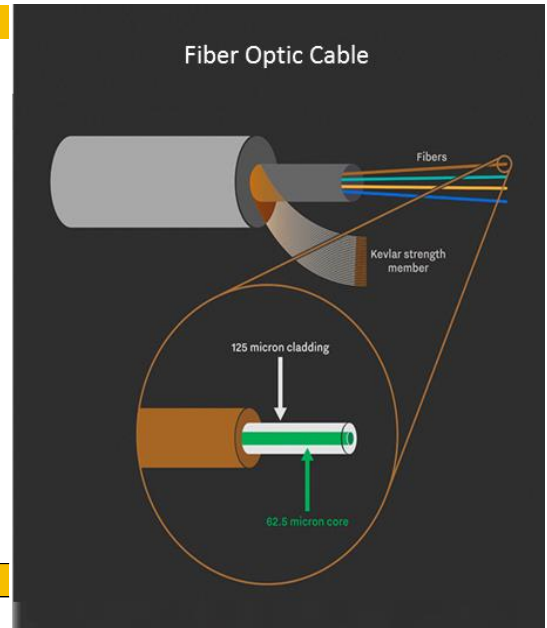
Quality of Life

3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start			Estimated Completion		
6909619	07/01/2018			12/31/2019		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
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
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
<b>Total</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Fiber Optic Installation: Rural Road**

The project will install conduit and fiber along the Rural Road corridor from the north city border to the south city border. Conduit location will vary along the route and will include installation under the roadway, under light rail transit and on bridges. Devices to be installed to complete the system include pull boxes, splice closures, patch panels, fiber optic jumper cables, and Ethernet switches. The purpose of this project is to provide the City with a reliable communications network to view, monitor, and actively manage traffic conditions. The ultimate goal is to have a hybrid fiber/wireless network that will increase communications bandwidth, eliminate the need for telephone lease lines, and improve system performance. The project will provide a fiber backbone through the middle of the City on Rural Road, one of Tempe's major north-south arterial routes. In addition to federal grant matching funds, this project includes City funding to add three additional spare conduit for the length of the project for future use.



**Project Priority Type**

Customer Enhancements

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
6907261	03/01/2018	08/31/2019

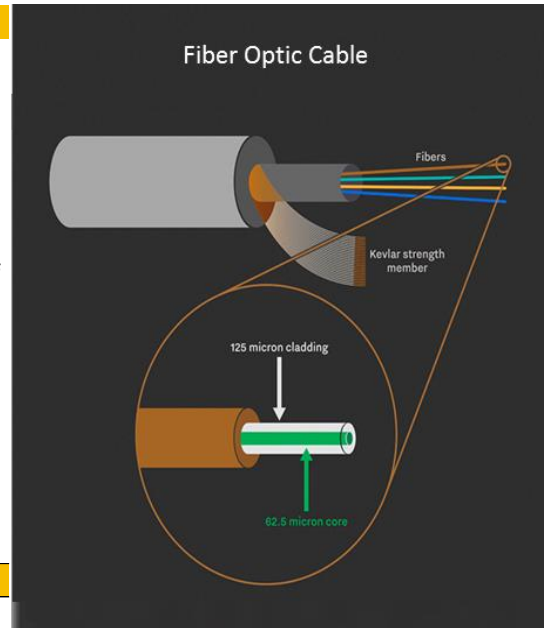
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$840,876	\$0	\$0	\$0	\$0	\$840,876
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
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
<b>Total</b>	<b>\$840,876</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$840,876</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Capital Projects Fund Balance	\$82,331	\$0	\$0	\$0	\$0	\$82,331
General Obligation Bonds	\$296,863	\$0	\$0	\$0	\$0	\$296,863
Federal Grant - CMAQ	\$19,416	\$0	\$0	\$0	\$0	\$19,416
Development Impact Fees	\$442,266	\$0	\$0	\$0	\$0	\$442,266
<b>Total</b>	<b>\$840,876</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$840,876</b>

Operating Impacts	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total 5 -Year
None						

**Fiber Optic Installation - University, Broadway & Southern**

The project will install fiber in vacant conduit that was installed by previous projects. The installation of the fiber backbone on Rural Road now provides a framework for branching onto these adjacent roadways. Devices to be installed to complete the system include fiber, pull boxes, splice closures, patch panels, fiber optic jumper cables, and Ethernet switches. The purpose of this project is to provide the City with a reliable communications network to view, monitor, and actively manage traffic conditions. Fiber is a more reliable than wireless technologies, has increased bandwidth and eliminates the need for telephone lease lines. The project will add fiber to one mile of University Drive (Rural Road to McClintock Drive), one mile of Broadway Road (Rural Road to Priest Drive) and half of a mile on Southern Avenue (Rural Road to College Avenue).



Project Priority Type
Customer Enhancements

**City Council Priorities and Performance Measures Addressed**

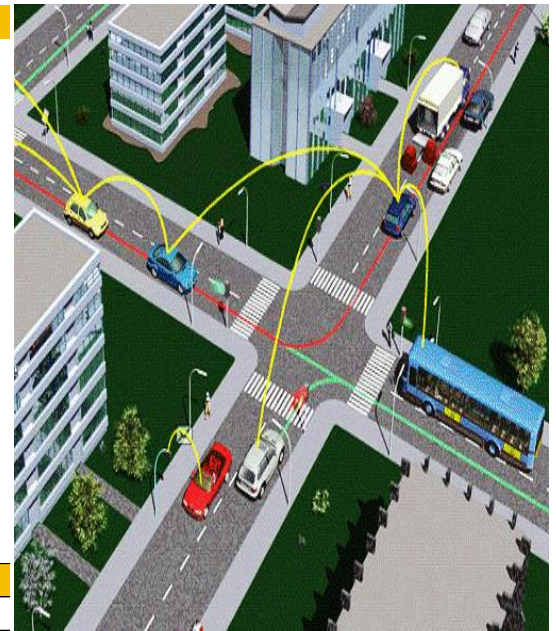


Quality of Life 3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start			Estimated Completion		
6909629	07/01/2018			12/31/2019		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$20,000	\$0	\$0	\$0	\$0	\$20,000
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	\$250,000	\$0	\$0	\$0	\$0	\$250,000
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
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
<b>Total</b>	<b>\$270,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$270,000</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
General Obligation Bonds	\$270,000	\$0	\$0	\$0	\$0	\$270,000
<b>Total</b>	<b>\$270,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$270,000</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**ITS Safety and Performance Upgrades - Phase 1**

The project will provide the City with safety and performance upgrades of its Intelligent Transportation System (ITS) network to improve communications reliability and expand its capabilities to view, monitor and actively manage traffic conditions. This project will install wireless radios, CCTVs and Emergency Vehicle Preemption (EVP) devices to improve real-time traffic signal operations, improve traffic flow and decrease delays. This project is Phase 1 of a larger project that was divided into two phases in order to comply with Maricopa Association of Government (MAG) project funding limits for ITS grants.



Project Priority Type
Customer Enhancements

**City Council Priorities and Performance Measures Addressed**



Quality of Life 3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
6908379	Ongoing	12/31/2019

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$55,676	\$0	\$0	\$0	\$0	\$55,676
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	\$415,705	\$0	\$0	\$0	\$0	\$415,705
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
ITD / Telecommunications	\$0	\$0	\$0	\$0	\$0	\$0
Non-G.O. Bond Eligible Costs	\$0	\$0	\$0	\$0	\$0	\$0
Other Project Costs	\$100,000	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>	<b>\$586,381</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$586,381</b>

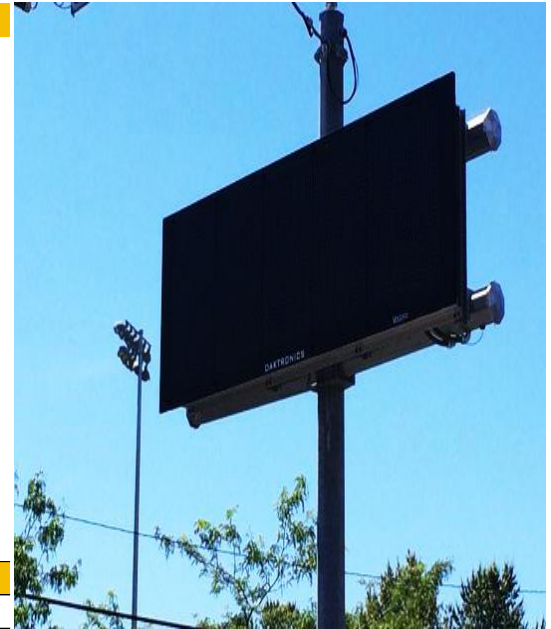
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Federal Grant - CMAQ	\$392,010	\$0	\$0	\$0	\$0	\$392,010
General Obligation Bonds	\$194,371	\$0	\$0	\$0	\$0	\$194,371
<b>Total</b>	<b>\$586,381</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$586,381</b>

Operating Impacts	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total 5 -Year
None						



**ITS Safety and Performance Upgrades - Phase 2**

The project will provide the City with safety and performance upgrades of its Intelligent Transportation System (ITS) network to improve communications reliability and expand its capabilities to view, monitor and actively manage traffic conditions. This project will install wireless radios, CCTVs and Emergency Vehicle Preemption (EVP) devices to improve real-time traffic signal operations, improve traffic flow and decrease delays. This project is Phase 2 of a larger project that was divided into two phases in order to comply with Maricopa Association of Government (MAG) project funding limits for ITS grants.



Project Priority Type
Customer Enhancements

**City Council Priorities and Performance Measures Addressed**



Quality of Life

3.27 Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

Project Number	Estimated Start	Estimated Completion
698389	07/01/2016	12/31/2020

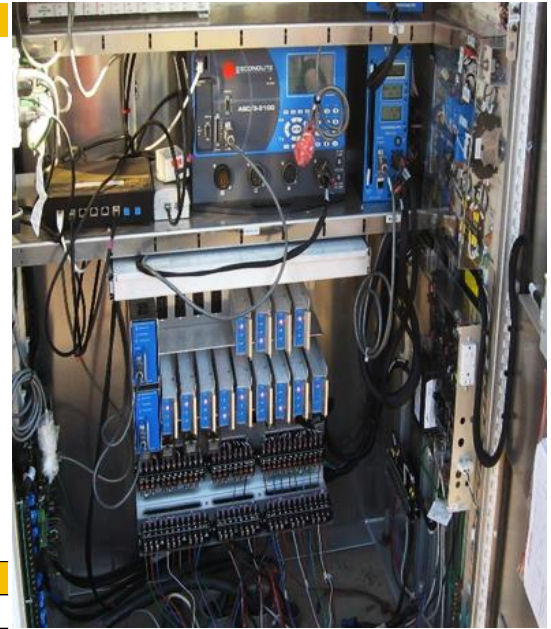
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$109,989	\$0	\$0	\$0	\$0	\$109,989
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	\$415,705	\$0	\$0	\$0	\$0	\$415,705
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
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
<b>Total</b>	<b>\$790,694</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$790,694</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Federal Grant - CMAQ	\$392,010	\$0	\$0	\$0	\$0	\$392,010
General Obligation Bonds	\$248,684	\$0	\$0	\$0	\$0	\$248,684
General Obligation Bonds (new)	\$150,000	\$0	\$0	\$0	\$0	\$150,000
<b>Total</b>	<b>\$790,694</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$790,694</b>

Operating Impacts	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total 5 -Year
None						

**New Signals / Safety Upgrades**

This project provides for the installation of new traffic signals and associated equipment based on traffic engineering studies and warrants. It will also allow for replacement of existing outdated signals and address all safety updates to meet state and federal regulations. A modular intersection costs an average of \$400,000 depending on the size of intersection, which takes into account two modular poles at each corner. This will allow the City to upgrade approximately one of the City's 228 signalized intersections every year and/or add one new traffic signal based on traffic engineering warrants. Based on recently completed traffic engineering studies and warrants the City will construct a new signal at the intersection of Broadway Road and Country Club Way. ADA elements are included in this project when applicable.



**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start	Estimated Completion
6906209	Ongoing	Ongoing

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$957,953	\$0	\$0	\$0	\$0	\$957,953
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
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
<b>Total</b>	<b>\$957,953</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$957,953</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Highway User Revenue Funds	\$557,953	\$0	\$0	\$0	\$0	\$557,953
General Obligation Bonds	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>	<b>\$957,953</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$957,953</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**New Traffic Signals - Developer Participation**

This project provides for the installation of new traffic signal warranted through the development process and allows for the reimbursement of the new signal construction costs from the developer. An intersection costs an average of \$400,000 depending on the size of intersection, which takes into account two poles at each corner and a cabinet with hardware.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6909669	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$400,000	\$0	\$0	\$0	\$0	\$400,000
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
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
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Developer Assistance	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Smith Hub Streetlight Improvements**

This project will add 22 new streetlights along Perry Lane between Rio Salado Parkway and University Drive and 5th Street between Perry Lane and Price Road. This project is the first of several improvements within the Smith Industrial Innovation Hub.

IMAGE COMING SOON

**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start	Estimated Completion
N/A	02/01/2020	04/01/2020

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$0	\$0	\$0	\$0
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$30,000	\$0	\$0	\$0	\$0	\$30,000
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	\$234,000	\$0	\$0	\$0	\$0	\$234,000
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
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
<b>Total</b>	<b>\$264,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$264,000</b>

Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$264,000	\$0	\$0	\$0	\$0	\$264,000
<b>Total</b>	<b>\$264,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$264,000</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Streetlight LED Replacement Program**

Replace all 4,000 residential streetlight luminaires in the street lighting system with energy efficient LED type luminaires. Currently we have 2,500 LED luminaires replaced out of the 4,000 residential luminaires which will be completed in year 2020. Beginning in year 2021, 5,000 arterial roadway luminaires will be changed to energy efficient LED type luminaires. Approximately 1,000 luminaires will be replaced each year.

The purpose and need of this project is to replace aging High Pressure Sodium (HPS) streetlight luminaires with energy efficient LED type luminaires. LED luminaires produce clean white light with improve color rendition that the human eye uses to see. For this reason, LED luminaires significantly improve night time visibility of our vulnerable roadway users including bicyclists and pedestrians. Research demonstrates that bicyclists and pedestrians are over-represented in night time crashes. LED luminaires also consume 50% less energy and have a reduced maintenance cost. However, the energy savings realized will be contingent upon continued negotiations with both APS and SRP.



Project Priority Type	
Public Health and Safety	

**City Council Priorities and Performance Measures Addressed**

	Safe & Secure Communities	1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.
	Safe & Secure Communities	1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
6908399	Ongoing			Ongoing		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$353,680	\$500,000	\$500,000	\$500,000	\$500,000	\$2,353,680
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
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
<b>Total</b>	<b>\$353,680</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$2,353,680</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
General Obligation Bonds	\$353,680	\$500,000	\$500,000	\$500,000	\$500,000	\$2,353,680
<b>Total</b>	<b>\$353,680</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$2,353,680</b>
<b>Operating Impacts</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>Total 5 -Year</b>
None						



**Streetlight Pole Structural Replacement**

This project will fund the replacement of existing rusted streetlight poles. Prior year appropriations were allocated to replace all direct buried poles with a corrosive factor greater than 25 percent according to the 2011 survey. That portion of the project has been completed. Going forward, this project will focus on addressing the new 2015 survey which found 308 poles to be structurally deficient. These streetlight poles are on foundation and will need to be replaced due to wet, corrosive environments. Approximately 100 poles can be replaced per year and by the end of 2019/20 approximately 300 poles will have been replaced. After the 2015 survey replacements are complete a resurvey will need to be done to reevaluate the direct bury and foundation poles not previously replaced. Out-year funds will continue to be requested to cover any poles found deficient in the resurvey. A resurvey is planned for 2020/21.



Project Priority Type	
Public Health and Safety	

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6999849	Ongoing			Ongoing		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$204,951	\$204,951	\$204,951	\$204,951	\$204,951	\$1,024,755
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
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
<b>Total</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$1,024,755</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
General Obligation Bonds	\$204,951	\$204,951	\$204,951	\$204,951	\$204,951	\$1,024,755
<b>Total</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$204,951</b>	<b>\$1,024,755</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

**Streetlight Upgrade/New Installation**

This project allows staff to strategically prioritize improvements to the street light system including the installation of arterial dual-side street lights and residential street lights per citizen requests.

Tempe currently has some arterial roadways that lack dual-side lighting and this project would continue to add lighting in order to meet the minimum lighting standard. Due to a reduction in funding in 2018/19, there were no dual-side streetlighting projects, allowing only for up to seven new residential streetlights. In 2019/20 dual-side lighting project include: northside of University Drive from Lindon Lane to SR143.



**Project Priority Type**

Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

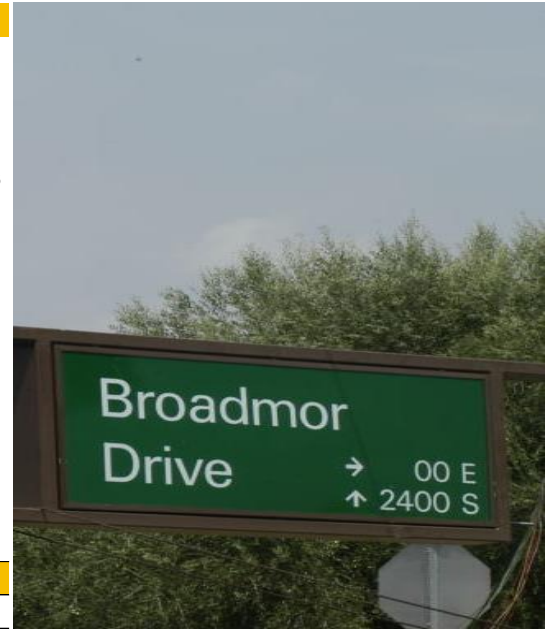
1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6999869	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$225,000	\$167,215	\$167,215	\$100,000	\$100,000	\$759,430
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
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
<b>Total</b>	<b>\$225,000</b>	<b>\$167,215</b>	<b>\$167,215</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$759,430</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$225,000	\$167,215	\$167,215	\$100,000	\$100,000	\$759,430
<b>Total</b>	<b>\$225,000</b>	<b>\$167,215</b>	<b>\$167,215</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$759,430</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Traffic Signal Green Signs**

This project will allow for the replacement of the traffic signal internally illuminated green signs which have exceeded their expected life. As part of the development of the Transportation and Traffic Engineering Division Asset Management Plan, staff has identified the green signs as an asset in the system for inclusion in the plan and development of a program for the systematic replacement of the signs. Current traffic signal internally illuminated green signs have been in place for at least 15+ years and have exceeded their product life cycle. As part of a continuing transportation asset management program, this project will continue the process of replacing sign faces (eight per intersection) at a rate of 10 intersections per year with a total of 190 modular signalized intersections to complete.

This project will allow Tempe to replace its aging green sign faces, which will increase visibility and improve safety for the motoring public. Currently 84 intersections out of the 189 have been replaced.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**

	Safe & Secure Communities	1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.
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Project Number	Estimated Start			Estimated Completion		
6906229	Ongoing			Ongoing		

Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$99,522	\$99,522	\$99,522	\$99,522	\$99,522	\$497,610
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
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
<b>Total</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$497,610</b>

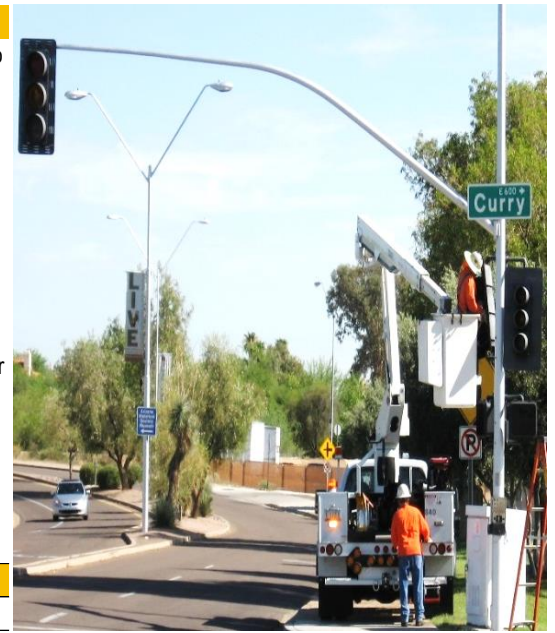
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$99,522	\$99,522	\$99,522	\$99,522	\$99,522	\$497,610
<b>Total</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$99,522</b>	<b>\$497,610</b>

Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						

**Traffic Signal Infrastructure**

The City's transportation system includes 228 signalized intersections and associated infrastructure to support the safe movement of all modes of travel in Tempe. This project provides for the installation and repair of existing equipment related to the traffic signal system and as warranted by traffic engineering studies. In addition, this project provides for the management and replacement of underground signal system assets which have been identified for repair and replacement. The program includes a proactive asset management element where components are replaced to ensure the signal system is operating safely and efficiently. In addition, the CIP provides for unexpected emergency repairs that occur throughout the year and are needed to ensure the system remains functional.

This project is necessary in order to keep the signal system functioning properly by supplementing our existing traffic signal construction program (two full time employees) with installing infrastructure which may include underground items such as conduit repair and replacements, new traffic signal underground j-boxes and new signal foundations



Project Priority Type	
Public Health and Safety	

**City Council Priorities and Performance Measures Addressed**



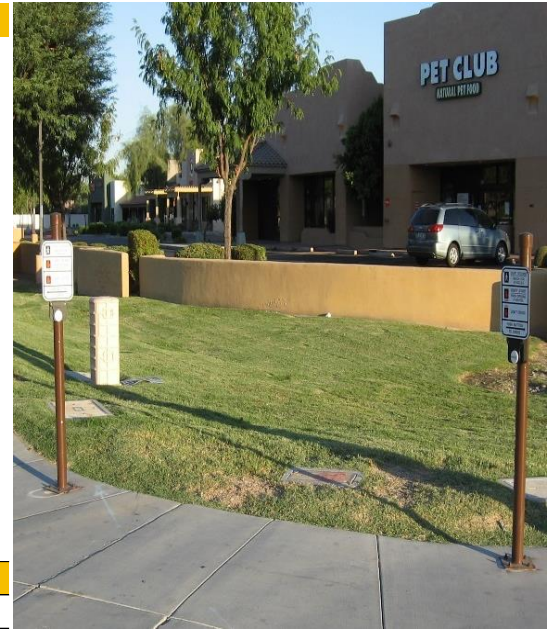
Safe & Secure Communities 1.27 Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.

Project Number	Estimated Start			Estimated Completion		
6903383	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000
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
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
<b>Total</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$1,375,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000
<b>Total</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$275,000</b>	<b>\$1,375,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Traffic Signal Pedestrian Access Improvements**

This project will install special pedestrian pushbuttons that will provide extended crossing time at 157 intersections in order to accommodate slower-moving pedestrians such as the elderly and persons with disabilities. These improvements are consistent with a recent update of the Manual on Uniform Traffic Control Devices (MUTCD), published by the federal government to set minimum standards, provide guidance and ensure uniformity of traffic control devices across the nation. This project will include ADA Transition Plan identified repairs related to locations of push buttons.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Quality of Life

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

Project Number	Estimated Start			Estimated Completion		
6909670	Ongoing			Ongoing		
Estimated Project Costs	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit 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	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
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
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
<b>Total</b>	<b>\$100,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$300,000</b>
Funding Sources	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
General Obligation Bonds	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
<b>Total</b>	<b>\$100,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$300,000</b>
Operating Impacts	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Total 5 -Year
None						



**Western Canal at Guadalupe Road Crossing Improvements**

The City of Tempe's Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. Due to the popularity of the Western Canal Multi-use Path, staff continues to get concerns from bicyclists and pedestrians requesting a signalized crossing at Guadalupe Road to improve safety. This project will design and construct a signalized crossing. It is anticipated that a significant amount of coordination will be required with Salt River Project. This project will include ADA Transition Plan identified repairs.



Project Priority Type
Public Health and Safety

**City Council Priorities and Performance Measures Addressed**



Safe & Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

Project Number	Estimated Start			Estimated Completion		
N/A	07/01/2021			06/30/2023		
<b>Estimated Project Costs</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
Legal / Administration	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
Permit Fees	\$0	\$0	\$9,000	\$0	\$0	\$9,000
Water / Sewer Development Fees	\$0	\$0	\$0	\$0	\$0	\$0
Design & Engineering	\$0	\$0	\$60,000	\$0	\$0	\$60,000
Survey / Staking	\$0	\$0	\$0	\$0	\$0	\$0
Inspection & Construction Management	\$0	\$0	\$0	\$18,000	\$0	\$18,000
Geotech / Material Testing	\$0	\$0	\$0	\$0	\$0	\$0
Contingency	\$0	\$0	\$0	\$0	\$0	\$0
Construction / Installation / Improvement	\$0	\$0	\$0	\$300,000	\$0	\$300,000
Furnishings / Equipment	\$0	\$0	\$0	\$3,000	\$0	\$3,000
Utility Relocation Fees/Undergrounding	\$0	\$0	\$0	\$0	\$0	\$0
ADA Accessibility	\$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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,000</b>	<b>\$321,000</b>	<b>\$0</b>	<b>\$390,000</b>
<b>Funding Sources</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
General Obligation Bonds	\$0	\$0	\$69,000	\$321,000	\$0	\$390,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,000</b>	<b>\$321,000</b>	<b>\$0</b>	<b>\$390,000</b>
<b>Operating Impacts</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>Total 5 -Year</b>
None						

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 6

#### DATE

April 23, 2019

#### SUBJECT

Maricopa Association of Governments 2019 Pedestrian Design Assistance Grants

#### PURPOSE

The purpose of this memo is to provide the Commission with a review of the Maricopa Association of Governments (MAG) Bike/Pedestrian Design Assistance and Master Plans and First Time Updates grant funding. Staff is looking for a recommendation on which project(s) should be submitted for the 2019 call for projects.

#### BACKGROUND

##### DESIGN ASSISTANCE GRANTS

The Maricopa Association of Governments Pedestrian Design Assistance Program is an annual grant source specifically targeted at funding the first phase concept work of bike/pedestrian-oriented projects in the region. The program has existed since 1996 and assists in getting projects started and positioning them for federal construction grants. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the regional transportation infrastructure. Tempe has successfully received design grants for eleven projects since the program inception (the most of any city in the region). The deliverable work product from a successfully funded project is a concept detailed enough to use for pursuit of federal construction funds. Additionally, all environmental concerns or other project constraints would be identified in this phase.

##### BICYCLE & PEDESTRIAN MASTER PLANS & FIRST TIME UPDATES

In response to requests from MAG member agencies about providing funding to develop bicycle and pedestrian master plans in the region, the MAG Active Transportation Committee (MAGATC) recommended to set aside competitive grant funds that member agencies can secure to prepare local active transportation plans. The grant funding is open competitively to all MAG member agencies and requires a 20% local match.

The Tempe projects that have received past funding include:

- 2014: Highline Canal Path (Baseline – Chandler border)
- 2014: North South Rail Spur Path (Tempe Beach Park – Chandler border)
- 2015: Alameda Drive Bicycle Blvd & Streetscape (48<sup>th</sup> St – Rural Road)
- 2016: “The Missing Link” Brake BIKEiT Route (Western Canal – Highline Canal Path Connection)

- 2017: Country Club Way Streetscape, Bicycle and Pedestrian Facilities Improvement Project (seven miles from Warner Road- ASU Research Park to Tempe Marketplace generally along Country Club Way)
- 2018: “A Dam Great Regional Connection” – Upstream Dam Bike/Ped Bridge (connecting the north and south banks of the Rio Salado Path System on the east end of town lake.
- 2019: Grand Canal Phase II “Tempe Route Canal” Grand Canal – North Bank Connection (grade separated crossing connecting Grand Canal with the Rio Salado North Bank).

Funding available for the region this year is \$500,000 for Design Assistance and \$480,000 for Bike and Pedestrian Master Plans. Typically, cities can request up to a maximum of \$100,000, which is sufficient for preparing design concepts of a project. Last year Tempe was awarded \$67,500 for the Grand Canal Phase II project.

Consistent with City Administration and City Council Policy, projects are identified in concert with the Tempe Transportation Master Plan and the General Plan. Projects that are included in the City’s Capital Improvement Program are also considered eligible for application.

Below are the three projects that Staff has identified for consideration for the MAG grant funding application:

**Design Assistance:**

- Priest Bike and Pedestrian Improvements
  - Project involves bike and pedestrian improvements to Priest Drive from Tempe border with the City of Chandler to Elliot Road.
  - Project would identify alternatives to extend bike lanes both directions along Priest Dr and address accessibility concerns which include gaps in the sidewalk network.
- Bikeshare/SATV System Evaluation
  - Data evaluation of GRID + SATV Use (Spell out)
  - Identify parking and staging needs
  - Understand if operational changes are necessary as well as future route planning and infrastructure needs.

**Bicycle and Pedestrian Master Plans & First Time Updates:**

- Urban Core Active Transportation Implementation Plan
  - Develop an implementation strategy for active transportation plan identified improvements within the Urban Core Master Plan area that promotes access to better bicycle/pedestrian/transit facilities. The implementation plan will include identifying and legislating regulations that promote transportation demand management strategies, and includes the formation of Transportation Management Association for the Urban Core Plan Area.

**FISCAL IMPACT**

Eventual project construction requests and federal grant applications are anticipated.

**RECOMMENDATION**

Identify priority project for staff to coordinate submittal by June 21, 2019. For information and action.

**2019 MAG Design  
Assistance/ Bike & Ped  
Plans Grant  
Call for Projects**

**Transportation Commission**


**April 23, 2019**



# Overview



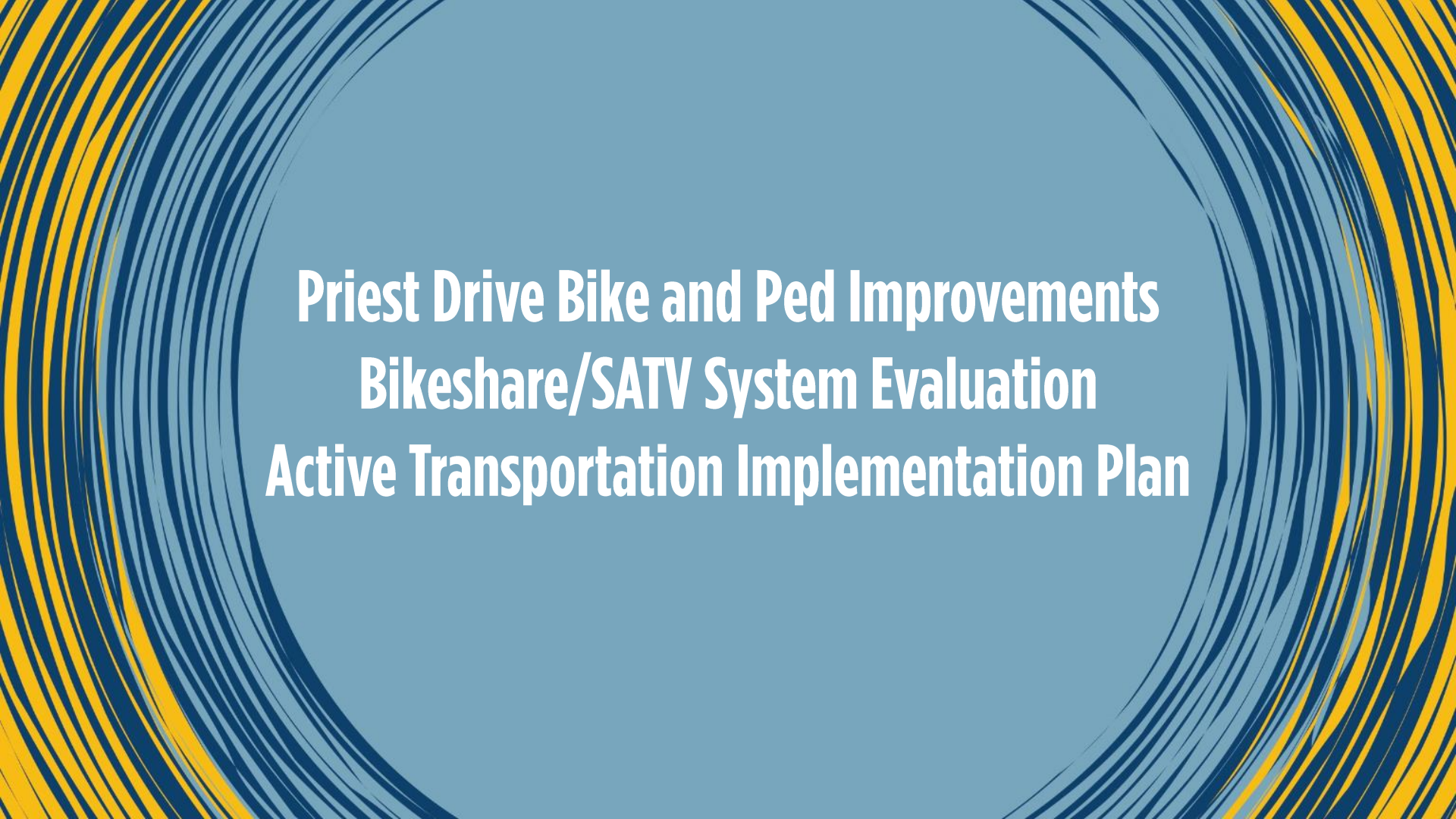
- \$500,000 Design Assistance + \$480,000 Bike/Ped Plans funding available for the region
- Application due to MAG June 21, 2019
- Past Awards:
  - 1996: 5th Street Traffic Calming (Farmer – Priest)
  - 1999: Mid-Block Crossing Study (which became the HAWK signals at the Western Canal Path)
  - 2003: Rio Salado Pathway (Priest Drive - Phoenix border @ SR 143)
  - 2011: Rio Salado Pathway (McClintock - Mesa border @ 101 & 202 ADOT Interchange)
  - 2014: Highline Canal Path (Baseline – Chandler border)
  - 2014: North South Rail Spur Path (Tempe Beach Park – Chandler border)
  - 2015: Alameda Drive Bicycle Blvd & Streetscape (48th St – Rural Road)
  - 2016: “The Missing Link” BrakeBIKEIT Route (Western Canal – Highline Canal Path Connection)
  - 2017: Country Club Way Streetscape, Bicycle and Pedestrian Facilities Improvement Project
  - 2018: “A Dam Great Regional Connection” – Upstream Dam Bike/Ped Bridge
  - 2019: Grand Canal Phase II (Grand Canal – North Bank Connection)

 **MAG Design Assistance Ranking Sheet**

Sponsor	Application Title	Cost	Committee Approved Reduction		Total Rank Sum	Number of Votes	Score	Rank
				8.5%				
Tempe	A Dam Great Regional Connection	\$ 64,500.00	\$	59,017.50	65	20	3.25	1.00
Guadalupe	Sidewalk and Bike lane Improvements on Avenida del Yaqui	\$ 80,000.00	\$	73,200.00	67	20	3.35	2.00
Phoenix	56th St. Camelback Rd. to Thomas Rd	\$ 80,000.00	\$	73,200.00	69	20	3.45	3.00
Phoenix	Colter St - 20th St. to 15th Ave	\$ 60,000.00	\$	54,900.00	78	20	3.90	4.00
Glendale	Maryland Ave. Bike Connection	\$ 47,890.00	\$	43,819.35	88	20	4.40	5.00
Gila Bend	State Route 85 Overpass	\$ 85,000.00	\$	77,775.00	97	20	4.85	6.00
Scottsdale	Bike Share Station Siting	\$ 64,000.00	\$	58,560.00	114	20	5.70	7.00
Peoria	Comprehensive Wayfinding and Sign Plan	\$ 65,000.00	\$	59,475.00	132	20	6.60	8.00





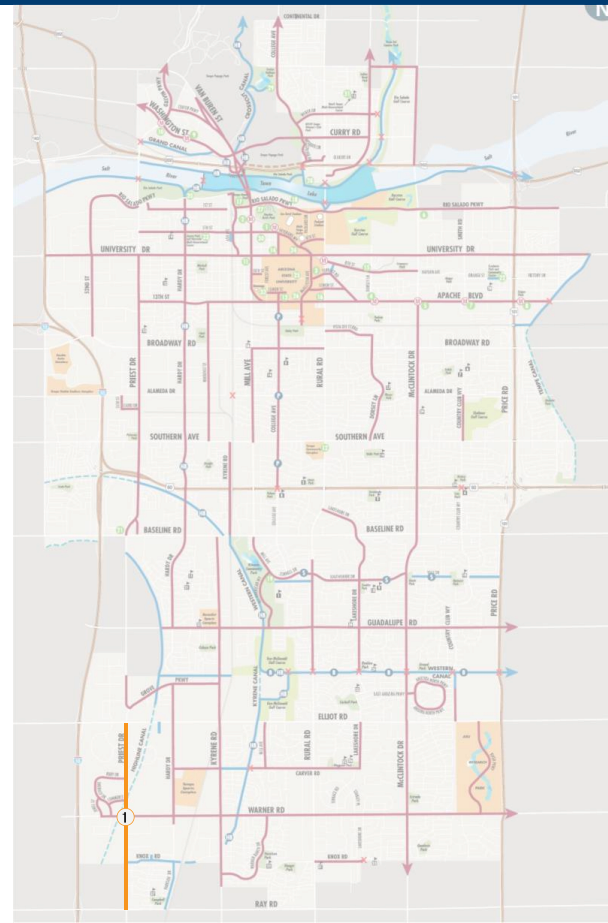
The background features a central light blue circle surrounded by concentric, hand-drawn style lines in dark blue and yellow, creating a dynamic, circular pattern.

**Priest Drive Bike and Ped Improvements  
Bikeshare/SATV System Evaluation  
Active Transportation Implementation Plan**

# Priest Drive Bike and Pedestrian Improvements



- Approximately 2-miles long, from City of Chandler at Ray Rd to Elliot Road
- Directly connects to Highline Canal Path, Knox Road Path, and the buffered bike lanes on Grove Parkway.
- Bike Lanes and Pedestrian Improvements
  - Continuous bike lanes from Town of Guadalupe to City of Chandler
  - Landscaping
  - New Curb and Sidewalk



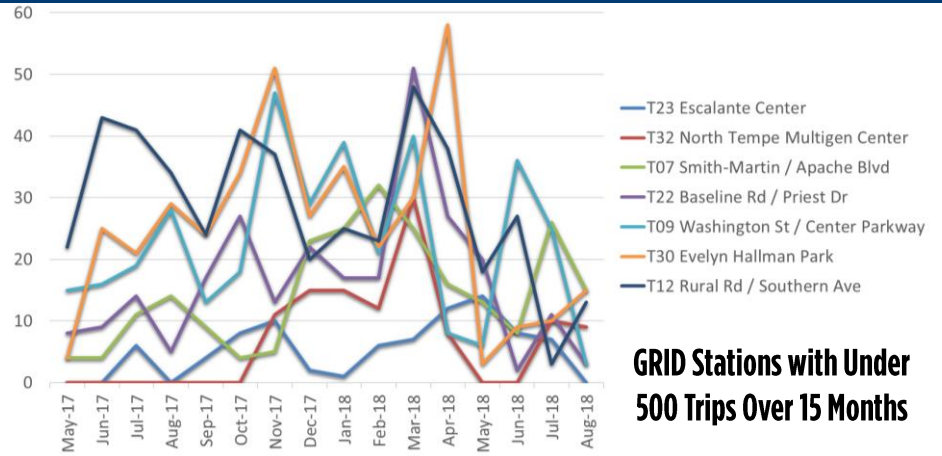




# Bikeshare/SATV System Evaluation



- Data Evaluation of GRID + SATV Use
- Origins/Destinations and Travel Routes
- Parking and Staging
  - Geofences v. Capital Infrastructure (Bike Racks/Signage/Pavement Marking)
- Transportation System Needs
  - Route Planning & Infrastructure Needs
  - High Ridership Bus Stops & Future Streetcar Stops
  - Parks and Paths
  - GRID Operational Changes

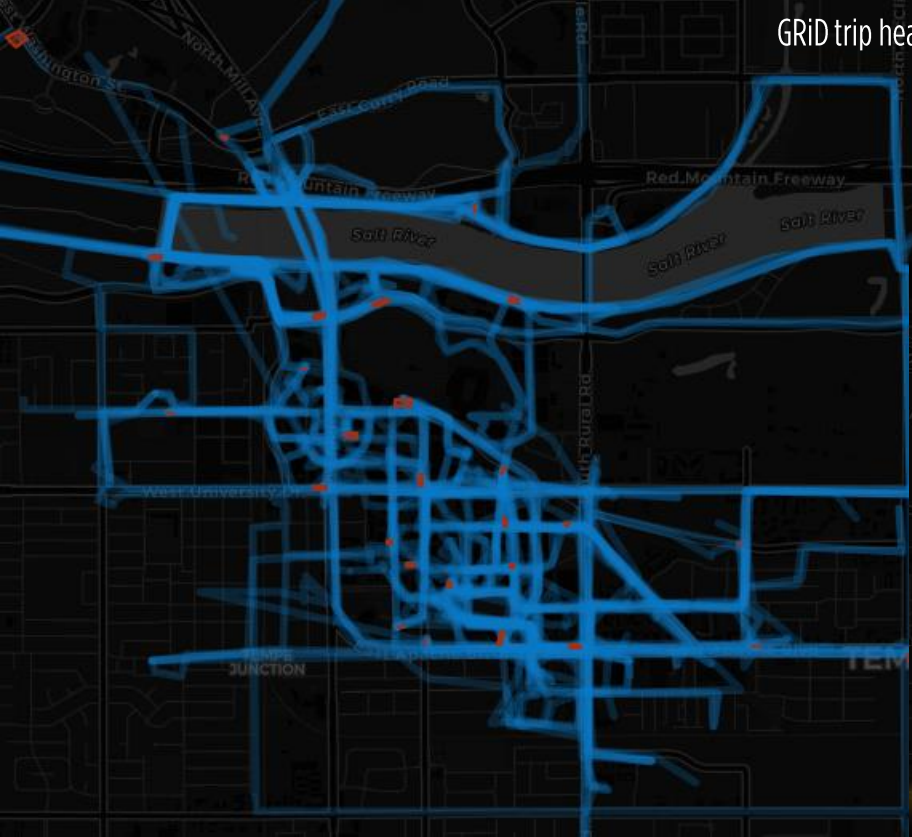


**GRID Stations with Under 500 Trips Over 15 Months**

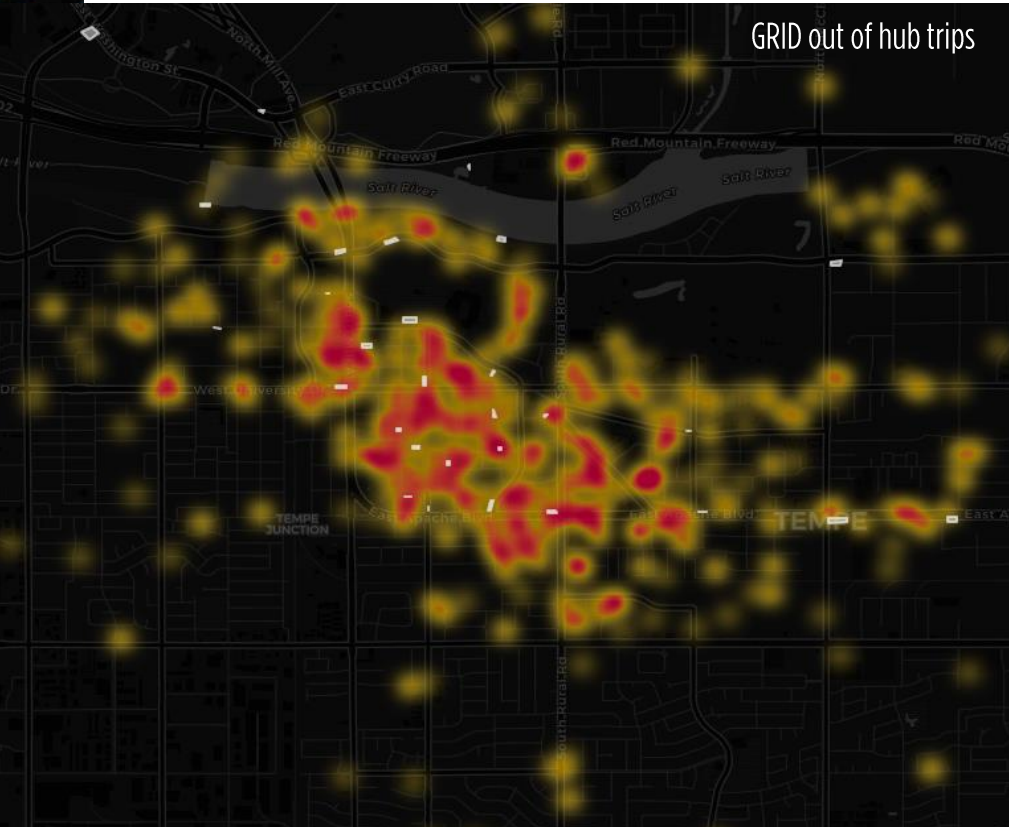




GRID trip heatmap



GRID out of hub trips

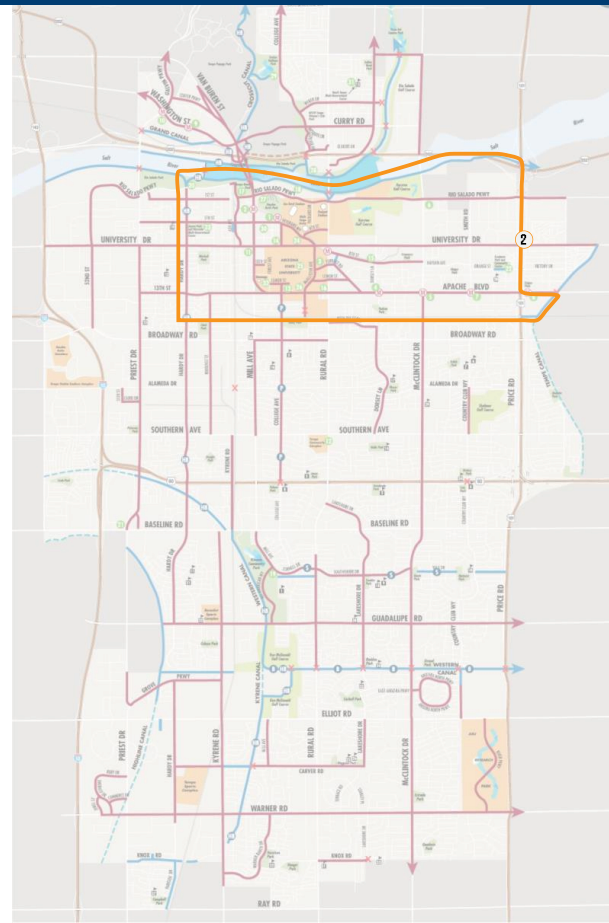




# Active Transportation Implementation Plan



- Develop an implementation strategy for active transportation improvements within the Urban Core Master Plan Study Area.
- Identify and legislate regulations that promote Transportation Demand Management Strategies
- Formation of Transportation Management Association for the Urban Core Plan Area.



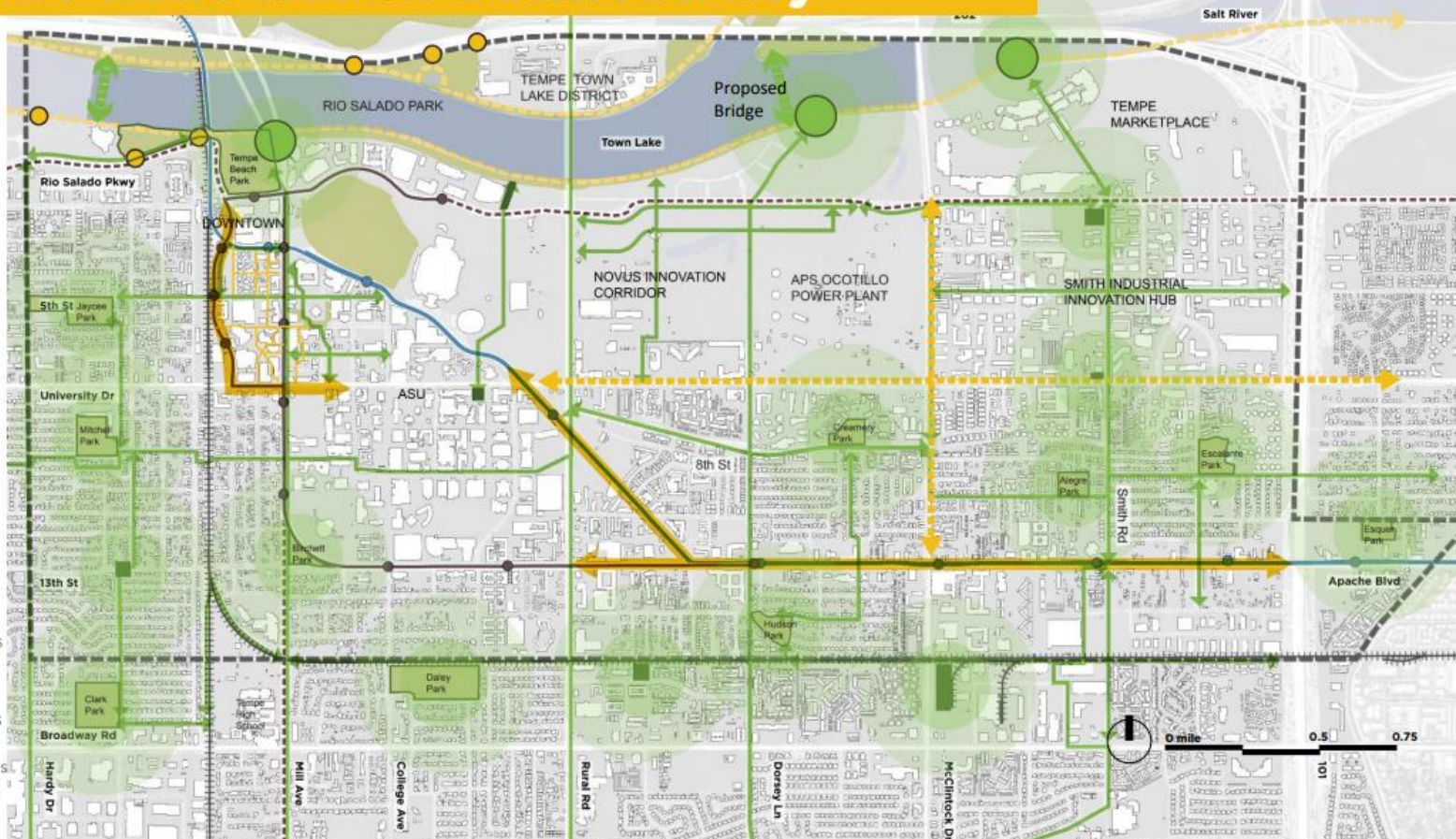
# Urban Core Public Realm Connectivity

## Corridors + Connections

- Proposed Multi-use Path or Streetscape
- Urban Core Connections
- Urban District Connections
- Pedestrian Alley
- Enhance Alley
- Rio Salado Trail
- Pedestrian Bridge
- Street Car
- Street Car ( Future )
- Light Rail Line
- Union Pacific Railroad

## Places + Destinations

- Potential Open Space Focus Areas
- Potential New Open Space
- Existing Open Spaces, Parks and Reserves
- 5 min / 10 min walking radius
- Rio Salado Park Entry Node
- UCMP Project





The background features a central light blue circle surrounded by multiple concentric rings of varying shades of blue and yellow, creating a dynamic, swirling effect.

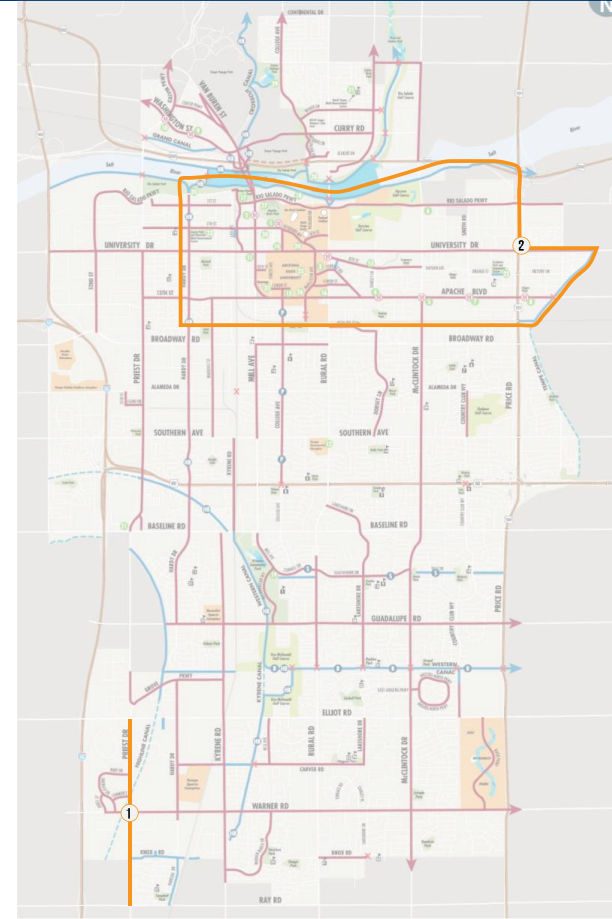
**Next Steps / Action**

# Next Steps / Action



Potential project(s) for June submittal:

- Priest Drive Bike and Pedestrian Improvements
- Bikeshare/SATV System Evaluation
- Active Transportation Implementation Plan



**CONTACT**

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**ATTACHMENTS**

PowerPoint



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 8

#### DATE

April 23, 2019

#### SUBJECT

Future Agenda Items

#### PURPOSE

The Chair will request future agenda items from the Commission members.

#### BACKGROUND

The following future agenda items have been previously identified by the Commission or staff:

- May 14
  - Bike Hero Award
  - Tempe/Mesa Streetcar Feasibility Study Update
  - Grand Canal Multi-use Path Update
  - Council Bike Safety Working Group – Bicycles, E-Bicycles, Human Powered and Non-Human Powered Vehicles, and Electric Personal Assistive Mobility Devices
- May 28
  - Climate Action Plan
- June 11
  - Transportation Overlay District
  - Speed Limits
  - DTA Update
  - I-10 Broadway Curve P3 Project Update
  - Alameda Drive Streetscape
- July 9
- August 13
  - Transit Security Update
  - Transportation Overlay District
  - Grand Canal Multi-use Path Project
  - Scooter Update
  - 3-Foot Bicycle Signage
- September 10
  - El Paso Multi-use Path Project
  - North/South Railroad Multi-use Path Project
  - McClintock Drive Project Update
  - Bus Shelter Design
- October 8
  - Annual Report

- November 12
  - Annual Report
  - Bus Shelter Design
- December 10
- January 14
  - Commission Business
- February 11
- March 10
- April 14
  - Paid Media Plan
- May 12
  - Bike Hero
  - Capital Improvements Project Update
  - MAG Design Assistance Grants

**RECOMMENDATION**

This item is for information only.

**CONTACT**

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