

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	FY 2023 RAISE Project Informa	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Project Location File.kmz	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Funding Commitments.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Merit Criteria Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	BCA Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	BCA Calculations.xlsx	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

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FY 2023 RAISE Project Information Form.xlsx

I. Project Description

A. Project Details

The City of Phoenix seeks a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to create a “Cultural Corridor” that reconnects disadvantaged and underserved communities adjacent to Phoenix Sky Harbor International Airport (PHX) with Downtown Phoenix. The Cultural Corridor will be a designated heritage trail to honor the legacy, histories, and identity of the existing community and link multiple neighborhoods through historic markers, wayfinding, and interpretive signage. Community members and visitors will be able to learn about the area’s rich history and how the present-day cultural composition came to exist.



Statement of Work

The PHX Cultural Corridor is an element of the [PHX Land Reuse Strategy](#) (LRS), a collaborative effort between the City of Phoenix Aviation Department, community organizations, neighborhoods, and other stakeholders to develop and implement market-driven strategies that can accelerate redevelopment of 743 City-owned parcels located west of the Airport. The Cultural Corridor will add 3.3 miles of Americans with Disabilities Act (ADA)-compliant sidewalks and improve roadway between Downtown Phoenix and the Airport with enhanced pedestrian and bicycle facilities and signage, pavement markings, and wayfinding materials that highlight the area’s rich history.

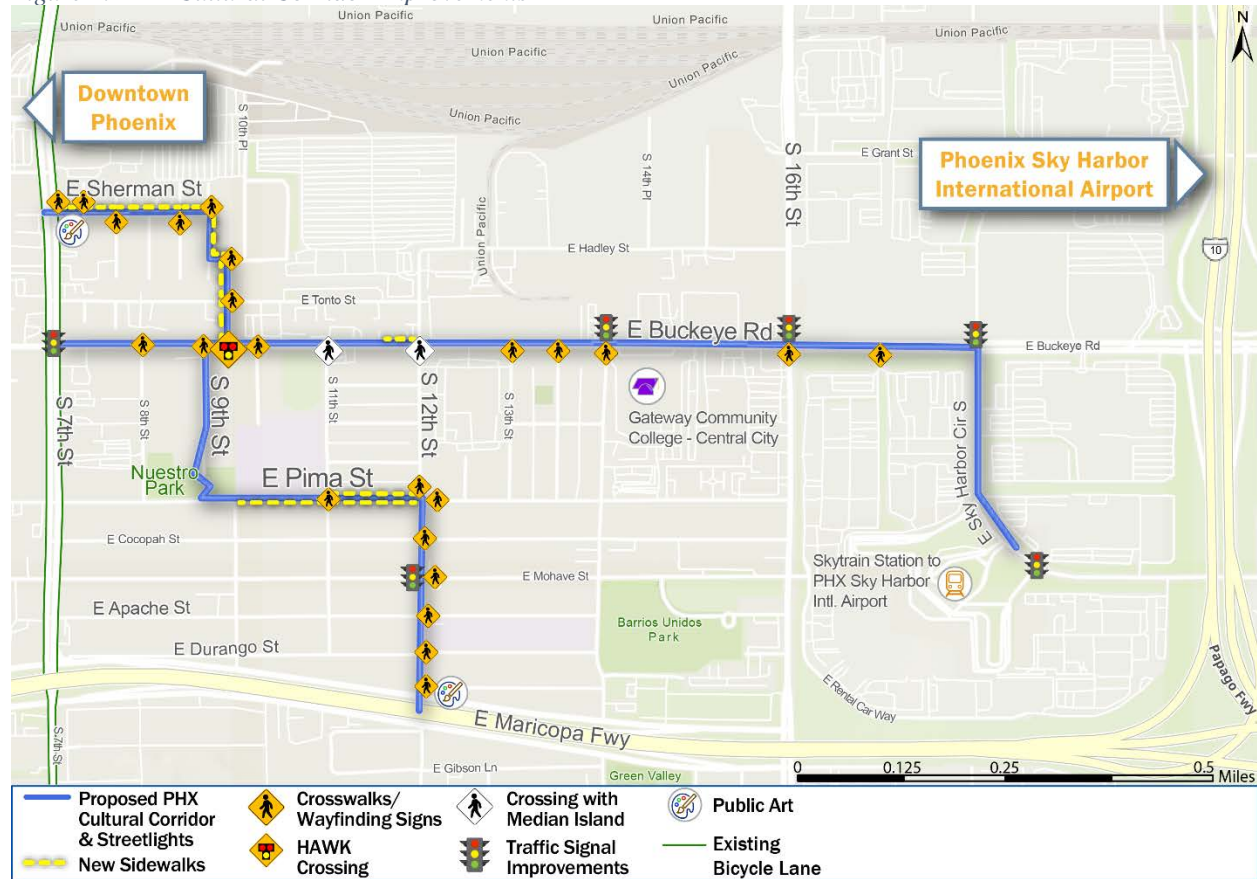
The Cultural Corridor (**Figure 1**) is a community idea and was developed through outreach efforts. The Corridor is intended to celebrate, leverage, and connect the histories and cultures of the neighborhoods that were disconnected by land acquisition and property demolition associated with Airport noise mitigation.

Technical Aspects

Elements of the corridor will include:

- Deploying Cultural Corridor wayfinding elements, including kiosks, interpretive signs, historic building/site markers, and traffic sign toppers
- Adding 3.3 miles of protected bike lanes through historic residential neighborhoods
- Removing one lane of traffic along East Buckeye Road and reducing lane width
- Creating a shared-use path and concrete floating islands for bus stops along East Buckeye Road
- Providing 25 high-visibility crosswalks, including a High-intensity Activated crossWalk (HAWK) and four moving signal heads
- Installing or renovating 34 sidewalk ramps at street corners and 12 mid-block ramps to conform to ADA requirements
- Creating sidewalks where none exist and widening others
- Providing 240 streetlights on dark roads
- Adding water and fiber optic connections to City-owned properties
- Installing public art and exercise areas at vacant gateway parcels at two locations
- Constructing bus shelters at five stops along East Buckeye Road

Figure 1: PHX Cultural Corridor Improvements



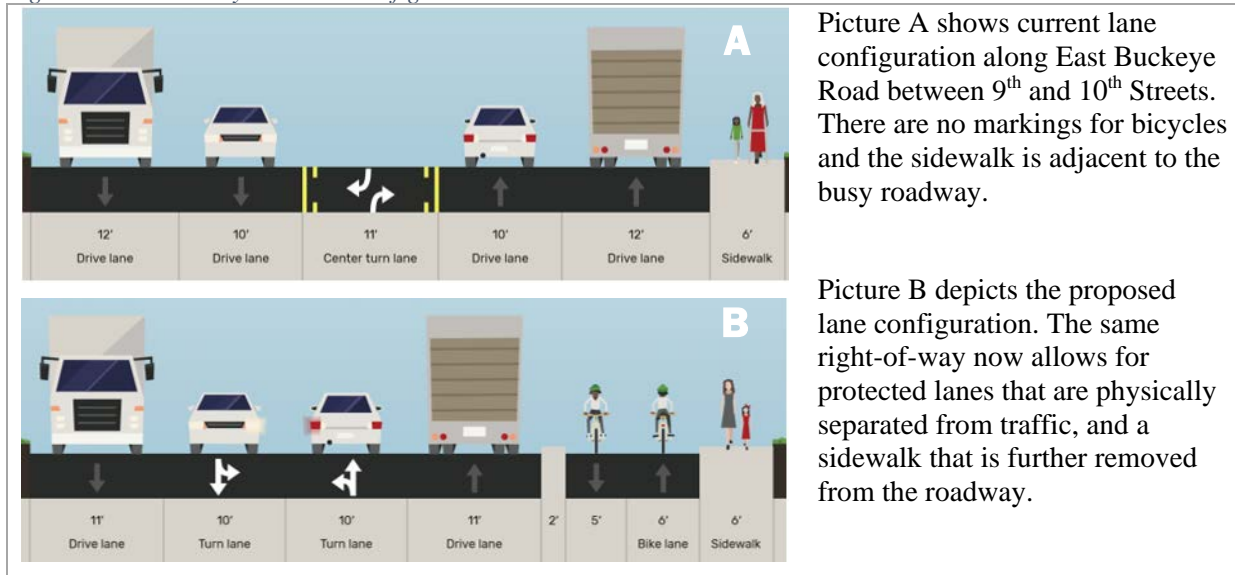
B. Transportation Challenges

Phoenix is consistently ranked by the National Highway Traffic Safety Administration (NHTSA) as one of the [highest rates of traffic fatalities in the nation](#), and the rate of traffic fatalities in Maricopa County is [38.7 times higher](#) than the national average. The City of Phoenix has adopted a [Road Safety Action Plan](#) in its efforts to become a Vision Zero community by 2050.

Phoenix residents reported interest in active transportation but had significant concerns for their safety. Current road configurations in the Cultural Corridor area allow for trucks and automobiles to travel at high rates of speed and do not separate motorized and non-motorized travelers.

East Buckeye Road is an arterial road and forms the main east-west spine for the PHX Cultural Corridor. The speed limit along the roadway [35 miles per hour](#) and approximately [12,000 vehicles](#) drive along East Buckeye Road each day (2016 count). The existing roadway configuration does not serve the vulnerable populations that use the services located within the Cultural Corridor. Since 2018, 523 civil traffic violations and 49 criminal traffic violations have been issued by Phoenix Police along East Buckeye Road within the proposed Cultural Corridor.

Figure 2: East Buckeye Road Reconfiguration



The protected bike lanes and separated pedestrian facilities will improve the safety for non-motorized travelers. High-visibility crosswalks will better enable pedestrians to cross major roads and will provide median islands. Additional streetlights will make pedestrians easier to see at night.

C. Project History

Airport Development and Land Acquisition

[Sky Harbor was built as a small, privately owned airport in 1928 on farmland east of South Phoenix.](#) The City of Phoenix acquired the Airport in 1935. As the Airport became more successful, additional land was required to accommodate new runways and terminals. A majority-Latino neighborhood, Golden Gate Barrio, was located immediately west of the airport. The land was identified as ideal for the needed expansion and ancillary commercial and industrial uses. The [West Approach Land Acquisition program](#) relocated 6,000 residents beginning in 1976 and [resulted in the razing of Golden Gate Barrio.](#)

Airport growth had destabilizing effects on the neighborhoods west of the Airport, collectively referred to as Central City South or Nuestro Barrios. The Federal Aviation Administration (FAA) approved an airport noise compatibility study, which resulted in the Phoenix City Council creating the [Community Noise Reduction Program \(CNRP\) and Voluntary Acquisition and Relocation Services \(VARS\) Program.](#) The VARS Program was established to assist residential property owners who lived in noise-impacted areas around the Airport. Between 2005 and 2015, the Airport invested \$220 million to [relocate 3,000 people and recycle 1.4 million tons](#) of concrete and metal. The remaining residences, historic structures, and cultural resources are scattered among vacant lots in an increasingly industrial area. The PHX Cultural Corridor will

improve the roadway for non-motorized travel and re-establish utility connections, which will result in improved opportunities to return the vacant lots to productive use.

The PHX Cultural Corridor concept was developed in conjunction with the community and represents their preferred land reuse framework for the Airport-owned parcels. There are three major goals for the Cultural Corridor:

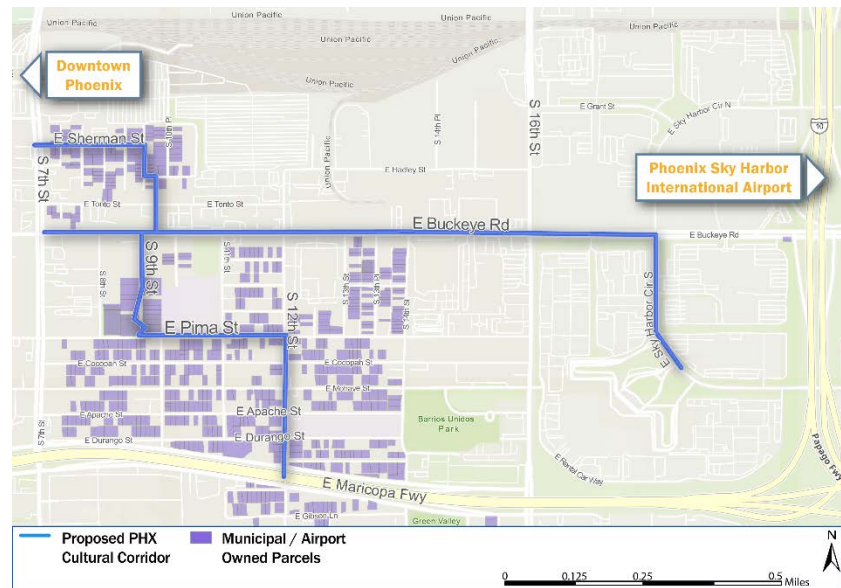
- A. **Stabilize and strengthen neighborhoods** – maintain residential areas as part of a diverse set of uses needed to create and support a vibrant live-work environment.
- B. **Create a sense of identity and change perceptions** – revitalize existing neighborhoods and prioritize the value of placemaking.
- C. **Expand economic opportunity** – Redevelopment will have a significant role in strengthening the local economy, stability of the communities, and support the Airport.

D. Project Context

The PHX Cultural Corridor aims to redress historic inequities by improving the community’s access to opportunity-rich areas and enhancing reliable transportation options in the City of Phoenix. The Cultural Corridor advances racial equity and accessibility for travelers by providing a safe route between South Phoenix, Downtown, and the Airport. It also celebrates the area’s cultural history and informs travelers about the harmful historic policies that are visible in the built environment.

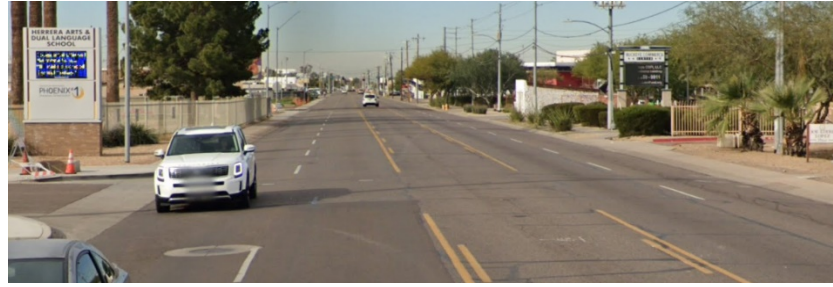
The elements proposed under this project reflect the initial development of the PHX Cultural Corridor as described in Phoenix’s Land Reuse Strategy. A second 2023 RAISE grant application is submitted by the City to advance additional improvements for the Cultural Corridor, focusing on improving currently vacant parcels, adding more attributes to the Cesar Chavez Cultural Zone (East Buckeye Road), and expanding the corridor the area east of Sky Harbor Circle to 24th Street.

Figure 3: Airport Owned Parcels and Proposed Corridor



This project benefits its communities by stabilizing and strengthening neighborhoods; enhancing safety, mobility, and accessibility along the Cultural Corridor; engaging residents; eliminating transportation barriers; and celebrating the rich history and culture of the area.

The Cultural Corridor is four blocks east of the [3rd Street Rio Salado Bike/Pedestrian Bridge](#) project, which is funded by a 2022 RAISE grant to provide access across Rio Salado (south of the Cultural Corridor).



Intersection of 11 St and E Buckeye Rd, adjacent to pre-K - 8 school

The PHX Cultural Corridor is in line with the City’s investments in complete streets, [expanded active transportation](#), and [Vision Zero](#).

E. Project Location

The PHX Cultural Corridor is located immediately west of the Airport and is part of [Phoenix’s Central City Village](#), which includes the City’s downtown, government, and employment centers.

The Cultural Corridor is located within Census tracts 1139, 1140, and 1172 and within the Census-designated urbanized area of Phoenix—Mesa, Arizona (**Figure 4**). Two tracts are historically disadvantaged, and all three tracts are areas of persistent poverty (**Table 1**). The Cultural Corridor is bounded by 7th Street on the west, 16th Street and Sky Harbor Circle on the east, Union Pacific Railroad (UPRR) on the north, and I-17 on the south.

Figure 4: Census Tracts and Cultural Corridor

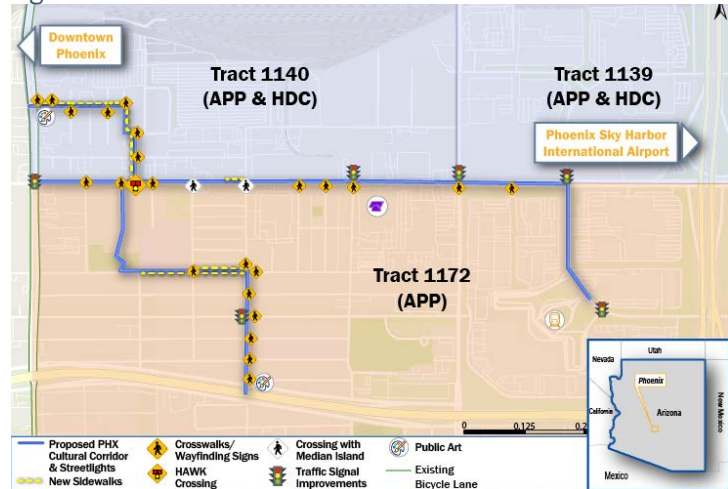


Table 1: Historically Disadvantaged Communities and Areas of Persistent Poverty

Tract	1139	1140	1172
Historically Disadvantaged Community	✓	✓	
Area of Persistent Poverty	✓	✓	✓

The PHX Cultural Corridor traverses the historic Central City South/Nuestro Barrio neighborhoods of El Campito, Cuatro Milpas, Ann Ott, Green Valley, and San Juan Batista.

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Project Location File.kmz

III. Project Budget

A. Project Cost and Status

PHX Cultural Corridor will cost \$10,220,242 based on design and costs prepared for previous grant applications. The estimate is based on the PHX Land Reuse Strategy elements and pedestrian and bicyclist safety improvements. Illustrative designs have been prepared but there are no engineering or construction drawings to date. Budgeted improvements and amenities within the PHX Cultural Corridor include:

BENEFIT-COST RATIO
4.74

- Deploying Cultural Corridor wayfinding elements, including kiosks, interpretive signs, historic building/site markers, and traffic sign toppers
- Adding 3.3 miles of protected bike lanes through historic residential neighborhoods
- Removing one lane of traffic along East Buckeye Road and reducing lane width
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- Installing public art and exercise areas at vacant gateway parcels at two locations
- Constructing bus shelters at five stops along East Buckeye Road

The PHX Cultural Corridor seeks 100% funding from RAISE. The project is contained within three Census tracts: all three are areas of persistent poverty (APP) and two are historically disenfranchised (HDC). No other Federal funds will be used for the Cultural Corridor.

Table 1: Funding Sources

Source	Funding Amount	Percentage	Total
RAISE Funds:	\$10,220,242	100%	\$10,220,242
Other Federal Funds:	\$0	0%	\$0
Non-Federal Match:	\$0	0%	\$0
PROJECT COST	\$10,220,242	100%	\$10,220,242

Project Budget

The estimated budget for the PHX Cultural Corridor is provided in **Table 2**. The budget does not include previously incurred expenses and no expenses are expected to be incurred between time of award and obligation of funds.

Table 2: Project Budget

Cost Classification		RAISE (100%)
A	Construction	\$1,568,530
B	Demolition and removal	\$34,168
C	Subtotal	\$1,602,698
D	Administration and legal expenses (5%)	\$80,135
E	Architectural and engineering (10%)	\$160,270
F	Other A&E fees (5%)	\$80,135
G	Project inspection fees (17%)	\$272,460
H	Contingencies	\$641,079
I	Equipment	\$7,383,465
PROJECT COST		\$10,220,242

The budget was developed based on schematic cross-sections for each segment of the PHX Cultural Corridor.

Demolition (A) and *Construction (B)* costs are based on the known cost to perform the work within the City of Phoenix. All other costs are percentages of the subtotal (A + B = C). Demolition and construction activities are itemized in the PHX Cultural Corridor Benefit-Cost Analysis.

Administration and legal expenses (D) are 5% of C. This is based on City of Phoenix cost of project management.

Planning for the Project is currently conceptual. Both preliminary and final design are required and are budgeted for in the *Architectural and engineering* line item (E). Costs are estimated at 10% of C. *Other A&E fees (F)* cover NEPA preparation of NEPA documents and preparation for a Categorical Exclusion and are estimated at 5% of C.

Project inspection fees (G) cover all construction inspection activities and are estimated at 17% of C. This percentage is considered industry-standard for planning-level cost estimates.

Contingencies are 40% of C. This percentage is considered industry-standard for planning-level cost estimates.

Equipment (I) is based on estimated costs for streetlights, signage, and historical markers. The estimate is based on other planning projects in Phoenix.

B. PHX Cultural Corridor Costs per Census Tract

The PHX Cultural Corridor lies within three Census tracts. All three are areas of persistent poverty. Two tracts (1139 and 1140) are historically disadvantaged communities. Pedestrian and bicyclist improvements will be installed throughout all three tracts. The bulk of costs will be realized in tract 1172 – this tract needs the most improvements, including installation of streetlights, reconfiguration of the roadway, and upgrades to sidewalk upgrades. Tract 1172 also contains a small neighborhood park, K-8 school, and local community college.

Many of the improvements are along Buckeye Road, which straddles all three Census tracts.

Table 3: Project Costs per Census Tracts

Census Tract	Project Costs per Census Tract
1139 (APP & HDC)	\$ 318,626
1140 (APP & HDC)	\$2,980,820
1172 (APP)	\$6,920,797
Total Project Cost: \$10,220,242	

VI. Funding Commitments

The City of Phoenix seeks full funding from USDOT for the PHX Cultural Corridor due to the project’s location in urbanized area Census tracts that are considered Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC).



The City of Phoenix believes that the Cultural Corridor is an innovative way to celebrate and invest in the diverse, minority-majority communities that were severely impacted by the decades-long development of the Phoenix Sky Harbor Airport. Reconfiguring roadways, adding separated bike lanes, providing ADA-compliant sidewalks, and providing better lighting and pedestrian crossings will measurably improve safety for all travelers along the Cultural Corridor.

Though it did not impose the same kinds of physical barriers on the people as a freeway or rail line, the growth that benefitted Sky Harbor and the state of Arizona splintered longstanding Hispanic and African American communities. The necessary growth left the neighborhoods to adapt in the wake of related land acquisitions and land relocation. The Cultural Corridor is an innovative approach to improving the lives of remaining residents and businesses while also reinvigorating the area west of the airport.

The Cultural Corridor grew out of an extensive community engagement process that focused on the kinds of amenities and infrastructure that could improve quality of life for residents, increase safety for pedestrians and bicyclists, and better connect people to employment in south Phoenix, the City’s downtown core, and the Airport itself.

The Cultural Corridor includes community-driven wayfinding and placemaking to honor people and events in Phoenix’s history that played a vital role in these communities. The twin threads of cultural and physical improvements make this project an amazing opportunity to revitalize affected neighborhoods for residents and visitors alike.

With the support of USDOT, the PHX Cultural Corridor will become a lasting symbol of Phoenix’s commitment to safety, equity, and community. The return on your investment will be transformational.

Source	Funding Amount	Percentage	Total
RAISE Funds:	\$10,220,242	100%	\$10,220,242
Other Federal Funds:	\$0	0%	\$0
Non-Federal Match:	\$0	0%	\$0
PROJECT COST	\$10,220,242	100%	\$10,220,242

IV. Merit Criteria

A. Safety

Phoenix adopted a [Road Safety Action Plan](#) to achieve zero road-related deaths and serious injuries by 2050. The PHX Cultural Corridor will improve safety outcomes for all users – including those most vulnerable – by protecting bicyclists and pedestrians, installing lighting, upgrading sidewalks to meet ADA requirements, and adding pedestrian beacons and medians.

The Cultural Corridor, located within three APP Census tracts, had [12 bicycle and pedestrian crashes](#) between 2016 and 2020, including [three pedestrian fatalities](#). Traffic within the Cultural Corridor area is a combination of large trucks, local buses, and automobiles. Bicyclists do not have protected travel lanes or “share the road” signs; some roads lack streetlights and sidewalks. A primary goal of this project is to improve safety for individuals traveling through the Cultural Corridor.

PHX Cultural Corridor incorporates specific actions recommended by the [National Roadway Safety Strategy](#) by providing crosswalk visibility improvements at 25 intersections, medians and pedestrian refuge islands at two intersections, and adding 3.3 miles of protected bicycle lanes through historic and underserved neighborhoods.

NETWORK DEVELOPMENT PRIORITY THEMES HEARD DURING THE PUBLIC ENGAGEMENT PROCESS



NEIGHBORHOOD ROUTES OVER REGIONAL



EXPANDED BIKEWAY NETWORK



SAFETY IMPROVEMENTS OVER UPGRADING/ADDING PATHS

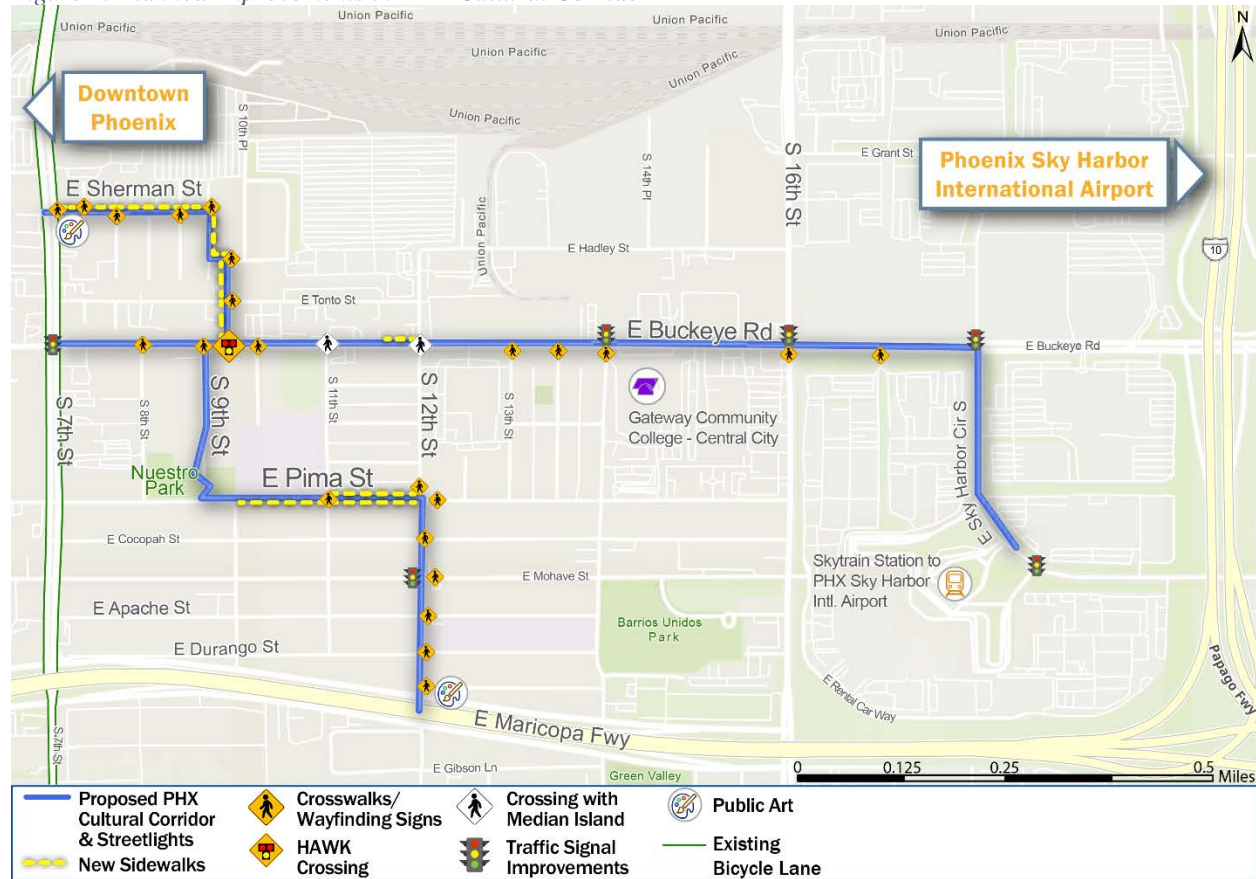


ADDITION OF COMFORTABLE, PROTECTED FACILITIES OVER MORE LESS-PROTECTED, LOW-COST FACILITIES

Table 1: Planned Enhancements from the National Roadway Safety Strategy Plan

Safety Enhancement	Quantity	Expected Result
Crosswalk visibility enhancements	25 intersections	23-48% reduction in pedestrian crashes
Medians and pedestrian refuge islands	2 intersections	56% reduction in pedestrian crashes
Protected bicycle lanes	3.3 miles	30-49% reduction for total crashes
New nighttime lighting	240 streetlights	42% reduction for pedestrian crashes

Figure 1: Planned Improvements in PHX Cultural Corridor



B. Environmental Sustainability

Due to the increasingly severe effects of climate change, the need to focus on climate resiliency is gaining importance. This is particularly important in Phoenix as it lies within a federal non-attainment zone for ozone and dust particulate matter with a diameter of 10 microns or less (PM10). The PHX Cultural Corridor promotes active transportation and reduces dependence upon personal vehicles within underserved communities, which results in decreased vehicle emissions.

Alignment with City Climate Plan

In 2021, the City of Phoenix adopted a [Climate Action Plan](#) with a goal of reaching net-zero by 2050 and reducing 50% of emissions by 2030. A [2018 greenhouse gas \(GHG\) emissions](#) inventory for the City showed that 47% of all GHG emissions come from the transportation sector, with the majority of emissions resulting from the use of gasoline-fueled vehicles. Key elements included in the PHX Cultural Corridor align directly with transportation sector GHG reduction goals and resiliency goals identified in the Climate Action Plan, including:

- Goal TS1: Implement the city’s Complete Streets Policy and Active Transportation program to encourage multiple modes of transportation, particularly within and connecting to Transit Oriented Development Districts, Village Cores, and Centers.

- PHX Cultural Corridor will expand bike lane mileage, install pedestrian safe walkways, further develop a corridor with a strong emphasis on active transportation and connections to transit and support the development of underserved communities that prioritize non-vehicular modes of transportation.
- Goal TS4: Reduce the percentage of single occupant vehicle trips taken to 60% of all trips, through land use and transportation investments that encourage walkable and transit-oriented communities while maintaining a thriving economy.
 - Elements of the PHX Cultural Corridor will encourage more residents to choose walking, biking, or other micro-mobility transportation instead of other modes and provide improved connectivity for Airport employees that seek alternative transportation methods.
- Goal AQ1: Meet U.S. EPA National Ambient Air Quality Standards (NAAQS)
 - The Cultural Corridor will address the top cause of air pollution -- gasoline fueled vehicles -- by creating safe and accessible walkways and bike paths to encourage a shift to more active transportation, as well as provide links to transit facilities.

Potential for Future Development and Energy Efficient Investments

An important aspect of the PHX Cultural Corridor includes re-establishing utility connections to City-owned properties throughout the corridor to provide future opportunities to return the vacant lots to productive use. Re-establishing utility connections will clear the way for revitalization of vacant lots in ways that align with City Climate Action Plan goals, including but not limited to development of parks and open space that convert dirt areas to green space and installation of electric vehicle (EV) charging infrastructure.

C. Quality of Life

Increased Affordable Transportation Choices

Residents in Census tracts that are recognized as areas of persistent poverty and historically disenfranchised will have improved access to affordable transportation choices. Inclusion of bicycle facilities along the Cultural Corridor and pedestrian improvements will create a more equitable transportation network. Enhanced pedestrian and bicycle facilities and signage, pavement markings, and wayfinding materials that highlight the area's rich history are key to reconnecting these underserved communities and providing them with improved quality of life through a significant improvement in opportunities for educational, employment, and recreational access.

The PHX Cultural Corridor will enhance accessibility for travelers, thereby addressing racial equity concerns simultaneously. Doing so allows residents in those areas to travel under lower transportation costs and will provide [1,515 zero or one-car households](#) the ability to rely on public and active transportation options. Reducing transportation burdens, thereby increasing access to grocery stores, educational facilities, and employment prospects, as well as providing a means for increased pedestrian activity along the Corridor, will improve the quality of life for historically disadvantaged individuals in the area and will directly work to redress inequalities that have affected these communities over the years.

Improved Access to Destinations

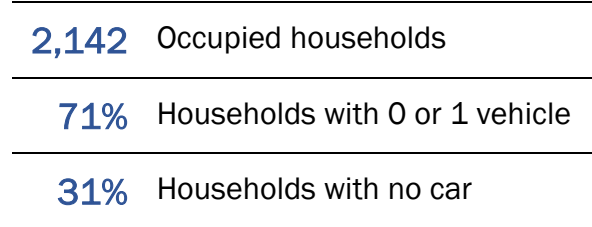
The PHX Cultural Corridor will improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of workshop, recreation, or parks through transit and active transportation with the addition of 3.3 miles of ADA-compliant sidewalks and improved roadways between Downtown Phoenix and the Airport. Residents will be able to better access transit, food, healthcare, and employment centers as a result of the improvements made by this Project. Offering multimodal transportation options will encourage walking or biking, reducing the burdens caused by transportation costs and offering an affordable way for residents to access their natural environment, further supporting physical and mental health benefits.

Mitigate Urban Heat Islands

Arizona has the second highest number of heat-related deaths in the United States, and area codes surrounding the Cultural Corridor have some of the [highest rates of heat-related death in Arizona](#). Medians within Buckeye Road and improved crosswalks will mitigate urban heat island for pedestrians and roadway workers. The Cultural Corridor will add four bus shelters along East Buckeye Road, which will provide shelter to at-risk residents.

Phoenix has also implemented [cool pavement](#), a water-based asphalt treatment that results in roadway temperatures than traditional asphalt. The treatment was designed with the specific intention of reducing the effects of urban heat islands.

Figure 2: Vehicle Ownership in Project Area



Census blocks 1139, 1140, & 1172
 Source: <https://geo.azmag.gov/maps/azdemographics/>



Typical bus stop in PHX Cultural Corridor. Source: Google Maps

Improved Public Health

The PHX Cultural Corridor encourages public health by providing safer streets for bicyclists, pedestrians, and non-motorized travelers. Every additional mile walked or cycled provides health benefits. The Benefit/Cost Analysis (BCA) prepared for this application anticipates nearly \$150,000 of health benefits due to improved sidewalks, bike lanes, and street crossings. The BCA also estimates the value of avoided fatalities and injuries at more than \$3 million.

The Cultural Corridor also includes the construction of a large playground in an Airport-owned vacant parcel, which will provide additional recreation opportunities for visitors and residents.

Access to Daily Destinations

Located on the edge of downtown Phoenix and just south of the Valley Metro Rail light rail corridor, the PHX Cultural Corridor improves connectivity to important institutions, houses of worship, and culturally-relevant and historic buildings; it also provides safer ways of accessing locations that residents need to visit every day. These include:

- [Phoenix Revitalization Corporation](#), a non-profit community development corporation dedicated to the revitalization of Central City South.
- [Wesley Community & Health Center](#), a community and health center dedicated to improving neighborhood quality of life.
- [Hererra School for the Fine Arts](#), 467 students from pre-school to K-8 with 89.4% Hispanic population.
- [Gateway Community College – Central City](#), a branch of the Maricopa Community College with programs for beauty/wellness, trades, and a training and workforce center (661 undergraduate students).
- [Welcome Center for the International Rescue Committee](#), an organization supporting refugees and asylees.
- [Nuestro Park](#), a neighborhood park.
- [Chicanos Por La Causa](#), an advocacy group and resource center for underserved communities.
- [Prestamos Women’s Business Center](#), an organization focused on assisting minority women entrepreneurs through events, programs, and coaching.
- [St. Joseph the Worker](#), an organization that assists homeless, low-income, and disadvantaged individuals secure quality employment.

The Corridor will also provide an important connection to Airport facilities. The bikeway will connect to the newly extended [PHX Sky Train, the automated train that transports people around the Airport](#). Sky Train is This critical connection means that Airport employees will be able to travel from Downtown Phoenix to PHX facilities via safe bicycle routes that are physically separated from a busy roadway. Additionally, the PHX Cultural Corridor will connect with existing bike facilities (East Mohave Street and South 7th Street) and three [Valley Metro](#) local bus lines.

D. Improves Mobility and Community Connectivity

Updating and completing the pedestrian and bikeway network will result in a safer, more accommodating and inclusive neighborhood that offers mobility and community connectivity

with symbolic and physical benefits. Planned sidewalk improvements will bring the sidewalks up to ADA standards, thereby removing physical barriers for communities and increasing accessibility.

Improve System-Wide Connectivity

The PHX Cultural Corridor is located within Phoenix’s [Shared Micromobility Program Boundary](#), which launched in January 2023. Providing safer intersections and protected bicycle lanes will create safer environments for travelers to use the bicycles, standing scooters, and seated scooters available through the program as they are not allowed to operate on sidewalks.

The City of Phoenix is committed to improving mobility safety and connectivity for all roadway users, as demonstrated by the citizen-led [Mobility Improvements Program](#). The PHX Cultural Corridor will be inclusive of all users, regardless of age or ability. The improved paths and bikeways will adhere to ADA requirements, providing all residents with the opportunity for safe travel. Corridor design has focused on providing a physically safe space that separates motor vehicles from pedestrians and bicyclists through the use of wide, separated pathways and curb ramps. These separate facilities are essential in preventing crashes and reducing fatalities. There were three fatal accidents involving bicycles between 2016 and 2020, which is half of the confirmed accidents within the Project Area. The Benefit-Cost Analysis (BCA) anticipates \$25.4 million in safety benefits due to avoided crashes and injuries over 30 years as a result of improvements for roadway safety improvements.

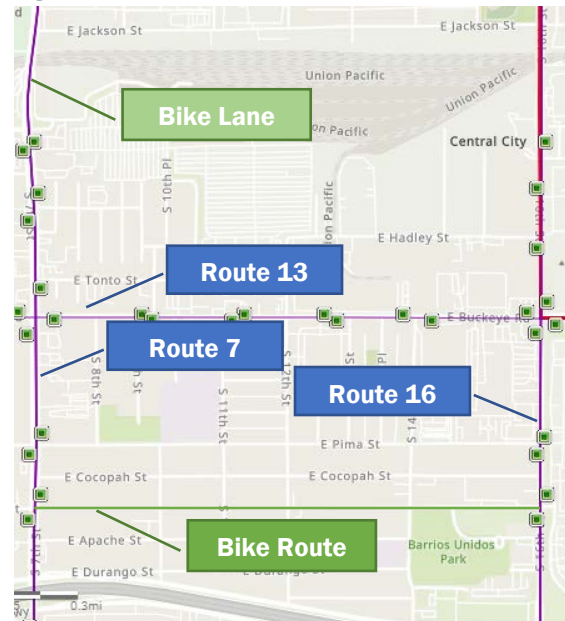
Increase Accessibility for Non-motorized Travel

The new and improved bikeways will draw new riders who would otherwise have chosen other modes of travel. Providing a convenient, safe route for active transportation shifts travelers from cars and trucks to non-motorized vehicles – this results in both cost savings and environmental benefits when compared to automobile travel. **Figure 3** shows existing (unprotected) bike lanes within and around the Cultural Corridor, as well as connections to local bus routes.

Alignment with City Active Transportation Plan

The City of Phoenix published a [Draft Active Transportation Plan](#) in November 2022 for public comment. The plan builds upon and supports existing City initiatives, and identifies barriers specific barriers around walking, biking and rolling in Phoenix. Community outreach was conducted through polls at neighborhood and community events, interviews with local leaders and advocacy organizations, and an online survey. The PHX Cultural Corridor incorporates multiple elements that were identified by survey participants, including:

Figure 3: Bus Stops and Bicycle Facilities



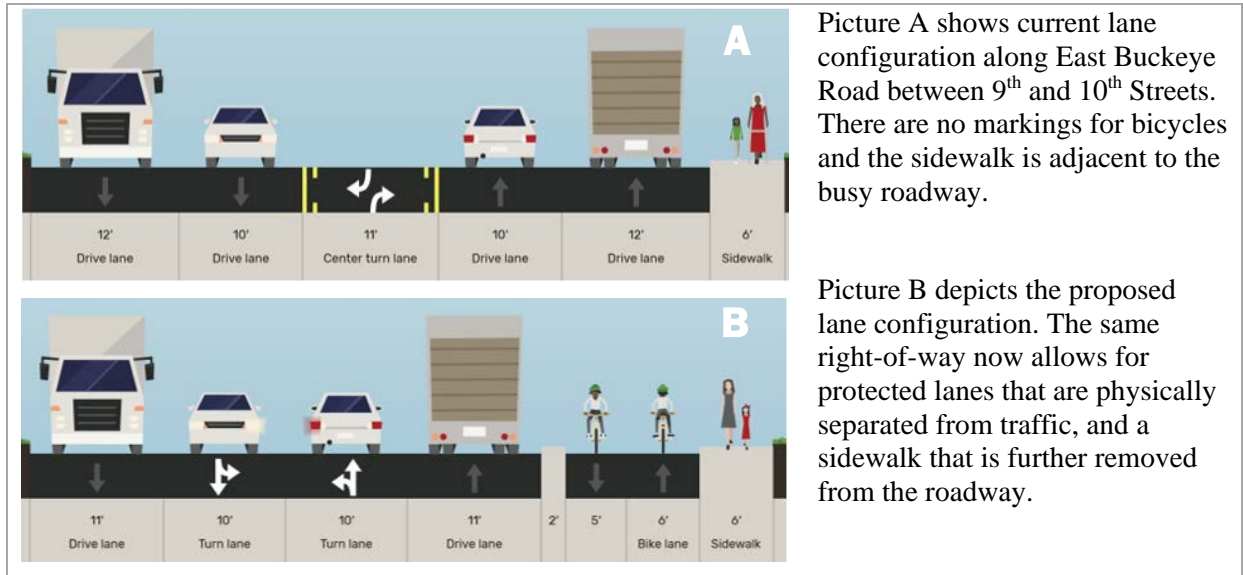
- Streets with detached sidewalks
- Expanded bikeway network

E. Economic Competitiveness and Opportunity

Freight Mobility

The area north of East Buckeye Road is primarily occupied by industrial uses, and the roadway changes proposed in this Project promote safer interactions between trucks, pedestrians, and bicyclists. The physical separations shown in **Figure 4** will make it safer for trucks and non-motorized travelers to share the roadway by providing separated and well-marked lanes for bicyclists and pedestrians.

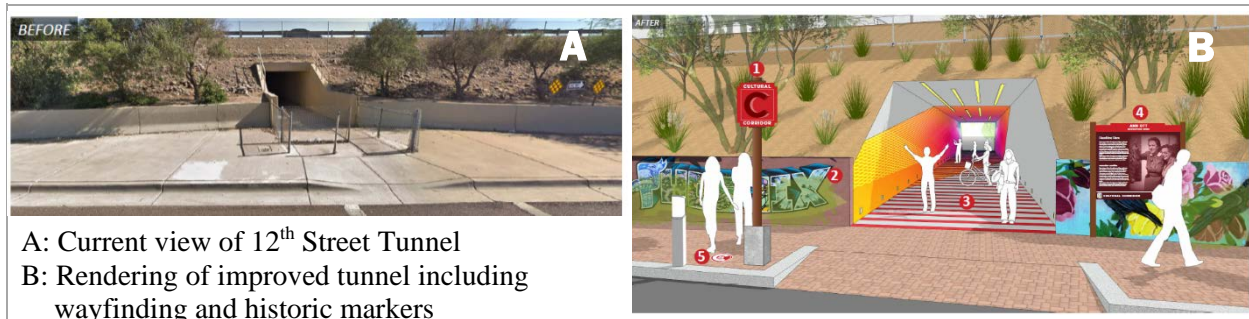
Figure 4: East Buckeye Road Reconfiguration (61 feet ROW)



Tourism Opportunities

A primary goal of the PHX Cultural Corridor is to create a sense of identity, a goal which aligns with that of emphasizing creative place-making that celebrates local history and culture and facilitates tourism opportunities. This goal supports actions that reinforce the unique identity of the community, advertise the community as a cultural destination, improve safety, and give priority to placemaking that enhances the quality of life for tourists and residents.

Figure 5: 12th Street Entrance to PHX Cultural Corridor



This effort will be achieved through the Corridor’s improvements, which will involve an investment in utilizing high-quality, cohesive designs throughout the route. Special attention will be focused on uplifting stories connected to the cultural history of the region as well, breathing life back into the area, and attracting residents and visitors alike in the process.

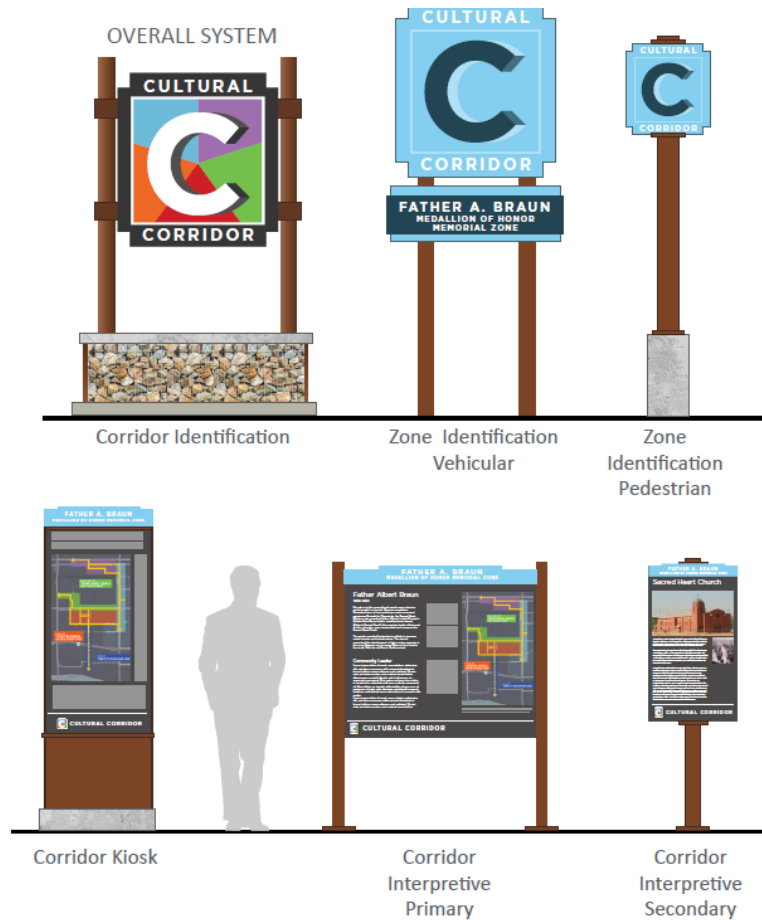
This initiative will preserve the area’s rich history and culture. The PHX Cultural Corridor exemplifies the City’s dedication to devote resources to tell inclusive stories about its past, present, and future. The planned efforts to include bicycle facilities along the Corridor and to improve the overall pedestrian experience will create a transportation network that is far more equitable.

Located between the world’s eighth busiest airport and Downtown Phoenix, the Cultural Corridor will greatly improve visitors’ immediate impression of the Phoenix and present them with important local history.

Economic Development and Wealth Building

The PHX Cultural Corridor will provide better connections to organizations that assist incubators, small-businesses, and women from underrepresented communities; multiple organizations are located along East Buckeye Road. [Prestamos CDFI](#) is a Community Development Financial Institution and a Community Development Entity that provides lending programs for small businesses in low- and moderate-income neighborhoods. [CPLC Women’s Business Center](#) provides counseling, training, and technical assistance for more than 1,000 aspiring and established female entrepreneurs in Phoenix’s underserved communities. [Dress for Success Phoenix](#) is also located along Buckeye Road; this non-profit organization provides training, career guidance, and suiting for women seeking to enter the workforce.

Figure 6: Conceptual Wayfinding and Interpretive Signage



The PHX Cultural Corridor will also improve access to food and food entrepreneurship. [NT Kitchen](#), a commercial kitchen and storage facility within the Project Area, is available for food production entrepreneurs looking to start new restaurants, food trucks, or catering services. Additionally, the Cultural Corridor’s connections to South 7th Street will improve the community’s ability to access new development south of Rio Salado. Arizona Fresh, a [multi-phase agri-food innovation center](#), will break ground in Fall 2022. The Innovation Center is located along South 7th Street and will include a wholesale produce distribution center, retail food market, and research facilities related to food and agriculture. It is expected to create thousands of jobs in both construction and operation.

F. State of Good Repair

The PHX Cultural Corridor provides an opportunity to modernize the existing roads to accommodate [Complete Streets](#) and [Vision Zero](#) goals. Development of the PHX Cultural Corridor will implement a “road diet” by removing one lane of traffic; physically separating bicyclists, pedestrians, and automobiles; and addressing existing system vulnerabilities within APP Census tracts. The proposed roadway reconfigurations improve the condition of the roadway within the existing footprint and require no additional right-of-way.

The City of Phoenix is committed to maintaining its 4,850+ miles of public streets in a state of good repair (SOGR). The City maintains an [Interactive Pavement Maintenance Dashboard](#) in English and Spanish so that interested parties can view completed and planned roadway maintenance activities. Phoenix implemented an “accelerated program” in 2019, where it increased its yearly pavement activities from 16 to 50 major-street miles through 2023. The accelerated pavement maintenance program allows for more bicycle lanes to be added to streets as newly paved roads are restriped.

Most of the roads along the PHX Cultural Corridor were resealed in 2020 and 2021. Milling and overlaying are planned for East Buckeye Road between 16th Street and 24th Street before Summer 2023. While the roads are in acceptable condition, the construction of the PHX Cultural Corridor will allow the state of the roads to be improved in order to provide separated bike lanes and ADA-compliant sidewalks.

G. Partnership and Collaboration

Community Engagement

Development of the PHX Cultural Corridor plan and the LRS that preceded it relied upon a robust [Community Engagement Plan](#) (CE Plan), which was conducted in accordance with the [Maricopa Association of Governments Title VI and Environmental Justice Program](#). Community roundtables were conducted with neighborhood advocates, local business owners, and community members. Roundtables were complemented by three bilingual community meetings to provide information and gather direct feedback from area residents and businesses.

Multiple events were held in neighborhoods along the Cultural Corridor to gather meaningful feedback and build durable relationships within the community. The City of Phoenix included non-traditional public engagement activities with the community, including activities like a food truck and music event to collect community responses and prioritize ideas. Storefronts were opened within the local communities to collect comments and distribute multi-lingual brochures and other materials about the PHX Cultural Corridor plans. [Over 600 participants](#) were engaged in the community planning and visioning process to co-create an implementation strategy for the PHX Cultural Corridor. **Figure 7** provides additional information about community engagement activities.

Figure 7: Community Engagement Activities

600+	Participants
1,344	Mailer Recipients
60	One-on-One Stakeholder Interviews
7	Community Workshops
6	Committee Meetings
2	Storefronts in Project Area

Source: https://www.skyharbor.com/docs/default-source/pdfs/land-reuse-strategy/phase-2/lrs-implementation-strategy-report_feb-2020.pdf?sfvrsn=a05a6e89_4

Coordination and Partnerships

The City of Phoenix has partnered and coordinated with multiple community-based organizations that are dedicated to improving the lives of historically underrepresented groups within and around the Cultural Corridor. Letters of support for this project have been provided by:

- [Trellis](#), a non-profit organization providing homeownership counseling, access to financing, and neighborhood development to Arizona families.
- [Phoenix Revitalization Corporation](#), a non-profit community development corporation located within the PHX Cultural Corridor that is dedicated to neighborhood revitalization and facilitating community improvement projects.

Workforce Development Programs

The PHX Cultural Corridor will be maintained by Phoenix’s Street Maintenance Division, which has a maintenance worker [apprenticeship program](#). The two- to three-year program is a partnership between the Street Transportation Department and Laborers’ International Union of North America (LIUNA, Local 777). The program combines classroom and on-the-job training and has a starting salary of \$17.32 per hour. Wages increase as workers accrue experience and are promoted to Street Maintenance Worker upon graduation (\$21.06 hourly). Employees are eligible for benefits including retirement, paid vacation and sick time, insurance, and medical coverage as well as paid holidays.

H. Innovation

Innovative Technologies

Phoenix's accelerated pavement maintenance program is based on Pavement Management System methodology, including data collected by an [Automated Road Analyzer \(ARAN\)](#). ARAN is a camera-equipped vehicle that collects data about road quality and evaluates road smoothness and rutting as it travels with normal traffic flow. The information is used by roadway engineers to schedule roadway repairs. The data is used to create three-dimensional analytics, which the Street Transportation Department uses to make choices about roadway repair and resurfacing.

A primary innovation incorporated into the PHX Cultural Corridor is [Improved Nighttime Visibility for Safety \(EDC-7 Innovation\)](#), which improves visibility at intersections and crosswalks. The visibility improvements can reduce crashes at intersections by 38% and crosswalks 25-42%.

Innovative Project Delivery

The City of Phoenix is committed to delivering a project that serves everyone, particularly the APP/HDC Census tracts that surround the Cultural Corridor. The city will use a community-based management approach during final design to ensure that the community is served by the proposed amenities and improvements.

The City of Phoenix will seek to minimize construction impacts on the environment and surrounding communities.

Innovative Financing

Maintenance for the Cultural Corridor will be funded by Phoenix's innovative [Transportation 2050 \(T2050\)](#) funding stream. Implemented in 2050, the funds are generated by a 0.7% sales tax and expected to generate \$2.3 billion in street improvements by 2050. The funding is allocated for transportation improvements including street maintenance, new pavement, bike lanes, and ADA accessibility.

V. Project Readiness

A. Environmental Risk

Detailed Project Schedule

A summary of the Project’s schedule is displayed in **Figure 1** and includes public outreach, preparation of NEPA documents, receipt of Categorical Exclusion, complete design, and secure right-of-way (ROW) permits from the City of Phoenix. All necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the administrative deadline. Construction can begin upon obligation of grant funds with all funds expended by 2028.

Figure 1: Project Schedule

	2024				2025				2026				2027			
PROJECT TASK	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
DESIGN																
Preliminary DCR	█	█														
Final DCR			█	█												
60% Plans					█	█										
95% Plans							█	█								
ENVIRONMENTAL																
Preliminary CatEx		█	█	█												
Final CatEx					█	█	█	█								
CITY APPROVALS																
Council Approval							█	█								
Bid Package									█	█						
Permits										█	█					
CONSTRUCTION																
Advertise											█	█				
Roadway Work													█	█	█	█
Amenities															█	█

Required Approvals

NEPA Status

The Airport will prepare NEPA screening/clearance and construction documents in The Airport intends for the PHX Cultural Corridor design and NEPA screening/clearance process to be efficient and meet all requirements. The Airport is confident that the schedule provides adequate time for completion of the engineering and NEPA activities. Upon notice of award, the Airport will begin design, conduct public outreach, and begin preparation of NEPA screening/clearance documents.

The Airport’s public outreach plan will be utilized as part of the Project and follows requirements of the NEPA screening/clearance process. The Airport manages large-scale

programs with robust public involvement activities, and the project will employ similar strategies for implementation and coordination of stakeholder events.

accordance with local, state, and federal laws. Additionally, the Airport will work closely with the utility companies to identify any potential conflicts that could impact schedule and/or increase costs with the purpose to identify solutions to keep the project on-schedule and on-budget.

Right-of-Way Acquisition Plans

No rights-of-way (ROW) will need to be acquired as part of the PHX Cultural Corridor project. All ROW is owned by the City of Phoenix.

Public Engagement

The PHX Cultural Corridor concept [arose from close collaboration with the community](#) and represents their preferred strategy for reusing the land acquired by the Airport during the VARS Program. During workshops, roundtables, and outreach, the community identified three major goals for land reuse:

1. Stabilize and strengthen neighborhoods
2. Promote identity and heritage
3. Expand economic opportunity

Beginning in 2015, the Airport and community worked together for 18 months to develop a vision and plan for land reuse and spent another two years working on an implementation strategy. The PHX Cultural Corridor is the cornerstone of that strategy. It will be a designated heritage trail with the ability to honor the area's history and present-day cultural composition.

Extensive documentation regarding community engagement and the PHX Cultural Corridor can be found on [Phoenix Sky Harbor's Land Reuse Strategy website](#).

State and Local Approvals

The Project is currently being vetted by the City of Phoenix and Maricopa Association of Governments for inclusion in next [Transportation Improvement Program](#) (TIP). The TIP amendment will be approved after the RCP grant is awarded but before the funds are obligated.

All design will follow standard details and design manuals for the City of Phoenix, State of Arizona, and all other safety and technical requirements.

Assessment of Project Risks and Mitigation Strategies

Environmental Risks

Burrowing owls are present in the area around the Airport. A survey will have to be completed prior to construction to determine if they are present in the Project Area. The City of Phoenix maintains an MBTA Special Purpose-Relocate permit (MB93891A-0), which permits the City to use an approved wildlife rehabilitator to relocate burrowing owls that would otherwise be impacted by City construction activities. Wild At Heart, the wildlife rehabilitator specified in the City's permit, would relocate all owls and collapse all active and inactive burrows within 100 feet of the construction zone prior to the start of construction. All activities would be conducted pursuant to the City's Special Purpose permit. If an active burrowing owl burrow is discovered

within 100 feet of the construction zone during construction, a 100-foot buffer zone would be established around the active burrow within which all heavy machinery and foot traffic would be excluded until the owls could be relocated by Wild At Heart.

Communication Risks

The PHX Cultural Corridor is in a multicultural area with some limited English proficiency. The City of Phoenix will continue to publish public-facing materials in English and Spanish to facilitate effective communication and will design a Public Improvement Plan tailored to the needs of the Cultural Corridor Community.

Construction Risks

Phoenix experience extreme temperatures during the summer, which can pose risks to construction crews. Phoenix has significant experience providing safe environments for infrastructure projects and safe practices for construction during high-temperature months. Construction crews are typically able to use the local climate to their advantage by enjoying a longer construction season due to limited risk of severe weather and prohibitive winter temperatures.

B. Technical Capacity

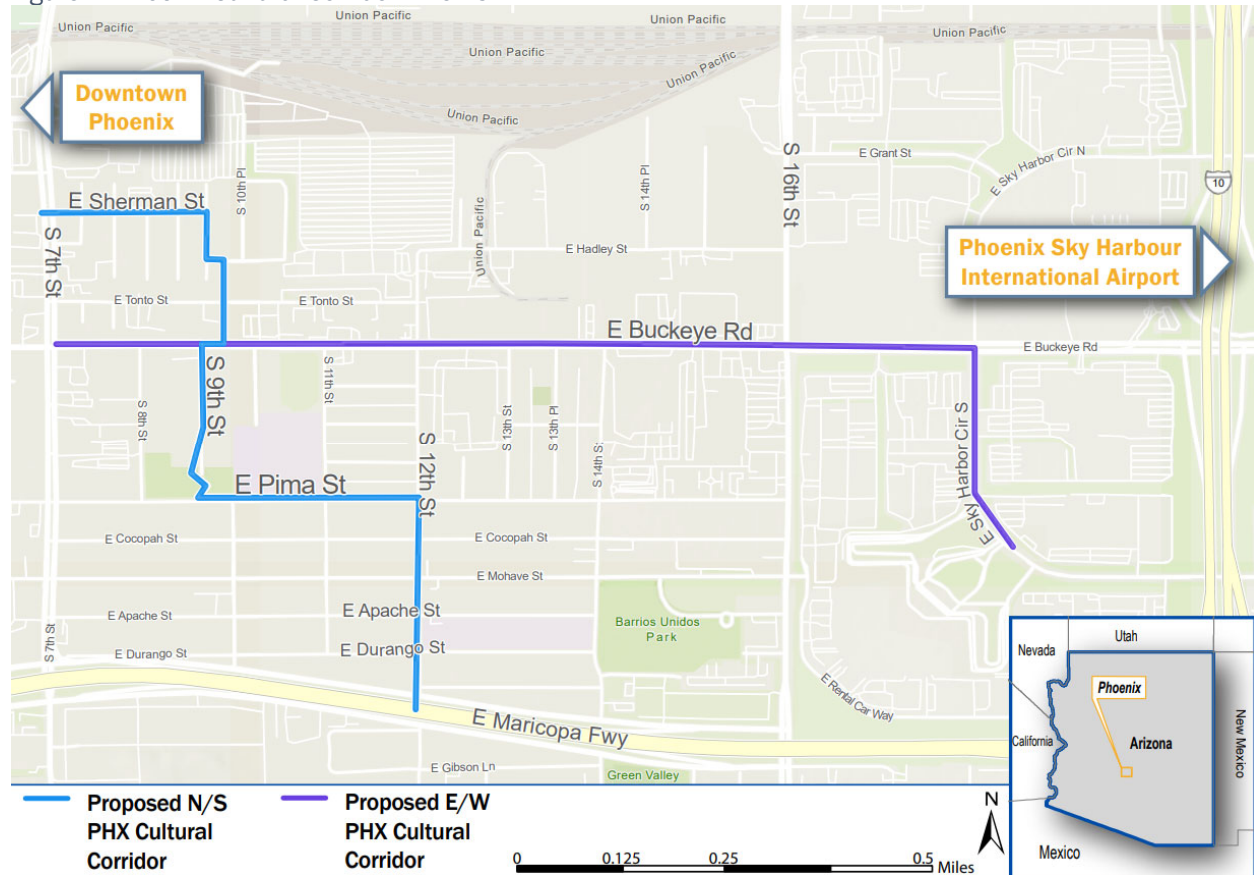
The City of Phoenix has the resources needed to develop the PHX Cultural Corridor on time and within budget. Resources include:

- Staff time
- Access to technical experts
- Experience completing a TIGER grant project (2015 Grand Canalscape project)
- Experience in winning a RAISE grant project (2022 RioReimagined project)
- Ability to mobilize resources in a timely manner
- Political, community, and internal support
- Partnerships with other agencies
- Confidence that the PHX Cultural Corridor will be granted a Categorical Exclusion during NEPA review
- Experience executing expedited environmental clearance and design procurement (BUILD grant for 2020 35th Avenue Safety project)

I. INTRODUCTION

The PHX Cultural Corridor (Project) is an element of the PHX Land Reuse Strategy (LRS), a collaborative effort between the City of Phoenix Aviation Department, neighborhoods, and other stakeholders to develop and implement market-driven strategies that can accelerate development of 743 City-owned parcels located west of Phoenix Sky Harbor International Airport (Airport). The Cultural Corridor, shown in Figure 1, will improve 3.28 miles of sidewalks and roadway between Downtown Phoenix and the Airport with enhanced pedestrian and bicycle facilities and signage, pavement markings, and wayfinding materials that highlight the area’s rich history.

Figure 1: Phoenix Cultural Corridor Extents



The north-south corridor extends between the I-17 underpass on 12th Street in the south and 7th Street and Sherman Street in the north. It connects the neighborhoods south of I-17 via an existing underpass to the existing bike lane along 7th Street that connects cyclists to light rail stations and downtown Phoenix. The east-west corridor extends between Buckeye Road and 7th Street in the west and the SkyTrain terminus of the airport on Sky Harbor Circle in the east.

Elements of the corridor will include:

- Adding protected bike lanes through historic residential neighborhoods

- Deploying Cultural Corridor wayfinding elements
- Construction of high-visibility crosswalks at 25 locations
 - Three of the crosswalks are across high-speed arterial roadways – one crosswalk will have a High-Intensity Activated Crosswalk (HAWK) and two will feature raised medians
- Creating sidewalks where none exist and widening others
- Providing streetlights to ensure that the facility is well lit

The Cultural Corridor represents an opportunity to reconnect the communities around the airport by reusing the acquired land in meaningful ways that recognize the area’s history and improve residents’ daily lives with active transportation and street improvements.

I.1 Benefit-Cost Analysis Model Development

The Benefit-Cost Analysis (BCA) is based on providing active mode amenities and access that brings the public into the study area to various historic sites and other destinations of interest. Using the active mode infrastructure would result in improved health outcomes to the public and decrease the active mode crashes in the study area. Additionally, this foot and bike traffic would make the area more conducive to retail establishments along the corridor increasing the land value. To be conservative, avoided emissions benefits from mode shift are not quantified.

A spreadsheet-based BCA model was constructed for the purposes of this analysis. The model utilizes various region or corridor specific statistics in addition to global parameters provided by the United States Department of Transportation (USDOT) specifically for the purposes of completing BCAs in support of federal grant applications. Project inputs are discussed in Section III.

Using project-specific inputs, the BCA model calculates life-cycle costs, life-cycle benefits, annual benefits, the NPV of quantifiable costs and benefits, and the resulting B/C ratio. This methodology aligns with the most recent USDOT guidance.

I.2 Organization of BCA Memorandum

Section II describes the mechanisms that generate the costs and benefits of the Project and the classes of benefits evaluated.

Section III describes the inputs to the BCA model.

Section IV describes the detailed methodology for computing Project costs and benefits, including an illustration of the costs and benefits calculated for an example year for the Project.

Section V summarizes the BCA results and the resulting B/C ratio.

Appendix A provides cross sections for the proposed roadway reconfigurations.

II. PROJECT BENEFITS AND COSTS

II.1 Benefits of the Project

The Project aims to reconnect the study area with neighborhoods south of I-17, airport to the east, downtown and light rail station to the north via active mode paths that celebrate the rich history of the region. Dedicated bike lanes will be built by reclaiming part of the roadway being used by vehicular traffic and sidewalks will be added to provide a contiguous network.

The following benefits are quantified for this Project:

- Benefit 1a:** Land resale value increase due to multi-modal access to the study area
- Benefit 1b:** Maintenance cost reduction on the parcels sold for commercial or industrial purpose
- Benefit 2a:** Mortality reduction in new pedestrians and cyclists
- Benefit 2b:** Amenity benefit for every additional mile walked or cycled by the users
- Benefit 3:** Safety cost savings from avoided active mode crashes due to safer infrastructure.

The methodology for evaluating the benefits is discussed in Section IV.

Table 1: Project Matrix

Current Status / No-Build	Nearly 3.3 miles of roadway with no cycling infrastructure and limited walking infrastructure. No indication of the historic buildings and sites remaining in the airport noise mitigation area.
Build	<ul style="list-style-type: none"> • 3.3 miles of protected bike lanes • Wayfinding signage showing historic sites • High-visibility crosswalks at 25 locations • Three of the crosswalks are across high-speed arterial roadway – one High-Intensity Activated Crosswalk (HAWK) and two with raised medians • Sidewalks where none exist and widening others • Bus shelters at suitable bus stop locations • Streetlights to ensure that the facility is well lit
Type of Impacts	<ul style="list-style-type: none"> • Healthy transport options connecting existing City investments • Revitalization of the neighborhood with improved land value
Affected Population	Residents of Phoenix, airport employees, and visitors travelling to and from the Airport.
Economic Benefit	The BCA indicates that the Project could encourage commercial and industrial development more appropriate for the study area’s accessible location near downtown Phoenix.
Summary of Results	Benefit/Cost Ratio of more than 1.0 indicates that the Project generates benefits to society that exceeds its costs.

II.2 Costs of the Project

Project costs used in this analysis are estimated in 2022 dollars and converted to base year dollars using a Gross Domestic Product (GDP) price index. Project costs include:

Cost 1a: Cultural Corridor Gateway Parcel Construction and Maintenance Cost

Cost 1b: Cultural Corridor Transportation Infrastructure Construction and Maintenance Cost

Cost 2: Cultural Corridor Utility Upgrade Allowance for streetlights

A summary of the Project costs is presented in Table 2.

Table 2: Project Costs

Project Cost	Total Cost	Units
Cost 1a	\$1,242,096	YOES
Cost 1b	\$1,535,384	YOES
Cost 2: Streetlights	\$5,383,467	YOES
Waterline Upgrade Allowance	\$1,000,000	YOES
Telecom Upgrade Allowance	\$1,000,000	YOES
Total YOE Cost Estimate	\$10,160,947	YOES
Base Dollar Cost	\$9,582,290	2020\$
Discounted Cost	\$7,622,635	2020\$

The methodology for compiling the costs is discussed in Section IV.

II.3 Residual Value of the Project

The residual value of the Project is estimated based on an estimated 50-year composite useful life of the improvements and is added to the Project benefits for calculating the B/C ratio.

III. PROJECT INPUTS

III.1 Project Parameters

III.1.1 Project Schedule

This analysis considers a 20-year analysis period beginning in the opening year of the Project. Construction is expected to take place in 2024 and be completed within the year. These assumptions are shown in Table 3.

Table 3: Project Schedule

Factor	Year
Design	2023
Construction Start	2024
Construction End	2024
First Full Year of Benefits	2025

III.1.II Base Year of Analysis

Per USDOT BCA guidance, this analysis is conducted in constant 2020 dollars. All costs and benefits are discounted to 2020 at a 7% discount rate.

III.1.III Growth Rate

An annual population growth rate of 1.0% per year was used in the Project. This is the annual growth rate between 2020 and 2040 for Phoenix as developed by Arizona Commerce Authority.

For Baseline or No-Build conditions, active mode users were grown every year at this rate. Under the Build scenario, annual growth rate was applied until the opening year 2024. In 2025, a one-time increase in the users is assumed based on recent experience with active mode Projects in the City of Phoenix. This one-time growth rate is shown in Table 4.

Table 4: Growth of Active Users

Annual % increase for all except 2025 Build year	1%
Annual % Increase in Pedestrians in 2025	68%
Annual % Increase in Cyclists in 2025	111%

Source: City of Phoenix, Rio Reimagined - Bicycle/Pedestrian Bridge Project; RAISE Grant

III.1.IV Project Components

The Project was divided into individual parcels and into North-South (N-S) and East-West (E-W) legs along the corridor to develop costs and benefits as shown in Table 5 and Table 6, respectively.

Table 5: Project Parcels Upgraded

Cultural Corridor Gateway Parcels	Area	Unit
Parcel 1 (12th St and Hess Ave)	19,602	sq ft
Parcel 2 (Sherman St and 7th St)	5,663	sq ft

Table 6: Project Corridor Legs

	Cultural Corridor Segments	Length	Unit	Adjacent City-owned Parcels
North-South Corridor	S 12th St - I-17 Frontage Rd to E Pima St (L1)	1700	ft	17
	E Pima St - S 12th St to S 11th St (L2)	700	ft	13
	E Pima St - S 11th St to Nuestro Park Sidewalk [At S 10th St] (L3)	700	ft	9
	Nuestro Park Section (L4)	300	ft	3
	S 9th St - Nuestro Park to E Buckeye Rd (L5)	1100	ft	7
	E Buckeye Rd - S 9th St to S 10th St [north] (L6)	200	ft	0
	S 10th St - E Buckeye Rd to E Tonto St (L7)	400	ft	3
	S 10th St - E Tonto St to E Hadley St (L8)	400	ft	
	E Hadley St - S 10th St to S 9th Way (L9)	100	ft	4
	S 9th Way - E Hadley St to E Sherman St (L10)	400	ft	15

East-West Corridor	Sherman St - S 9th Way to S 7th St (L11)	1100	ft	12
	E Buckeye Rd - S 7th St to S 9th St (L12)	1000	ft	0
	E Buckeye Rd - S 10th St [north] to S 14th St (L13)	2700	ft	2
	E Buckeye Rd - S 14th St to Sky Harbor Cir N/S (L14)	2700	ft	3
	Sky Harbor Cir S - E Buckeye Rd to Skytrain (L15)	3800	ft	3

III.1.V Parcel Maintenance Cost

The parcels owned by the City incur an annual maintenance cost to cover trash pickup, vegetation control, fence repairs, pest control, tree trimming, border maintenance, and other miscellaneous activities. The cost per parcel is shown in Table 7. To be conservative, a larger number of parcels is used to compute an average cost than are being redeveloped by the City as part of the Land Reuse Strategy.

Table 7: *Parcels Maintenance Cost*

Cultural Corridor Gateway Parcels	Area	Unit
Vacant Lot Maintenance Cost in 2024	\$605,000	\$2022/yr
Airport Owned Vacant Lots (2022)	810	parcels
Cost per Vacant Lot	\$746.91	\$2022/parcel/yr

Source: Commercial Real Estate Division, Phoenix Sky Harbor International Airport (PHX)

III.1.VI Active Mode Counts

Active mode counts were conducted in 2019 by the City at an intersection near the study area with similar infrastructure and economic conditions to support a RAISE grant application. The counts are from the intersection of Central Avenue and Elwood Street. As the bike and pedestrian traffic was not counted separately, the city assumed a modal split of 20% pedestrian volume and 80% cyclist volume. These counts were grown to the opening year 2024 as shown in Table 8.

Table 8: *2019 Active Mode Data*

Central Avenue and Elwood Street	Unit
2019	
Active Mode Counts	90 users/day
Pedestrians	18 users/day
Cyclists	18 users/day
Annualization Factor	365 days/year
Yearly Pedestrian Trips	6,555 pedestrians/year
Yearly Bike Trips	26.222 cyclists/year
2024	
Yearly Pedestrian Trips*	6,890 pedestrians/year
Yearly Bike Trips*	27,559 cyclists/year

*Annual growth rate from Table 4 applied

Source: City of Phoenix, Rio Reimagined - Bicycle/Pedestrian Bridge Project; RAISE Grant

As the Cultural Corridor consists of N-S and E-W legs, cyclist counts from City of Phoenix Comprehensive Bicycle Master Plan within the study area were used to develop the active mode usage split in both the directions as shown in Table 9.

Table 9: Cyclists N-S and E-W split

Bicycle Counts	Year	Weekday	Weekend	Units
7th Street (N-S)	2013	79	45	Users/day
Air Lane (E-W)	2013	12	13	Users/day
Days in a year		255	110	Days
Annual				
Annual Share of Volume on N-S		85%		%/year
Annual Share of Volume on E-W		15%		%/year

https://www.phoenix.gov/streetsite/Documents/2014bikePHX_APPENDICES_web.pdf

III.1.VII Vacant Land Value

The land value of vacant parcels from the study area was compared to areas around the study area with better active mode amenities. Vacant parcels were used in the comparison to isolate the differences in underlying land value from the value of improvements that are excluded from the BCA. The land value comparison was done separately for parcels zoned for industrial and commercial use. Residential properties were not compared as the study area is not ideal for residential growth due to airport noise levels.

Outside the study area, parcels from north and west of the study area, as shown in Figure 2, with pedestrian and bike amenities were used for comparison. A summary of this analysis is shown in Table 10.

Figure 2: Parcels with Pedestrian and Bike Amenities

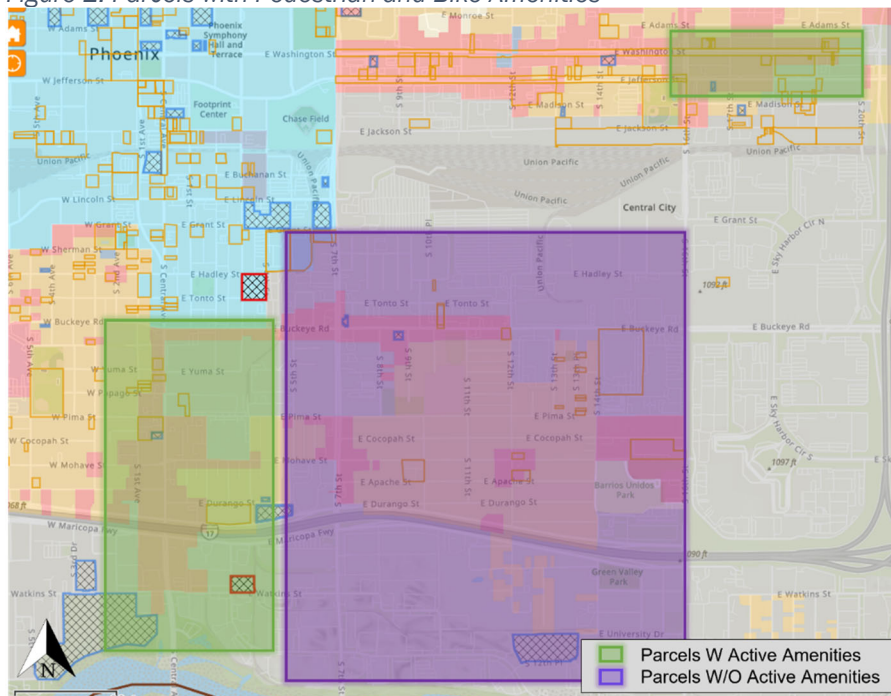


Table 10: Land Value Comparison

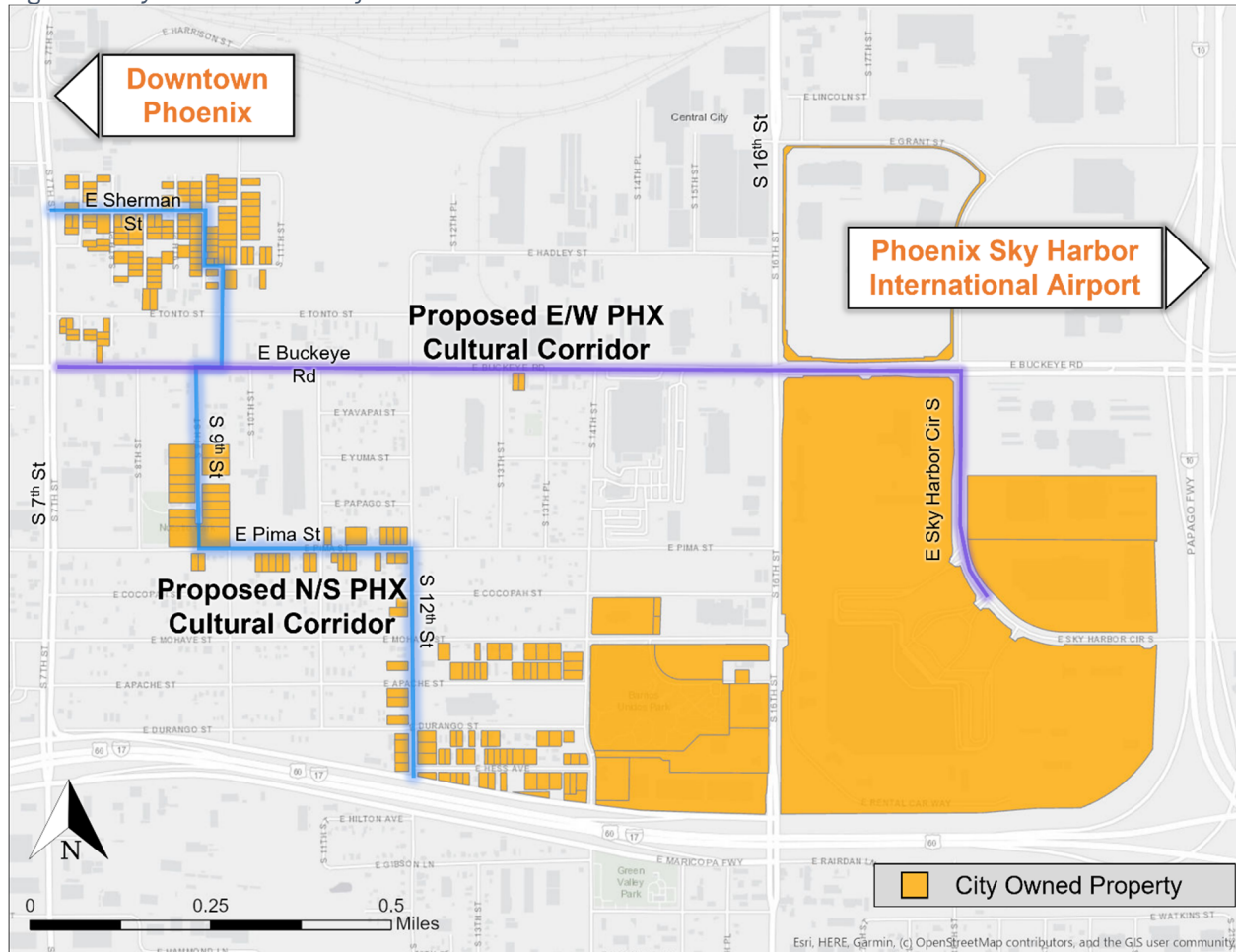
	Value	Unit
COMMERCIAL		
Parcel with Active Amenities	\$10.72	2022\$/sq ft
Parcel without Active Amenities	\$5.80	2022\$/sq ft
Land value increase due to Amenities	\$4.92	2022\$/sq ft
INDUSTRIAL		
Parcel with Active Amenities	\$9.63	2022\$/sq ft
Parcel without Active Amenities	\$8.85	2022\$/sq ft
Land value increase due to Amenities	\$0.78	2022\$/sq ft

Source: Maricopa County Assessor's Office at <https://mcassessor.maricopa.gov/>, September 2022

III.1.VIII Parcels Affected

Parcels adjacent to the Cultural Corridor and at the N-S termini with SPARK areas are assumed to benefit from the Project. All the parcels owned by the city and benefitted by the Project are shown in Figure 3.

Figure 3: City-owned Parcels Adjacent to Cultural Corridor and SPARK Areas



Parcels within the SPARK areas are assumed to be zoned as commercial as they are shown as business parks by City of Phoenix . The majority of the parcels along the corridor are currently zoned as residential. In the City’s Land Reuse Strategy, parcels along the Corridor are shown to be rezoned to be either commercial, light-industrial, or industrial. To be conservative, these zoning changes were not applied to the analysis. For instance, parcels zoned currently as residential are assumed to be not benefitted from the land value increase. A summary of this analysis is shown in Table 11.

Table 11: Affected City-owned Parcels

	Value	Unit
City-owned parcels at the corridor termini in SPARK Areas 2 and 3	188	parcels
Commercial parcels	188	parcels
Industrial parcels	0	parcels
Residential parcels	0	parcels
Commercial land area	2,753,315	sq ft
Industrial land area	0	sq ft
Residential land area	0	sq ft
Remaining City-owned parcels adjacent to Cultural Corridor	54	parcels
Current Commercial parcels	2	parcels
Current Industrial parcels	6	parcels
Current Residential parcels*	46	parcels
Current Commercial land area	20,174	sq ft
Current Industrial land area	7,403,935	sq ft
Current Residential land area*	492,846	sq ft

* Expected to be rezoned to commercial or light-industrial per City of Phoenix Land Reuse Strategy, but that assumption is not applied to be conservative

Source: City of Phoenix – Mapping Open Data; <https://mapping-phoenix.opendata.arcgis.com/datasets/Phoenix::city-owned-property/explore>

III.1.IX Active Mode Crashes

Active mode crashes in the study area shown in Figure 4 were provided by City of Phoenix. The crash data covers 5 years from 2016 to 2020. These crashes have been separated by modes (into pedestrian and cyclist) and further by corridor legs as presented in Table 12.

Figure 4: Active Mode Crashes in the Study Area

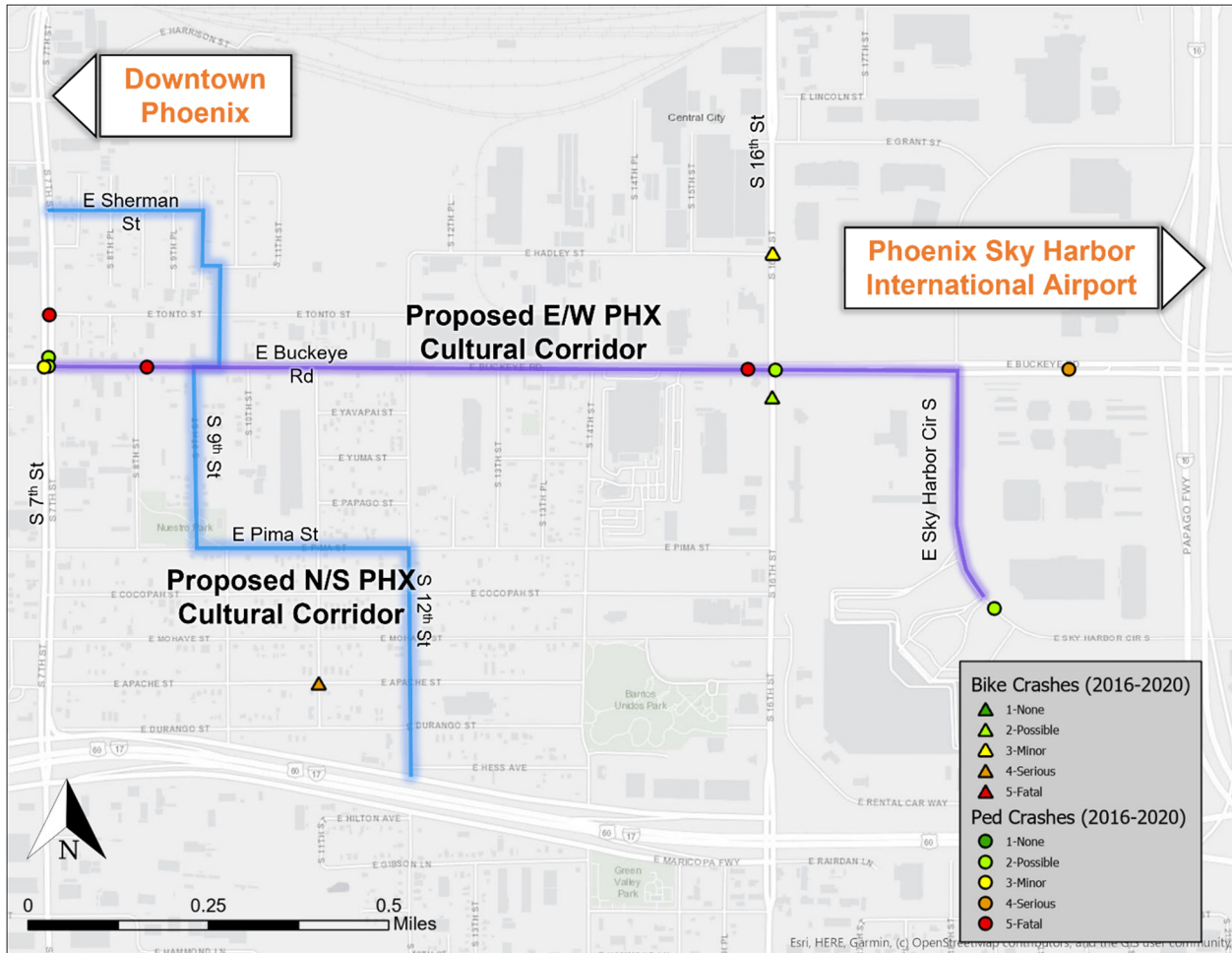


Table 12: No-Build Active Mode Crashes By Severity (2016-2020)

Corridor Leg	Fatal		Serious		Minor		Possible	
	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
S 12th St - I-17 Frontage Rd to E Pima St (L1)	0	0	0	1	0	0	0	0
E Pima St - S 12th St to S 11th St (L2)	0	0	0	0	0	0	0	0
E Pima St - S 11th St to Nuestro Park Sidewalk (L3)	0	0	0	0	0	0	0	0
Nuestro Park Section (L4)	0	0	0	0	0	0	0	0
S 9th St - Nuestro Park to E Buckeye Rd (L5)	0	0	0	0	0	0	0	0
E Buckeye Rd - S 9th St to S 10th St [north] (L6)	1	0	0	0	0	0	0	0
S 10th St - E Buckeye Rd to E Tonto St (L7)	0	0	0	0	0	0	0	0
S 10th St - E Tonto St to E Hadley St (L8)	0	0	0	0	0	0	0	0
E Hadley St - S 10th St to S 9th Way (L9)	0	0	0	0	0	0	0	0
S 9th Way - E Hadley St to E Sherman St (L10)	0	0	0	0	0	0	0	0
Sherman St - S 9th Way to S 7th St (L11)	0	0	0	0	0	0	0	0
E Buckeye Rd - S 7th St to S 9th St (L12)	1	0	0	0	1	0	2	0
E Buckeye Rd - S 10th St [north] to S 14th St (L13)	0	0	0	0	0	0	0	0
E Buckeye Rd - S 14th St to Sky Harbor Cir N/S (L14)	1	0	1	0	0	1	1	1
Sky Harbor Cir S - E Buckeye Rd to Skytrain (L15)	0	0	0	0	0	0	1	0

Corridor Leg	Fatal		Serious		Minor		Possible	
	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
Total by mode	3	0	1	1	1	1	4	1
Total by severity	3		2		2		5	

Source: City of Phoenix – Streets Department

Table 13 shows the crash modification factors applicable within the study area.

Table 13: Crash Modification Factors (CMF) in Study Area

Description	CMF ID	CMF
HAWK signal for pedestrians	10585	0.883
Install bi-directional cycle lanes separated from motor traffic with intermittent curbs	4100	0.19
Install sidewalk	9240	0.41
High-visibility crossing	4123	0.6

(<http://www.cmfclearinghouse.org/index.cfm>)

As shown in Table 14, each corridor leg is associated with CMFs based on the treatments provided as a part of the Project. Where multiple treatments with different CMFs are applicable to a Project leg, an effective CMF was calculated using the following formula:

$$\text{Effective CMF} = \text{CMF 1} * \text{CMF 2} * \text{CMF 3}$$

The effective CMF for each corridor leg by mode (from Table 14) is multiplied by the respective number of No-Build crashes (from Table 12) to derive post-Project crashes. Table 15 summarizes the estimated post-project crashes for each corridor leg separated by mode (pedestrian and cyclist). The total crashes in the study area are estimated to be reduced from 12 to 6.4 per year as a result of this Project.

Table 14: Crash Modification Factors by Corridor Leg

Corridor Leg	Bike	Pedestrian			Effective
	CMF 4100	CMF 4123	CMF 10585	CMF 9240	
S 12th St - I-17 Frontage Rd to E Pima St (L1)	0.19	0.6	1	1	0.60
E Pima St - S 12th St to S 11th St (L2)	0.19	0.6	1	0.41	0.33
E Pima St - S 11th St to Nuestro Park Sidewalk (L3)	0.19	1	1	0.41	0.41
Nuestro Park Section (L4)	0.19	1	1	0.41	0.41
S 9th St - Nuestro Park to E Buckeye Rd (L5)	0.19	1	1	0.41	0.41
E Buckeye Rd - S 9th St to S 10th St [north] (L6)	0.19	0.6	0.883	1	0.56
S 10th St - E Buckeye Rd to E Tonto St (L7)	0.19	0.6	1	0.41	0.33
S 10th St - E Tonto St to E Hadley St (L8)	0.19	0.6	1	0.41	0.33
E Hadley St - S 10th St to S 9th Way (L9)	0.19	1	1	0.41	0.41
S 9th Way - E Hadley St to E Sherman St (L10)	0.19	1	1	0.41	0.41
Sherman St - S 9th Way to S 7th St (L11)	0.19	0.6	1	0.41	0.33
E Buckeye Rd - S 7th St to S 9th St (L12)	0.19	0.6	1	1	0.60
E Buckeye Rd - S 10th St [north] to S 14th St (L13)	0.19	0.6	1	0.41	0.33

E Buckeye Rd - S 14th St to Sky Harbor Cir N/S (L14)	0.19	0.6	1	1	0.60
Sky Harbor Cir S - E Buckeye Rd to Skytrain (L15)	0.19	1	1	1	1.00

NOTE: CMF of value 1 is used if a treatment is not part of the Project. CMF 1 means no change to crashes post Project implementation from a treatment

Table 15: Build Active Mode Crashes

Corridor Leg	Fatal		Serious		Minor		Possible	
	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
S 12th St - I-17 Frontage Rd to E Pima St (L1)	0	0	0	0.2	0	0	0	0
E Pima St - S 12th St to S 11th St (L2)	0	0	0	0	0	0	0	0
E Pima St - S 11th St to Nuestro Park Sidewalk (L3)	0	0	0	0	0	0	0	0
Nuestro Park Section (L4)	0	0	0	0	0	0	0	0
S 9th St - Nuestro Park to E Buckeye Rd (L5)	0	0	0	0	0	0	0	0
E Buckeye Rd - S 9th St to S 10th St [north] (L6)	0.6	0	0	0	0	0	0	0
S 10th St - E Buckeye Rd to E Tonto St (L7)	0	0	0	0	0	0	0	0
S 10th St - E Tonto St to E Hadley St (L8)	0	0	0	0	0	0	0	0
E Hadley St - S 10th St to S 9th Way (L9)	0	0	0	0	0	0	0	0
S 9th Way - E Hadley St to E Sherman St (L10)	0	0	0	0	0	0	0	0
Sherman St - S 9th Way to S 7th St (L11)	0	0	0	0	0	0	0	0
E Buckeye Rd - S 7th St to S 9th St (L12)	0.6	0	0	0	0.6	0	1.2	0
E Buckeye Rd - S 10th St [north] to S 14th St (L13)	0	0	0	0	0	0	0	0
E Buckeye Rd - S 14th St to Sky Harbor Cir N/S (L14)	0.6	0	0.6	0	0	0.2	0.6	0.2
Sky Harbor Cir S - E Buckeye Rd to Skytrain (L15)	0	0	0	0	0	0	1.0	0
Total by mode	1.8	0	0.6	0.2	0.6	0.2	2.8	0.2
Total by severity	1.8		0.8		0.8		3.0	

III.2 Global Parameters

The following USDOT-provided parameters for BCAs and other global parameters are used in this analysis.

III.2.1 Crash Monetization

To monetize the impact from crash reduction, USDOT-provided unit values for fatalities, incapacitating injuries, non- incapacitating injuries, and possible injuries are used, as summarized in Table 16.

Table 16: Unit Value of Avoided Fatalities and Injuries

Factor	Value	Units
Fatalities	\$11,600,000	2020\$/person
Incapacitating Injuries	\$554,800	2020\$/person
Non-Incapacitating Injuries	\$151,100	2020\$/person
Possible Injuries	\$77,200	2020\$/person

Source: U.S. Department of Transportation, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, March 2022. Table A-1. Accessed from: <https://www.transportation.gov/sites/dot.gov/files/2022->

03/Benefit%20Cost%20Analysis%20Guidance%202022%20%28Revised%29.pdf

III.2.II Mortality Reduction

Physical activity reduces the mortality risks for the new (induced) users who were previously using inactive modes. To estimate the benefits associated with this, USDOT-provided benefits values presented in Table 17 were used.

Table 17: Mortality Reduction Benefits for Induced Trips (2020 Dollars)

Trip Purpose / Vehicle Type	*Value	Applicable Population%	Units
Mortality Reduction Benefit - Walking	\$7.08	68%	2020\$/per new trip
Mortality Reduction Benefit - Cycling	\$6.31	59%	2020\$/per new trip

*Applied to only 89 percent of the new trips that were previously using non-active mode

Source: U.S. Department of Transportation, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, March 2022. Table A-12. Accessed at <https://www.transportation.gov/sites/dot.gov/files/2022-03/Benefit%20Cost%20Analysis%20Guidance%202022%20%28Revised%29.pdf>

III.2.III Amenity Benefit

Benefits associated with walking and biking on the new amenities provided by the Project were estimated using USDOT-provided benefits values presented in Table 18 were used.

Table 18: Active Mode Amenity Benefits (2020 Dollars)

	Value	Units
PEDESTRIAN FACILITY IMPROVEMENTS		
Expanded Sidewalk (per foot of added width)	\$0.10	2020\$/foot width/person-mile
Walking Trip Length Capped at	0.86	miles
Add marked Xwalk on roadway w Volumes $\geq 10,000$ vpd	\$0.18	2020\$/use
New Signal for Crossing on Roadway with Volumes $\geq 13,000$ vpd	\$0.46	2020\$/use
CYCLE FACILITY IMPROVEMENTS		
Cycling Path with At-Grade Crossings	\$1.42	\$2020/person-mile
Dedicated Cycling Lane	\$1.69	\$2020/person-mile
Cycling Trip Length Capped at	2.38	miles

Source: U.S. Department of Transportation, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, March 2022. Table A-8 and Table A-9. Accessed at <https://www.transportation.gov/sites/dot.gov/files/2022-03/Benefit%20Cost%20Analysis%20Guidance%202022%20%28Revised%29.pdf>

IV. BENEFIT-COST ANALYSIS METHODOLOGY

IV.1 Benefit 1a: Land Resale Value Increase Due to Improved Multi-modal Access

Increased access to the study area is expected to bring visitors as pedestrians or cyclists. The active mode amenities and Cultural Corridor elements are also expected to attract other users to the increasingly vibrant redevelopment area. This increased activity would improve the attractiveness of the area for private investment in commercial and light industrial activity. It is assumed that five percent of the city-owned parcels will be sold every year following construction of the Project, resulting in full redevelopment within the 20-year BCA

analysis period. Table 19 describes the methodology used to calculate the undiscounted benefit and shows the undiscounted benefit for the year 2025 as an example.

Table 19: Land Resale Value Increase in 2025

	Calculation	Value	Unit
LAND VALUE COMPARISON NUMBERS			
a	Increase in Commercial Parcel Value ^A	\$4.92	2022\$/sq ft
b	Increase in Industrial Parcel Value ^A	\$0.78	2022\$/sq ft
c	Increase in Residential Parcel Value ^A	\$0.00	2022\$/sq ft
d	Cost Conversion to Base Year	1.051	
e	Increase in Commercial Parcel Value Increase	a*d	2020\$/sq ft
f	Increase in Industrial Parcel Value Increase	b*d	2020\$/sq ft
g	Increase in Residential Parcel Value Increase	c*d	2020\$/sq ft
CITY-OWNED PARCELS IN SPARK AREAS 2 AND 3			
h	Commercial area ^B	2,753,315	sq ft
i	Industrial area ^B	0	sq ft
j	Residential area ^B	0	sq ft
k	Commercial Land Value Increase	e*h	2020\$
l	Industrial Land Value Increase	f*j	2020\$
m	Residential Land Value Increase	g*j	2020\$
REMAINING CITY-OWNED PARCELS ADJACENT TO CORRIDOR			
n	Commercial area ^B	20,174	sq ft
o	Industrial area ^B	7,403,935	sq ft
p	Residential area ^B	492,846	sq ft
q	Commercial Land Value Increase	e*n	2020\$
r	Industrial Land Value Increase	f*o	2020\$
s	Residential Land Value Increase	g*p	2020\$
t	TOTAL benefit from Cultural Corridor to City-owned parcels	k+l+m+q+r+s	2020\$
u	% Airport parcels expected to be sold per year due to the improvements	5	%
VALUE OF BENEFIT			
v	Land Value Increase on Parcels Sold in 2025	t*u	2025\$/year

Source: A. See Table 10

Source: B. See Table 11

IV.2 Benefit 1b: Maintenance Cost Reduction on the Parcels Sold for Commercial or Industrial Purpose

The City of Phoenix has a contract to maintain the vacant parcels in the Land Reuse Strategy area. As stated in Benefit 1a, five percent of these parcels are assumed to be sold every year. This results in cost savings on maintenance cost of the parcels. Table 19 describes the methodology used to calculate the maintenance cost reduction and shows the undiscounted benefit for the year 2025 as an example.

Table 20 describes the methodology used to calculate the undiscounted benefit and shows the undiscounted benefit for the year of 2028 as an example.

Table 20: Maintenance cost reduction in 2025

	Calculation	Value	Unit
PARCEL MAINTENANCE COST			
a	Vacant Lot Maintenance Cost ^A	\$746.91	2022\$/parcel/year
b	Cost Conversion to Base Year	1.051	
c	Vacant Lot Maintenance Cost	a*b	\$710.63
d	City-owned vacant lots in Spark 2 and Spark 3 areas ^B	188	parcels
e	City-owned vacant lots along the Corridor ^B	54	parcels
f	City-owned vacant lots benefitting from the Project	d+e	242
NO-BUILD MAINTENANCE COST			
g	Total Lot Maintenance Cost without the Project (no-build)	c*f	\$171,973
BUILD MAINTENANCE COST			
h	% Airport parcels expected to be sold per year due to the improvements	5%	%/year
i	Parcels expected to be owned by the airport in 2025	$f*(1-h)^{(2025-2024)}$	≈230
j	Total Lot Maintenance Cost with the Project	c*i	\$163,374
VALUE OF BENEFIT			
k	Avoided Lot Maintenance Cost in 2025 due to the Project	g-j	\$8,599

Source: A. See Table 7

Source: B. See Table 11

IV.3 Benefit 2a: Mortality Reduction in New Pedestrians and Cyclists

Physical activity reduces the mortality risks for new active mode users (or induced users) who were previously using inactive modes. Table 21 describes the methodology used to calculate the mortality reduction benefit and shows the undiscounted benefit for the year 2025 as an example.

Table 21: Mortality Reduction Benefit for New Active Users in 2025

	Calculation	Value	Unit
ACTIVE TRIPS			
a	Pedestrians Trips – 2024 No Build and Build ^A	6,890	pedestrians/year
b	Bike Trips – 2024 No Build and Build ^A	27,559	cyclists/year
c	Annual Growth Rate ^B	1.0%	
d	Annual % Increase in Pedestrians in Build 2025 ^B	68%	
e	Annual % Increase in Cyclists in Build 2025 ^B	111%	

f	Pedestrians Trips – 2025 No Build	$a*(1+c)^{(2025-2024)}$	6,959	pedestrians/year
g	Bike Trips – 2025 No Build	$b*(1+c)^{(2025-2024)}$	27,835	cyclists/year
j	Pedestrians Trips – 2025 Build	$a*(1+d)^{(2025-2024)}$	11,575	pedestrians/year
k	Bike Trips – 2025 Build	$b*(1+e)^{(2025-2024)}$	58,150	cyclists/year
l	<u>Induced</u> Pedestrians Trips - 2025	j-f	4,616	pedestrians/year
m	<u>Induced</u> Bike Trips - 2025	k-g	30,315	cyclists/year
VALUE OF BENEFITS				
n	Value per Induced Pedestrians Trip ^c		\$7.08	2020\$/induced trip
o	Value per Induced Bike Trip ^c		\$6.31	2020\$/induced trip
p	Share of pedestrians within applicable age range		68%	
q	Share of cyclists within applicable age range		59%	
r	Share of trips induced from non-active mode		89%	
s	Benefit of Pedestrian Trips	$l*n*p*r$	\$19,779	2025\$/year
t	Benefit of Bike Trips	$m*o*q*r$	\$112,703	2025\$/year
v	Benefit of All Active Trips	s+t	\$132,482	2025\$/year

Source: A. See Table 8

Source: B. See Table 4

Source C: See Table 18

IV.4 Benefit 2b: Amenity Benefit for Every Additional Mile Walked or Cycled

Every additional mile walked or cycled using Project amenities provides health benefits to users. Table 22 describes the methodology used to calculate the undiscounted benefit and shows the undiscounted benefit for the year 2025 as an example for the study area.

Table 22: Active Modes Amenity Benefits in 2025

	Calculation	Value	Unit
AMNETY BENEFIT RATES^A			
a	Expanded Sidewalk (per foot of added width)	\$0.10	2020\$/ ft width/ person-mile
b	High-vis crossing on roadway with ≥10,000 vpd	\$0.18	2020\$/use
c	Signalized crossing on Roadway with ≥13,000 vpd	\$0.46	2020\$/use
e	Dedicated Cycling Lane	\$1.69	\$2020/person-mile
f	Walking Trip Length Capped at	0.86	mi
g	Cycling Trip Length Capped at	2.38	mi

	Calculation	Value	Unit
ACTIVE MODE USAGE			
h	Annual Share of Volume on N-S ^B	85%	Users/year
i	Annual Share of Volume on E-W ^B	15%	Users/year
j	Pedestrians Trips – 2025 Build ^C	11,575	pedestrians/year
k	Bike Trips – 2025 Build ^C	58,150	cyclists/year
l	Annual North-South Pedestrian Volume	$h*j$	pedestrians/year
m	Annual East-West Pedestrian Volume	$i*j$	pedestrians/year
n	Annual North-South Cyclist Volume	$h*k$	cyclists/year
o	Annual East-West Cyclist Volume	$i*k$	cyclists/year
ACTIVE MODE AMNETIES			
N-S Corridor			
p	Additional 10ft Sidewalk Length – 0.27mi	$\min(p,f)$	mi
q	Additional 6ft Sidewalk Length – 0.46 mi	$\min(q,f-p)$	mi
r	Additional 5ft Sidewalk Length – 0 mi	$\min(r,f-p-q)$	mi
s	Additional 4ft Sidewalk Length – 3.06mi	$\min(s,f-p-q-r)$	mi
t	Improved sidewalk area	$10*p+6*q+5*r+4*s$	ft-mi
u	Signalized crossings on Roadway with $\geq 13,000$ vpd	1	number
v	Additional Cycle Lanes Length	1.31	mi
w	Allowed Cycling Distance	$\min(g,w)$	mi
E-W Corridor			
x	Additional 10ft Sidewalk Length	$x+y+z+aa \leq f$	mi
y	Additional 6ft Sidewalk Length	0.00	mi
z	Additional 5ft Sidewalk Length	0.20	mi
aa	Additional 4ft Sidewalk Length	0.00	mi
ab	Improved sidewalk area	$10*x+6*y+5*z+4*aa$	ft-mi
ac	High-Vis crossings on roadways with $\geq 10,000$ vpd	2	number
ab	Additional Cycle Lanes Length	1.91	mi
ac	Allowed Cycling Distance	$\min(g,w)$	mi
VALUE OF BENEFITS			
ad	Ped-Sidewalk Benefit	$a*(t*l + ab*m)$	\$3,405 2025\$/year
ae	Ped-Crosswalk Benefit	$b*(ac*m)$	\$632 2025\$/year
af	Ped-Signal Benefit	$c*(u*l)$	\$4,516 2025\$/year
ag	Cyclist-Dedicated Cycle Lane Benefit	$e*(w*n + ac*o)$	\$137,774 2025\$/year
ah	All Benefits	$ad+ae+af+ag$	\$146,328 2025\$/year

Source: A. See Table 18
 Source: B. See Table 9
 Source: C. See Table 21

IV.5 Benefit 3: Safety Cost Savings from Avoided Active Mode Crashes

City of Phoenix recorded 12 active mode crashes within the study area. Following the methodology described in Section III.1.IX: Active Mode Crashes, CMF is used to evaluate the reduction in crashes based on the bike/pedestrian treatments provided as a part of this Project. The Project is estimated to reduce these crashes to 6.3 per year. Table 23 shows the cost savings for the year 2025 by avoiding active mode crashes.

Table 23: Safety Cost Savings from Active Mode Crashes – 2025

	Calculation	Value	Units	
VALUE OF LIFE ^A				
A	Value of A Fatality (2020\$)	\$11,600,000	2020\$	
B	Value of An Incapacitating Injury (2020\$)	\$554,800	2020\$	
c	Value of A Non-Incapacitating Injury (2020\$)	\$151,100	2020\$	
d	Value of A Possible Injury (2020\$)	\$77,200	2020\$	
CRASHES AVOIDED				
No-Build ^B				
i	5-year Number of Fatalities	3	crashes/yr	
j	5-year Number of Incapacitating Injuries	2	crashes/yr	
k	5-year Number of Non-Incapacitating Injuries	2	crashes/yr	
l	5-year Number of Possible Injuries	5	crashes/yr	
Build ^C				
m	5-year Number of Fatalities	1.8	crashes/yr	
n	5-year Number of Incapacitating Injuries	0.8	crashes/yr	
o	5-year Number of Non-Incapacitating Injuries	0.8	crashes/yr	
p	5-year Number of Possible Injuries	3.0	crashes/yr	
q	Fatalities Avoided	(i-m)/5	0.25	crashes/yr
r	Incapacitating Injuries Avoided	(j-n)/5	0.24	crashes/yr
s	Non-Incapacitating Injuries Avoided	(k-o)/5	0.24	crashes/yr
t	Possible Injuries Avoided	(l-p)/5	0.40	crashes/yr
VALUES OF BENEFIT				
u	Annual Number of Fatalities Avoided	\$2,865,432	2025\$/year	
v	Annual Number of Incapacitating Injuries Avoided	\$134,262	2025\$/year	
w	Annual Number of Non-Incapacitating Injuries Avoided	\$36,566	2025\$/year	
x	Annual Number of Possible Injuries Avoided	\$31,034	2025\$/year	
	Total Benefits	\$3,067,294	2025\$/year	

Source: A. See Table 16
 Source: B. See Table 12
 Source: C. See Table 14

IV.6 Cost 1A: Cultural Corridor Gateway Parcel Construction and Maintenance Cost

Two gateway parcels at the north and south end of the Cultural Corridor will be improved to provide gateway treatments such as signage and landscaping. Table 24 describes the methodology used to calculate the cost of constructing a gateway parcel. Total capital cost includes additional costs such as 10 percent for design, 5 percent for owner cost, 17 percent for construction inspection, 40 percent for contingency, and 5 percent for developing National Environmental Policy Act (NEPA) documentation.

Table 24: Capital Construction Cost for a Gateway Parcel at S 12th Street and Hess Avenue

	Calculation	Value	Units
QUANTITIES			
a Corridor Identifier Signs	-	1	EA
b Sign Toppers	-	1	EA
c Parcel Construction (Large Playground)	-	19,602	SF
UNIT COSTS			
d Corridor Identifier Signs ^A	-	\$9,500.00	2022\$/EA
e Sign Toppers ^A	-	\$400.00	2022\$/EA
f Parcel Construction (Large Playground) ^B	-	\$28.57	2022\$/SF
CAPITAL COST			
g Corridor Identifier Signs	a*d	\$9,500.00	2022\$
h Sign Toppers	b*e	\$400.00	2022\$
i Construction Cost (Large Playground)	c*f	\$560,029	2022\$
j Total Removal Cost		\$0	2022\$
k Total Construction Cost	g+h+i+j	\$569,929	2022\$
Total Capital Cost	$k*(1 + (10\%+5\%+17\%+40\%+5\%))$	\$1,008,775	2022\$

Source A: Cultural Corridor Framework Unit Costs

Source B: City of Phoenix Streets Department (National Cost of Large Playground Development)

For maintenance costs of the parcel, the total quantity square foot of each parcel was multiplied by a unit cost of \$1.43 per square foot in 2022 dollars. Using this methodology, annual maintenance cost of this parcel is \$28,031.

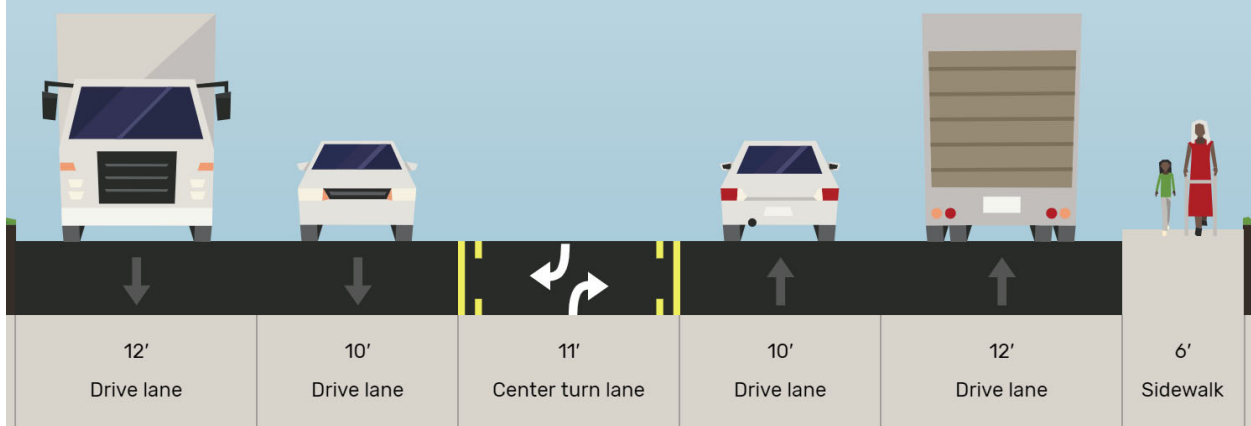
IV.7 Cost 1B: Cultural Corridor Transportation Infrastructure Construction and Maintenance Cost

To develop the quantities and costs, the City of Phoenix used a measuring tool within Google Maps to define the existing cross-section widths and develop proposed cross-sections. See Figure 5 and Figure 6 for examples of an existing and proposed Streetmix cross-section on Buckeye Road between 10th Street and 14th Street. The existing and proposed cross sections for the entire corridor is presented in Appendix C.

The values included in the capital cost for construction include high-level quantities and costs associated with retrofitting active transportation improvements within the existing roadway. These costs are based on planning-level feasibility study and would require further

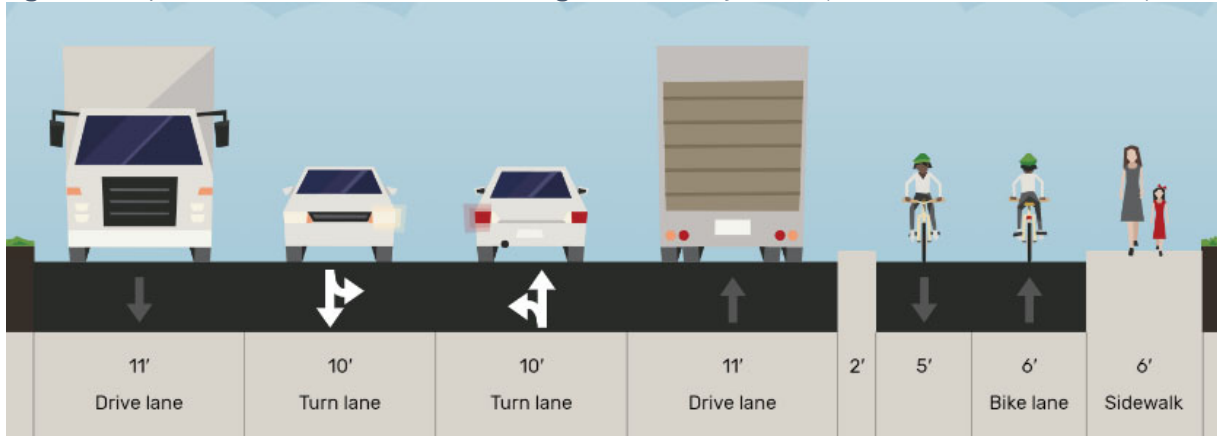
investigation during the final design phase to ensure Americans with Disabilities Act (ADA) compliance.

Figure 5: Existing Streetmix Cross-Section of Leg 13 - E. Buckeye Road (10th Street and 14th Street)



NOTE: There is a 1-ft gutter in the outer "Drive Lane" widths. Concept via Streetmix.net.

Figure 6: Proposed Streetmix Cross-Section of Leg 13 - E. Buckeye Road (10th Street and 14th Street)



NOTES:

- There is a 1-ft gutter in the outer left "Drive Lane" and right "Bike Lane" widths. Concept via Streetmix.net.
- The raised median between the outer vehicle lane and bi-directional bicycle facility is a striped buffer with wheel stops.

Table 25 shows the process of developing the construction cost estimate for one segment of the corridor, Leg 13 on Buckeye Road between 10th Street and 14th Street. Total capital cost is compiled based on the construction and includes additional costs such as 10 percent for design, 5 percent for owner cost, 17 percent for construction inspection, 40 percent for contingency, and 5 percent for NEPA. This methodology was applied to every segment of the Corridor to develop the total cost estimate.

Table 25: Example Construction Costs Estimate for Leg 13 (E. Buckeye Road from 10th Street to 14th Street)

	Calculation	Value	Units
QUANTITIES			

	Calculation	Value	Units
a Existing Concrete/Removal		500	SF
b Obliterate Markings		6705	LF
c Curb and Gutter		-	LF
d Subgrade Preparation		116	SY
e 4-ft Sidewalk		-	SF
f 5-ft Sidewalk		1040	SF
g 6-ft Sidewalk		-	SF
h 10-ft Sidewalk (Shared-Use Path)		-	SF
i New Corner ADA Curb Ramps		-	EA
j Reconstructed Corner ADA Curb Ramps		5	EA
k New Midblock ADA Curb Ramps		3	EA
l Reconstructed Midblock ADA Curb Ramps		-	EA
m Median Refuge Islands		720	SF
n Bus Stop Concrete Floating Islands		4893	SF
o Bus Shelters		2	EA
p 4" Solid White Marking - Parking		-	LF
q 4" Dashed White Marking - Lane Lines		1118	LF
r 4" Solid Yellow Marking - Road Centerline		4470	LF
s 4" Solid White Markings - Bicycle Facility Buffer		4470	LF
t 4" Dashed Yellow Marking - Bicycle Centerline		559	LF
u Bicycle Marking Symbol		20	EA
v Bicycle Lane Crossing Markings		105	LF
w Wheel Stops		93	EA
x Crosswalk Markings		116	LF
y HAWK		1	EA
z Traffic Signal Modifications		\$7,200.00	\$
aa Corridor Identifier Signs		-	EA
ab Zone Identifier (Pedestrian) Signs		1	EA
ac Kiosk/Interpretive Signs		1	EA
ad Sign Toppers		1	EA
ae Historical Building and Site Signs		2	EA
UNIT COSTS			
ae Existing Concrete/Removal		\$7.50 ^A	2022\$/SF
af Obliterate Markings		\$1.10 ^B	2022\$/LF
ag Curb and Gutter		\$26.00 ^A	2022\$/LF
ah Subgrade Preparation		\$1.25 ^A	2022\$/SY
ai 4-ft Sidewalk		\$7.50 ^A	2022\$/SF
aj 5-ft Sidewalk		\$7.50 ^A	2022\$/SF
ak 6-ft Sidewalk		\$7.50 ^A	2022\$/SF
al 10-ft Sidewalk (Shared-Use Path)		\$7.50 ^A	2022\$/SF

	Calculation	Value	Units
am	New Corner ADA Curb Ramps	\$3,500.00 ^A	2022\$/EA
an	Reconstructed Corner ADA Curb Ramps	\$3,500.00 ^A	2022\$/EA
ao	New Midblock ADA Curb Ramps	\$1,000.00 ^A	2022\$/EA
ap	Reconstructed Midblock ADA Curb Ramps	\$1,000.00 ^A	2022\$/EA
aq	Median Refuge Islands	\$6.00 ^A	2022\$/SF
ar	Bus Stop Concrete Floating Islands	\$8.00 ^A	2022\$/SF
as	Bus Shelters	\$6,700 ^A	2022\$/EA
at	4" Solid White Marking – Parking	\$0.50 ^A	2022\$/LF
au	4" Dashed White Marking – Lane Lines	\$0.50 ^A	2022\$/LF
av	4" Solid Yellow Marking – Road Centerline	\$0.50 ^A	2022\$/LF
aw	4" Solid White Markings – Bicycle Facility Buffer	\$0.50 ^A	2022\$/LF
ax	4" Dashed Yellow Marking – Bicycle Centerline	\$0.50 ^A	2022\$/LF
ay	Bicycle Marking Symbol	\$60.00 ^A	2022\$/EA
az	Bicycle Lane Crossing Markings	\$15.00 ^A	2022\$/LF
ba	Wheel Stops	\$125.00 ^A	2022\$/EA
bb	Crosswalk Markings	\$15.00 ^A	2022\$/LF
bc	HAWK	\$175,000.00 ^A	2022\$/EA
bd	Traffic Signal Modifications	\$55,400.00 ^C	2022\$/LS
be	Corridor Identifier Signs	\$9,500.00 ^D	2022\$/EA
bf	Zone Identifier (Pedestrian) Signs	\$4,500.00 ^D	2022\$/EA
bg	Kiosk/Interpretive Signs	\$4,500.00 ^D	2022\$/EA
bh	Sign Toppers	\$400.00 ^D	2022\$/EA
bi	Historical Building and Site Signs	\$2,000.00 ^D	2022\$/EA

CAPITAL COSTS

	Existing Concrete/Removal	a*ae	\$3,750.00	2022\$
	Obliterate Markings	b*af	\$7,375.50	2022\$
	Curb and Gutter	c*ag	\$0.00	2022\$
	Subgrade Preparation	d*ah	\$144.44	2022\$
	4-ft Sidewalk	e*ai	\$0.00	2022\$
	5-ft Sidewalk	f*aj	\$7,800.00	2022\$
	6-ft Sidewalk	g*ak	\$0.00	2022\$
	10-ft Sidewalk (Shared-Use Path)	h*al	\$0.00	2022\$
	New Corner ADA Curb Ramps	i*am	\$0.00	2022\$
	Reconstructed Corner ADA Curb Ramps	j*an	\$17,500.00	2022\$
	New Midblock ADA Curb Ramps	k*ao	\$3,000.00	2022\$
	Reconstructed Midblock ADA Curb Ramps	l*ap	\$0.00	2022\$
	Median Refuge Islands	m*aq	\$4,320.00	2022\$
	Bus Stop Concrete Floating Islands	n*ar	\$39,144.00	2022\$
	Bus Shelters	o*as	\$13,400.00	2022\$
	4" Solid White Marking - Parking	p*at	\$0.00	2022\$

	Calculation	Value	Units
4" Dashed White Marking – Lane Lines	q*au	\$558.75	2022\$
4" Solid Yellow Marking – Road Centerline	r*av	\$2,235.00	2022\$
4" Solid White Markings – Bicycle Facility Buffer	s*aw	\$2,235.00	2022\$
4" Dashed Yellow Marking – Bicycle Centerline	t*ax	\$279.38	2022\$
Bicycle Marking Symbol	u*ay	\$1,200.00	2022\$
Bicycle Lane Crossing Markings	v*az	\$1,575.00	2022\$
Wheel Stops	w*ba	\$11,640.63	2022\$
Crosswalk Markings	x*bb	\$1,743.75	2022\$
HAWK	y*bc	\$175,000.00	2022\$
Traffic Signal Modifications	z*bd	\$7,200.00	2022\$
Corridor Identifier Signs	aa*be	\$0.00	2022\$
Zone Identifier (Pedestrian) Signs	ab*bf	\$4,500.00	2022\$
Kiosk/Interpretive Signs	ac*bg	\$4,500.00	2022\$
Sign Toppers	ad*bh	\$400.00	2022\$
Historical Building and Site Signs	ad*bh	\$4,000.00	2022\$
Removal Cost	ae*bi	\$11,126	2022\$
Total Construction Cost		\$313,501	2022\$
Total Capital Cost			
Construction Cost*(1+(10%+5%+17%+40%+5%))		\$554,898	2022\$

Source A: City of Phoenix Streets Department

Source B: RioReimagined Ped/Bike Bridge Unit Costs

Source C: HNTB

Source D: Cultural Corridor Framework Unit Costs

Note that items considered minor in cost, such as new road signage and pavement markings for enhanced pedestrian crossings at the HAWK and median refuge islands, were not included in the high-level cost estimate.

For maintenance costs, unit costs per mile for sidewalk, pavement markings, and other elements from the City of Phoenix Streets Department were used. The exception is for the HAWK, which was left as an annual allowance. All maintenance costs are in \$2022 per year. The unit costs used and the resulting example maintenance costs from Segment L13 are shown in Table 26.

Table 26: Maintenance costs for Leg 13 (E. Buckeye Road from S 10th Street [north] to S. 14th Street)

Item	Unit Cost (2022\$/year) ^A	Annual Maintenance Cost (2022\$/year)
Sidewalks (Any Width)	\$300.00/mi	\$59.09
4" Solid White Marking – Parking	\$880.00/mi	\$0.00
4" Dashed White Marking – Lane Lines	\$880.00/mi	\$186.25
4" Solid Yellow Marking – Road Centerline	\$880.00/mi	\$745.00
4" Solid White Markings – Bicycle Facility Buffer	\$880.00/mi	\$745.00
4" Dashed Yellow Marking – Bicycle Centerline	\$880.00/mi	\$93.13
Bicycle Lane Crossing Markings	\$15,840.00/mi	\$315.00
Crosswalk Markings	\$15,840.00/mi	\$348.75

HAWK	\$3,275.60/ea	\$3,275.60
Bus Shelters	\$2,000.00/ea	\$4,000.00
Total Annual Maintenance Cost (2022\$):		\$9,768

Source A: City of Phoenix Streets Department

IV.8 Cost 2: Cultural Corridor Utility Upgrade

The majority of the 3.28-mile Corridor does not have any existing streetlighting. As a key feature for active modes is adequate lighting to provide user comfort and safety, streetlights were included in the Project. The cost of purchase and installation of streetlights along the Corridor is show in Table 27.

An allowance of \$1 million each for waterline infrastructure improvements and fiber optics infrastructure has been added to prepare the area for resale to commercial and light-industrial activities.

Table 27: Utility Upgrade Capital Cost

	Calculate	Value	Unit
STREETLIGHTS			
S 12th St - I-17 Frontage Rd to E Pima St (L1)		25	streetlights
E Pima St - S 12th St to S 11th St (L2)		11	streetlights
E Pima St - S 11th St to Nuestro Park Sidewalk (L3)		11	streetlights
Nuestro Park Section (L4)		3	streetlights
S 9th St - Nuestro Park to E Buckeye Rd (L5)		17	streetlights
E Buckeye Rd - S 9th St to S 10th St [north] (L6)		5	streetlights
S 10th St - E Buckeye Rd to E Tonto St (L7)		7	streetlights
S 10th St - E Tonto St to E Hadley St (L8)		4	streetlights
E Hadley St - S 10th St to S 9th Way (L9)		2	streetlights
S 9th Way - E Hadley St to E Sherman St (L10)		4	streetlights
Sherman St - S 9th Way to S 7th St (L11)		8	streetlights
E Buckeye Rd - S 7th St to S 9th St (L12)		15	streetlights
E Buckeye Rd - S 10th St [north] to S 14th St (L13)		38	streetlights
E Buckeye Rd - S 14th St to Sky Harbor Cir N/S (L14)		38	streetlights
Sky Harbor Cir S - E Buckeye Rd to Skytrain (L15)		53	streetlights
a Total Number of Streetlights in the Project		240	streetlights
b Cost per Streetlight ^A		\$16,000	2022\$/streetlight
c Construction Cost of Streetlights	a*b	\$3,845,333	2022\$
d Capital Cost of Streetlights	c*(1+(15%+25%))	\$5,383,467	2022\$
e Waterline Upgrade allowance		\$1,000,000	2022\$
f Telecom Upgrade allowance		\$1,000,000	2022\$

	Calculate	Value	Unit
Total Utility Upgrade Capital Cost	d+e+f	\$7,383,467	2022\$

Source A: HNTB Cost Estimation

V. BENEFIT-COST ANALYSIS RESULTS

V.1 Quantified Benefits

A summary of the discounted costs and benefits is shown in Table 28. 7% discount rate is applied to all the benefits per USDOT guidance. Appendix B provides detailed tabulations of annual benefits and costs for the Project by year.

Table 28: Discounted Benefits and Costs

Factor	Total	Total (\$M)
Benefits		
1a: Land Resale Value Increase resulting from Active Mode access	\$7,454,258	\$7.5
1b: Land Maintenance Cost Avoided due to Parcels Sold	\$577,944	\$0.6
2a: Improved Health/ Reduced Mortality due to Active Mode Usage	\$1,153,342	\$1.2
2b: Amenity benefit due to Active Mode Infrastructure	\$1,273,878	\$1.3
3: Crash Reduction due to Active Mode Infrastructure	\$25,448,392	\$25.4
plus Residual Value	\$1,140,084	\$1.1
less Other Costs (O&M)	\$722,289	\$0.7
Net Benefits	\$36,325,608	\$36.3
Total Costs	\$7,668,188	\$7.7
B/C Ratio	4.74	4.74
Net Present Value	\$28,657,421	\$28.7

V.2 Unquantified Benefits

The noise mitigation program for Sky Harbor airport created barriers to community cohesion and changed development and travel patterns around Phoenix’s centrally located airport over decades. The BCA does not consider the qualitative impacts of reconnecting the communities around the Land Reuse Strategy area, including agglomeration benefits associated with reintroducing productive commercial and industrial land uses to the edge of downtown and the neighborhoods along the Valley Metro light rail corridor north of the PHX Cultural Corridor Project. Bus shelters that were proposed along the corridor are expected to provide benefits of heat mitigations. Bus shelters can provide much-needed shade for waiting passengers, protecting them from the hot sun and reducing the risk of heat stroke and other heat-related illnesses. In addition to shade, they can also provide protection from other weather elements such as rain, wind, and dust storms. By providing shade and protection from the elements, bus shelters can increase the comfort of waiting passengers, making the transit experience more pleasant and enjoyable. In hot areas like Arizona, where temperatures can often exceed 100 degrees Fahrenheit during the summer months, the benefits of bus shelters can be particularly significant. They can provide a much-needed

respite from the heat, making public transportation a more attractive and comfortable option for residents and visitors alike. Bus shelters can also enhance the aesthetic appearance of the community around the project site, making it more welcoming and attractive to residents and visitors.

VI. DETAILED BENEFIT-COST ANALYSIS BY YEAR

Year	Calendar Year	Initial Construction Costs	Other Costs	Residual Value	Land Resale Value Increase	Land Maintenance Cost Avoided	Improved Health/Reduced Mortality	Amenity benefit	Crash Reduction
0	2020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1	2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	2023	\$238,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	2024	\$8,336,565	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	2025	\$600,000	\$91,603	\$0	\$922,314	\$8,599	\$132,482	\$146,328	\$3,148,726
6	2026	\$600,000	\$91,603	\$0	\$922,314	\$17,197	\$133,807	\$147,791	\$3,148,726
7	2027	\$400,000	\$91,603	\$0	\$922,314	\$25,796	\$135,145	\$149,269	\$3,148,726
8	2028	\$0	\$91,603	\$0	\$922,314	\$34,395	\$136,496	\$150,762	\$3,148,726
9	2029	\$0	\$91,603	\$0	\$922,314	\$42,993	\$137,861	\$152,269	\$3,148,726
10	2030	\$0	\$91,603	\$0	\$922,314	\$51,592	\$139,240	\$153,792	\$3,148,726
11	2031	\$0	\$91,603	\$0	\$922,314	\$60,190	\$140,632	\$155,330	\$3,148,726
12	2032	\$0	\$91,603	\$0	\$922,314	\$68,789	\$142,039	\$156,883	\$3,148,726
13	2033	\$0	\$91,603	\$0	\$922,314	\$77,388	\$143,459	\$158,452	\$3,148,726
14	2034	\$0	\$91,603	\$0	\$922,314	\$85,986	\$144,894	\$160,036	\$3,148,726
15	2035	\$0	\$91,603	\$0	\$922,314	\$94,585	\$146,343	\$161,637	\$3,148,726
16	2036	\$0	\$91,603	\$0	\$922,314	\$103,184	\$147,806	\$163,253	\$3,148,726
17	2037	\$0	\$91,603	\$0	\$922,314	\$111,782	\$149,284	\$164,886	\$3,148,726
18	2038	\$0	\$91,603	\$0	\$922,314	\$120,381	\$150,777	\$166,535	\$3,148,726
19	2039	\$0	\$91,603	\$0	\$922,314	\$128,980	\$152,285	\$168,200	\$3,148,726
20	2040	\$0	\$91,603	\$0	\$922,314	\$137,578	\$153,808	\$169,882	\$3,148,726
21	2041	\$0	\$91,603	\$0	\$922,314	\$146,177	\$155,346	\$171,581	\$3,148,726
22	2042	\$0	\$91,603	\$0	\$922,314	\$154,776	\$156,899	\$173,297	\$3,148,726
23	2043	\$0	\$91,603	\$0	\$922,314	\$163,374	\$158,468	\$175,030	\$3,148,726
24	2044	\$0	\$0	\$5,782,925	\$922,314	\$171,973	\$160,053	\$176,780	\$3,148,726
25	2045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$10,220,242	\$1,740,461	\$5,782,925	\$18,446,288	\$1,805,714	\$2,917,122	\$3,221,991	\$62,974,524

Discounted Benefits					
Year	Total Benefits less Other Costs	7% Discount Factor	Discounted Capital Costs	Discounted Residual Value	Discounted Total Benefits less Other Costs
0	\$0	1.000	\$0	\$0	\$0
1	\$0	0.935	\$0	\$0	\$0
2	\$0	0.873	\$0	\$0	\$0
3	\$0	0.816	\$231,565	\$0	\$0
4	\$0	0.763	\$6,359,925	\$0	\$0
5	\$971,792	0.713	\$427,792	\$0	\$3,049,332
6	\$981,715	0.666	\$399,805	\$0	\$2,857,430
7	\$991,652	0.623	\$249,100	\$0	\$2,677,604
8	\$1,001,602	0.582	\$0	\$0	\$2,509,094
9	\$1,011,566	0.544	\$0	\$0	\$2,351,187
10	\$1,021,543	0.508	\$0	\$0	\$2,203,217
11	\$1,031,534	0.475	\$0	\$0	\$2,064,559
12	\$1,041,539	0.444	\$0	\$0	\$1,934,626
13	\$1,051,558	0.415	\$0	\$0	\$1,812,870
14	\$1,061,591	0.388	\$0	\$0	\$1,698,777
15	\$1,071,639	0.362	\$0	\$0	\$1,591,864
16	\$1,081,701	0.339	\$0	\$0	\$1,491,679
17	\$1,091,778	0.317	\$0	\$0	\$1,397,799
18	\$1,101,869	0.296	\$0	\$0	\$1,309,828
19	\$1,111,975	0.277	\$0	\$0	\$1,227,393
20	\$1,122,097	0.258	\$0	\$0	\$1,150,147
21	\$1,132,234	0.242	\$0	\$0	\$1,077,762
22	\$1,142,386	0.226	\$0	\$0	\$1,009,933
23	\$1,152,553	0.211	\$0	\$0	\$946,373
24	\$1,254,340	0.197	\$0	\$1,140,084	\$902,901
25	\$0	0.184	\$0	\$0	\$0
Total	\$21,428,663		\$7,668,188	\$1,140,084	\$35,264,374

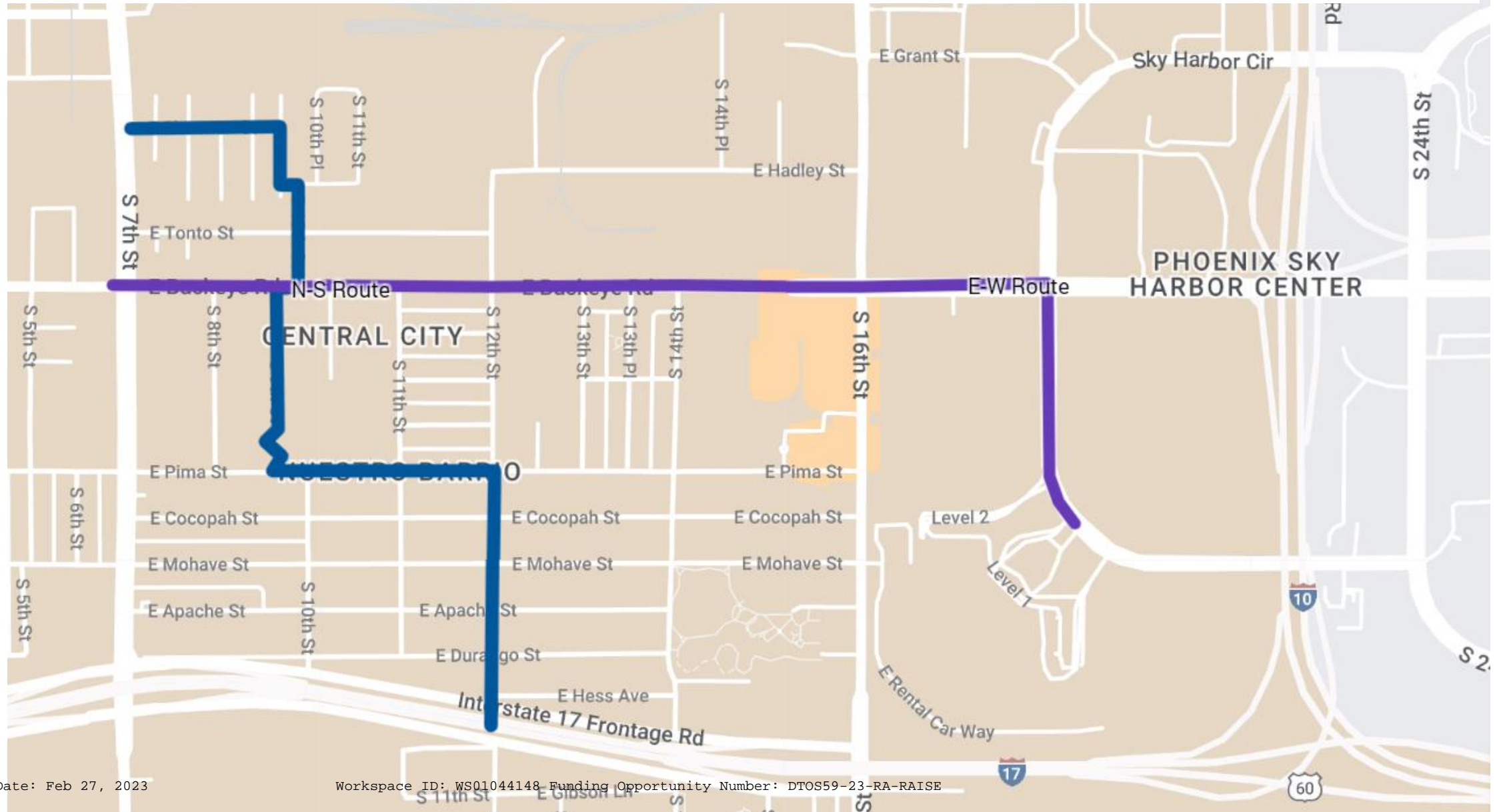
Discounted Benefit Summary	
Benefit-Cost Ratio	4.74
Net Present Value	\$28,675,421

VII. EXISTING AND PROPOSED BUILD CROSSSECTIONS

Project Concepts

Phoenix Cultural Corridor

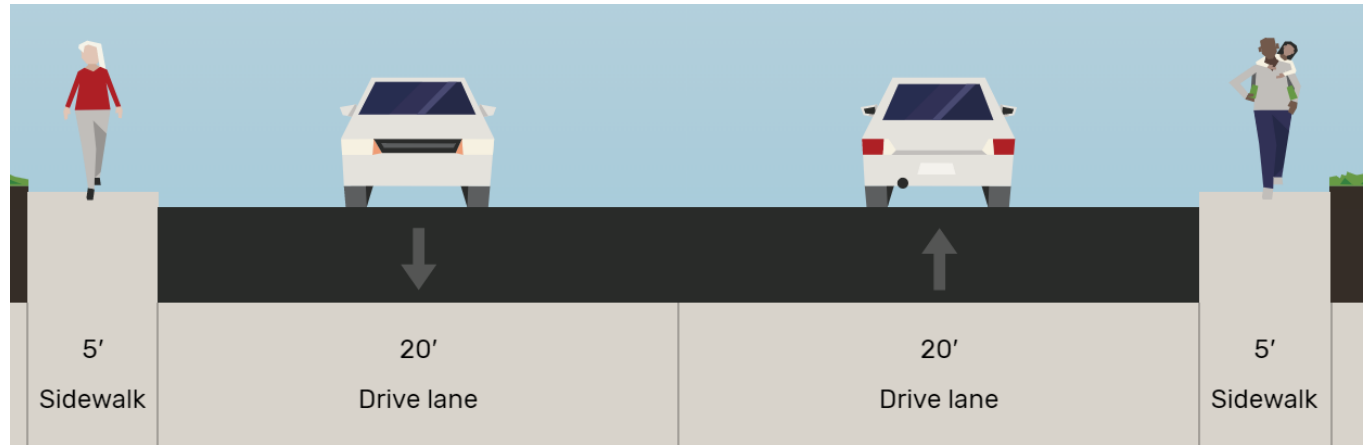
Overall Cultural Corridor



S 12th Street (L1)

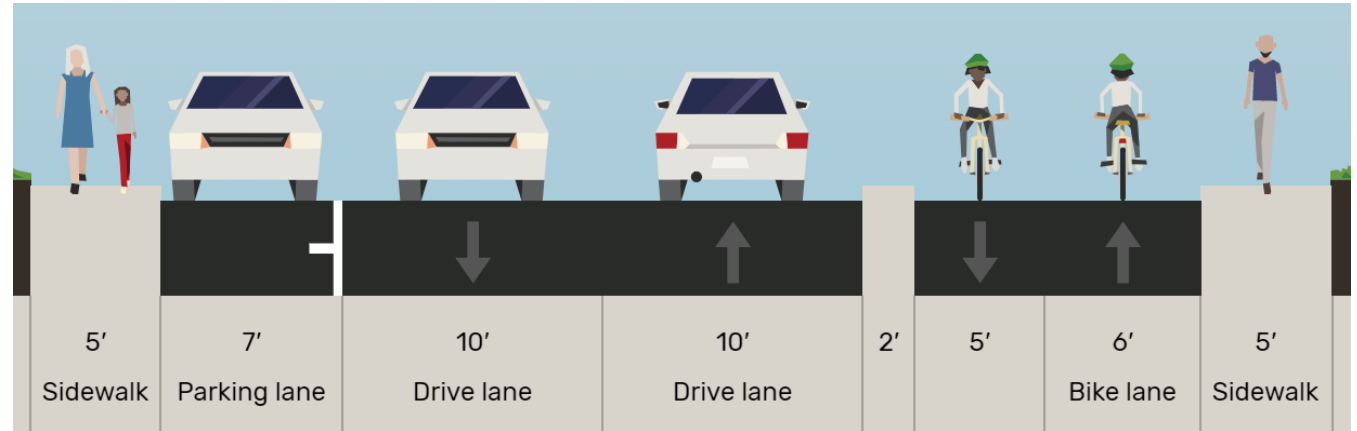


Existing



**There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed



**Concept assumes 1-ft gutter in "Parking lane" and right "Drive lane". Concept via Streetmix.net.*

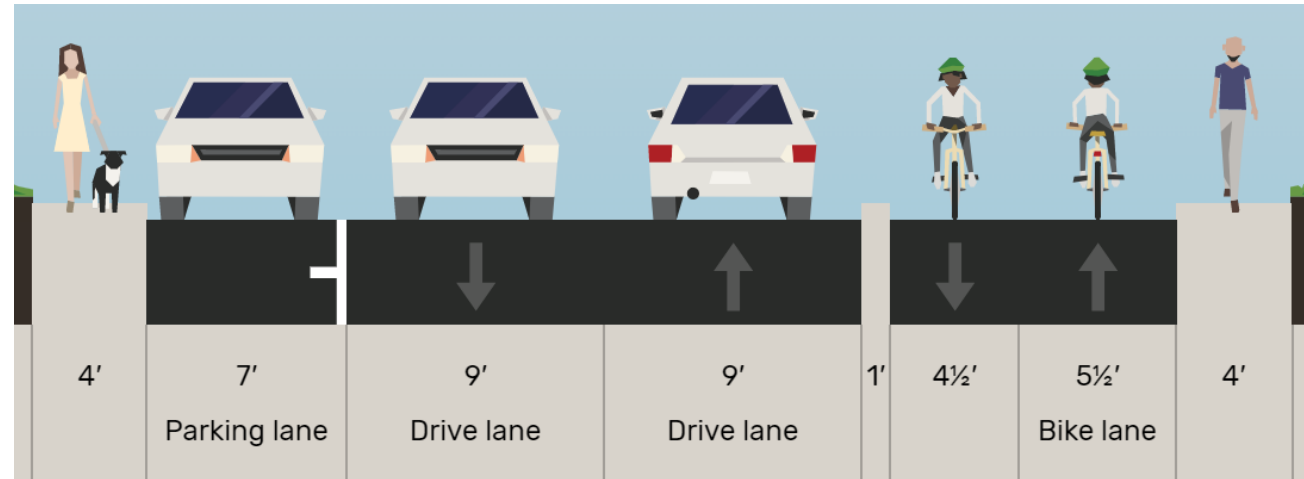
E Pima Street (L2)

Existing



**There is an additional 4-ft back-of-curb on either side of unused space. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed



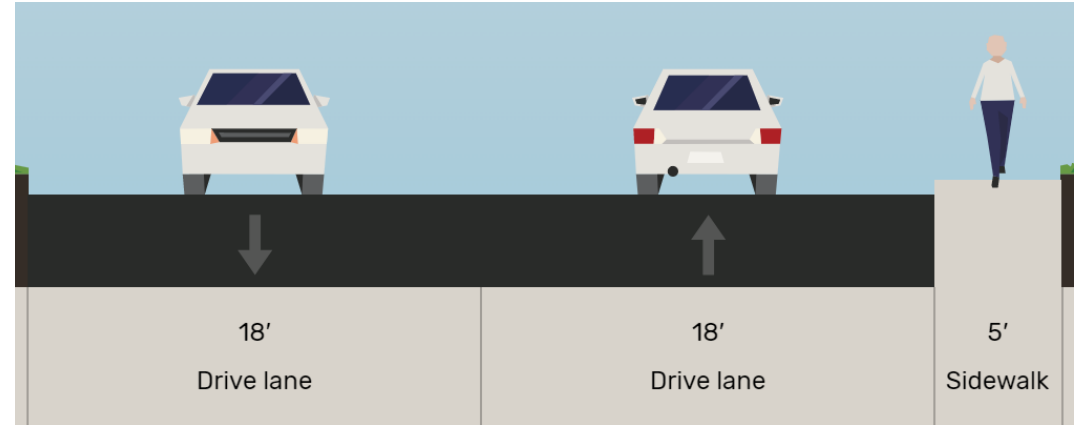
**There is a 1-ft gutter in the "Parking lane" and right "Bike lane" widths. Concept via Streetmix.net.*



E Pima Street (L3)

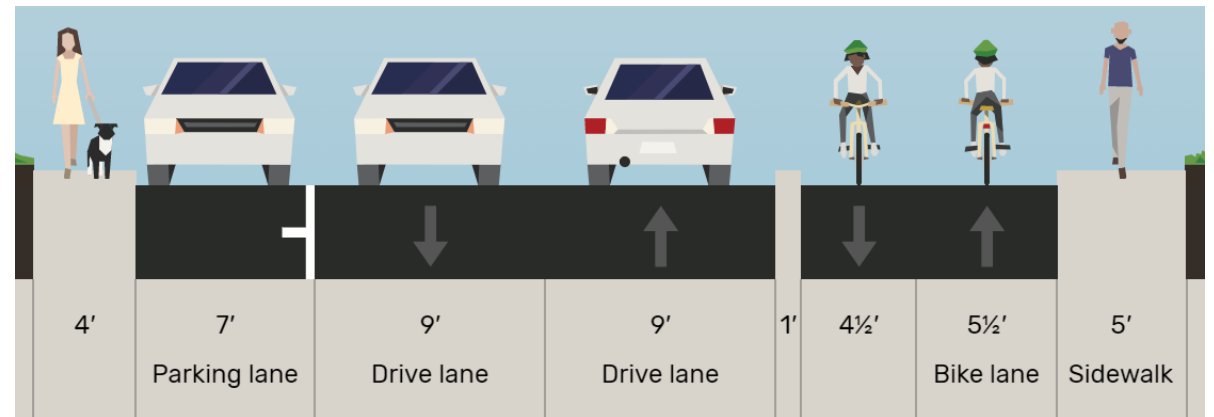


Existing



**There is an additional 4-ft back-of-curb on the left (south) side of unused space. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed

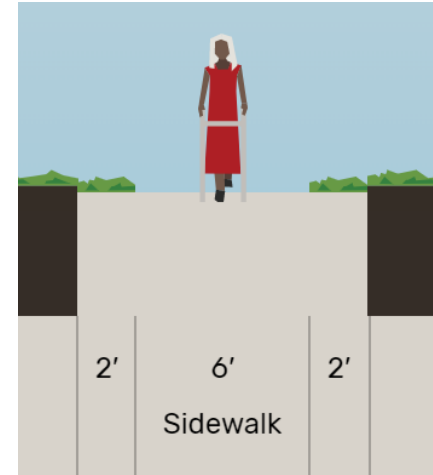


**There is a 1-ft gutter in the "Parking lane" and right "Bike lane" widths. Concept via Streetmix.net.*

Playground (L4)



Existing



**The existing cross-section is equal to 6-ft; Streetmix has a limitation of needing 10-ft for a minimum cross-section which is why there are 2-ft buffers on either side. Concept via Streetmix.net.*

Proposed



**Concept via Streetmix.net.*

S 9th Street (L5)

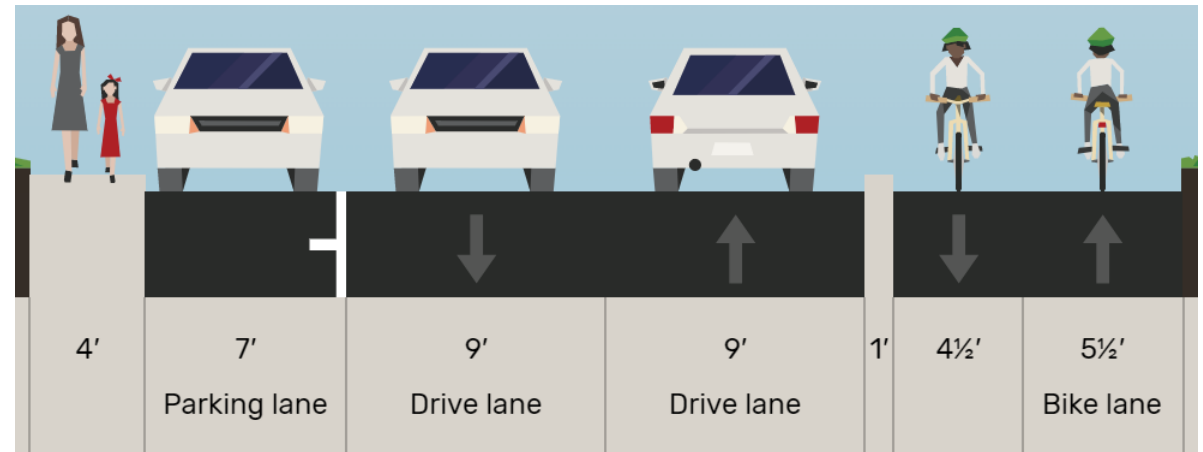


Existing



**There is an additional 4-ft back-of-curb on the left (west) side of unused space. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed

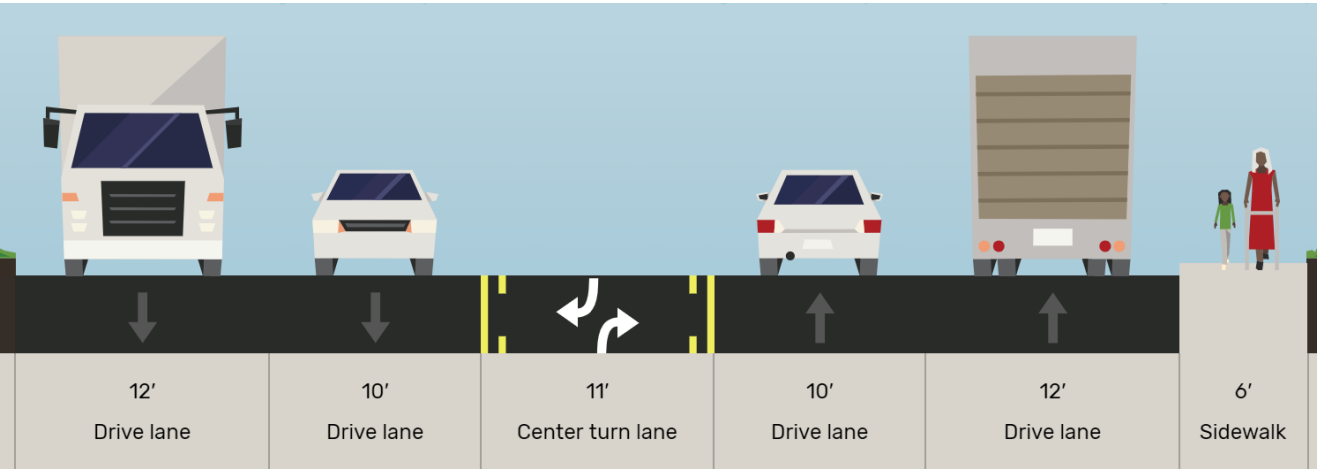


**There is a 1-ft gutter in the "Parking lane" and right "Bike lane" widths. Concept via Streetmix.net.*

E Buckeye Road (L6)

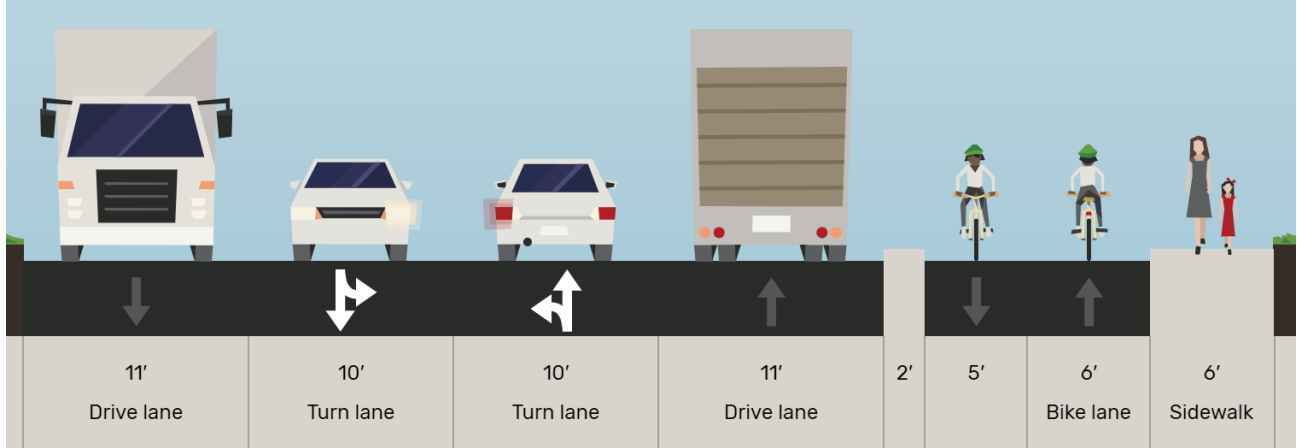


Existing



* There is a 1-ft gutter in the outside "Drive lane" widths. Concept via Streetmix.net.

Proposed

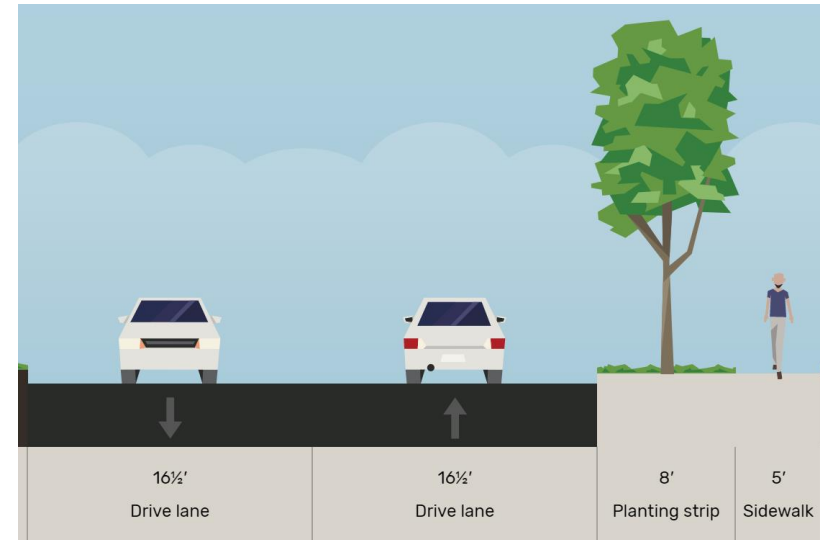


*There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.

S 10th Street (L7)

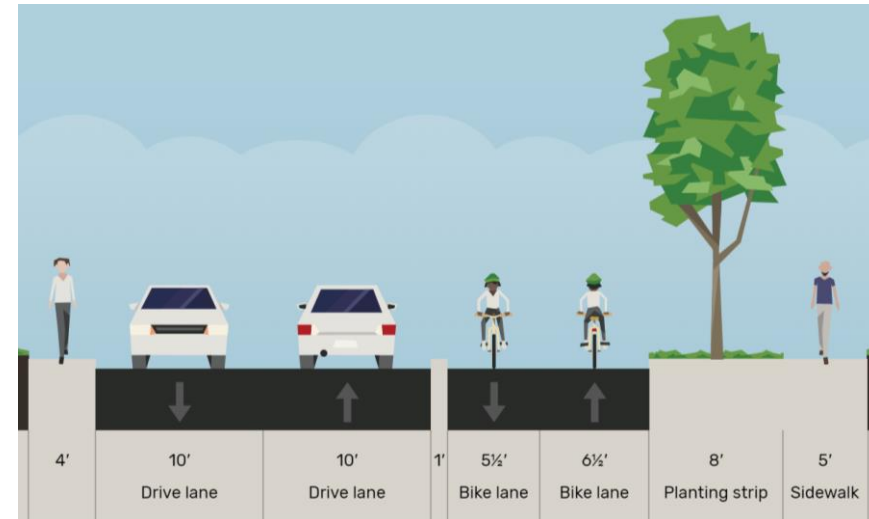


Existing



**There is an additional 4-ft on the left (west) side of unused space. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed

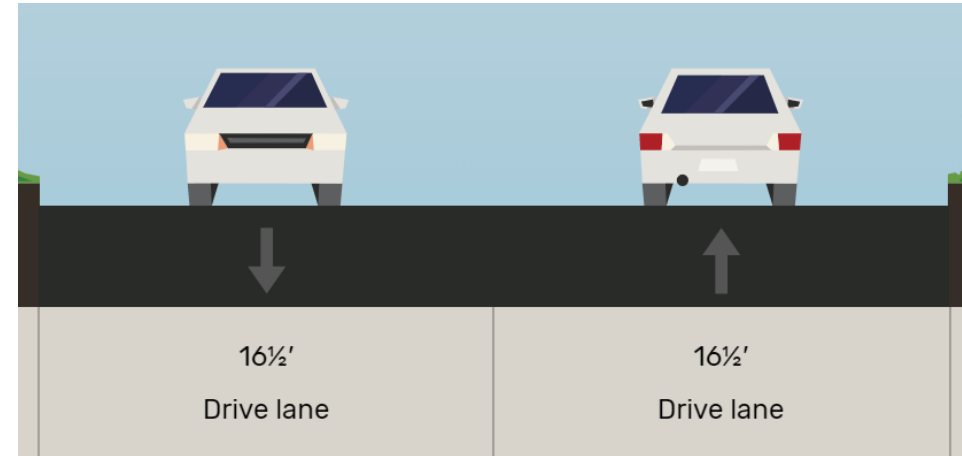


**There is a 1-ft gutter in the left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

S 10th Street (L8)

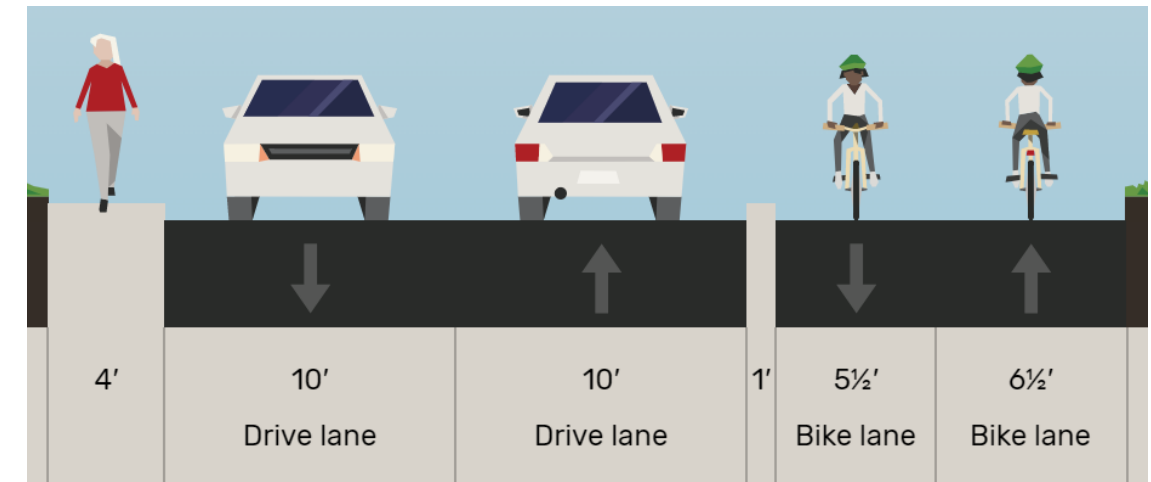


Existing



**There is an additional 4-ft back-of-curb on the left (west) side of unused space. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed

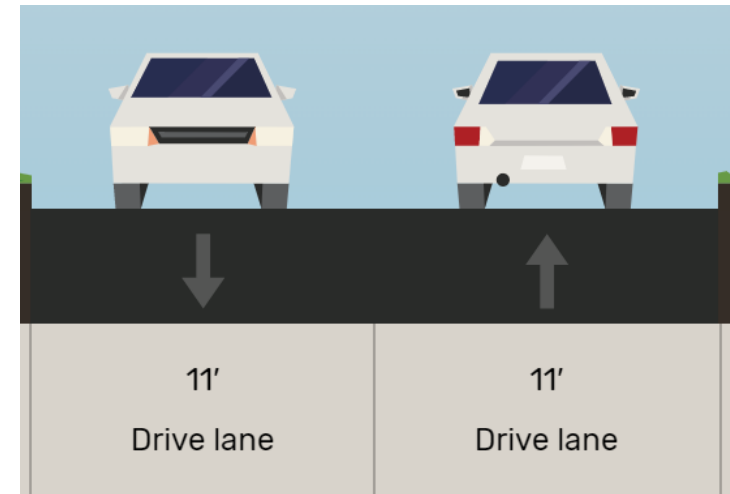


**There is a 1-ft gutter in the left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

E Hadley Street (L9)

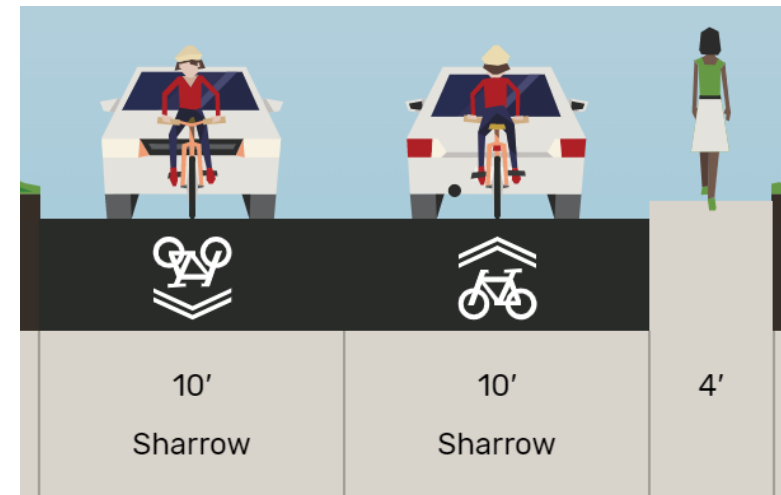


Existing



**There is an additional 2-ft on the right (north) side of unused space; there is no curb and gutter on the existing cross-section. Concept via Streetmix.net.*

Proposed

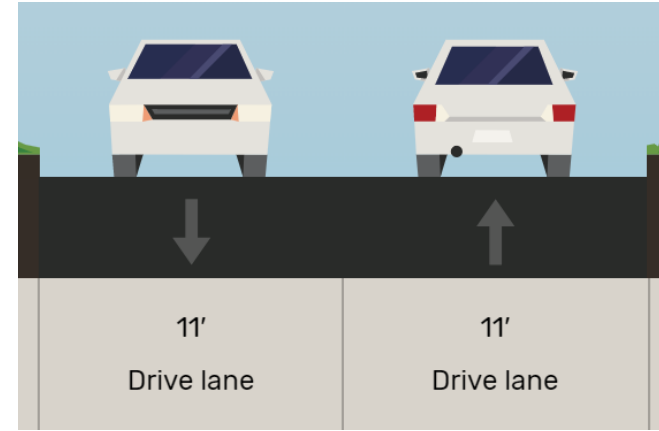


**There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

S 9th Way (L10)

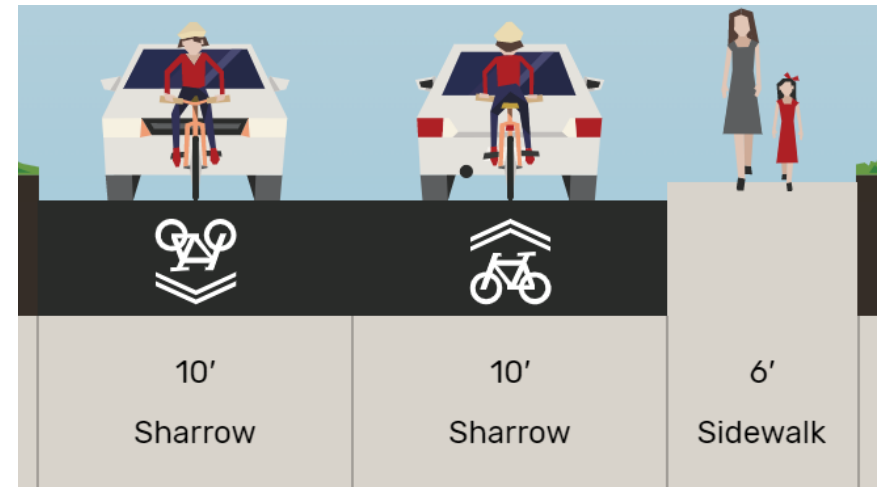


Existing



**There is an additional 2-ft on each side of unused space; there is no curb and gutter on the existing cross-section. Concept via Streetmix.net.*

Proposed

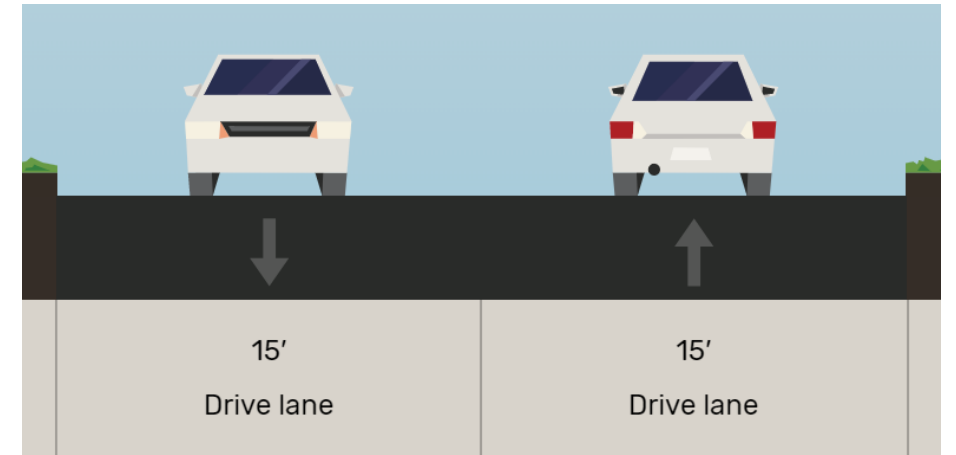


**There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

E Sherman Street (L11)

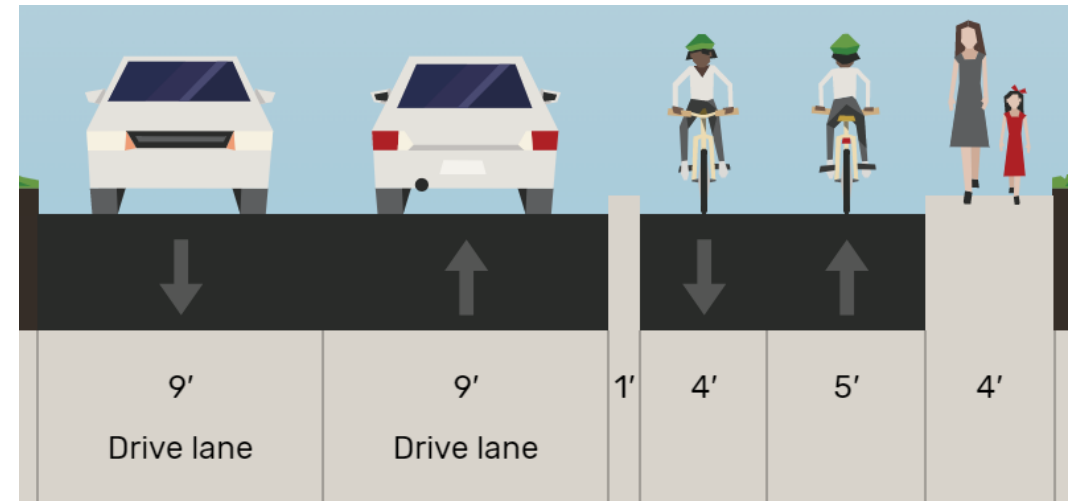


Existing



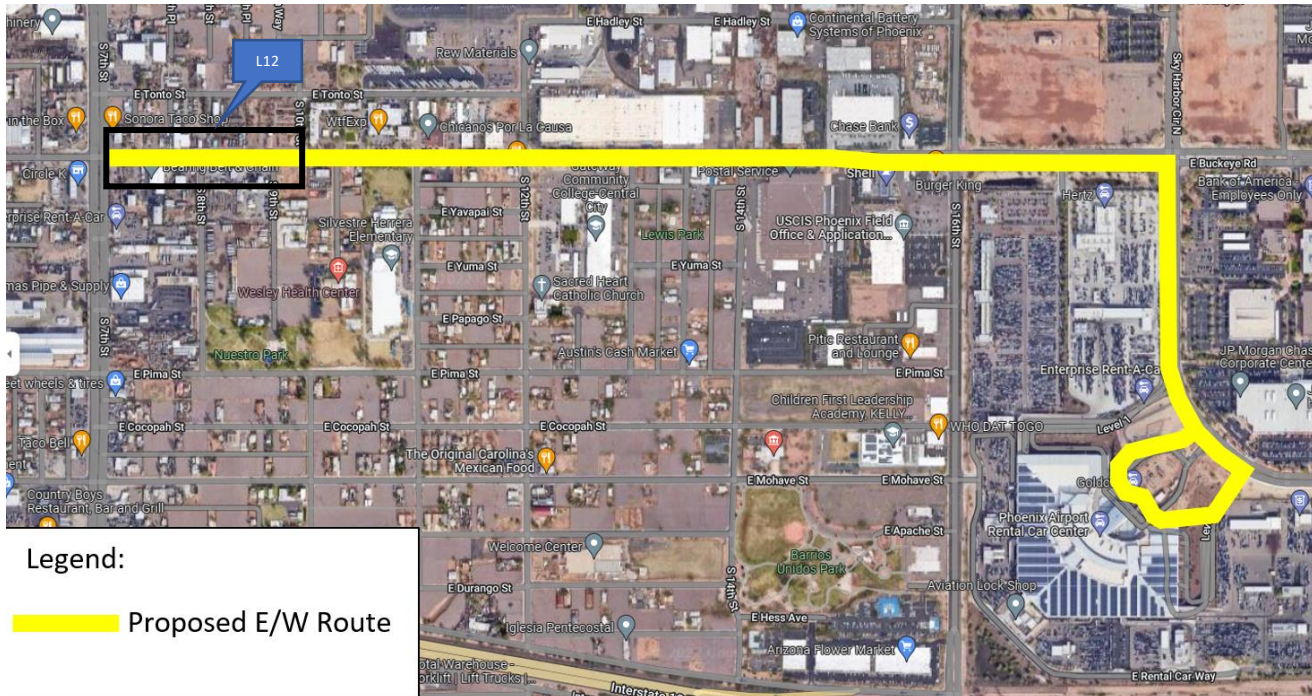
**There is an additional 1-ft either side of unused space. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed

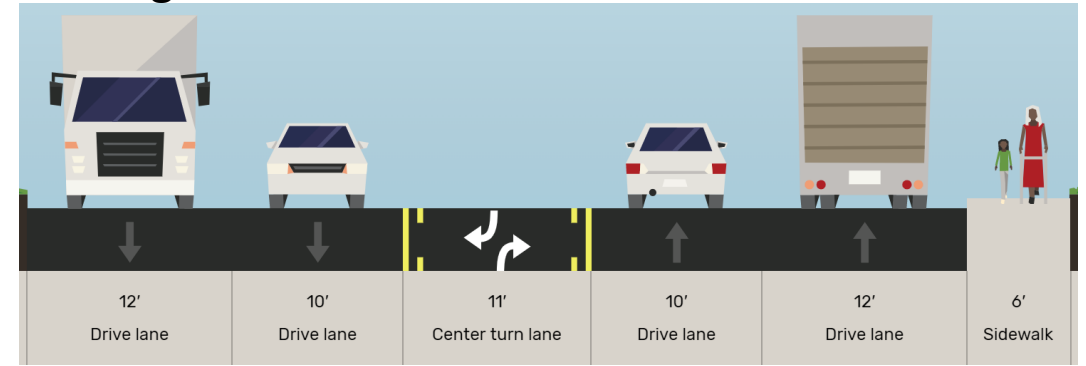


**There is a 1-ft gutter in the left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

E Buckeye Road (L12)

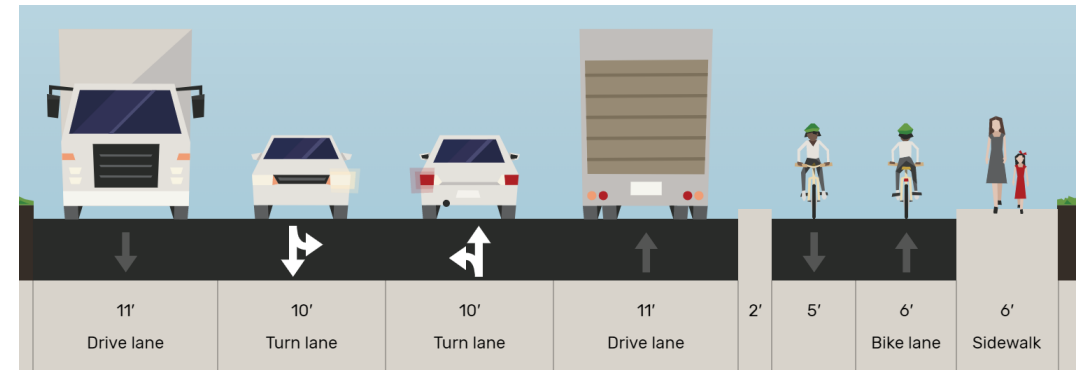


Existing



**There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.*

Proposed

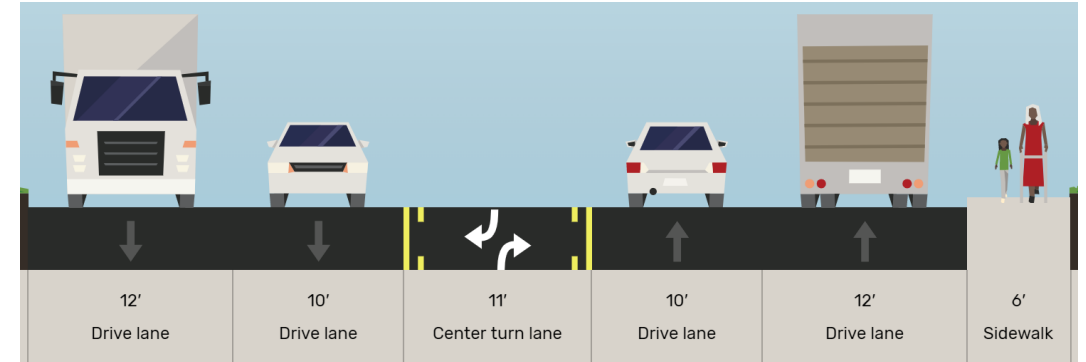


**There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

E Buckeye Road (L13)

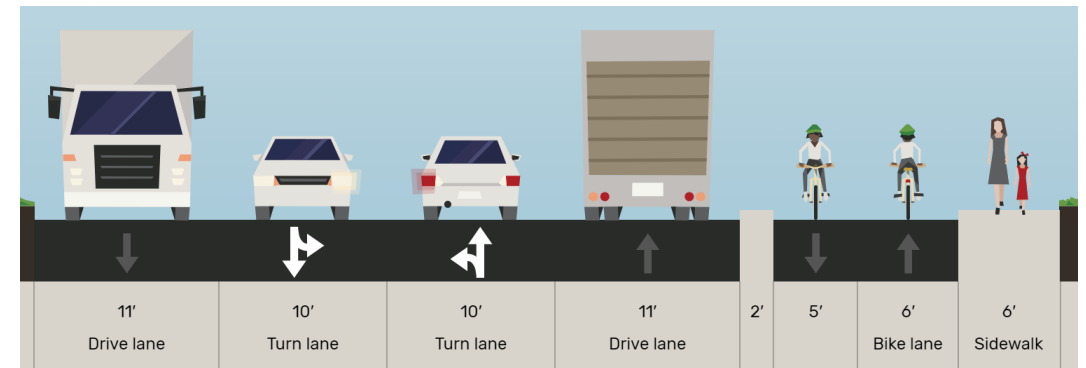


Existing



**The existing cross-section does not show the sidewalk and boulevard for part of the distance on the north side as well as an 8.5-ft median refuge island at a bus stop. There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.*

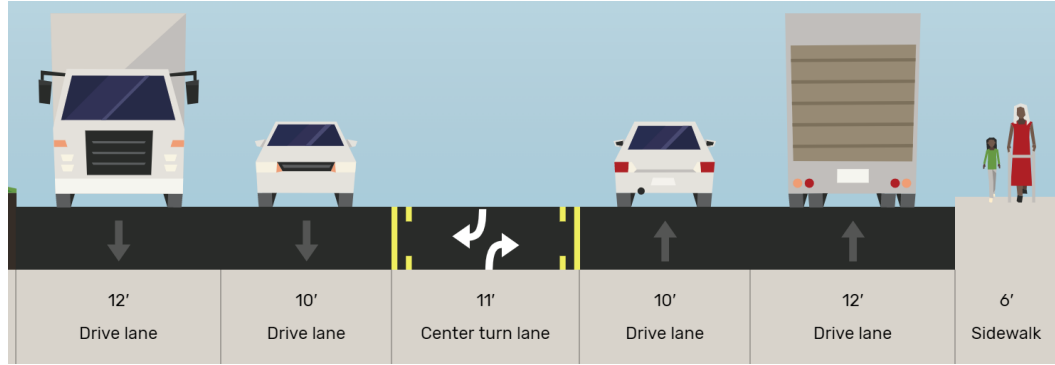
Proposed



**There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

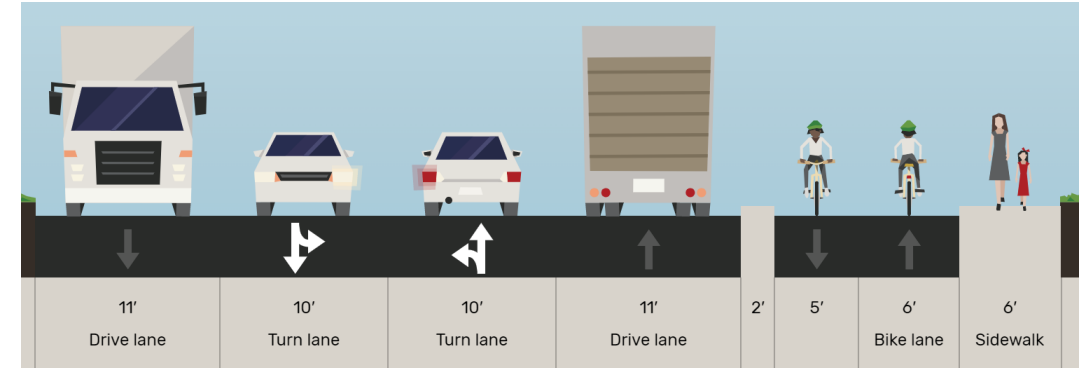
E Buckeye Road (L13 Cont.)

Existing



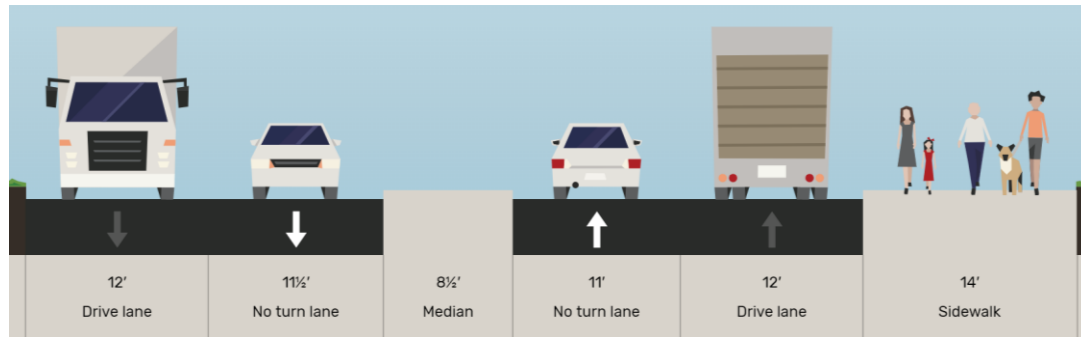
**The existing cross-section does not show the sidewalk and boulevard for part of the distance on the north side as well as an 8.5-ft median refuge island at a bus stop. There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.*

Proposed



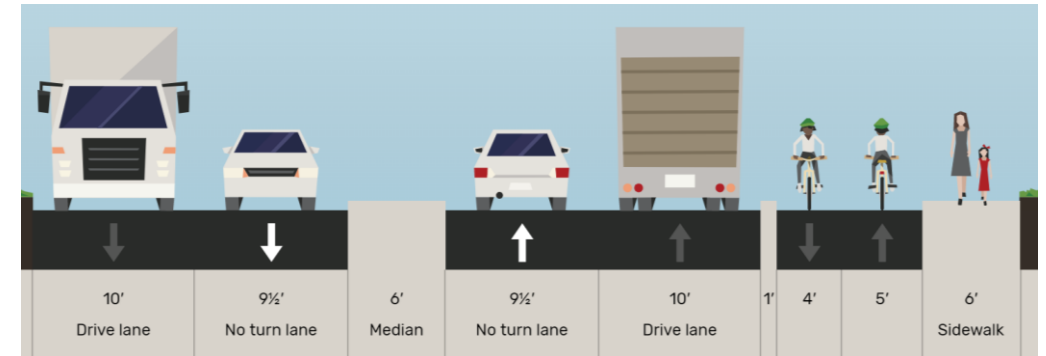
**There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

Existing – At Bus Stop With Median Refuge Island



**The "Median" is an existing median refuge island. There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.*

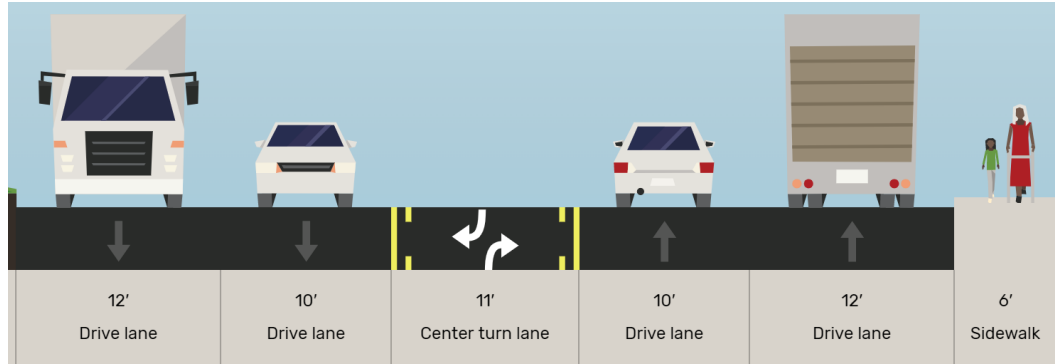
Proposed – Enhanced Crossings



**There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

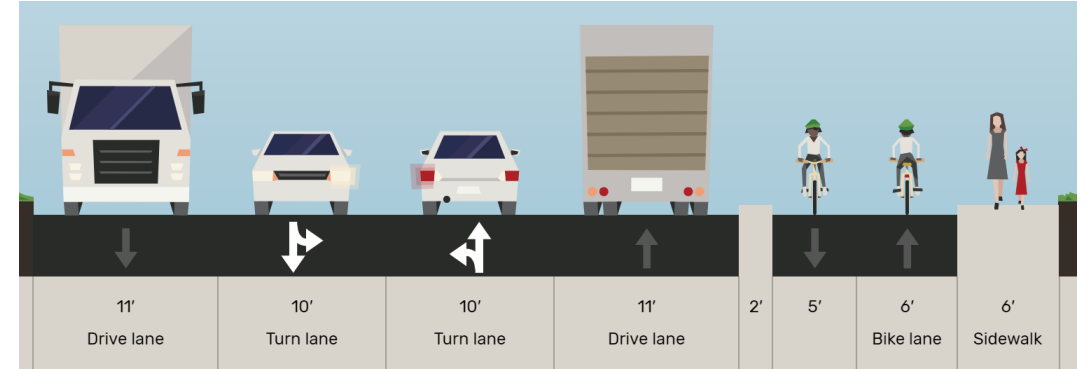
E Buckeye Road (L13 Cont.)

Existing



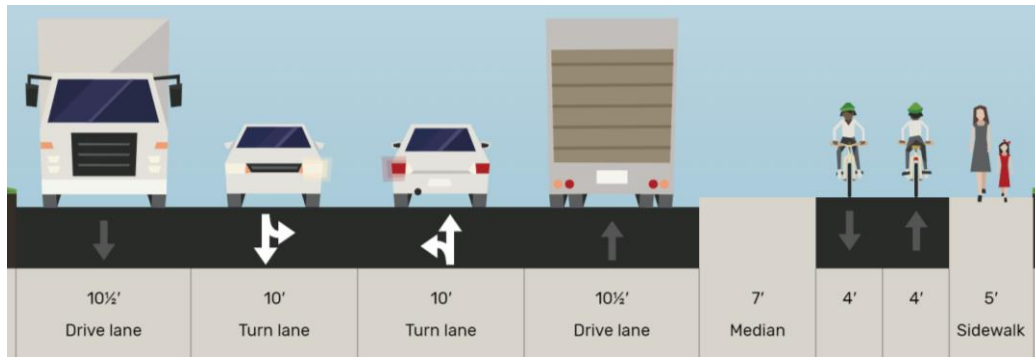
*The existing cross-section does not show the sidewalk and boulevard for part of the distance on the north side as well as an 8.5-ft median refuge island at a bus stop. *There is a 1-ft gutter in the outside "Drive lane" widths. Concept via Streetmix.net.

Proposed



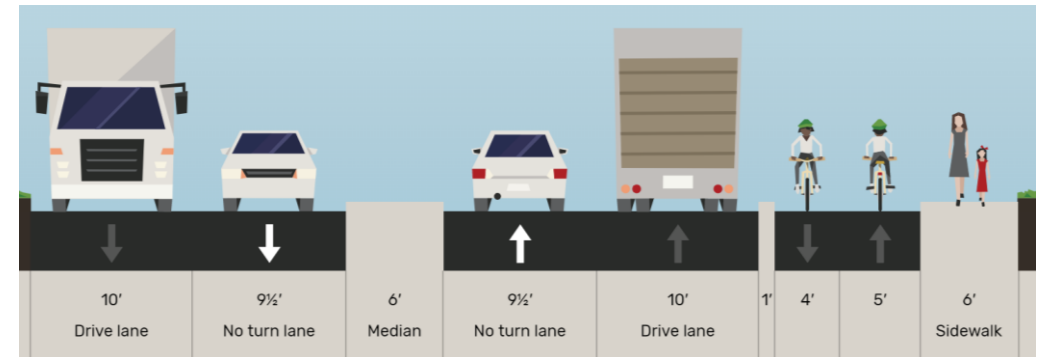
*There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.

Proposed – Bus Stops



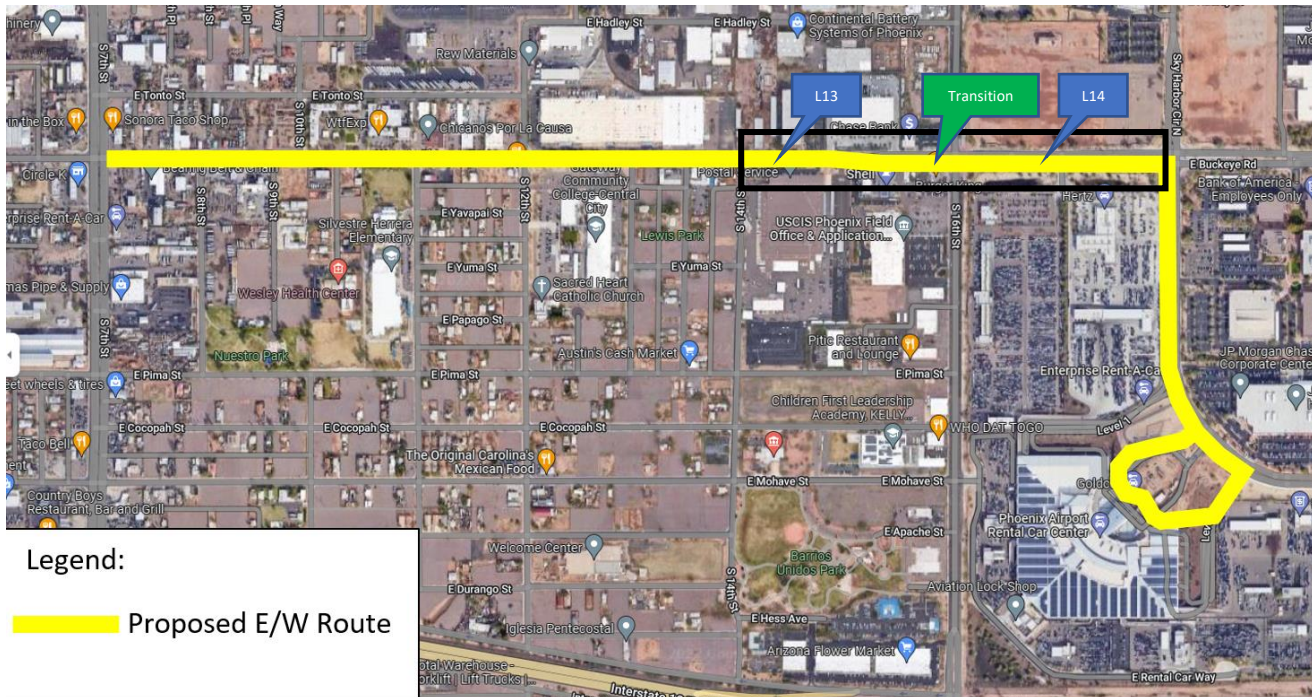
*There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.

Proposed – Enhanced Crossings

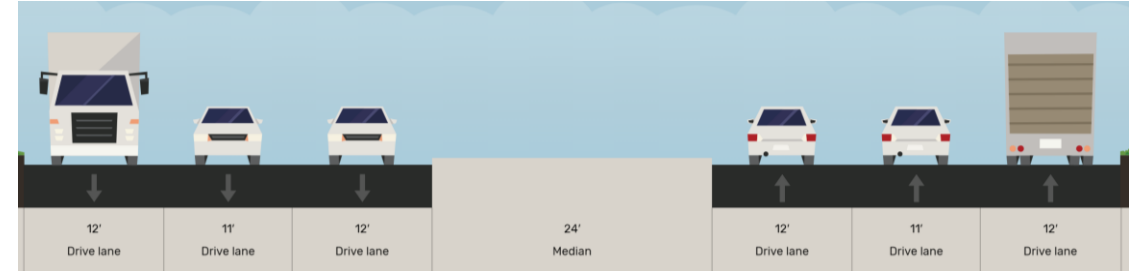


*There is a 1-ft gutter in the left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.

E Buckeye Road (L14)

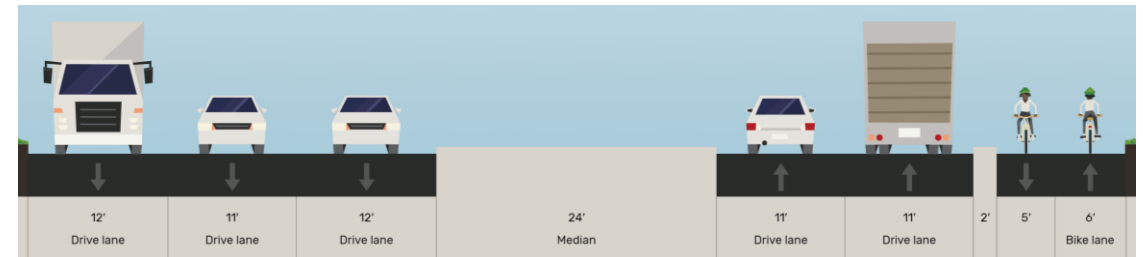


Existing



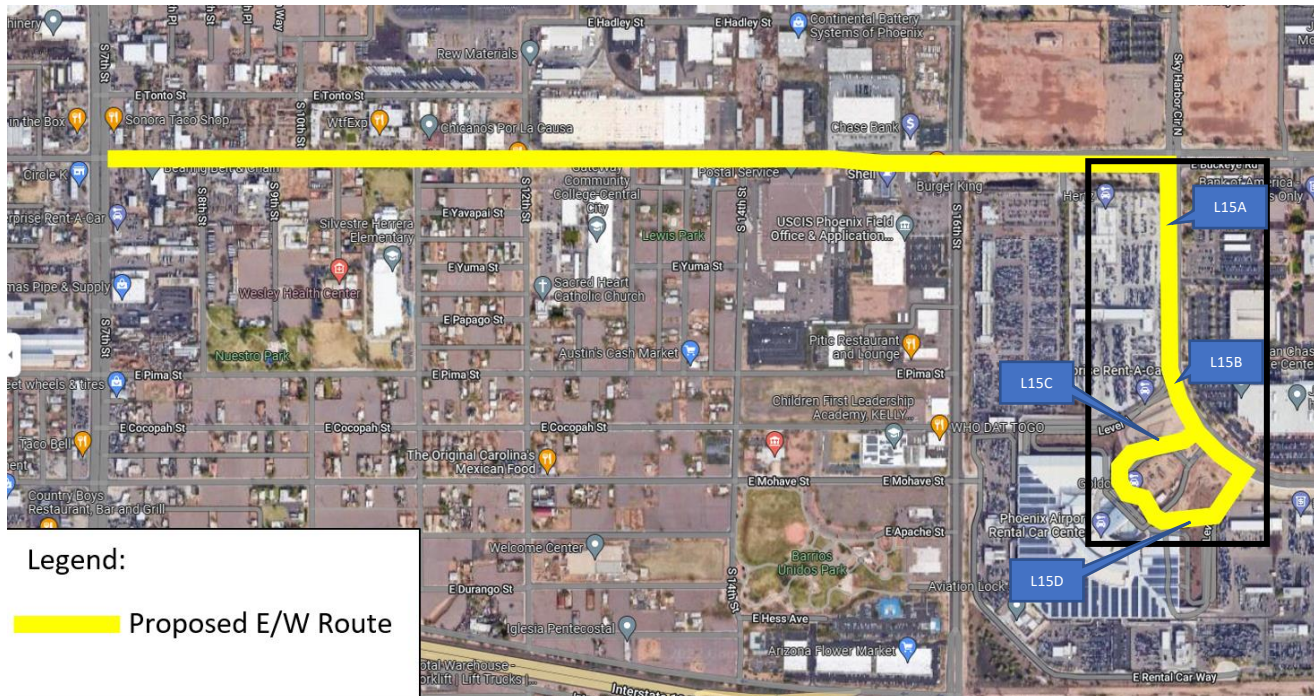
**The existing cross-section does not show existing sidewalks or boulevards. There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.*

Proposed



**The proposed cross-section does not show existing sidewalks or boulevards. There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

Sky Harbor Cir/Skytrain (L15A)



Existing



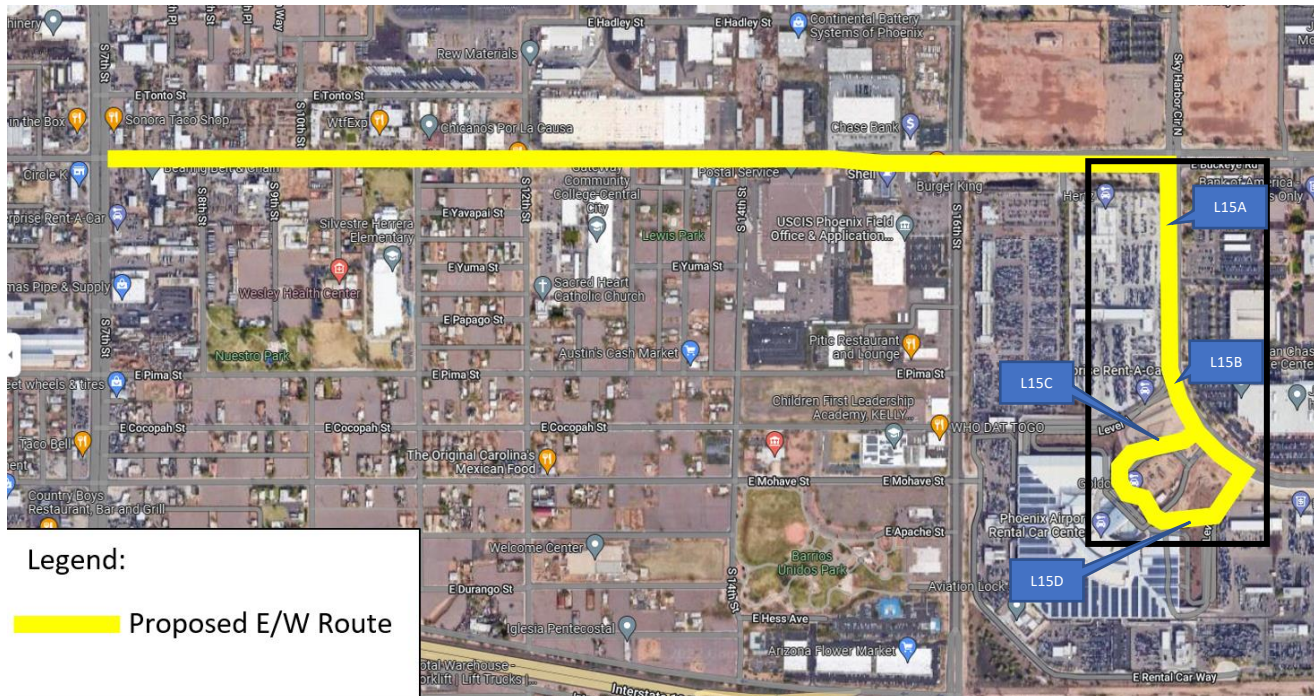
**The existing cross-section does not show existing sidewalks or boulevards. The "Median" is made of pavers and looks to be mountable. There is a 1-ft gutter the outer left "Turn lane" and outer right "Drive lane" widths. Concept via Streetmix.net.*

Proposed

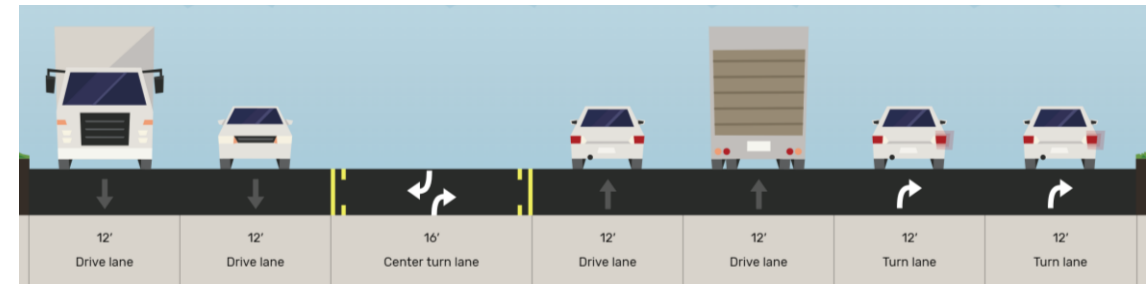


**The proposed cross-section does not show existing sidewalks or boulevards. There is a 1-ft gutter in the outer left "Turn lane" and right "Bike lane" widths. The "Median" is made of pavers and looks to be mountable. Concept via Streetmix.net.*

Sky Harbor Cir/Skytrain (L15B)

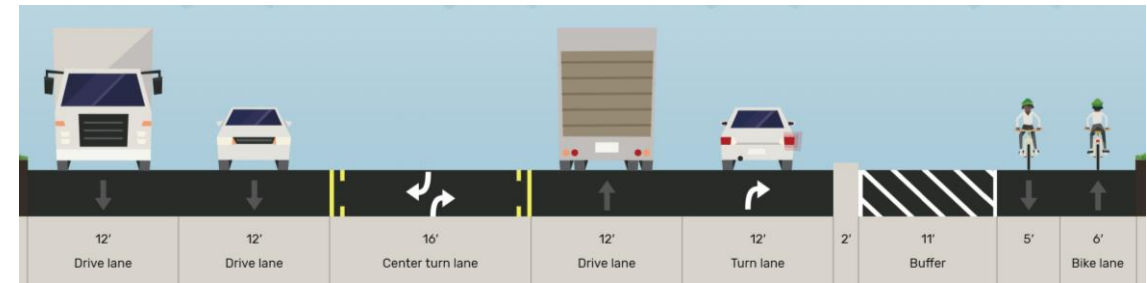


Existing



*The existing cross-section does not show existing sidewalks or boulevards. The "Center turn lane" is made of pavers and looks to be mountable. There is a 1-ft gutter in the outer left "Drive lane" and outer right "Turn lane" width. Concept via Streetmix.net.

Proposed

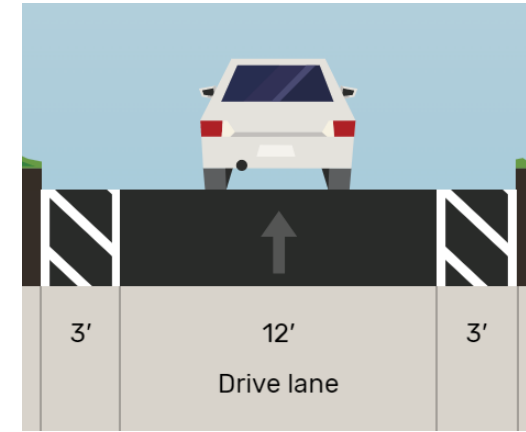


*The proposed cross-section does not show existing sidewalks or boulevards. There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths. The "Center turn lane" is made of pavers and looks to be mountable. Concept via Streetmix.net.

Sky Harbor Cir/Skytrain (L15C)

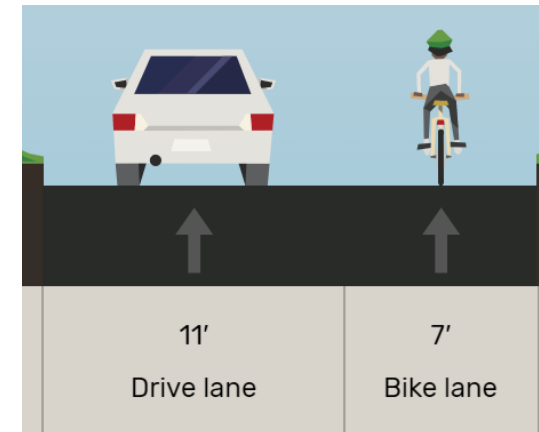


Existing



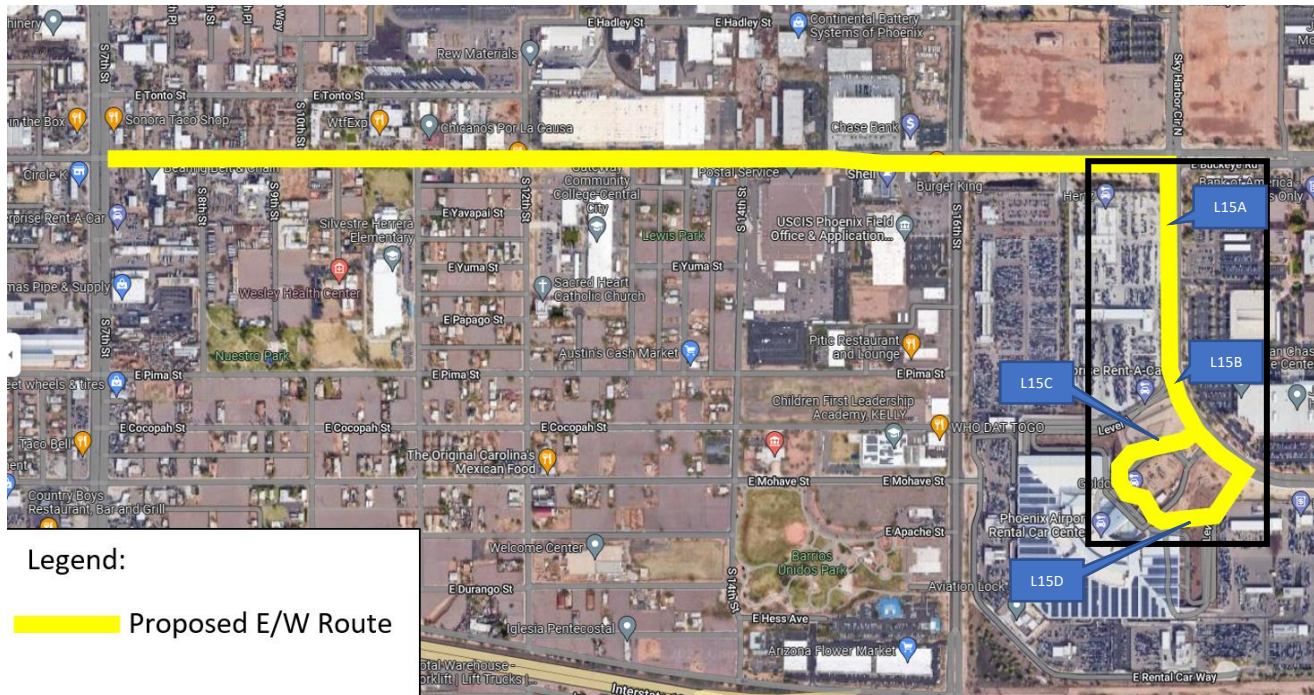
**The existing cross-section does not show existing sidewalks or boulevards. There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

Proposed

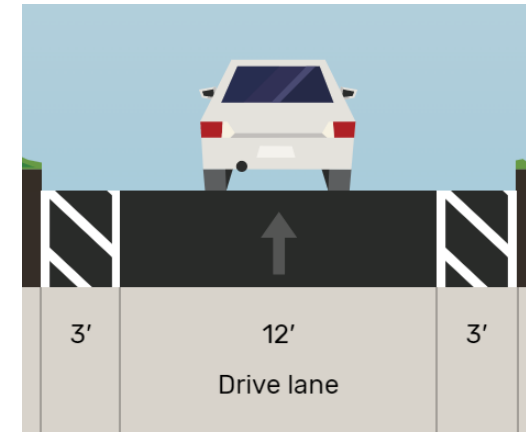


**The proposed cross-section does not show existing sidewalks or boulevards. There is a 1-ft gutter in the left "Drive lane" and right "Bike lane" widths. Concept via Streetmix.net.*

Sky Harbor Cir/Skytrain (L15D)

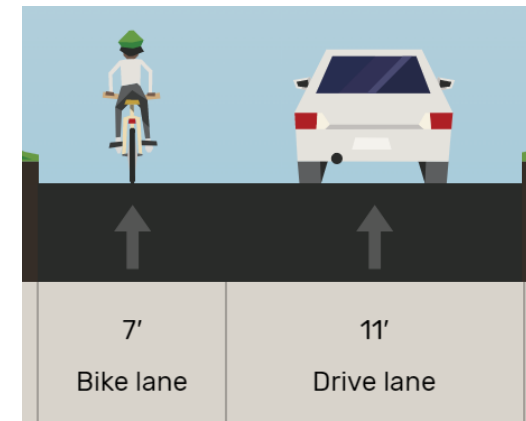


Existing



**There is a 1-ft gutter in each "Drive lane" width. Concept via Streetmix.net.*

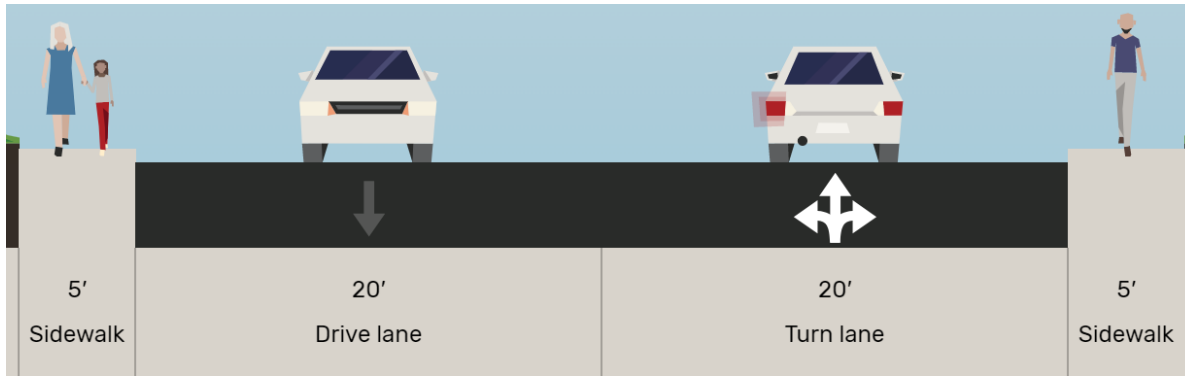
Proposed



**There is a 1-ft gutter in the left "Bike lane" and right "Drive lane" widths. Concept via Streetmix.net.*

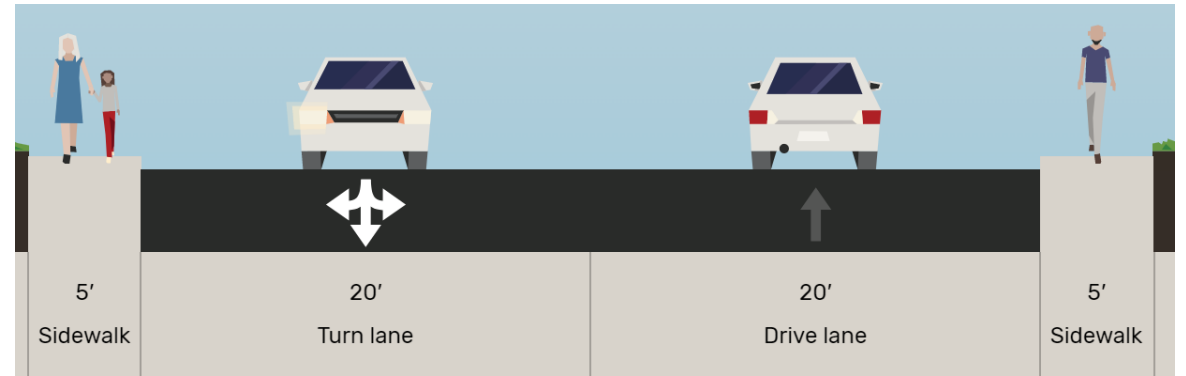
E Mohave St Traffic Signal – Lane Configuration

Existing – South Leg



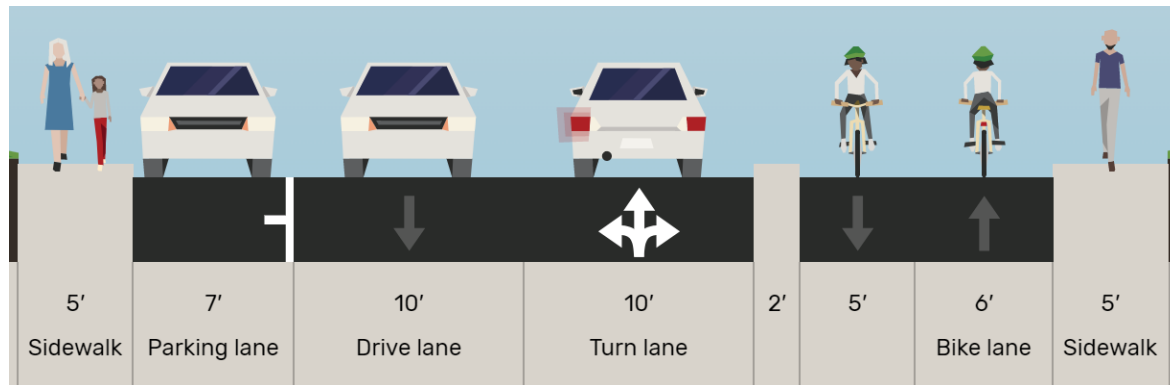
**There is a 1-ft gutter in the "Drive lane" and "Turn lane" widths.
Concept via Streetmix.net.*

Existing – North Leg



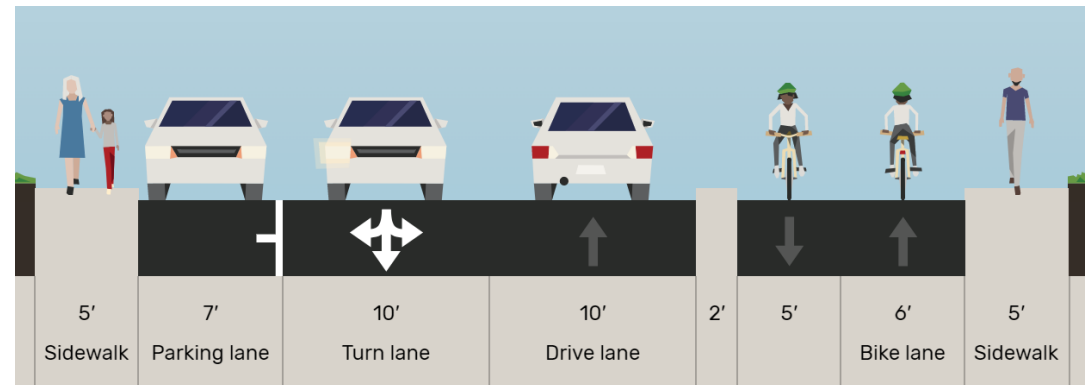
**There is a 1-ft gutter in the "Turn lane" and "Drive lane" widths.
Concept via Streetmix.net.*

Proposed – South Leg



**There is a 1-ft gutter in the "Parking lane" and right "Bike lane" widths.
Concept via Streetmix.net.*

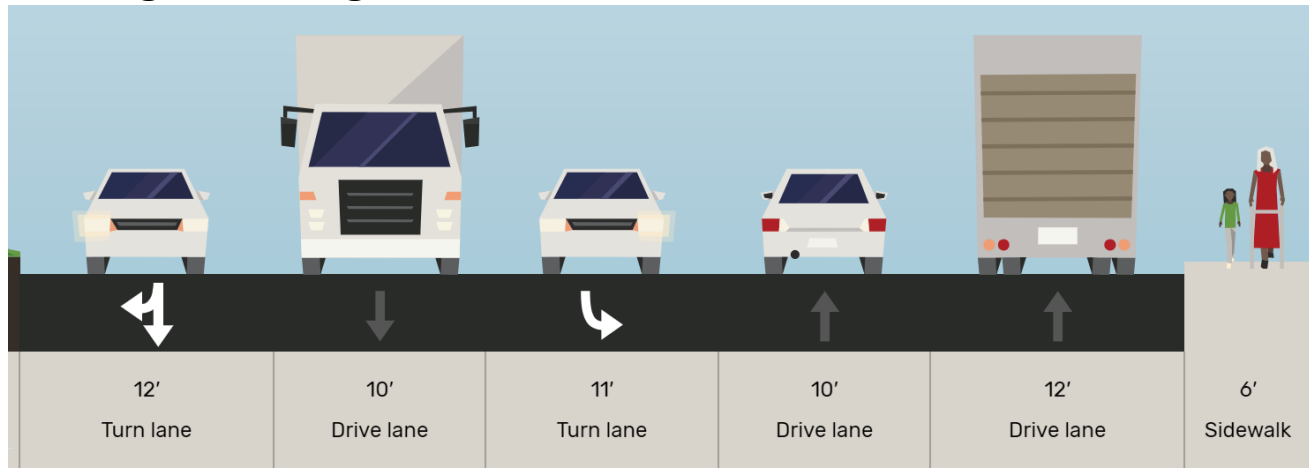
Proposed – North Leg



**There is a 1-ft gutter in the "Parking lane" and right "Bike lane" widths.
Concept via Streetmix.net.*

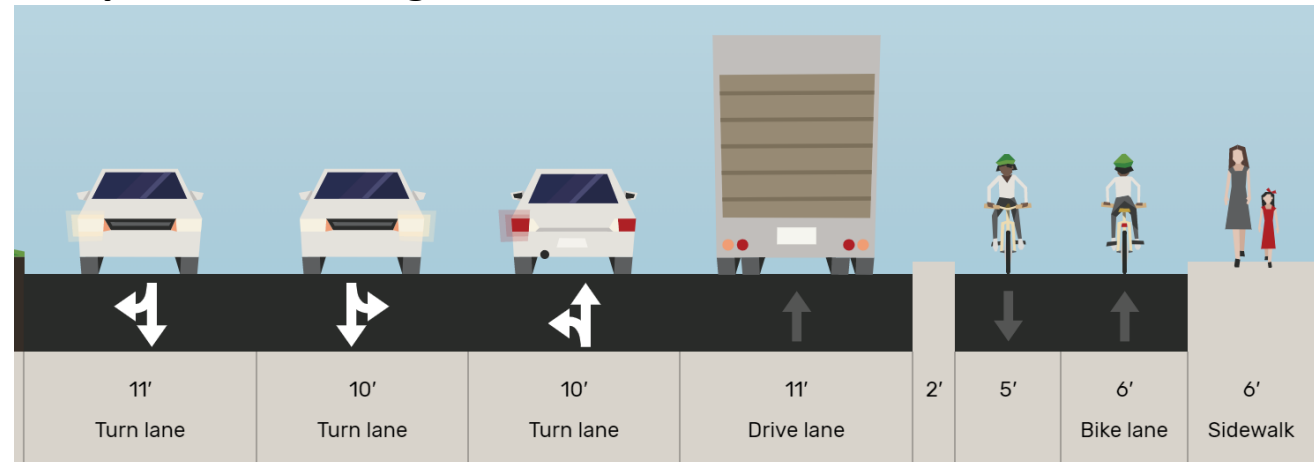
S 7th St Traffic Signal – Lane Configuration

Existing – East Leg



**There is a 1-ft gutter in the outer left "Turn lane" and outer right "Drive lane" widths. Concept via Streetmix.net.*

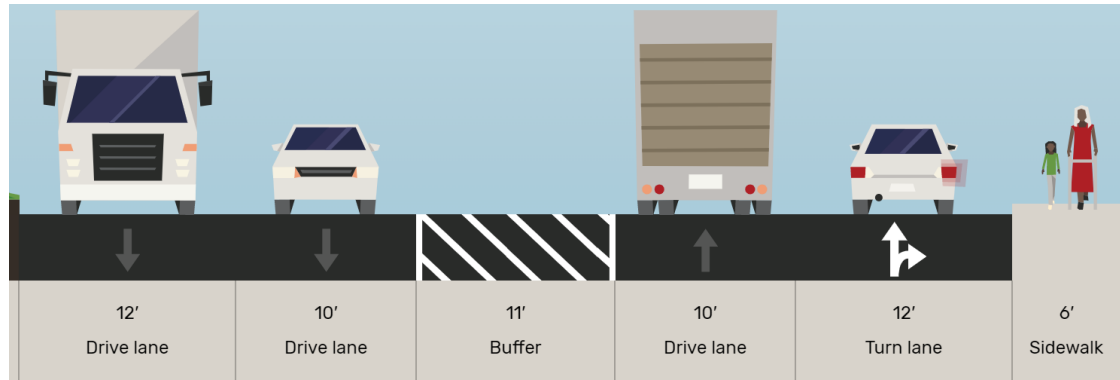
Proposed – East Leg



**There is a 1-ft gutter in the outer left "Turn lane" and right "Bike lane" widths. Concept via Streetmix.net.*

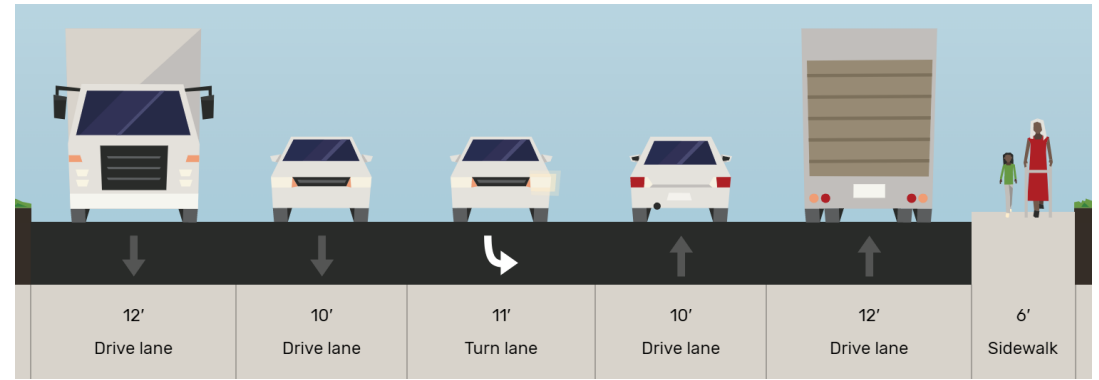
S 14th St Traffic Signal – Lane Configuration

Existing – West Leg



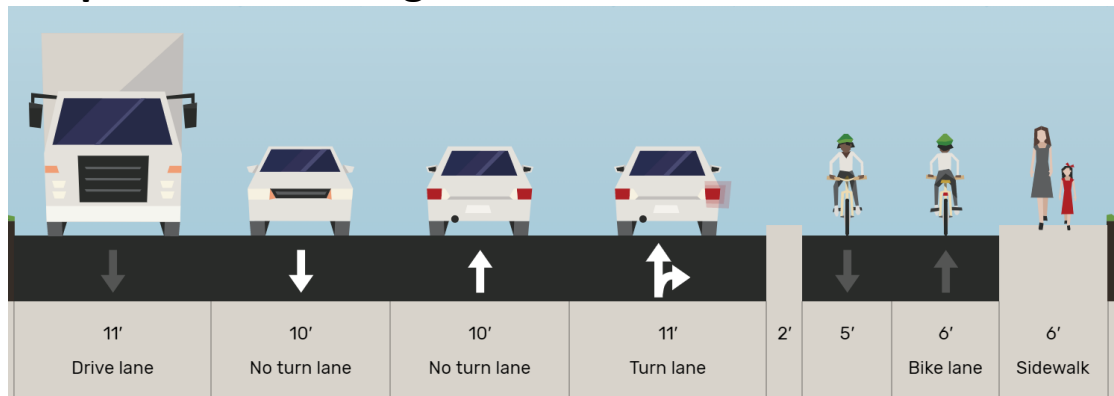
*There is a 1-ft gutter in the outer left "Drive lane" and outer right "Turn lane" widths. The "Buffer" is a painted yellow buffer. Concept via Streetmix.net.

Existing – East Leg



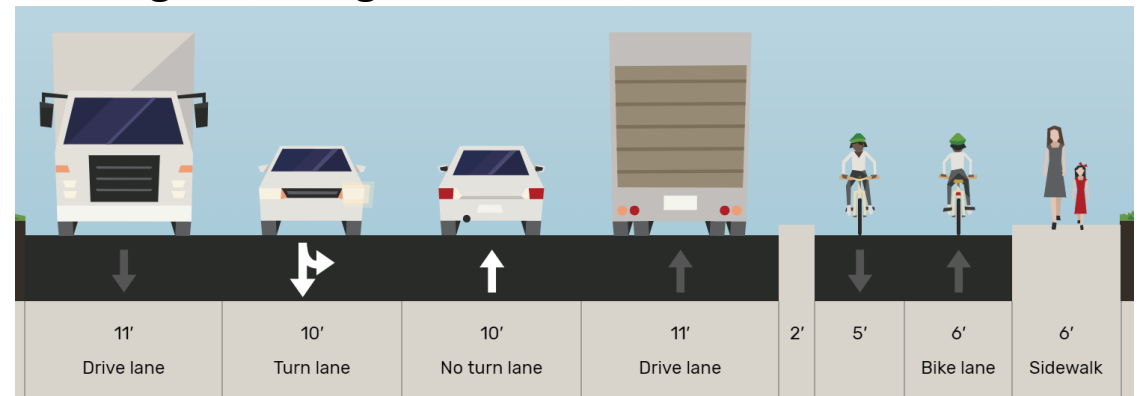
*There is a 1-ft gutter in the outer "Drive lane" widths. Concept via Streetmix.net.

Proposed – West Leg



*There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths.

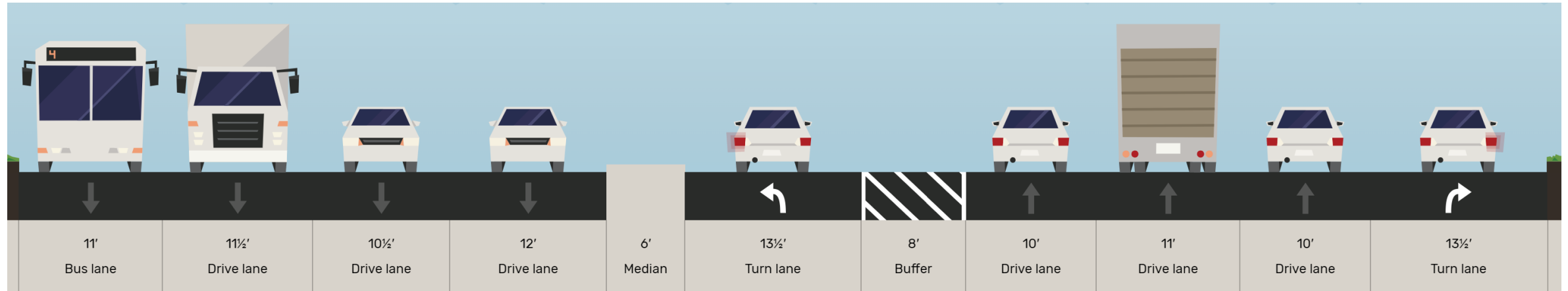
Existing – East Leg



*There is a 1-ft gutter in the outer left "Drive lane" and right "Bike lane" widths.

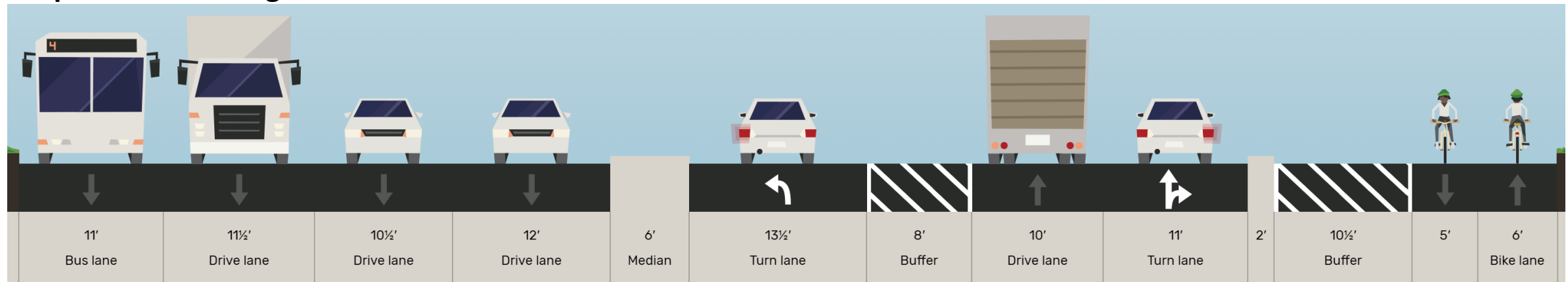
S 16th St Traffic Signal – Lane Configuration

Existing – West Leg



*There is a 1-ft gutter in the left "Bus lane" and outer right "Turn lane" widths. The "Buffer" does not include cross-hatching. The "Bus lane" is at the bus stop only.
Concept via Streetmix.net.

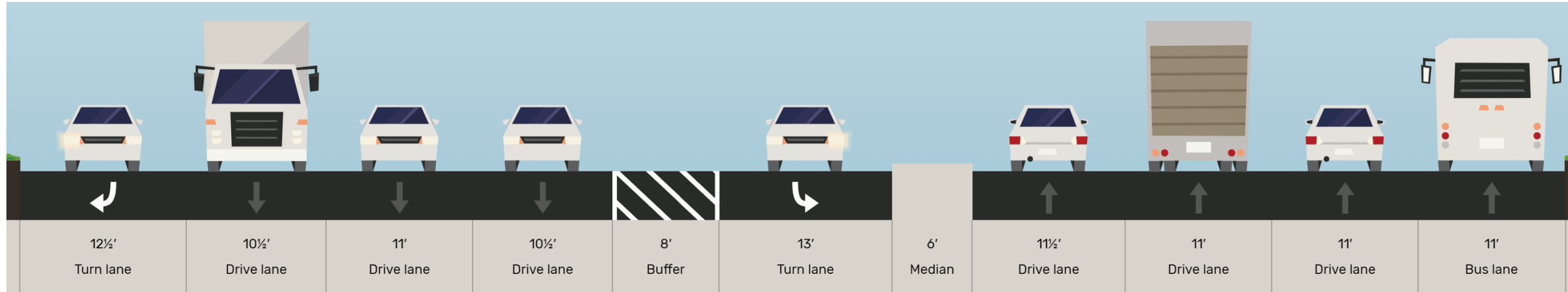
Proposed – West Leg



*There is a 1-ft gutter in the left "Bus lane" and right "Bike lane" widths. The two areas labeled "Buffer" do not include cross-hatching. The "Bus lane" is at the bus stop only.

S 16th St Traffic Signal – Lane Configuration

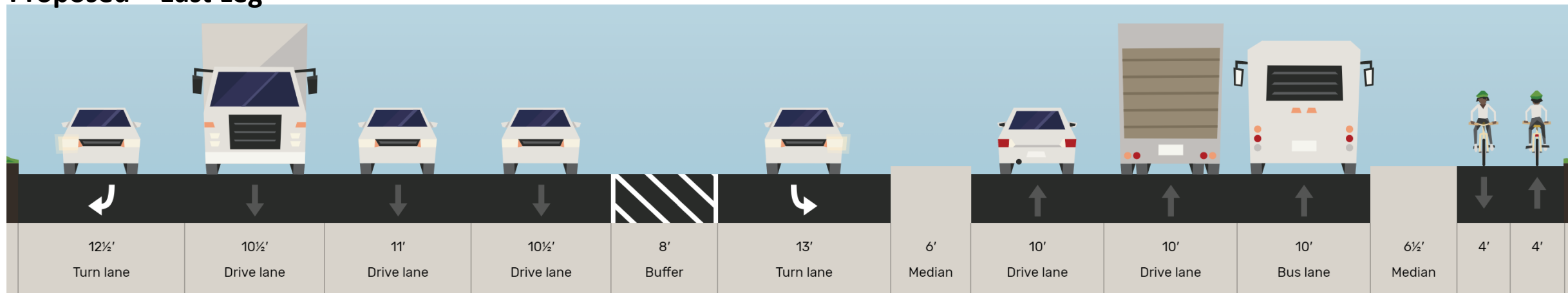
Existing – East Leg



*There is a 1-ft gutter in the outer left "Turn lane" and right "Bus lane" widths. The "Buffer" does not include cross-hatching. The "Bus lane" is at the bus stop only.

Concept via Streetmix.net.

Proposed – East Leg

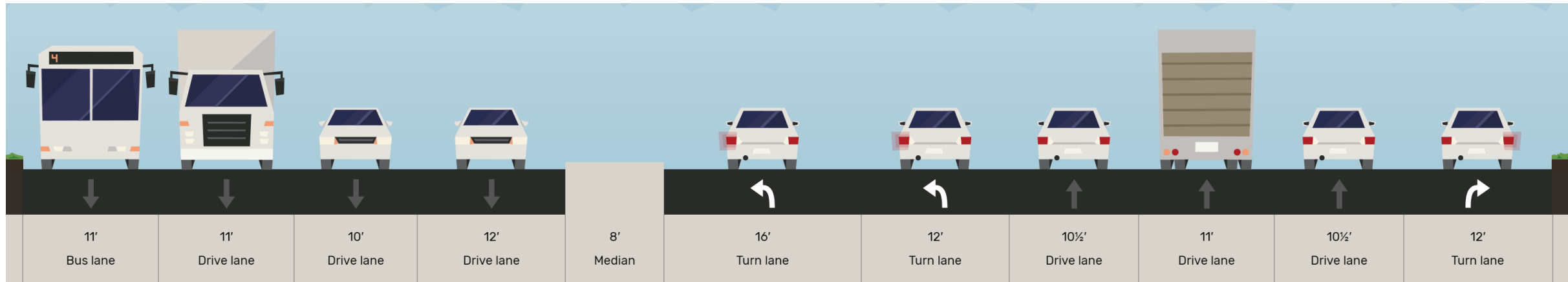


*There is a 1-ft gutter in the outer left "Turn lane" and right "Bus lane" widths. The "Buffer" does not include cross-hatching. The "Bus lane" is at the bus stop only. The "6 ½-dr Median" is

for loading and unloading at the bus stop. Concept via Streetmix.net.

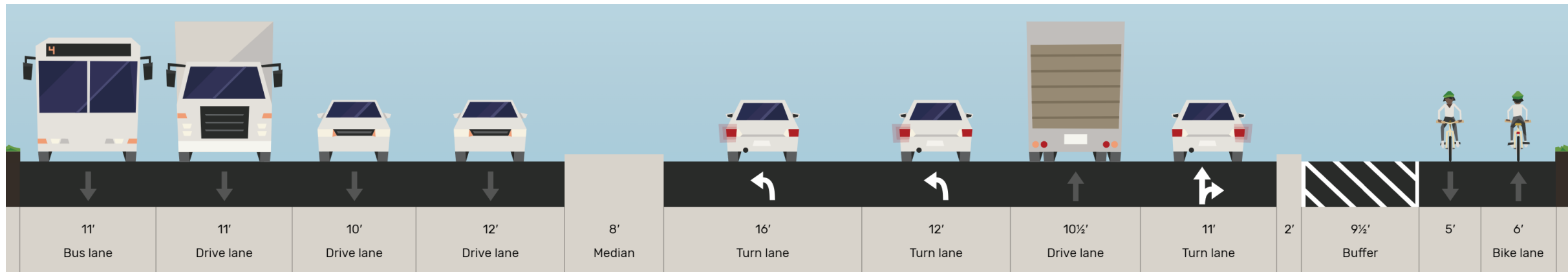
Sky Harbor Cir N/S Traffic Signal – Lane Configuration

Existing – West Leg



*There is a 1-ft gutter in the left "Bus lane" and outer right "Turn lane" widths. The "Bus lane" is at the bus stop only. Concept via Streetmix.net.

Proposed – West Leg

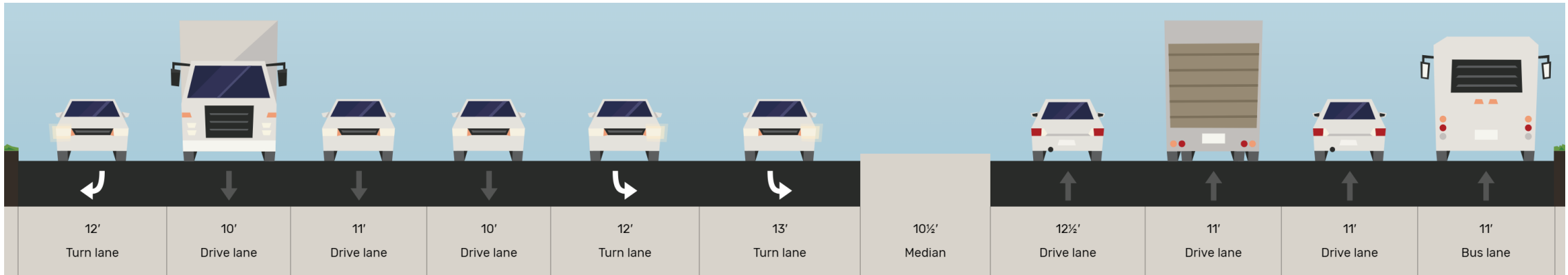


*There is a 1-ft gutter in the left "Bus lane" and outer right "Turn lane" widths. The "Buffer" does not include cross-hatching. The "Bus lane" is at the bus stop only.

Concept via Streetmix.net.

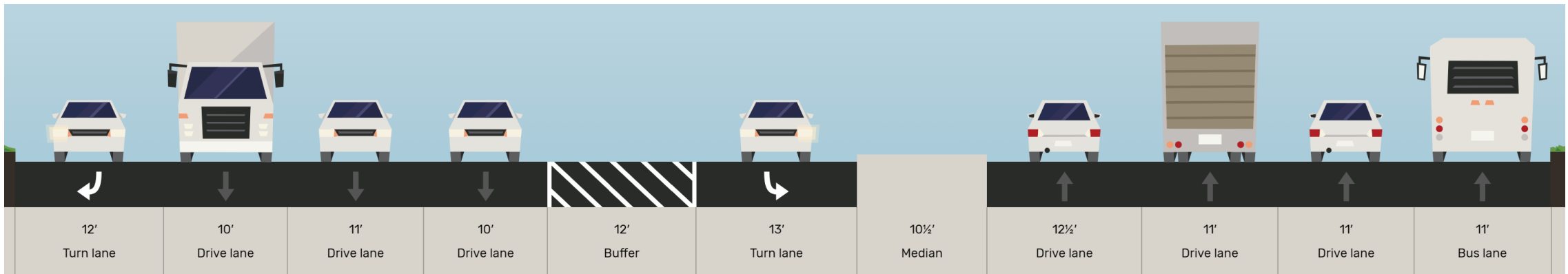
Sky Harbor Cir N/S Traffic Signal – Lane Configuration

Existing – East Leg



*There is a 1-ft gutter in the outer left "Turn lane" and right "Bus lane" widths. The "Bus lane" is at the bus stop only. Concept via Streetmix.net.

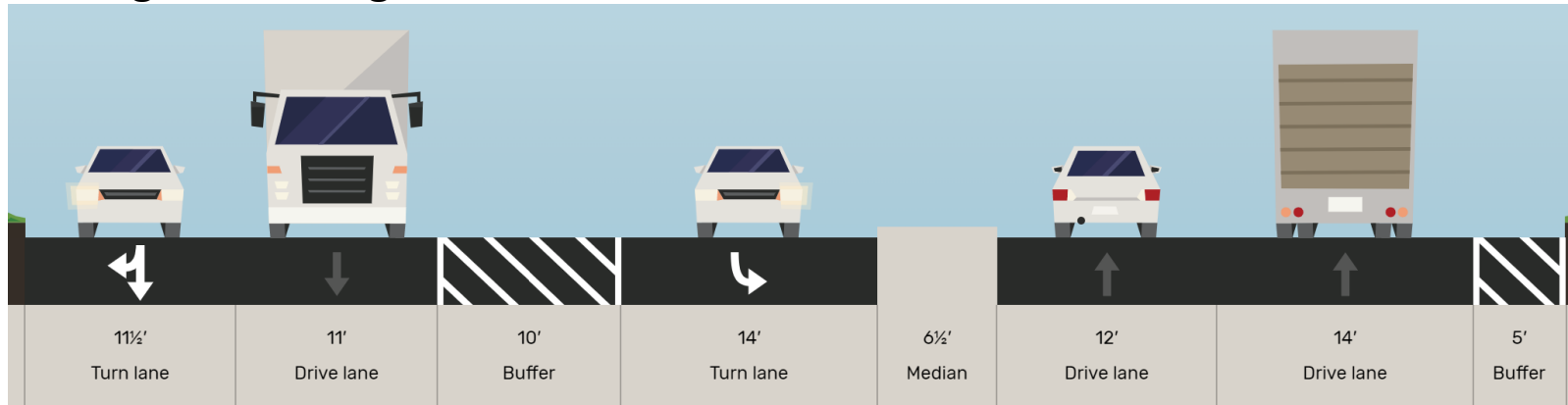
Proposed – East Leg



*There is a 1-ft gutter in the outer left "Turn lane" and right "Bus lane" widths. The "Buffer" includes cross-hatching. The "Bus lane" is at the bus stop only. Concept via Streetmix.net.

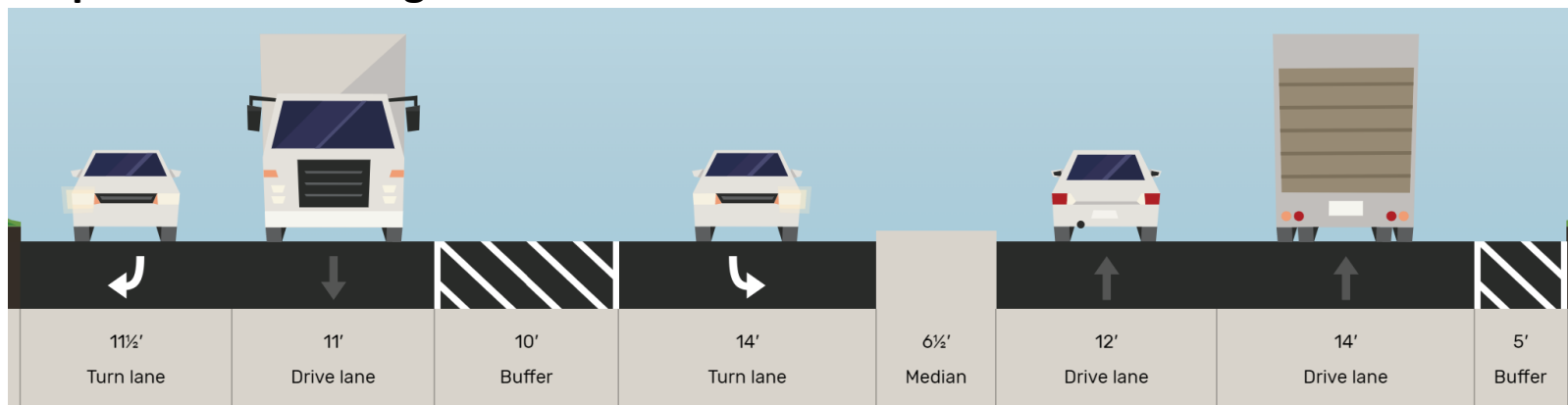
Sky Harbor Cir N/S Traffic Signal – Lane Configuration

Existing – North Leg



**There is a 1-ft gutter in the outer left "Turn lane" and right "Buffer" widths. The two areas labeled "Buffer" do not include cross-hatching. The right "Buffer" is a paved shoulder. Concept via Streetmix.net.*

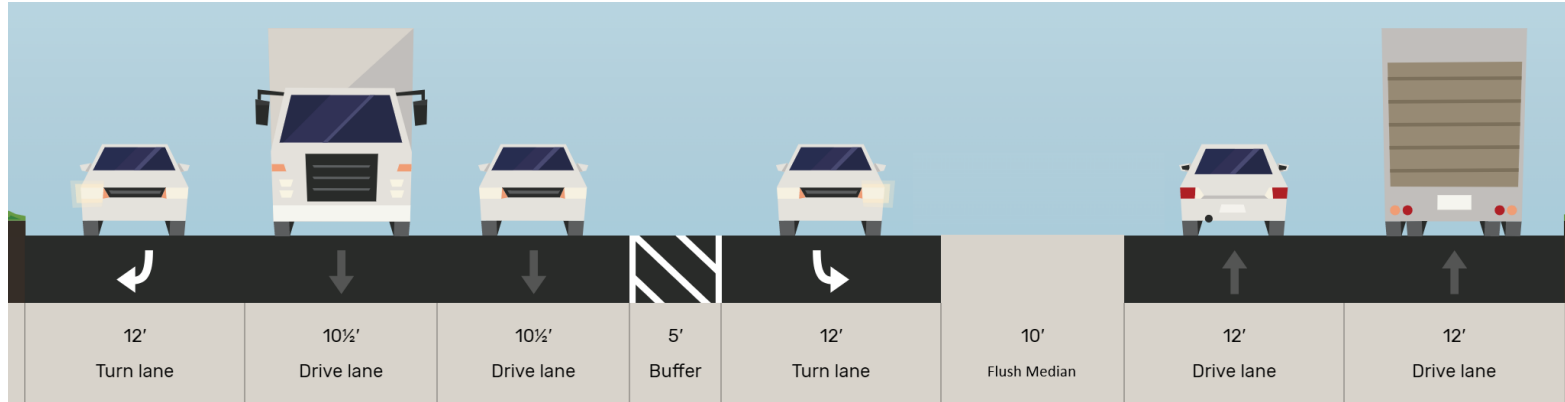
Proposed – North Leg



**There is a 1-ft gutter in the outer left "Turn lane" and right "Buffer" widths. The two areas labeled "Buffer" do not include cross-hatching. The right "Buffer" is a paved shoulder. Concept via Streetmix.net.*

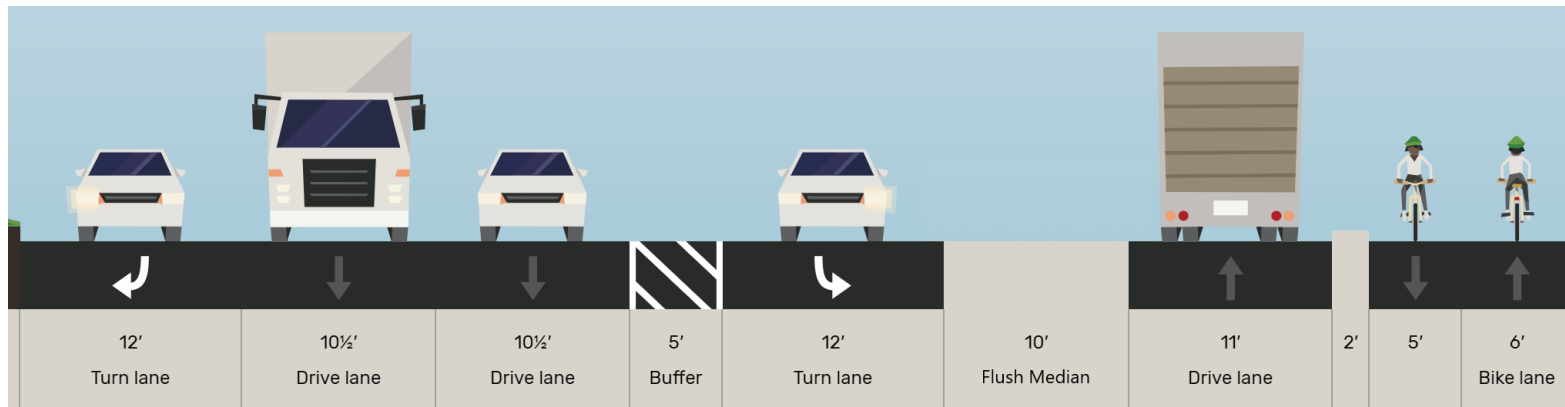
Sky Harbor Cir N/S Traffic Signal – Lane Configuration

Existing – South Leg



*There is a 1-ft gutter in the outer left “Turn lane” and right “Drive lane” widths. The “Buffer” does not include cross-hatching. The “Median” is made of pavers and looks to be mountable. Concept via Streetmix.net.

Proposed – South Leg

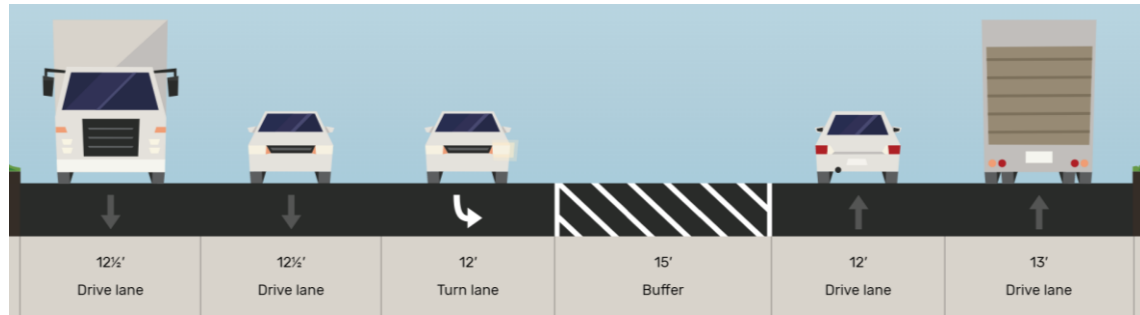


*There is a 1-ft gutter in the outer left “Turn lane” and right “Drive lane” widths. The “Buffer” does not include cross-hatching.

The “Median” is made of pavers and looks to be mountable. Concept via Streetmix.net.

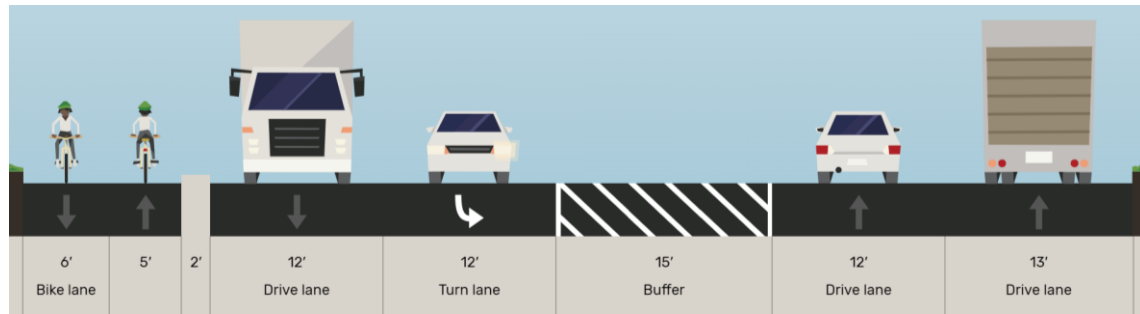
Rental Car Exit Traffic Signal – Lane Configuration

Existing – West Leg



**There is a 1-ft gutter in the outer left “Drive lane” and outer right “Drive lane” widths. The “Buffer” is a painted yellow buffer. Concept via Streetmix.net.*

Proposed – West Leg



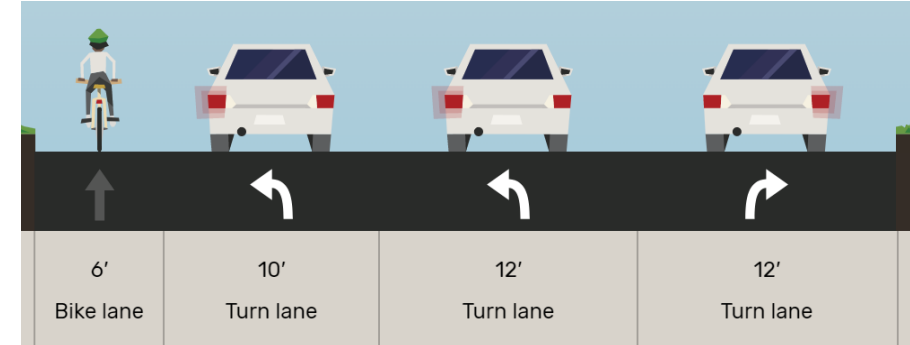
**There is a 1-ft gutter in the left “Bike lane” and outer right “Drive lane” widths. The “Buffer” is a yellow painted buffer. Concept via Streetmix.net.*

Existing – South Leg



**There is a 1-ft gutter in the outer left “Turn lane” and outer right “Turn lane” widths. Concept via Streetmix.net.*

Proposed – South Leg



**There is a 1-ft gutter in the left “Bike lane” and outer right “Turn lane” widths. Concept via Streetmix.net.*

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

BCA Calculations.xlsx



February 24, 2023

Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington DC 20590
Attn: Secretary Pete Buttigieg

Dear Secretary Buttigieg,

We are writing on behalf of the Phoenix Community Alliance (PCA) Board of Directors, Public Affairs Committee, and full membership to express our support for the City of Phoenix RAISE construction and planning grants applications for the PHX Cultural Corridor project, including Buckeye Road enhancements. We believe this project will provide both short- and long-term benefits to our community.

This important project will deliver dedicated bicycle and pedestrian infrastructure to improve safety, increase mobility, prioritize equity-based project investment, contribute to the state of good repair, encourage economic development, and promote environmentally sustainable modal choices and investments.

As background, PCA is a 40-year-old business leadership and advocacy organization for greater Downtown Phoenix, with nearly 300 members ranging from small nonprofit community organizations to large corporations, from college students and private professionals to start-up businesses. Through PCA's advocacy committees, including our Multi-Modal Connectivity Committee, our members work to create a stronger downtown for a greater Phoenix.

Construction of the Cultural Corridor is a major step in the realization of the PHX Land Reuse Strategy (LRS), a program supporting the redevelopment of Airport-owned noise parcels. The investment made from resources provided from these grants will enrich the culture within areas of persistent poverty by strengthening the integration between communities in addition to improving safety and accessibility along the corridor. Equally critical to the revitalization of the area is the enhancement of Buckeye Road.

The PHX Cultural Corridor will allow for the expansion of training programs, promote robust job creation, promote wealth building, and promote long-term economic growth by enabling the residents of our community to access services more safely. Nearly one-third of the households in



Activate, Advocate & Build the Phoenix We Want!

Phoenix Community Alliance

1 East Washington Street, Suite 230 • Phoenix, AZ 85004 • (602) 682-6612 • phoenixcommunityalliance.com

PREVIEW Date: Feb 27, 2023

Workspace ID: WS01044148 Funding Opportunity Number: DTOS59-23-RA-RAISE

Office of the Secretary of Transportation
Secretary Pete Buttigieg
February 24, 2023
Page 2 of 2

our community do not have access to a car – the roadway improvements associated with the Cultural Corridor mean that our neighbors can cross streets safely and without fear of dangerous interactions with fast-moving cars and trucks.

Investing in the PHX Cultural Corridor will enrich the area for visitors and residents. We have the opportunity to turn airport-adjacent parcels into a tourist destination that highlights Phoenix’s rich cultural history.

We strongly support the US Department of Transportation granting this award to the City of Phoenix, and, by doing so, supporting the greater equitable development within the state of Arizona.

Sincerely yours,



Patrick McDaniel
Senior Manager Membership Services
& Development
Phoenix Community Alliance



Diane Haller
Board Chair
Phoenix Community Alliance

cc: Ruben Alvarez, Chair, Public Affairs Committee
Krista Shepherd and Kyle Foxcroft, Co-Chairs, Multi-Modal Connectivity Committee



February 24, 2023

Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington DC 20590
Attn: Secretary Pete Buttigieg

Dear Secretary Buttigieg,

I am writing on behalf of Phoenix Revitalization Corporation to express our support for the City of Phoenix RAISE construction and planning grants applications for the PHX Cultural Corridor project, including Buckeye Road enhancements.

This important project will deliver dedicated bicycle and pedestrian infrastructure to improve safety, increase mobility, prioritize equity-based project investment, contribute to the state of good repair, encourage economic development, and promote environmentally sustainable modal choices and investments.

Phoenix Revitalization Corporation works to develop the skills and resources for residents and neighborhoods which enable them to advocate for and manage community change and transformation projects. The Construction of the Cultural Corridor is a major step in the realization of the PHX Land Reuse Strategy (LRS), a program supporting the redevelopment of Airport-owned noise parcels. With the resources provided from this grant, this investment will enrich the culture within areas of persistent poverty by strengthening the integration between communities in addition to improving safety and accessibility along the corridor. Equally critical to the revitalization of the area is the enhancement of Buckeye Road.

The PHX Cultural Corridor will allow us to expand our training programs / promote robust job creation / promote wealth building / promote long-term economic growth by enabling the residents of our community to access our services more safely. Nearly one-third of the households in our community do not have access to a car – the roadway improvements associated with the Cultural Corridor mean that our neighbors can cross streets safely and without fear of dangerous interactions with fast-moving cars and trucks. Investing in this project will enrich the area for visitors and residents. The short and long term benefits are tremendous.

I strongly support the US Department of Transportation granting this award to the City of Phoenix, and, by doing so, supporting the greater equitable development within the state of Arizona.

Sincerely,

A handwritten signature in black ink, appearing to read "Eva O. Olivas", is written over a light blue horizontal line.

Eva O. Olivas
Executive Director/CEO

1122 E. Buckeye Rd. Suite A1, Mailbox 4, Phoenix, Arizona 85034
Office: 602-253-6895 www.phxrevitalization.org



Clinic/Appointments: 602-257-4323
FAX: 602-257-4338
Community Center: 602-233-0017
www.wesleychc.org

February 24, 2023

Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington DC 20590
Attn: Secretary Pete Buttigieg

Dear Secretary Buttigieg,

I am writing on behalf of Wesley Community & Health Centers to express our support for the City of Phoenix RAISE construction and planning grants applications for the PHX Cultural Corridor project, including Buckeye Road enhancements. We have worked with the City of Phoenix and Phoenix Sky Harbor Airport as they developed plans for this project and wholeheartedly believe that it will provide both short- and long-term benefits to our community.

This important project will deliver dedicated bicycle and pedestrian infrastructure to improve safety, increase mobility, prioritize equity-based project investment, contribute to the state of good repair, encourage economic development, and promote environmentally sustainable modal choices and investments.

Wesley has operated within the area now identified as the PHX Cultural Corridor project since the 1950's. We provide a spectrum of community focused services to low-income, underserved residents within this neighborhood. Wesley has also operated as a Federally Qualified Health Center since 2009 and continues to provide essential services to a primarily Hispanic population, including afterschool and summer youth programs, ESL education, fitness, nutrition and gardening programs.

Construction of the Cultural Corridor is a major step in the realization of the PHX Land Reuse Strategy (LRS), a program supporting the redevelopment of Airport-owned noise parcels. With the resources provided from this grant, this investment will enrich the culture within areas of persistent poverty by strengthening the integration between communities in addition to improving safety and accessibility along the corridor. Equally critical to the revitalization of the area is the enhancement of Buckeye Road.

The PHX Cultural Corridor will promote long-term economic growth and robust job creation by enabling residents to safely access goods and services. Nearly one-third of the households in our community do not have access to a car – the roadway improvements associated with the Cultural Corridor mean that our neighbors can cross streets safely and without fear of dangerous interactions with fast-moving cars and trucks.

Wesley Health Center
1300 South 10th Street
Phoenix, AZ 85034

Golden Gate Community & Health Center
1625 North 39th Avenue
Phoenix, AZ 85009

Coffelt Health Center
1510 South 19th Drive
Phoenix, AZ 85034

Recker Road Health Center
5845 East Still Circle
Suite 104
Mesa, AZ 85206



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National Mission Institution of the United Methodist Church



Investing in the PHX Cultural Corridor will enrich the area for visitors and residents. We have the opportunity to turn airport-adjacent parcels into a tourist destination that highlights Phoenix’s rich cultural history.

I strongly support the US Department of Transportation granting this award to the City of Phoenix, and, by doing so, supporting the greater equitable development within the state of Arizona.

Sincerely,



Blaine Bandi (Feb 24, 2023 10:16 MST)

Blaine Bandi
Chief Executive Officer

Wesley Health Center
1300 South 10th Street
Phoenix, AZ 85034

**Golden Gate Community &
Health Center**
1625 North 39th Avenue
Phoenix, AZ 85009

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