



SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

Date: Thursday, May 16, 2024

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

Kent B. Lall, Chair	Mailen Pankiewicz, Commissioner
Mary Ann Miller, Vice-Chair	Kerry Wilcoxon, Commissioner
Robert Marmon, Commissioner	Emmie Cardella, Commissioner
Lee Kauftheil, Commissioner	

One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)

Public Comment

Citizens may address the members of the Transportation Commission during Public Comment. This “Public Comment” time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak “Public Comment” card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has begun will be provided to the members of the Transportation Commission at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting’s scheduled start time will be provided to members of the Transportation Commission. A written public comment may be submitted electronically at the following link: <https://www.scottsdaleaz.gov/boards/transportation-commission>

1. [Approval of Meeting Minutes](#)-----**Discussion and Action**
Regular Meeting of the Transportation Commission – April 18, 2024
2. [ADOT Update](#) ----- **Information**
Information on Loop 101 project and construction look-ahead – Gael Luna, Community Relations Project Manager
3. [Trolley Update](#) -----**Information**
Information on the 2024 Spring Training Trolley Service – Ratna Korepella, Transit Manager, Brendan Wagner, Senior Transit Planner and Daniel Alire, Transit Operations Coordinator
4. [RAISE Grant](#)-----**Information**
Information on the RAISE Grant submission – Susan Conklu, Senior Transportation Planner
5. [Projects and Programs Update](#)-----**Information**
Information on continuing projects and programs throughout the city – Mark Melnychenko, Transportation & Streets Director

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7637. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7637.



DRAFT

**SUMMARIZED MINUTES
CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, April 18, 2024
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251**

CALL TO ORDER

Chair Lall called the regular meeting of the Scottsdale Transportation Commission to order at 5:18 p.m.

ROLL CALL

PRESENT: Kent B. Lall, Chair
Mary Ann Miller, Vice-Chair
Robert Marmon, Commissioner
Lee Kaufheil, Commissioner
Mailen Pankiewicz, Commissioner
Kerry Wilcoxon, Commissioner
Emmie Cardella, Commissioner

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Phil Kercher, Traffic Engineering Manager
Kiran Guntupalli, Principal Traffic Engineer
Ruben Salse, Signal Supervisor
John Hons, Traffic Management Center Manager
Kyle Lofgren, Office Manager

PUBLIC COMMENT

Kyle Lofgren, Office Manager, read two written public comments submitted by Susan Wood and Cathy David. One spoken public comment was presented by Carol Wicks expressing concern regarding the safety of roundabouts.

1. APPROVAL OF MEETING MINUTES

COMMISSIONER KAUFTHEIL MOVED TO APPROVE THE MARCH 21, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS MARMON, KAUFTHEIL, PANKIEWICZ, WILCOXON, AND CARDELLA VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. AMENDMENT OF THE TRANSPORTATION COMMISSION BYLAWS

Chair Lall reviewed proposed changes to the current Commission bylaws.

VICE-CHAIR MILLER MOVED TO CHANGE THE BYLAWS TO REDUCE MEETINGS FROM TWELVE (12) OCCURRENCES IN A CALENDAR YEAR TO NINE (9). COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ONE (1) BY ROLL CALL VOTE. CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS MARMON, PANKIEWICZ, WILCOXON, AND CARDELLA VOTED IN THE AFFIRMATIVE. COMMISSIONER KAUFTHEIL DISSENTED.

3. TRAFFIC SIGNAL PROGRAM

Kiran Guntupalli, Principal Traffic Engineer, gave a presentation regarding the engineering aspect of traffic signals including design and construction. Upon citizen request for a traffic signal, a field study is conducted and data is collected to assess the necessity of a signal. New Development can also be cause for a signal, and a traffic impact and mitigation analysis report is required. Before a signal is installed, data is collected to see if warrants are met along with other factors, and alternative traffic mitigation measures are explored. Once it is determined to install a traffic signal, either a consultant is hired or in-house staff is assigned to design the signal. Traffic patterns, pedestrian activity, utility conflicts, design standards, and constructability are factors considered. The planning and approval process typically takes approximately four to six months. Construction methodology has altered recently, and materials have been procured in advance to avoid long lead times for construction. Construction is completed either by job order, contracted services, or design/bid/build.

Ruben Salse, Signal Supervisor, presented regarding traffic signal maintenance and staffing. Every signal is touched once a year for preventive maintenance. Staffing includes ten technicians and one supervisor, and they report to the traffic engineer principal. There are three maintenance zones in the city: North, Middle, and South. Mr. Salse reviewed the responsibilities and tasks for the crews and the methods taken to assess and respond to needs.

Commissioners were given an opportunity to ask questions. Mr. Salse shared that the goal is to replace poles every 15 to 20 years depending on the style of the pole. Phil Kercher, Traffic Engineering Manager, added that to prevent pole deterioration, a concrete base is also installed for protection and longevity. Mr. Guntupalli commented that signals that are no longer necessary may be removed; however, it is difficult to disrupt accustomed traffic patterns and they are typically left in place. Mr. Salse confirmed that the average turn-around for knock-down repairs is 30 days. Maintenance staffing is light, and there is an intention to discuss a budget package including

additional staffing with leadership. He said that the cost savings from transitioning from incandescent to LED lights is reflected in the monthly power bill.

Mr. Guntupalli explained that when placing a new traffic signal, there is a Roundabout-First policy, but there are cost-benefit analysis factors considered in the decision. A new signal installation may be denied if it conflicts with an existing signal, even when warrants are met. Collisions at intersections are monitored and analyzed every two years, and assessments are made accordingly. Regarding materials and supplies for installations and repairs, some equipment is ordered in bulk to keep stock available to avoid long lead-times on orders. The yearly budget for new-signal construction is \$600,000, while a full new intersection cost ranges from \$500,000 to \$600,000. For new installations, Mr. Salse shared that excavation requires a call to 811 to protect infrastructure.

Mr. Kercher clarified that sidewalk ramp location is determined by the orientation of the streets and other features. Mr. Guntupalli said that there are pedestrian crossing guidelines and policies when looking at installing/mitigating a crosswalk. Maricopa Association of Governments (MAG) standards are followed when installing ramps. When collecting data for traffic volume warrant, cyclists on the roadway are counted as regular traffic, and if they are on the sidewalk, they are counted as pedestrians. Pedestrians with mobility devices (canes, wheelchairs, etc.) do not contribute extra credit toward the count mechanism. If a signal is warranted due to a new development, the developer is required to contribute toward the installation. Mr. Kercher added that the Design Standards and Policy Manual has been updated to require new developments to have sidewalk connections to each public street that they have frontage on. Mr. Guntupalli noted that there have been no complaints regarding the visibility of RFB's.

Mr. Guntupalli said that the new vehicle detection systems do include cyclists; the McDowell Corridor uses thermal detection and is nearing the end of its service life. John Hons, Traffic Management Center Manager, shared that signal timing is monitored and adjusted by utilizing software to optimize and coordinate signals; follow-up and adjustments are made accordingly.

Mr. Hons commented that there is coordination and a good working relationship between the City of Scottsdale and adjacent cities and ADOT.

4. FEDERALLY AND REGIONALLY FUNDED STUDIES AND PLANS

Susan Conklu, Senior Transportation Planner, gave a presentation on the MAG design assistance program, which has an annual budget and call for projects each summer. Eligible projects include bicycle- and pedestrian-facility connectivity on the regional active transportation network and projects that increase walking and biking.

Ms. Conklu recapped previous studies that have been successfully implemented. She gave a detailed overview of the current regionally funded studies, which include:

- 64th Street Crossing Study at both Thomas and Indian School Roads
- Central Arizona Project Canal 100th Street Path
- 2nd Street Neighborhood Bikeway

Ms. Conklu reviewed the background of the Safe Streets and Roads for All Federal Program (SS4A). The Bipartisan Infrastructure Law (BIL) established SS4A for initiatives to prevent roadway deaths and serious injuries for all types of users through two types of grants, (1) Planning and Demonstration Grants and (2) Implementation Grants. In February 2023, the City of Scottsdale's funding request was awarded to fund consultant services to help prepare the Strategic Transportation Safety Plan. Components of this plan will include education, enforcement, evaluation tools, and work-force safety, with the goal of reducing the likelihood of traffic crashes

resulting in fatal or serious injuries. This plan will not be part of the Vision Zero branding. This plan will be tailored for Scottsdale and build off existing safety measures. Ms. Conklu outlined the resource impacts and current funding sources. Next steps for the plan include a request for a proposal for consulting services to be finalized. Once planning begins, the completion process will take twelve to eighteen months. Mark Melnychenko, Transportation & Streets Director, commented that it would be helpful to utilize existing resources for funding to address challenging intersections.

Commissioners were given an opportunity to ask questions. Ms. Conklu clarified that by accepting a grant, the City of Scottsdale is not obligated to build something. A grant recipient must make a commitment to reduce fatalities and serious injuries in the community. The plan does include educational outreach to a wide range of the public.

Regarding the 64th Steet intersections, Ms. Conklu shared that a 15-percent draft report should be received in the coming weeks. These projects would be eligible for SS4A grants.

Commissioner Cardella commented regarding the role of the Commission in terms of the development process and would like to see active involvement on development of the draft.

5. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Kauftheil and seconded by Commissioner Wilcoxon, the meeting adjourned at 6:38 p.m.

AYES: Chair Lall, Vice-Chair Miller, and Commissioners Marmon, Kauftheil, Pankiewicz, Wilcoxon, and Cardella

NAYS: None

SUBMITTED BY:
eScribers, LLC

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Ratna Korepella, Transit Manager
Subject: Transit Operations Update
Meeting Date: May 16, 2024

Action: Information Only

Purpose: An update on Transit Operations – Spring Training Trolley Service

Background:

The city of Scottsdale (COS) transit system is currently comprised of 9 (nine) fixed routes, 1 (one) express route and 3 (three) trolley routes. Trolley is the brand name for city of Scottsdale owned and operated service. The city owns the trolley fleet and maintenance is done in-house by the city Fleet Department.

Spring Training Trolley service was initially an extension of the Scottsdale Old Town/Downtown (OLDT) Trolley route. Both the OLDT and the Spring Training extension were suspended due to the COVID 19 Pandemic in March 2020. Since the downtown trolley was primarily a tourist route, the route continued to be suspended as the COVID-19 pandemic caused consumer reluctance resulting in business and tourism impacts. In addition, the route saw a gradual decline in ridership in the prior years.

As a result of requests from citizens and business owners to resume the Old Town Trolley Route, the Transit Team began to explore opportunities to provide special event trolley service for large or culturally significant events in the Old Town, Downtown and Entertainment areas. Spring Training Trolley service is one of those opportunities that would help connect residents and visitors to Old Town sites, parking, and shopping.

Spring Training Trolley Service

The city re-instated Spring Training Trolley service in Spring of 2023 to serve downtown Scottsdale on Spring Training game days. Service has been provided for Spring Training 2023 and 2024, using two (2) Trolleys for each game day at Scottsdale Stadium.

Boardings for the Spring Training Trolley in 2023 totaled 997 and 1,082 for the 2024 Spring Training season. Based upon lessons learned from 2023, efforts to increase ridership and customer experience, included route adjustments, more advertising and newly installed special events bus stop signs. The Transit Team will seek more opportunities to consider for special event transportation to align with Transportation Action Plan expectations, offering more choices to our residents and visitors in the future.

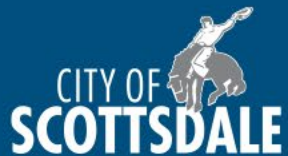
Staff Contact: Ratna Korepella, 480-312-7630, rkorepella@scottsdaleaz.gov

Transit Operations Update

Spring Training In Scottsdale

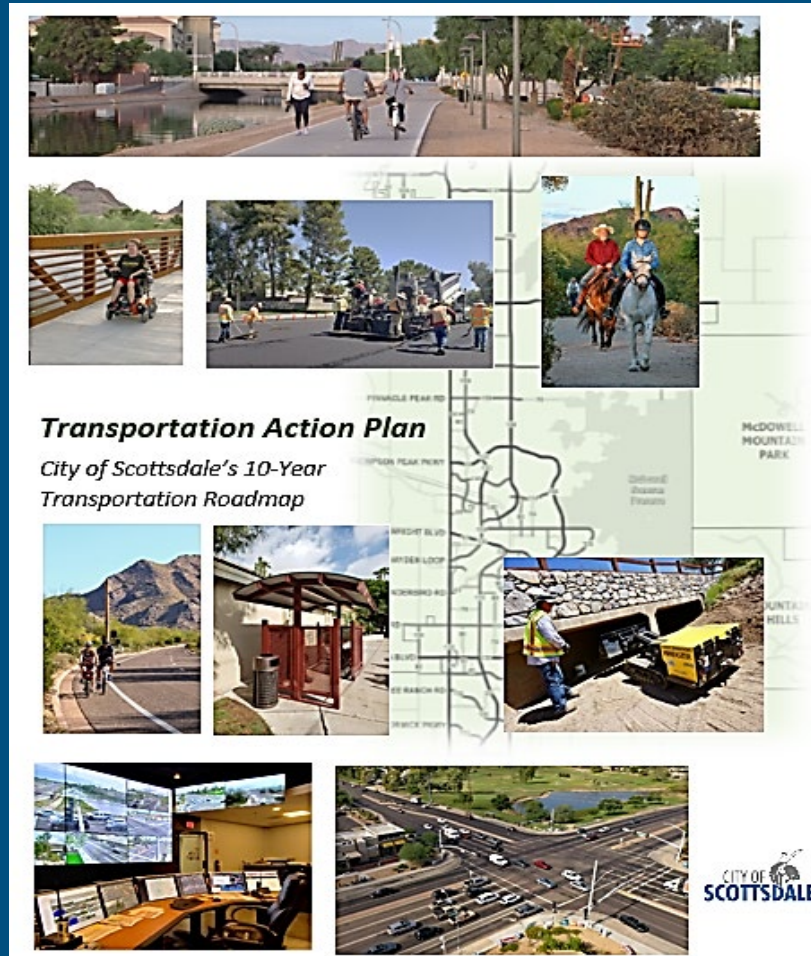
Transportation Commission Meeting

May 16, 2024



“Effective transit service provides citizens, visitors, a seasonal population and special events with transportation choices.”

----- Transit Goal in 2022 Transportation Action Plan -----



Public Transit

Signage and Striping

Signals, TMC (ITS)

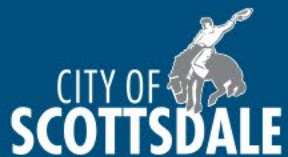
Public Information



CONNECTIVITY



SENSE OF PLACE

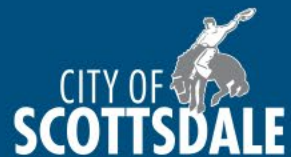




Spring Training Trolley Service

Brendan Wagner, Senior Transit Planner

Armando Correa, General Manager-Dunn Transit



Objectives

Provide/Accommodate transportation for baseball fans attending the San Francisco Giants Spring Training Games from their parking locations, while also experiencing the Scottsdale's Trolley and Old Town.



Route Description

The 2024 Spring Training route was slightly adjusted from the previous route that was reinstated last year. Transit modified the route to serve fans who use city parking garages to park while attending the Spring Training Baseball games. The adjusted route also brought riders closer to restroom facilities along the route and remained in close proximity to shopping and dining in Old Town.



Spring Training Trolley Service Free Service to Scottsdale Stadium



Service starts 1.5 hours before the first pitch and ends 30 minutes after the last inning.




Available on home game days only:

- February 24, 26, and 27
- March 1, 2, 5, 7, 9, 10, 13, 16, 17, 19, 22, and 23







20-minute ride frequency with service to:

- Parking Garages
- Old Town Scottsdale
- Scottsdale Stadium

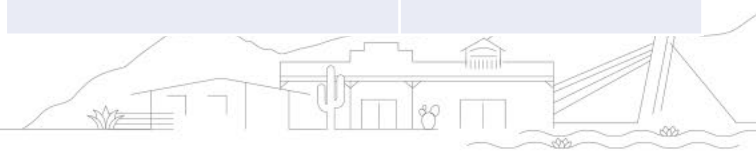
To the Stadium	Ridership at Stops
Nordstrom Parking Garage	345
5 th Ave. Parking Garage	117
3 rd Ave. Parking Garage	23
Main Street Underground parking Garage	45
2 nd St. & Brown Parking Garage	22
Scottsdale Stadium	4

 Spring Training Route
 Parking Garage
 Restroom

SPRING TRAINING TROLLEY STOPS

-  Nordstrom Parking Garage
-  5th Ave. & Stetson Dr.
-  3rd Ave. Parking Garage
-  Main Street Underground Parking Garage
-  2nd St. & Brown Parking Garage
-  Scottsdale Stadium

Leaving Stadium	Ridership at Stops
Scottsdale Stadium	335
2nd St. & Brown Parking Garage	26
Main Street Underground parking Garage	24
3rd Ave. Parking Garage	23
5th Ave. Parking Garage	51
Nordstrom Parking Garage	67



Spring Training Route Challenges

- Avoiding Scottsdale Rd. to Prevent Street Congestion
- Other Special Events taking place same day as ball game
- Shared Rides
- Great Arizona Weather – Fans walking to the game.



Spring Training Route



Spring Training Trolley Service

Free Service to Scottsdale Stadium



Service starts 1.5 hours before the first pitch and ends 30 minutes after the last inning.

Available on home game days only:

- February 24, 26, and 27
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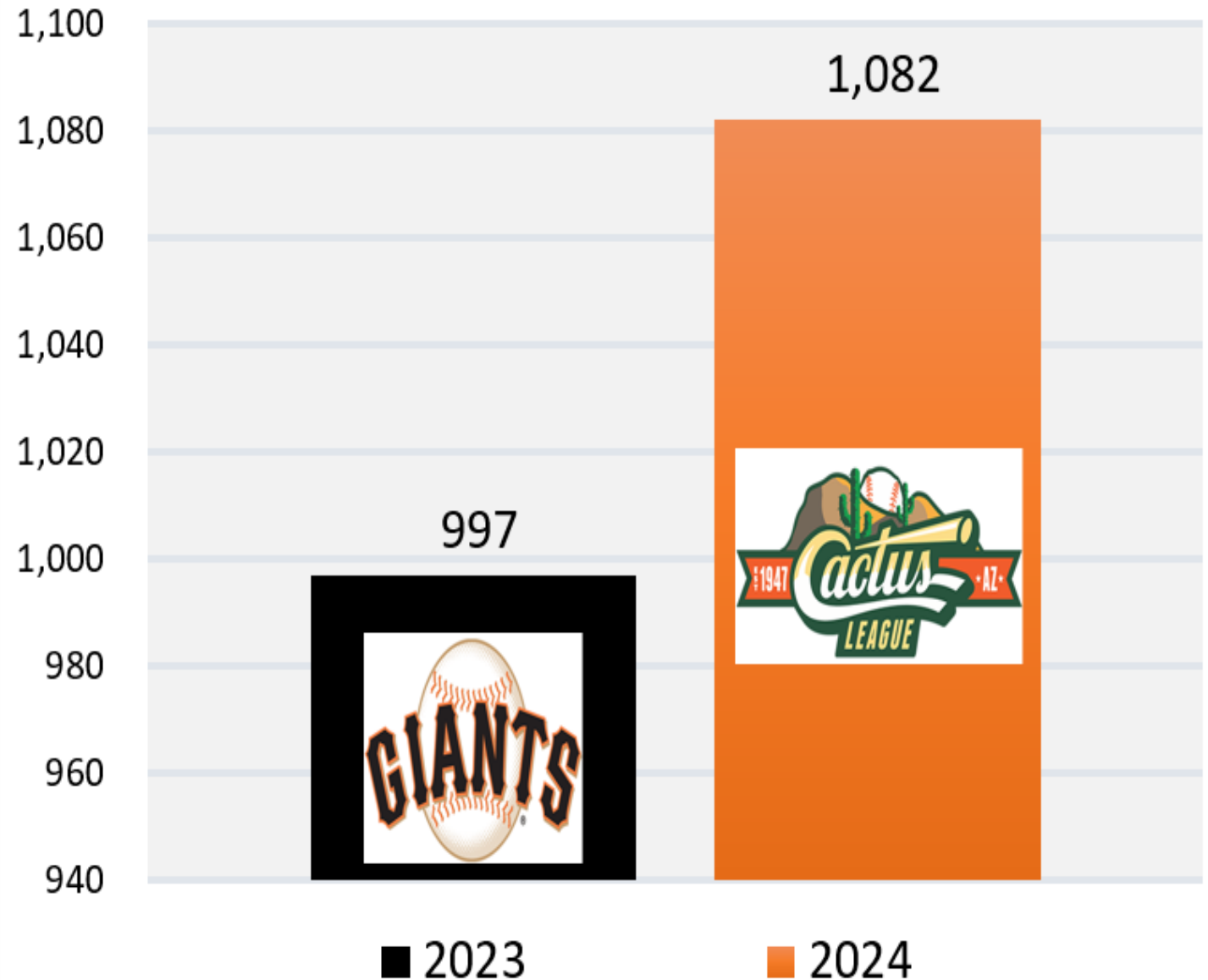
20-minute ride frequency with service to:

- Parking Garages
- Old Town Scottsdale
- Scottsdale Stadium



- ✓ 85 more riders
- ✓ 0.8% increase

Spring Training Ridership Report



Ridership to the Stadium vs. Ridership from the Stadium

532



465

556



526

2023 Ridership to Stadium

2023 Ridership Leaving the Stadium

2024 Ridership to Stadium

2024 Ridership Leaving the Stadium



Lessons Learned

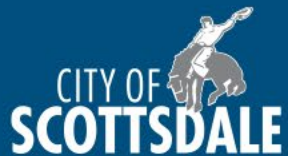
- Identify stronger alternatives for Spring Training Trolley Stops
- Potentially extend to service the NE quadrant of Old Town
- Increase Advertising
- Provide more swag for Riders





We are hopeful that the success of the Spring Training Shuttles over the past two years can be the springboard for future Special Event shuttling in the downtown area.

The collaboration with Dunn Transit and their familiarity with the area and logistics can ensure future success.



Our continued partnership with Dunn Transit has ensured quality service and convenience for riders in Scottsdale; both residents and visitors.



**SCOTTSDALE
TROLLEY**



Questions



TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: RAISE Grant Update
Meeting Date: May 16, 2024

ITEM IN BRIEF

Action: Presentation and discussion

Purpose: Provide information on the recent application for the RAISE grant.

Background:

The Bipartisan Infrastructure Law (BIL) established the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. \$7.5 billion in appropriated federal funds for FY 2022-2026 for surface transportation infrastructure improvements. This program provides funding for both Capital and Planning Grants that support roads, bridges, transit, rail, ports, or intermodal transportation. This merit-based, competitive grant program funds improvements to make our transportation systems safer, more accessible, more affordable and sustainable. Awards must demonstrate modal and geographic diversity:

Capital Grants

- Fund surface transportation construction or vehicle/equipment procurement.
- Maximum federal cost share up to 80% in urban areas
- Minimum Award Size
 - \$1M in rural areas/ \$5M in urban areas
- Maximum Award Size
 - \$25M per project
 - \$225M per State

Planning Grants

- Fund planning, preparation or design of surface transportation projects.

Additional requirements per statute:

- 50% of RAISE funding is designated for projects in rural areas, and 50% of the funding is designated for projects in urban areas.
- At least \$15M in funding will go to areas of persistent poverty or historically disadvantaged communities.
- At least \$75M (5%) will be awarded to Planning Grants

This grant program was formerly known as BUILD and TIGER: Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. Congress has dedicated nearly \$14.3 billion for fifteen rounds (years) of National Infrastructure Investments to fund projects that have a significant local or regional impact. Overall, the Department of Transportation has received more than 12,466 applications requesting more than \$213 billion for transportation projects across the country.

Evaluation Process

The RAISE program uses a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure. The four Priority Criteria include Safety, Environmental Sustainability, Quality of Life, as well as Mobility and Community Connectivity. The additional criteria include Economic Competitiveness, State of Good Repair, Partnership and Collaboration, and Innovation. The combination of individual criterion ratings will inform one overall rating:

- Highly Recommended = at least 6/8 merit criteria ratings are “high” and none of the merit criteria ratings are “non-responsive.”
- Recommended = 1-5 merit criteria ratings are “high”, no more than 3 of the merit criteria ratings are “low”, and none are “nonresponsive.”
- Acceptable = combination of “high,” “medium,” “low,” or “nonresponsive” ratings that do not fit within the definitions of Highly Recommended, Recommended, or Unacceptable.
- Unacceptable = three or more are “non-responsive”

For each merit criterion, the Department will consider whether the anticipated benefits are clear, direct, data-driven, and significant, which will result in a rating of “high”, “medium”, “low”, or “non-responsive”.

During the Tier 1 Review of eligible applications, only those rated as “Recommended” will advance to the Senior Review Team (SRT) to evaluate. This team consists of USDOT Leadership. Those applications rated as “Highly Recommended” automatically advance to Tier 2. During Tier 2 Review, the SRT evaluates the Benefit-Cost Analysis for capital projects, Environmental Risk Review for capital projects, Financial Completeness, and Technical Capacity portions of the applications. The SRT then considers the Tier 1 and 2 ratings with the goal of advancing a Highly Rated List of applications to the Secretary for award consideration. The Secretary makes awards from the Highly Rated List.

What projects compete well?

- Those that clearly define a transportation problem and why the proposed project is the solution.
- Applications that tell a story about the transportation challenges and detail local, regional, or national impacts.
- Projects that align the Merit Criteria and include data-driven, reasonable and justifiable outcomes.
- Projects that emphasize improved access to safe, reliable, and affordable transportation, particularly for underserved communities.
- Projects that explicitly consider climate change and racial equity throughout the project life cycle.
- Projects that demonstrate a reasonable schedule and timeline to start and complete.

Scottsdale Applications:

Transportation staff choose existing or planned projects that are a high priority locally and determine how to demonstrate that they meet the eligibility and criteria for federal funding.

Old Town Scottsdale Living Street Project

In 2022 and 2023 Scottsdale submitted a RAISE application for the Old Town Scottsdale Living Street Project. The location is 2nd Street from 75th Street to Goldwater Boulevard. The proposed improvements include wider sidewalks, a protected two-way bicycle cycle track or path, traffic calming strategies, sustainable landscaping, shade, traffic signal improvements and energy efficient pedestrian lighting. This project is a Bond 2019 project from Drinkwater Boulevard to Goldwater Boulevard with design is underway. The RAISE application requested \$14.5 million with \$4.8 million local match. This project was not selected for funding, but the debrief meetings with the USDOT provided helpful feedback on the 8 Merit Criteria ratings in our applications.

Goldwater Pedestrian Underpass 2024 application

The Goldwater Boulevard roadway bypass route was constructed in the late 1980s, destroying existing sidewalks and removing the only walkable section along Scottsdale Road's western side, prioritizing vehicles over pedestrians. Currently, there is a 435-foot gap in pedestrian and bike connectivity on the west side of Scottsdale Road at Goldwater Boulevard, between Chaparral Road and Rancho Vista Drive. There is a sidewalk that ends midblock, leaving pedestrians with no option but to turn around or move forward in dangerous terrain. A simple sidewalk connection on the west side of the street is not feasible due to the sight distance & cross-section of Goldwater Boulevard, a three-lane arterial that begins to exit Scottsdale Road immediately south of the Chaparral Road traffic signal.

Scottsdale Road is the vital economic and transportation spine through the heart of the city, and this intersection is located at the northern end of the city's most vibrant walking network: Old Town Scottsdale. The city of Scottsdale and FHWA find pedestrian safety a top concern and see pedestrians as among the most vulnerable road users. This environment combines high-risk characteristics, including high-volume auto traffic, high-speed arterials, and hazardous terrain, to create one of the most unsafe segments for non-motorized travel in the city. Pedestrians have been observed crossing Scottsdale Road mid-block in this area to travel north/south. This causes the pedestrians to either traverse hazardous terrain and grade along the Portales property to reach their internal sidewalk. It also causes pedestrians to walk in the street in a location where drivers may not expect to see pedestrians.

The proposed improvements include:

- Pedestrian underpass under Goldwater Boulevard and sidewalk connections along west side of Scottsdale Road from Chaparral Road to Rancho Vista Drive
- Sidewalk on east side of Scottsdale Road
- Low water, native landscaping
- Wayfinding signage

Other transportation improvements in this area include a recent HAWK crossing on Highland as well as planned intersection improvements at the Goldwater and Highland intersection. Connections to destinations include Portales Corporate Center, Optima Camelview Village, resorts, single-family neighborhood, Fashion Square Mall, the Arizona Canal Path and Scottsdale Waterfront, existing and planned bikeways, and transit.

This project is included in the Old Town Scottsdale Bicycle Master Plan as a Key Route. It is also a Neighborhood Bikeway in the Transportation Action Plan (TAP) 2022 Bikeway Element. Additionally, it achieves the Complete Streets Policy in the TAP Street Element.

The costs and funding sources are shown in the table below:

Funding Source	Cost
Local Match - RAISE	\$1,326,314.80
Federal Request - RAISE	\$5,305,259.20
TOTAL PROJECT COST	\$6,631,574.00

The project proposes to use a combination of local (0.2% Transportation Sales Tax) and federal funds (RAISE Grant) for design cost estimate as shown in table including a construction and land right cost estimate as well as a total project cost estimate. The underpass currently has federal funding programmed from Congestion Mitigation Air Quality (CMAQ) federal funds and 0.2% local transportation sales tax and is listed in the adopted FY 2023/23 CIP. The current programming is not sufficient for the full construction costs and right of way acquisition listed in the RAISE Application Project Budget.

If selected for RAISE funding, in order to meet the minimum RAISE funding requirements, the city of Scottsdale will release the CMAQ funding back to The Maricopa Association of Governments (MAG) and Arizona Department of Transportation and use exclusively RAISE grant funding and local match funding to complete the project.

We plan to collaborate with several stakeholders including those who submitted Letters of Support on the application.

Next Steps:

FY 2024 RAISE Award Announcement from USDOT will happen by June 27, 2024. If selected for funding, next steps include:

- Agreement with USDOT
- Coordinate with MAG and ADOT
- Update funding in the CIP
- Must be ready for construction obligation by September 2028

If Scottsdale's application is not selected for funding, there are several next steps to consider:

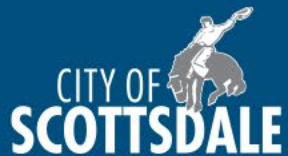
- FY 2025 RAISE applications due January 13, 2025
- FY 2026 RAISE applications due January 13, 2026
- Request MAG Closeout Funds for additional funding, if there is no RAISE funding

Staff Contact: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

RAISE Grant Update

Transportation Commission

May 16, 2024



RAISE Federal Program Background

Bipartisan Infrastructure Law (BIL)

Established the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

\$7.5 billion in appropriated federal funds for FY 2022-2026.

Capital Grants

Planning Grants



Background

Capital Grants

Surface transportation construction or vehicle/equipment procurement

Maximum federal cost share up to 80% in urban areas

Minimum Award Size

\$1M in rural areas/ \$5M

in urban areas

Maximum Award Size

\$25M per project

\$225M per State




Planning Grants



Planning, preparation or design of surface transportation projects


Eligible Projects



Highway, Bridge, or Road



Public Transportation



Passenger and Freight Rail



Intermodal Projects



Transportation Projects on Tribal Lands



Surface Transportation Components of an Airport
Eligible under part B of subtitle VII of title 49 USC



Port Infrastructure
Including Inland Ports and Land Points of Entry

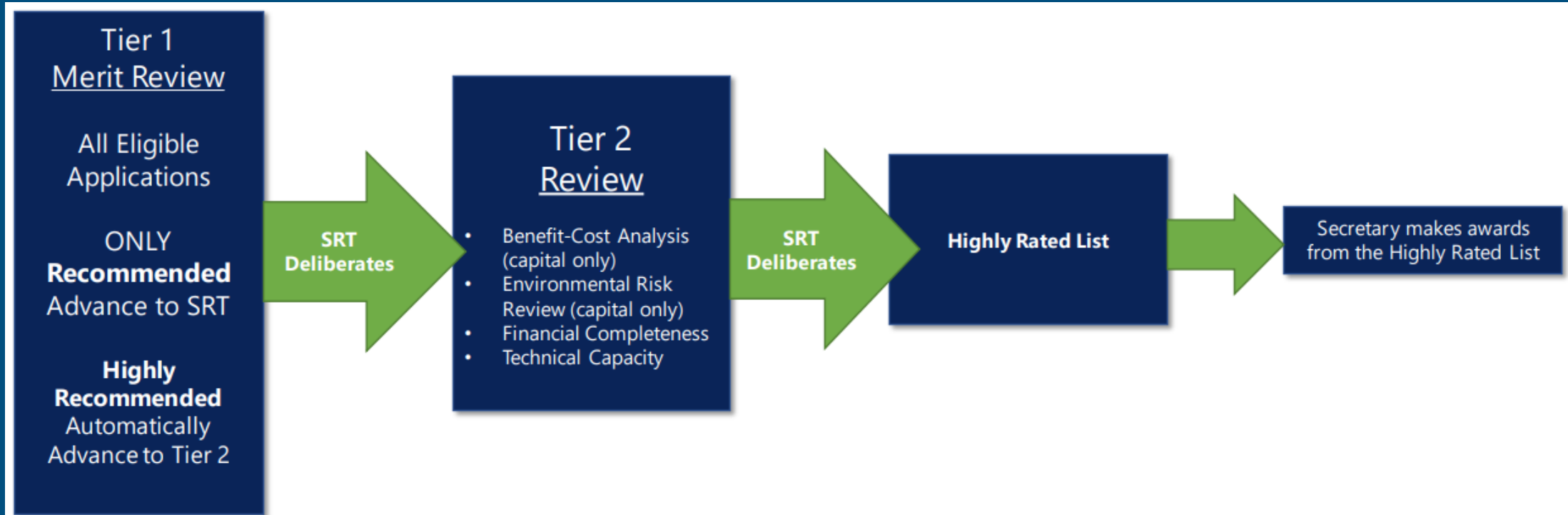


Culvert Replacement and Rehabilitation
to Prevent Stormwater Runoff to Improve the Habitat for Aquatic Species



Planning and Pre-Construction Activities

RAISE Evaluation Process



- The Senior Review Team (SRT) consists of Department Leadership.
- SRT considers the Tier 1 and Tier 2 ratings with the goal of advancing a Highly Rated List of applications to the Secretary for award consideration.

RAISE Merit Criteria

Four Priority Criteria

Safety

Environmental Sustainability

Quality of Life

Mobility and Community Connectivity

Additional Criteria

Economic Competitiveness

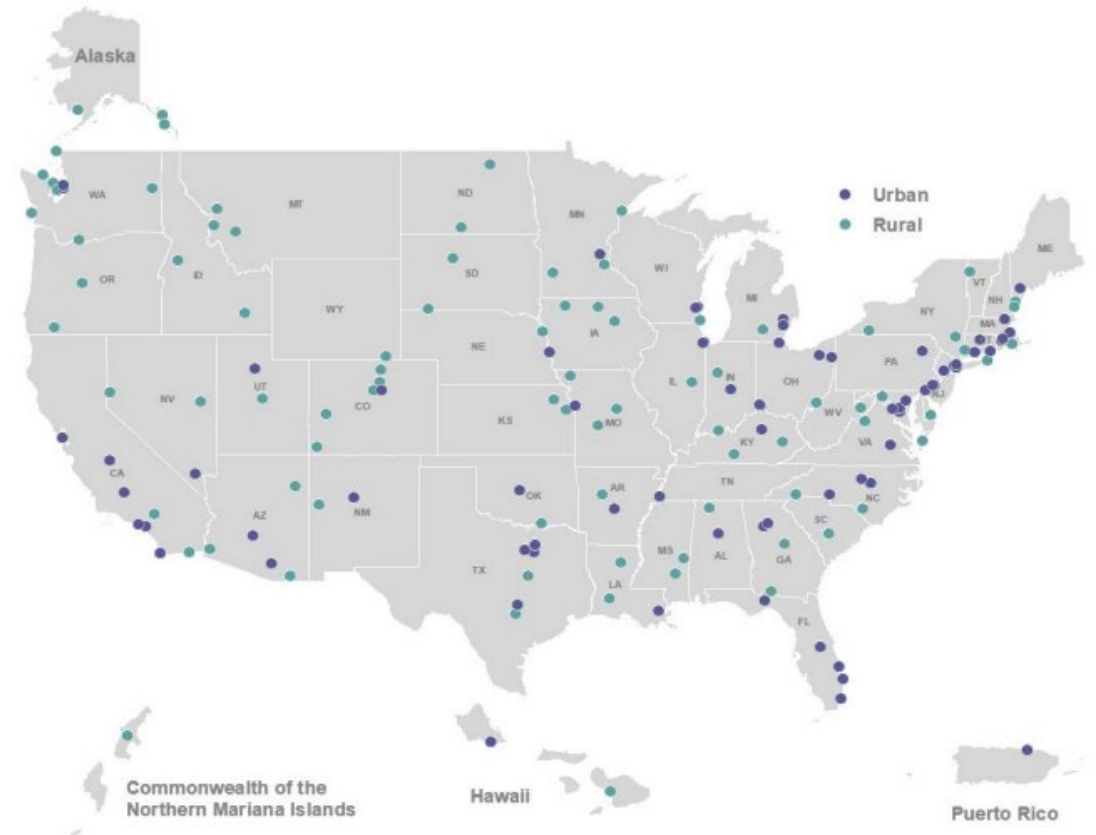
State of Good Repair

Partnership and Collaboration

Innovation



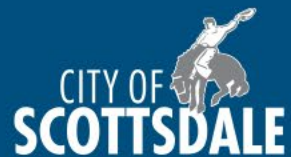
RAISE 2023 Fact Sheets



Scottsdale Applications

Old Town Scottsdale Living Street Project (2022, 2023)

Goldwater Pedestrian Underpass (2024)



Old Town
SCOTTSDALE

LIVING STREET
2ND STREET IMPROVEMENT
2023 RAISE Grant Application

Merit Criteria

CITY OF SCOTTSDALE | IRPA | BROADBENT & ASSOCIATES | Dig Studio

A graphic for the Old Town Scottsdale Living Street 2nd Street Improvement project. It features the project name in a stylized font, followed by the project details and merit criteria. At the bottom, there is a small architectural site plan showing the project location. Logos for the City of Scottsdale, IRPA, Broadbent & Associates, and Dig Studio are also present.

Goldwater Pedestrian Underpass

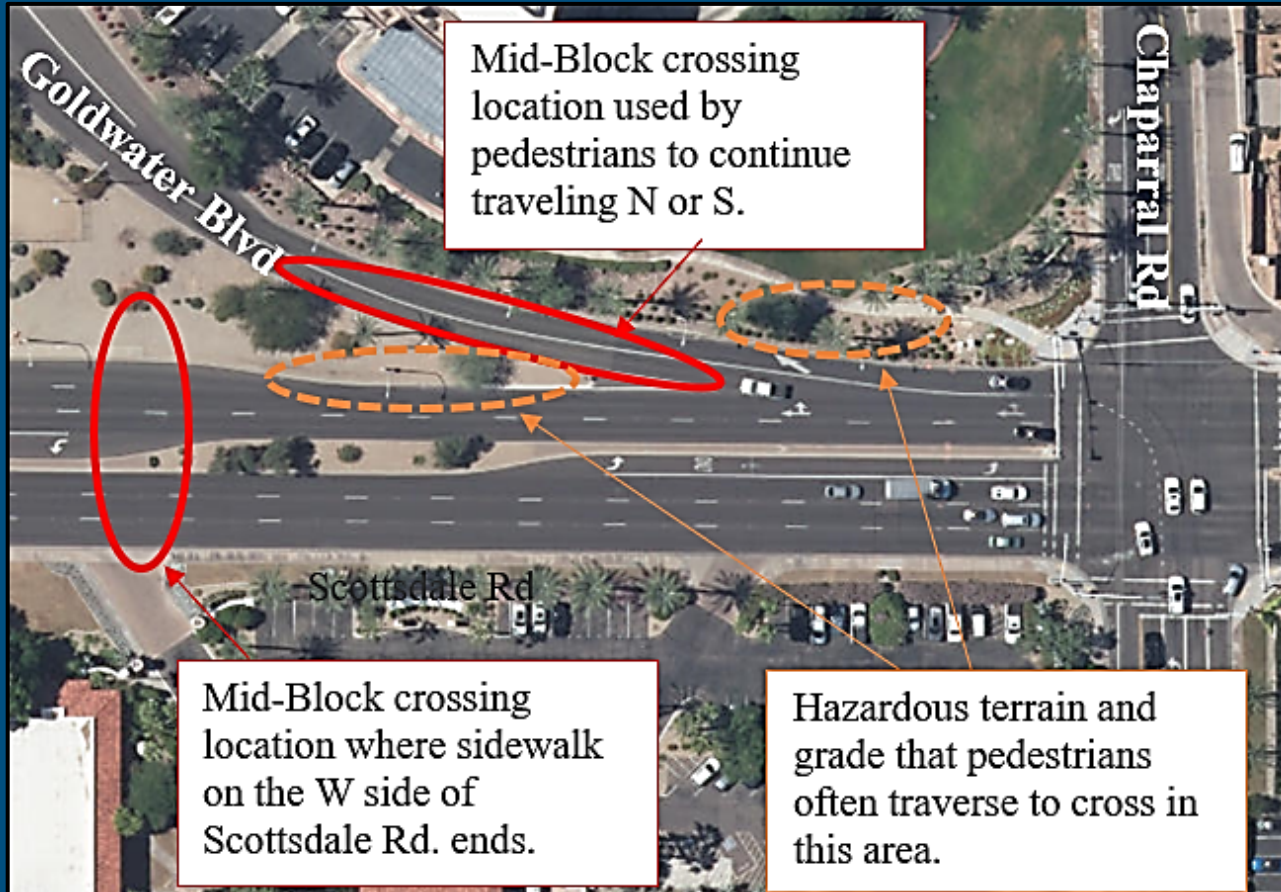
Prior to Goldwater Blvd construction in late 1980s



Current Conditions



Observed Pedestrian Crossing Locations



Goldwater Pedestrian Underpass and Other Improvements in the area

Pedestrian underpass under Goldwater Boulevard along west side of Scottsdale Road: Chaparral to Rancho Vista

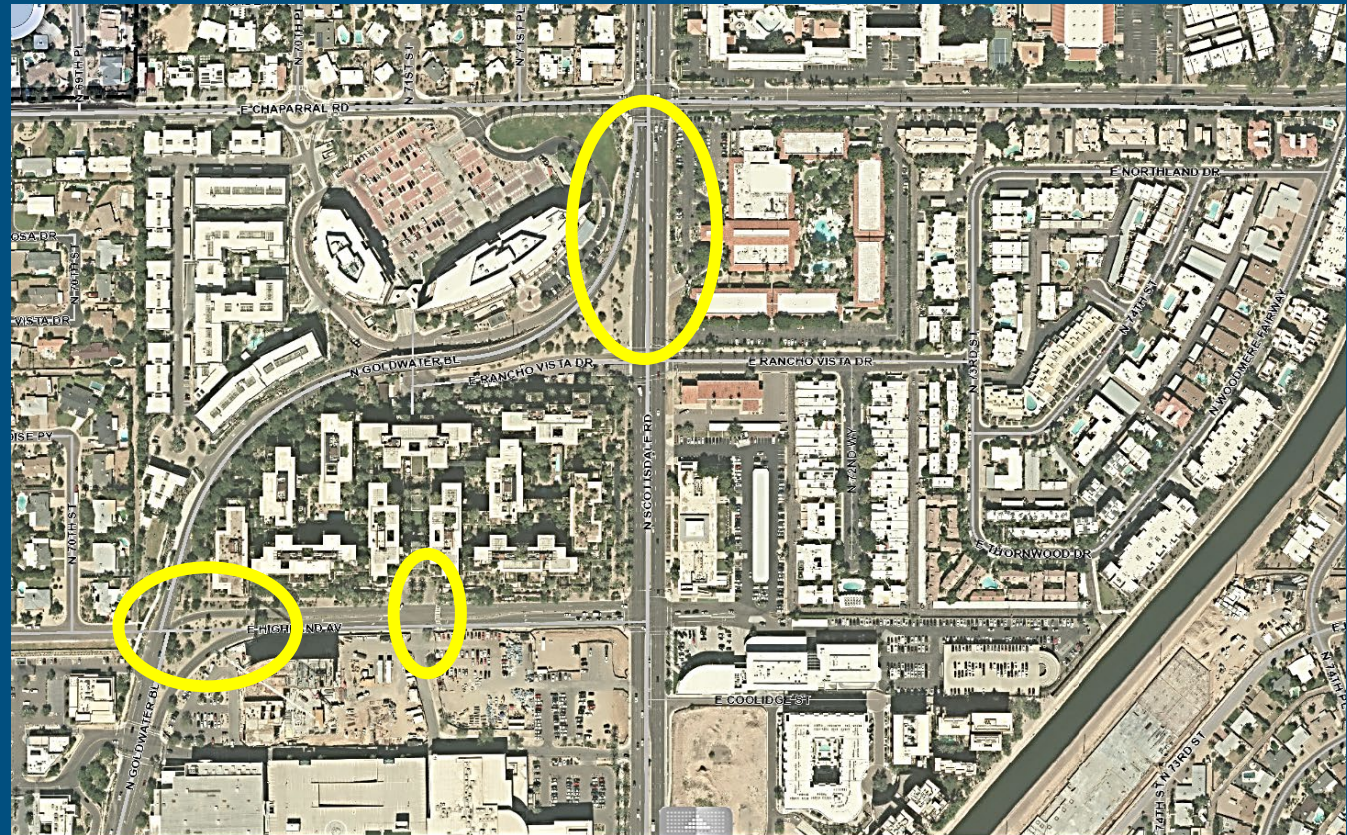
Sidewalk on east side of Scottsdale Road

Low water, native landscaping

Wayfinding signage

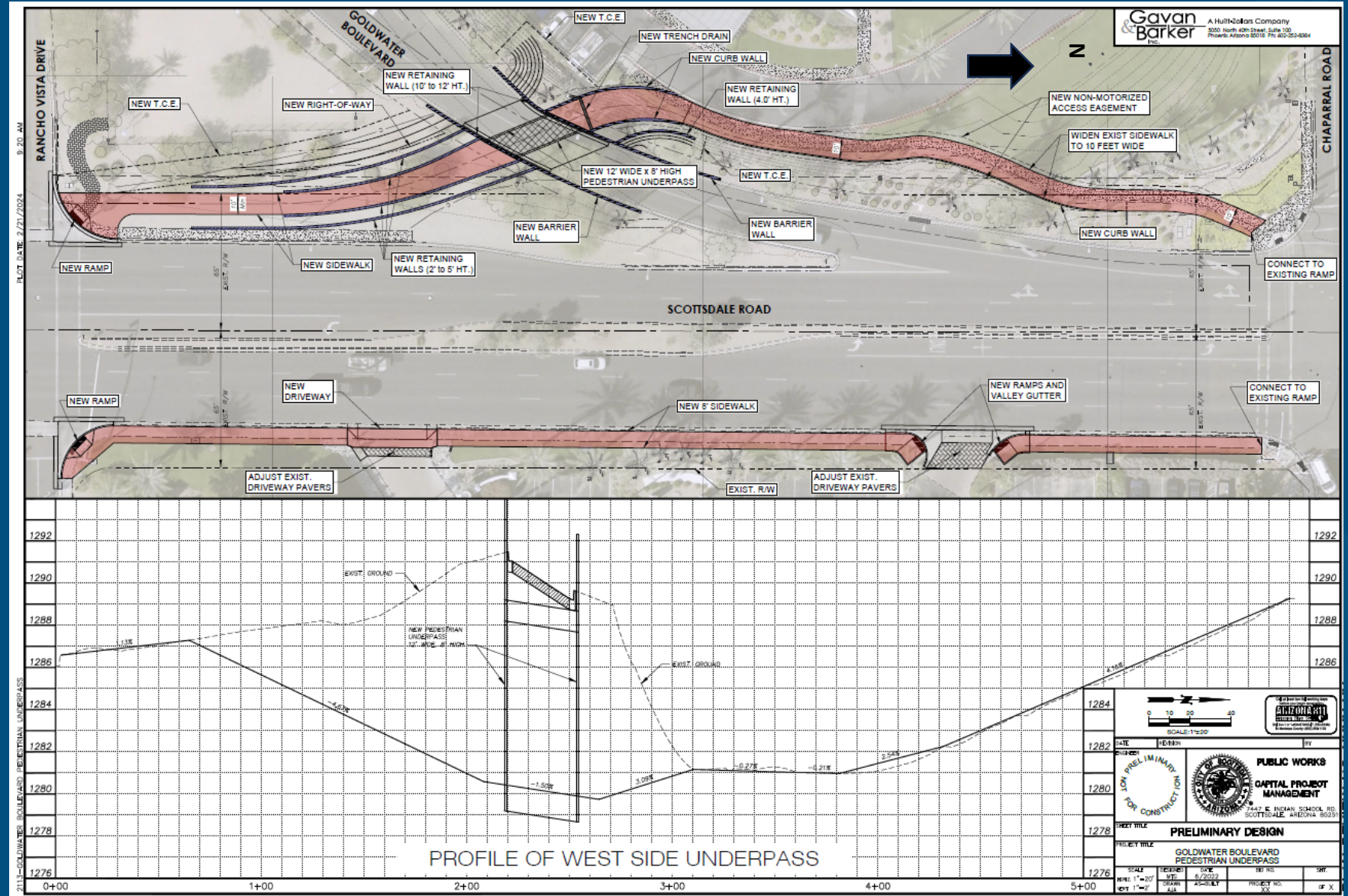
Goldwater & Highland Intersection Improvements

HAWK Crossing at Highland



Goldwater Pedestrian Underpass and Sidewalk Improvement

Underpass Design Concept and Profile



Goldwater Pedestrian Underpass



Proposed underpass looking south



Proposed underpass looking north

Connections and Destinations

Connections to destinations include

Portales

Optima Camelview Village

Resorts

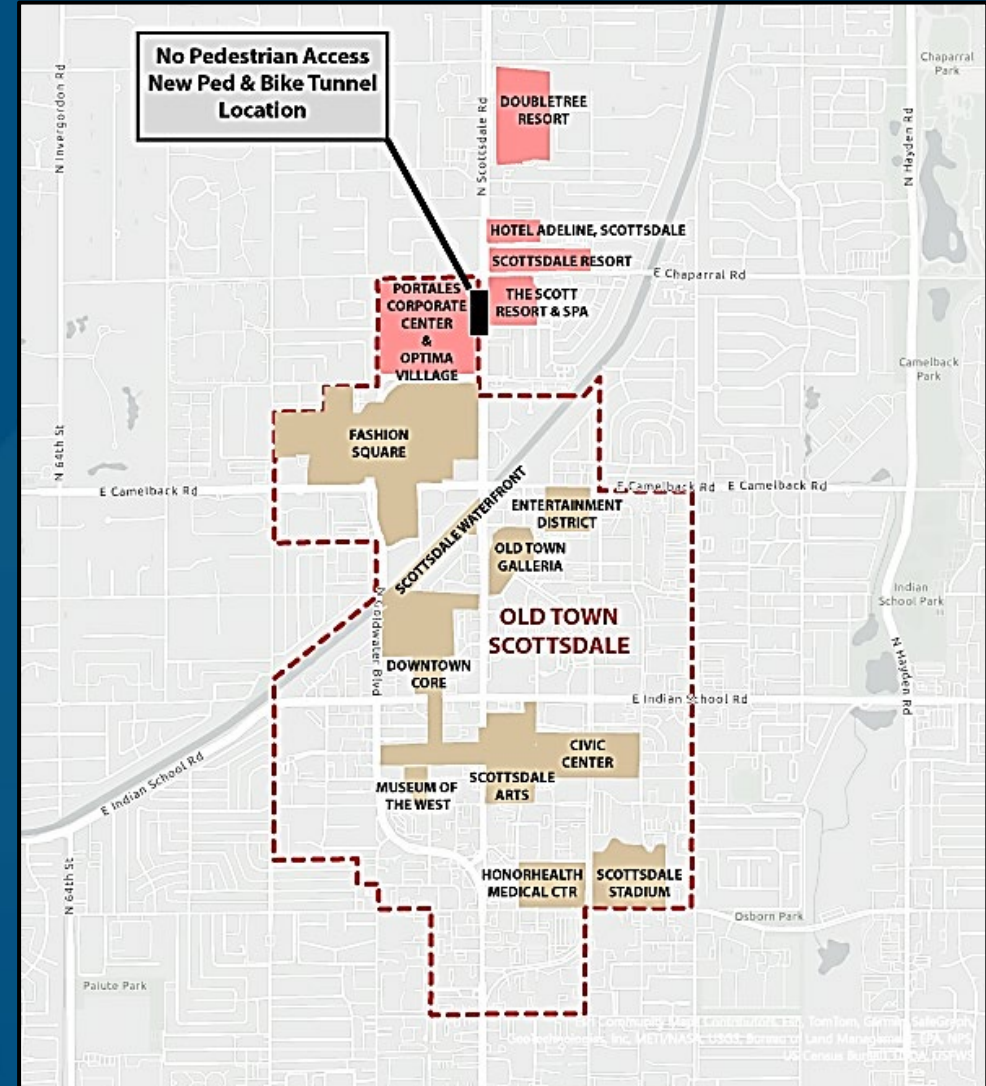
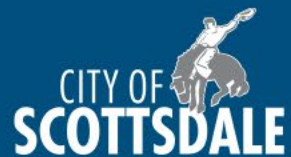
Single family neighborhood

Fashion Square Mall

Arizona Canal Path and Scottsdale Waterfront

Existing and planned bikeways

Transit



Policies and Plans

Old Town Scottsdale Bicycle Master Plan

Key Route

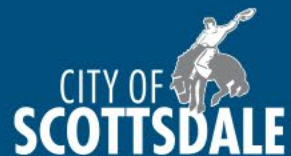
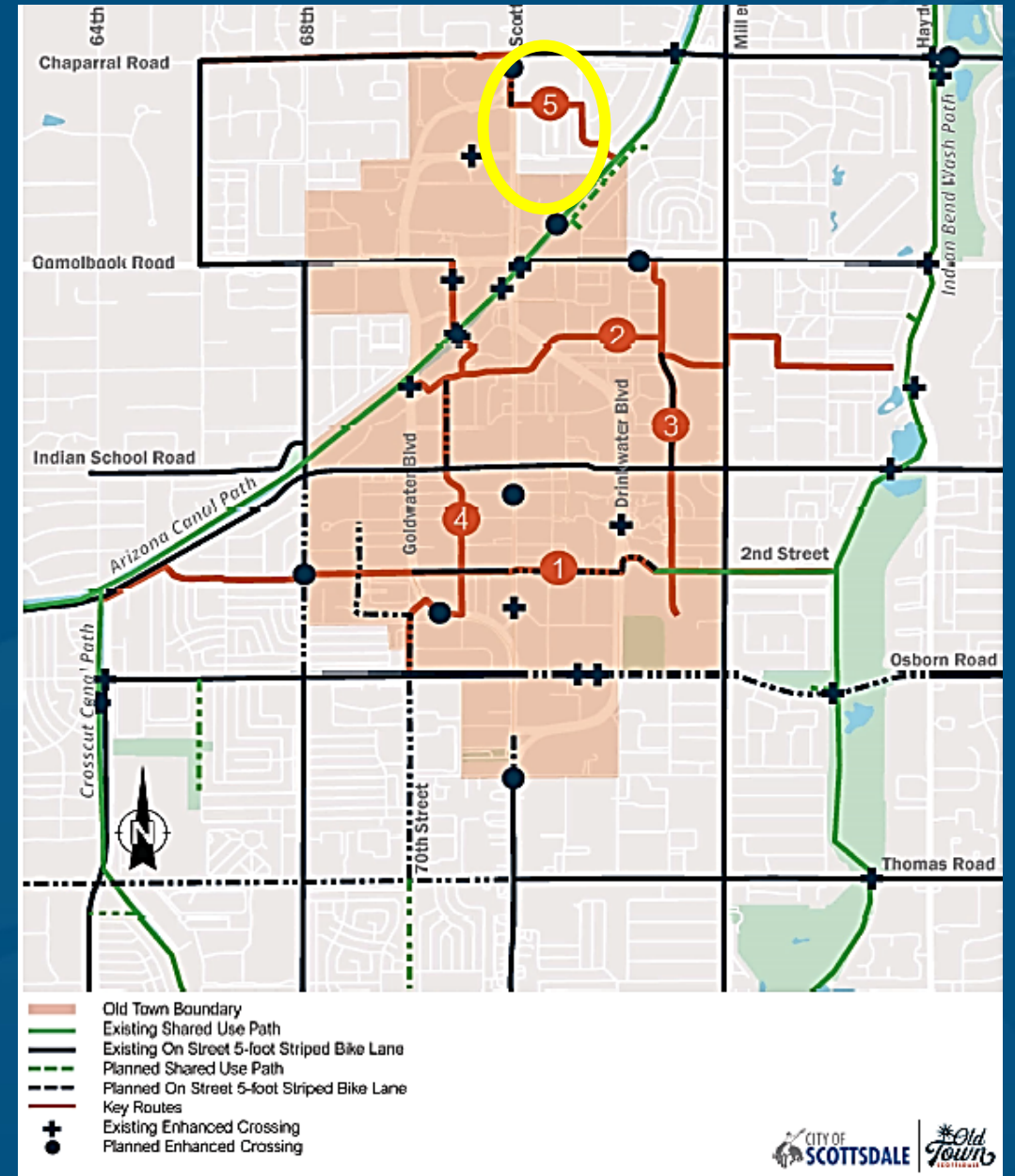
Transportation Action Plan 2022

Street Element

Complete Streets Policy

Bikeway Element

Neighborhood Bikeway



Costs and Funding Sources

Funding Source	Cost
Local Match - RAISE	\$1,326,314.80
Federal Request - RAISE	\$5,305,259.20
TOTAL PROJECT COST	\$6,631,574.00

Letters of Support

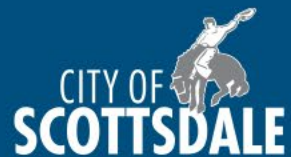
Senator Mark Kelly and Kyrsten Sinema

Optima Camelview Village HOA

HonorHealth

Experience Scottsdale

Blue Zones Project



Next Steps

FY 2024 RAISE Award Announcement by June 27, 2024

If selected for funding

- Agreement with USDOT

- Coordinate with MAG and ADOT

- Update funding in the CIP

- Must be ready for construction obligation by September 2028

If not selected for funding

- FY 2025 RAISE applications due January 13, 2025

- FY 2026 RAISE applications due January 13, 2026

- Request MAG Closeout Funds for additional funding



Thank you.
Questions?



Projects and Programs Update

Transportation Commission

May 16, 2024

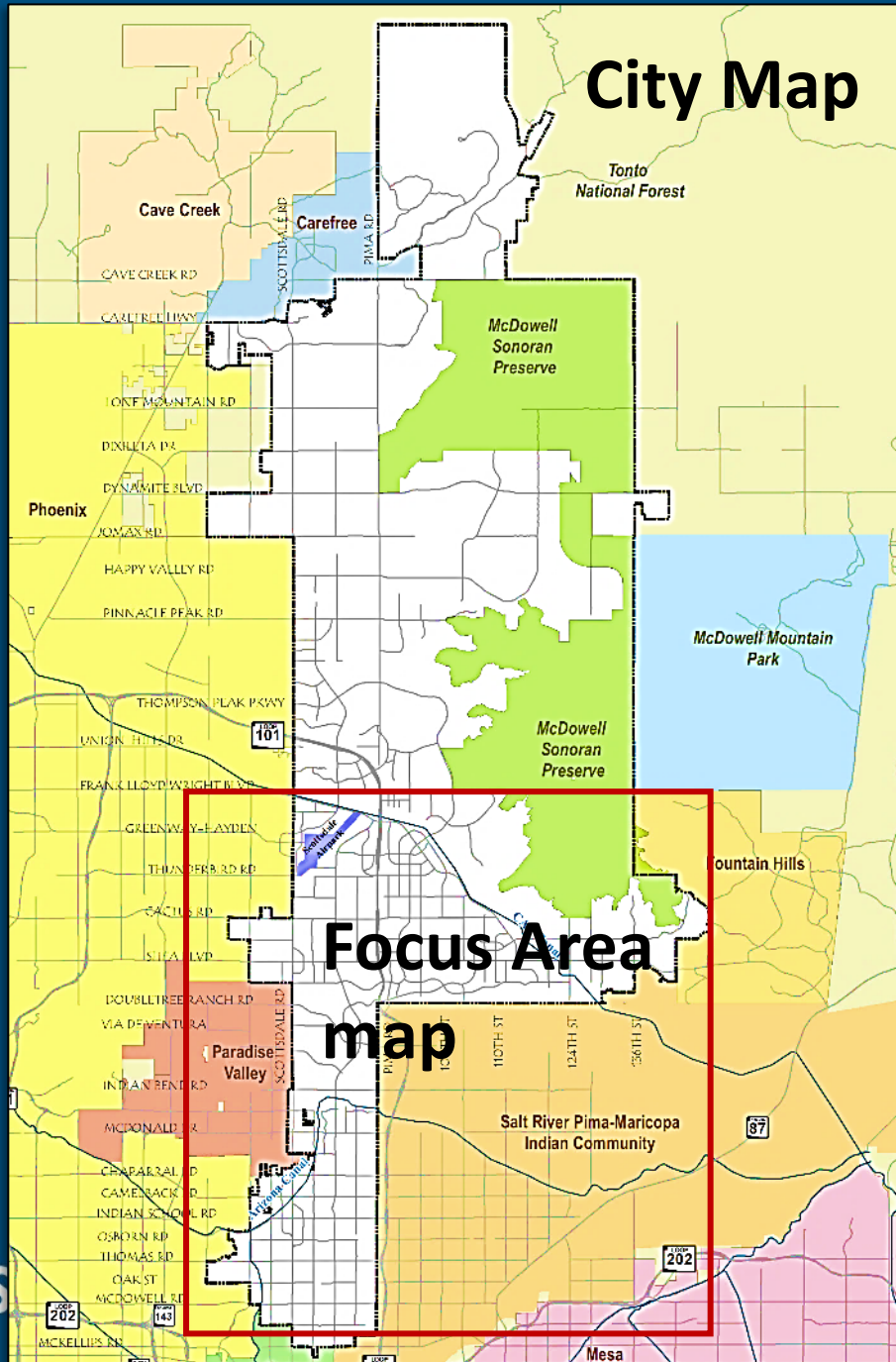


Focal Points of the TAP

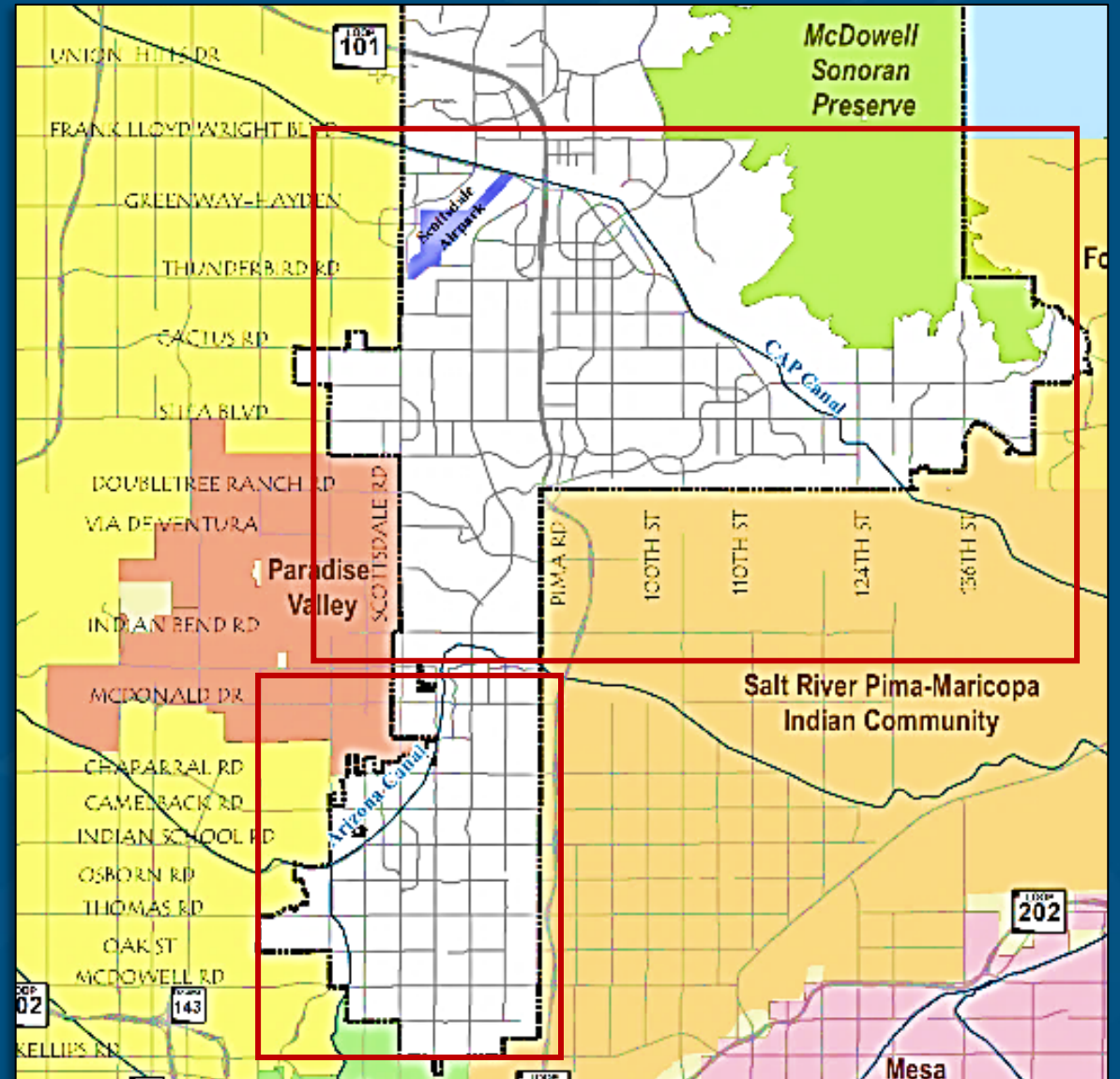


- Refinement of the existing transportation system
- Livable streets/community as opposed to emphasizing traffic moving quickly through the city.
- Fill system gaps
- Effective use of the existing right-of-way

City Map



All Projects Location



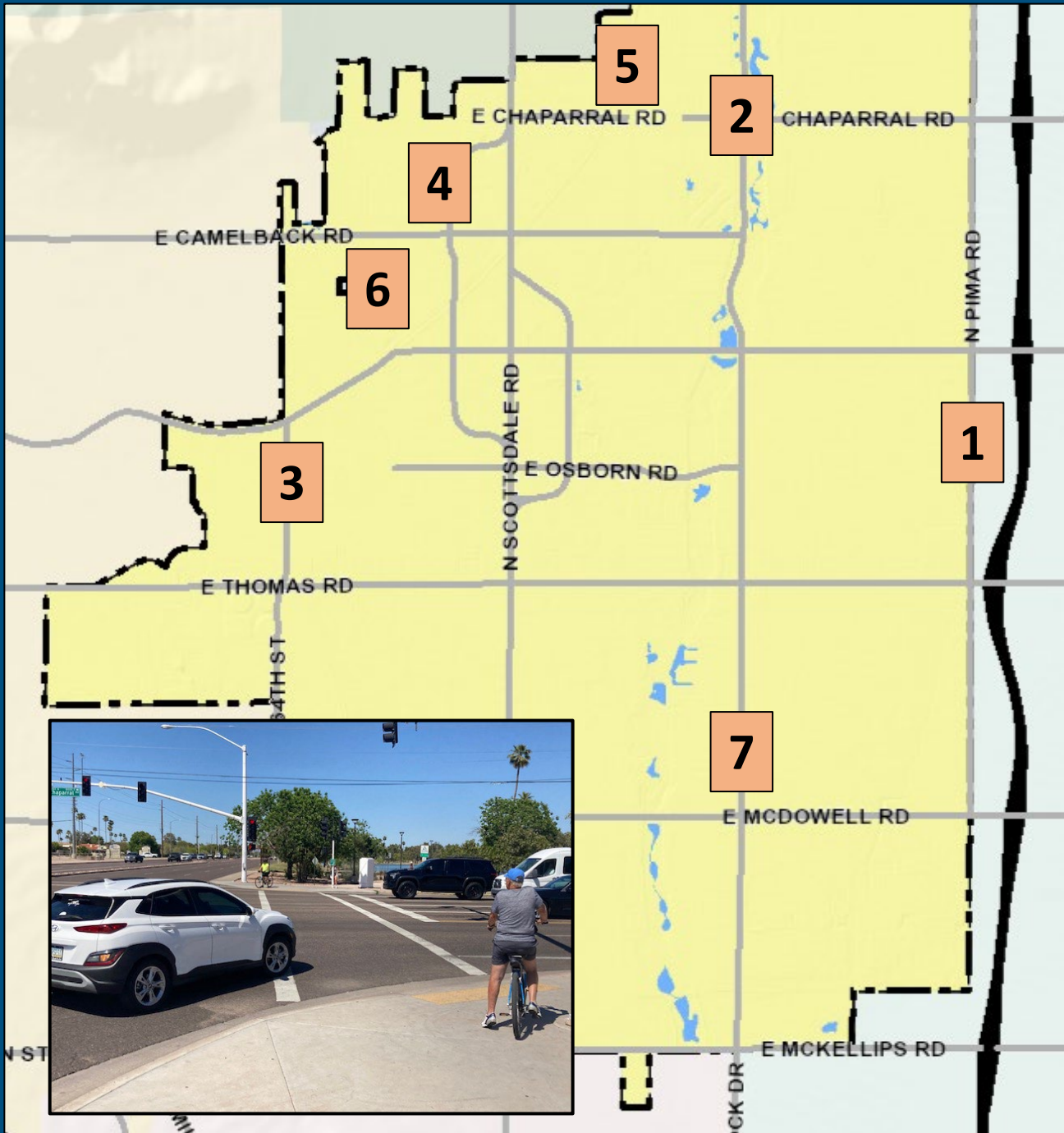


Capacity Improvements

1. Raintree Corridor (lanes)
2. Indian Bend /Hayden Intersection (dual turn lanes)
3. Shea Blvd/101 Interchange (increasing turn storage)
4. SR101 Widening (adding lanes)
5. Shea Boulevard Improvements (turn lane improvements)

Major Paving Projects

6. Via de Ventura (Eastwood to Hayden)
7. Scottsdale Road (Gold Dust to Indian Bend)



Capacity Improvements

1. Pima Road widening (lanes from Indian Bend to McDowell)
2. Chaparral/Hayden underpass (turning movement and safety)
3. 64th Street/Osborn Signal

Safety Improvements

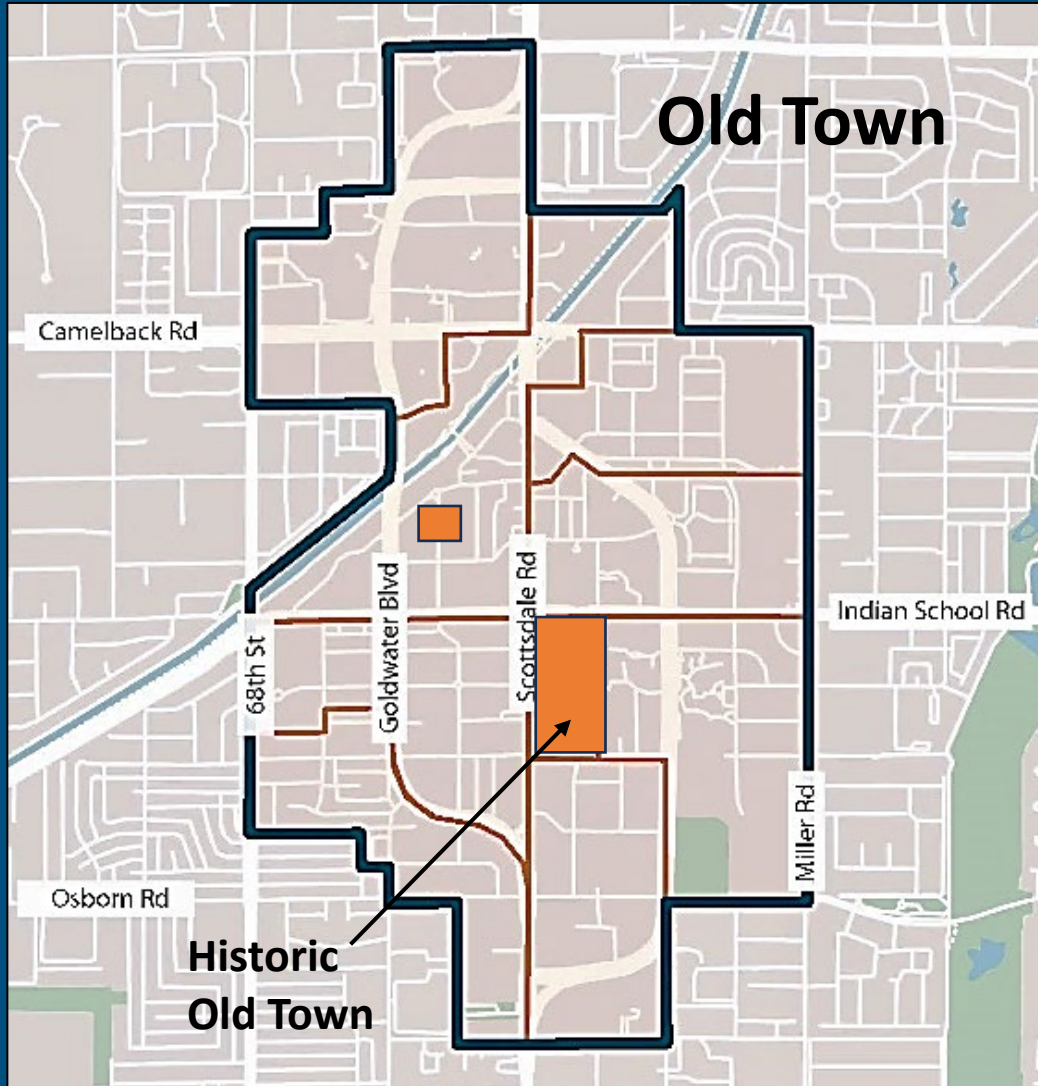
4. Goldwater Blvd, Chaparral to Camelback (safety project)
5. Jackrabbit/Miller (Crossing)
6. 68th Street from Camelback to Indian School (sidewalks)

Major Paving Projects

7. Hayden Road (Indian School to Roosevelt)



Other Projects in Old Town



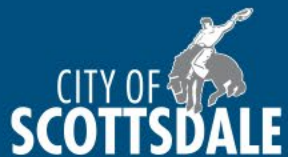
Craftsman Ct.
Sidewalk
Improvement & Alley
Restoration (south
of 5th Ave)



2nd Phase of Historic Streetlight
Installation (interior streets)



Staff Participation in Plans, Programs



INVESTING IN
AMERICA

TRANSPORTATION DECISION-MAKING:
A GUIDE FOR GETTING INVOLVED



LEARN • ENGAGE • MAKE A DIFFERENCE

 U.S. Department of Transportation

Continuing Maintenance Cycles



Thank You



TENTATIVE FUTURE AGENDA ITEMS

Rev.05-09-24

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: June 20, 2024

REPORTS/PRESENTATIONS DUE June 13th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes May 16, 2024
- **Roundabout Update**..... **Information**
Review the collision data from the three recently completed roundabouts – Raintree & 76th, Hayden & Raintree, and Miller & Osborn – Samuel Taylor, Senior Traffic Engineer
- **Motorized Vehicles on Paths and Canals**..... **Information**
Information on usage of motorized vehicles on the path network and canals – Susan Conklu, Senior Transportation Planner
- **Future Agenda Items** **Discussion**
Robust discussion on future agenda item topics – Transportation Commission

MEETING DATE: July 18, 2024

REPORTS/PRESENTATIONS DUE July 11th

- **No July Meeting per March 21, 2024, Vote (CANCELLED)**

MEETING DATE: August 15, 2024

REPORTS/PRESENTATIONS DUE August 8th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes June 20, 2024
- **Waymo Autonomous Driving Vehicles**..... **Information**
Information on Waymo autonomous driving vehicles in the city – Noelle Duong, Representative from Waymo
- **Citizen Petition Submittals and Staff Responses**..... **Information**
Information on citizen petitions that have been received – Mark Melnychenko, Transportation & Streets Director
- **68th Street Project Outreach Efforts**..... **Information**
Information on the public outreach efforts for the 68th Street project – Nathan Domme, Transportation Planning Manager

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns**..... **Information**
Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning Manager
- **Fiscal Impact of Distracted Driving** **Information**
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director
- **Update on Cool Paving Project**..... **Information**
Follow up on the initial presentation regarding Cool Paving Project – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager
- **Speed Limit Determination and Enforcement** **Information**

Information from Traffic Engineering and Scottsdale Police Department – Sam Taylor, Senior Traffic Engineer, and Scottsdale Police

- **Blue Zones Project** **Information**
Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Lisa Collins

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Smart City**..... **Presentation and Discussion**
Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Expanding Maintenance Needs**..... **Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Leading Pedestrian Interval Policy**..... **Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and application – John Hoang, Principal Traffic Engineer
- **Construction Mitigation Plan**..... **Presentation and Discussion**
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **Paving Section Overview**..... **Information**
Information on the Transportation & Streets Department’s Paving Section – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager
- **Pavement Cut Ordinance**..... **Presentation and Discussion**
Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Mark Melnychenko, Transportation & Streets Director
- **Proposition 479 Alternatives**..... **Discussion and Possible Action**
Options if and if not Proposition 479 is passed – Ratna Korepella, Transit Manager and MAG Staff
- **Projects and Programs Update**..... **Information**
Information on continuing projects and programs throughout the city – Mark Melnychenko, Transportation & Streets Director
- **Jackrabbit/Miller Road**..... **Action**
Information on Jackrabbit and Miller Road
- **Safety Messaging Program**..... **Information**
Information on the Safety Messaging Program – Cristina Lenko, Public Information Officer
- **Transportation Link to the Tree and Shade Program**..... **Information**
Information on Transportation component of the Tree and Shade Program – Tim Conner, Environmental Initiatives Manager
- **Wayfinding**..... **Information**
Update on the new Wayfinding signage – Susan Conklu, Senior Transportation Planner
- **IDW Path Renovation**..... **Information**
Update on the IDW Path renovation – Susan Conklu, Senior Transportation Planner

Lofgren, Kyle

From: WebServices
Sent: Friday, April 19, 2024 11:47 AM
To: Conklu, Susan
Subject: Transportation Commission Public Comment

Importance: High

Name: Daniel Aguirre
Address: 3024 N 83RD ST, Scottsdale, AZ 85251
Email: doaguirre@asu.edu
Phone: (602) 775-4295

Comment:

Request committee to consider need for speed humps for 83RD ST between Osborn and Thomas. Street experieces speeding and homes have young children who want to play outside. Parents concerned about safety.