

Meeting Minutes

Resident Bond Public Works Subcommittee

Regular Meeting

November 12, 2024 | 4:00 p.m.
Chandler City Hall
175 S. Arizona Ave., Chandler, Arizona



Call to Order

The meeting was called to order by Chair Rick Heumann at 4:04 p.m.

Roll Call

Subcommittee Attendance

Chair Rick Heumann
Chris Dobson
Jennifer Hawkins
Terri Kimble
Duane Lidman
Heidi Paakkonen

Absent

Subcommittee Member Spike Lawrence

Staff Attendance

John Knudson, Public Works & Utilities
Director
Dawn Lang, Deputy City Manager/Chief
Financial Officer
John McFarland, Transportation Manager
Kim Moyers, Cultural Development Director
Ryan Peters, Strategic Initiatives Director
Jason Crampton, Transportation Planning
Manager
Toni Smith, Marketing & Communications
Manager
Dan Haskins, Capital Projects Manager
Danny Sargent, Water Systems Senior
Manager
Liz Denning, Public Works Financial Services
Supervisor
Raquel Diaz, Management Assistant
Gina Ishida-Raybourn, Principal Engineer
Dana Alvidrez, Transportation Engineer

Action Agenda Item No. 1

1. November 2024 Resident Bond Public Works Subcommittee Meeting Minutes
Move Resident Bond Public Works Subcommittee to approve the meeting minutes of the October 29, 2024, Regular Meeting.

Action Agenda Item No. 1 Motion and Vote

SUBCOMMITTEE MEMBER KIMBLE moved to approve the meeting minutes of the October 29, 2024, Regular Meeting; Seconded by **SUBCOMMITTEE MEMBER PAAKKONEN**.

Motion carried unanimously, 6-0.

Discussion

CHAIR HEUMANN introduced the Public Works Bond Subcommittee Review & Recommendations Meeting No. 4 and called John Knudson for a PowerPoint presentation.

John Knudson, Public Works & Utilities Director, presented the following PowerPoint presentation.

1. McQueen Road Corridor Alternative Discussion
2. Bond Project Review
3. Project Prioritization & Recommendations

CHAIR HEUMANN said you got \$61 million, roughly \$62 million, \$84 million, and then you have \$132 million. On the first slide you showed, the original number and we had a budget of \$84 million, but it was coming in at \$132. Is that with everything getting done?

Mr. Knudson said No, that was the tier two with the 12 KV undergrounding and fully repaved.

CHAIR HEUMANN said this question is for Dawn too is there a way when you look at the \$61 million versus doing the whole thing? If the committee says, ok, we're going to go out to bond at \$60 or whatever the number we come up with, and then as projects or grant funding comes along, are you guys able to do the rest of it through grant funding versus just saying we're going to pay for the whole thing out of the city.

Dawn Lang said absolutely. That's how CIP is built, at a point in time with the information we have as of that day, and so of course all these projects are based on how they were put in the CIP months ago, and within six months we could be eligible for a grant. Things can change quickly. So that's why when we're reviewing these projects, we don't call it the McQueen Bond, we call it Streets Bond, so it has a compilation of a lot of different projects. These are estimates at this point, and if something comes in higher later, or another item could potentially come in lower, and because of the grant opportunity it allows us to shift and move those that authorization where it's needed most.

CHAIR HEUMANN said when you speak of a total number, whatever the number we come up with to go to the voters, there will be a vote for each one.

Dawn Lang said there would be a question for each category.

CHAIR HEUMANN said I know in one of the last meetings we talked about one of the last meetings we talked about one of the biggest priorities is maintaining what we have and making sure that the streets are maintained, so if we line up things is it going to be done whatever the priority number is. Can the committee and the city council say okay, the number one priority is X of making sure we maintain what we have, and it flows down, so when you're down the road, do you look at it and go ok costs have gone up so much for repaving million overlay, so that's the number one priority, so a project like this, do we drop it down and that's why I asked for the intersections only, we still get traffic flow going.

Ms. Lang said Yes, and those are the types of decisions that happen every year when we create our CIP and look to see what the highest priorities are and usually, it is aging infrastructure. In the last three years council has added another \$12 million to our street repaving out of the general fund, and tried to supplement it in other ways so we could continue other street projects as well. It's a balancing act in where those priorities are. When the committee reviews these projects, you're going to rate them from the highest priority to the lowest when we do the financing, we'll try to time it out based on those priorities, but it's going to be using these costs or if we know some cost has changed, we'll try to get as much in as we can. It is going to be a balancing act within our existing tax rate, and the assumption would be we would do that project, we would have other funding sources available should projects come in depending on grant opportunities.

CHAIR HEUMANN said I want to make sure that we're doing this, when we go to the public, it's very clear what we're doing and what it's going towards, and like I've said in every meeting it's needs not wants, what's the biggest priority, and making sure we are maintaining what we have and prioritize that.

SUBCOMMITTEE KIMBLE said the McQueen cost impact, from a few weeks back, tier one, did you not put tier one back in?

Mr. Knudson said No, the printed sheet that you have does not have tier one. It has only tier two.

SUBCOMMITTEE KIMBLE said OKAY, cause only tier two because that is the staff's recommendation.

SUBCOMMITTEE KIMBLE said the tier three?

Mr. Knudson said I apologize; I must have a couple of PowerPoint slides missing. What I'm showing you here on the printed sheet, on your paper what I put was the project with the current budget in the CIP, the \$84 million. Then I have the alternative, which is the two-lane through each direction and the intersections which is the 61.6, and then the tier two, which is the staff recommendation. I did not include from the previous slides that you saw last week or two weeks ago, I did not include tier one which was the basic, or tier three, which included ever the 69 KV underground, and that is what bumped that tier three up was the undergrounding 69s KV. It would be nice to clean up

the corridor, but we have never done one like that, and that was the only difference with their three.

CHAIR HEUMANN asked and that number was \$180.

SUBCOMMITTEE KIMBLE said \$177.

Mr. Knudson said on this project there's about \$30 million set aside to underground the 12 KVs and what we're hoping for is once we get aesthetics funding from SRP to accommodate most of that by the time we do this. That's a big offset, if we can get the 12 KV taken care of through aesthetics funding then that comes right off the top of this project and that's what's included in that \$130.

CHAIR HEUMANN said our aesthetic funds, we've used them up till when approximately? Mr. Peters said I don't know off the top of my head, but a few years out before we are in the black.

CHAIR HEUMANN said Ok. Mr. Peters said from my understanding we have to have money in the bank and then we can start building the project.

CHAIR HEUMANN asked does anyone who is online has any questions on McQueen Road.

SUBCOMMITTEE MEMBER LIDMAN asked if tier two includes undergrounding the 12 KV or the 69 KV. Mr. Knudson said the 12 KV.

SUBCOMMITTEE MEMBER LIDMAN said the upper two on that sheet that was printed today, does not have the 12 KV.

Mr. Knudson said on the first sheet that says project per CIP budget book, the \$84.8 million did envision undergrounding the 12 KV, but what may have happened in that estimate that was done some time ago was the assumption was possibly the 12 KV was to be done through aesthetics funding. The \$84.8 million estimate is off, whether it was for that reason or just because we didn't guess on the inflation rates adequately, I'm not sure, but it's not adequate for the project as we see it today.

SUBCOMMITTEE MEMBER LIDMAN said that answers my question.

SUBCOMMITTEE MEMBER HAWKINS said this is not in relation to budget, but if we go this route with just doing the intersections, how much time does that cut down on impact to people traveling on that road? Is it significant to reduce it to intersections only?

Mr. Knudson said the project duration certainly would be decreased. I guess you could come in and do intersections and minor corridor work as project one, then you could come back in later years with additional funding under a project and then widen the roads, project A intersections followed by project B to widen the roadways, those combined projects would cost quite a bit higher than if we were to do it all at once.

SUBCOMMITTEE MEMBER HAWKINS said Thank you.

Mr. Peters said one more note on the 12 KV we spent a lot of time on it and that's because of the city code that says we're an underground community, and so when we do city projects, I think

that's built into the design is to match the city standards, we expect our private developments to do that as well. As we're designing these things, it incorporates this code vision from the council four years ago that we're an underground community, and so it's not like an aspirational thing that we as a staff recommendation, it's more of a following what the council does, or has been for some time and we design into those standards.

CHAIR HEUMANN said we've had plenty of places where we would do it, and then we ran out of money, so it's a combination of things. There were several places we had laid out the money for, then Price Road basically doubled all that up.

Mr. Peters said when we're talking about aesthetics for retrofitting about road project that is expansive building out.

CHAIR HEUMANN said if you're only doing the intersections and not doing the rest of it, you're not touching it, I understand what you're saying, if you're going to do it, you do the whole thing, but if you're not doing that section, then theoretically it wouldn't count towards that. Mr. Peters agreed, and ultimately these projects are just following the city council.

CHAIR HEUMANN said this project looking at this chart, we're talking about starting building in year 29/30, so there are potentially 4 or 5 years getting aesthetic funding or grant money. When I look at this the first number is year 27/28, so potentially there might be only coming along that you could do stuff. Next.

CHAIR HEUMANN said Kim Moyers is here and there were some questions on the Washington Street alignment last time and if she wants to talk about that a little bit for Lauren, she did a good job.

CHAIR HEUMANN said the \$9.8 million bond request is \$12 million number the real number. A couple of questions I have is buying right away, and also are we improving streets that basically for the land that's there, will most likely become multi-family. Are we going to charge back those developers, every place else we've made developers pay for half street improvements, and commercials are not going back there it's going to be some either townhomes or multi-family residential situations, can you address that?

Ms. Moyers said we're seeing the redevelopment start, and we are already seeing some of the issues that come with smaller development. We need to make sure that we have the infrastructure we need from top to bottom. The East side of Washington Street will help relieve the traffic off Washington Street and give the neighborhood some relief as well. Discussion ensued.

CHAIR HEUMANN said why would we as a taxpayer want to fund private development coming down on Washington Street on the West side to put a new fracture and things like that to accommodate? It will be multi, or large-scale to make it more dollar-wise. This is one of my questions, is this a need or want for the city? This has been going on for a long time, I'm not a big fan especially if the taxpayers... if a private development was developed, great, and to be able to do that in a manner that is properly planned. But when you start getting behind Arizona Ave, when you use the word commercial, it can be very difficult to survive. So, if you're going to use

commercial townhomes, multi-family and things like that is very viable back there and there's a need for more homes. Every place else in the city we've made people pay for whether it's through impact fees, I think that's changed a bit in terms of what we're even allowed to join impact fees. Ms. Moyers said I think that's something that will be addressed. Unfortunately, all of these bond meetings are before we're complete with Washington Street, from all of these plans, the downtown area region plan is supposed to hit the council on the first of the year 25. Council can decide what they want to see in this area, then we'll come back with Washington alignment, and we need to make sure that those all funnel correctly. These are estimated costs on what we think will happen today, but the council to your point could come back and say No, we don't like this we want this to be larger densities, and we want to change off of this, which may change our direction too. We are ahead, we know that but knowing that there's not another bond for a couple more years, this was our opportunity to try to at least hold the money depending on what the council's decisions are.

CHAIR HEUMANN said what is the \$2.8 million pay for, I'm curious.

Ms. Moyers said it would punch through all of it, it does not pay for infrastructure, and it doesn't pay for any of the water and sewer. That's the other piece of all of this that we still would have to do after we get some direction from the council. This would pay so that you could turn in off of Pecos and go down to Morales and take Morales to Washington Street, it would add on-street parking, if you talk to the neighborhood in the area, they have some very understandable concerns with all of the parking that happens in the street, you can barely fit cars in there. This would widen the road where we have 60 ft right away for on-street parking and two-way traffic, it would allow for some landscaping, markers, and a right turn signal at Fairview.

SUBCOMMITTEE MEMBER KIMBLE said some of the parking issues, how much is from the Salvation Army, are causing the backup on those streets.

Ms. Moyers said it's not Salvation Army at all, it's not just the residents but it's also the businesses along Arizona Ave that park their cars along the line, there are a lot of car shops along the area, and they park all their cars waiting to be fixed along there.

SUBCOMMITTEE MEMBER KIMBLE said isn't that a code violation?

CHAIR HEUMANN said if they are there more than 48 hours it is.

Ms. Moyers said the truth is they do move, they move in and out, but it does cause a lot of congestion in that area, and it's a serious problem.

SUBCOMMITTEE MEMBER KIMBLE said there have been several pedestrians have been hit coming out of that street.

CHAIR HEUMANN said talking about parking, you said something a couple of minutes ago about the fact that some of these places they build out, we have empty lots to do parking, if we don't figure out their parking when they build something, it's going to be a nightmare and the neighborhood's going to be upset.

Ms. Moyers said we're happy to provide that ULI astap.

CHAIR HEUMANN said that's one of the challenges for the neighborhood too, I'd be very upset if you built townhomes across the street and there's no parking design for it.

Ms. Moyers said I think we're talking about two different things there I think when you're talking about something like multi-family, we will always have to do that. A great example is The George that is being built right now, it's a walkable area. We have some parking garages nearby, but how many parking spaces should they have?

CHAIR HEUMANN said you always need a balancing act. That's why for downtown we built the garages because if nobody can build anything downtown, we require them to have X amount of parking.

Ms. Moyes said agreed.

CHAIR HEUMANN asked if there were any other questions for Kim Moyers before we move on. No questions asked.

Mr. Knudson said before we get into prioritizing, are there questions on any other project specifics that we can answer?

CHAIR HEUMANN said my question is for Jason Crampton, Ocotillo Road, you guys did a survey. I'm just curious that you mentioned two weeks ago that people would be interested in using it, do we have a number of what we are talking about, is it 100 people per day, are we talking about doing some kind of algorithm?

Mr. Crampton said no, we don't have a projection or forecast to be using it. We do have surveys where we asked about 60 people if they would use the bike lane today and there was about 10% said they would and then would use the path and about 50% said they would. We don't have a total number of people, just that there was a level of interest.

CHAIR HEUMANN said probably the people who answered are people who are bikers more than just the general public.

Mr. Crampton said the survey that we sent out was more of stakeholders like HOAs, shopping centers, people along the quarter, school districts, and things like that.

CHAIR HEUMANN said how many surveys did we send out and we got 60 responses?

Mr. Crampton said it was a stakeholder survey, wasn't a public survey.

CHAIR HEUMANN said that the project is \$21 million

Mr. Knudson said Chair if you'd like, we can go in and I'm prepared to put in numbers in the program priority, resort the list, and add comments. We're open at this point to conversation about prioritization and recommendations that we can try to record.

SUBCOMMITTEE MEMBER KIMBLE said I have the big spreadsheet that was passed out today and from last week you've got a new bond request. For instance, on the street repaving one it looks like the new bond request has gone up to \$88 million from \$74 million.

Mr. Knudson said the \$88 million also includes the \$35 million add that we are going to fund as well. And the ones that are up in value because of the inflation.

SUBCOMMITTEE MEMBER DOBSON said it goes into the ones that went up nine because of the inflation.

Ms. Lang said that includes the authorization that we have and includes the first three years. The total is all the things in gold, including down below, so it's a total of \$88 million, that is what's in the bond.

CHAIR HEUMANN said that a new bond request is \$88 million. Is \$35 the council is hundred thirty-five?

Ms. Lang that's what came to this commission is \$88 and that includes that \$35 million. That's what we believe the additional amount over and above what's in the CIP would be needed to stay on track with street repaving.

CHAIR HEUMANN said Okay.

CHAIR HEUMANN asked Mr. Knudson if we did this what level of quality would we have in the city?

Mr. Knudson said when we did the study and tried to project out 70 PQI in ten years and 65 PQI in ten years, the dollars were coming back higher than the \$220 we're showing here. We haven't done the reverse; we haven't said if we invested the \$223 million what PQI would we get? By our projections, the amount of money that we do have, the \$223.940 is not adequate to get us to a 70 PQI in ten years.

CHAIR HEUMANN said If the committee and then ultimately the mast committee and the council say we think the \$80 is not enough based on that and dropping off some other project and taking that number up, is that part of the conversation?

Ms. Lang said you could, it would just be a prioritization, you'd have street repaving at the top of your list and that could certainly be a caveat that if there's a desire to increase street repaving, we can see what we could do. I know if the council has made an encouragement, we're doing our annual budget to try to put in additional general fund dollars. I think the bigger problem we're having is the number of contractors and staff that we have, we can only do so much work in a year.

CHAIR HEUMANN asked the Committee on this list, in terms of ranking things, street repaving has got it, in my opinion, is number one. Does anybody disagree with that?

No one disagreed.

CHAIR HEUMANN said OKAY, street repaving John would be number one.

CHAIR HEUMANN said in terms of notes, I think Dawn brought up a good point, I think that should be the priority as we look down the road because when we go out to the bond, there are no locked-in things. It's just based on the council approving things. Five years from now if the council says, you know what XYZ doesn't get done because we need more money for street repaving the bond dollars are there. We're not tying the bond dollars to specific programs, is that correct?

Ms. Lang said that's correct.

CHAIR HEUMANN said I just want to make it clear so that you know these are potential projects for people down the road.

Ms. Lang said and it's not tying future residents either because there could be a change of priorities depending on how our city continues to evolve and change, so we're not locked into something that was projected five years.

SUBCOMMITTEE MEMBER KIMBLE said street construction, with the improvements, and the traffic signals and repairs, are all needs.

CHAIR HEUMANN said those are one, two, and three in my opinion, Chris what do you think?

SUBCOMMITTEE MEMBER DONSON said I think they're all components.

CHAIR HEUMANN said to the people online, we are trying to rank things, if you want to chime in the conversation to rank them street paving, street construction is two, and the traffic signal is three are the most important things at this point. Does anybody have any comments on that?

SUBCOMMITTEE MEMBER LIDMAN said I agree.

SUBCOMMITTEE MEMBER PAAKKONEN said I do as well.

CHAIR HEUMANN said when I look at the list of top 3 needs, is the collector street improvements we're just finishing. I know the one on Willis has to get done, but that was one of the improvements was Willis correct? Was that funded?

Mr. Knudson said that one's already funded. The only one that remains to be funded is Monte Place.

SUBCOMMITTEE MEMBER LIDMAN said on that collector street, you said that the Willis Road is done, does that mean funding's already there or would that be included in this collector street improvements?

Mr. Knudson said it was already funded as part of the previous bonding. We already have funding for that, but it's not completed yet.

SUBCOMMITTEE MEMBER LIDMAN said on the Willis Road one, the hand-out provided a while ago, on the south side of that it shows it going past the trailer park, continuing west until the street name I can't read on the map And then it looks like there maybe be another thousand feet to the West that potentially is property or on the county, it looks like there's a house down there. Would that in this is a south portion, the western reach of that. Would that include that

Mr. Knudson said it should, it should widen that whole run to its full dimension.

SUBCOMMITTEE MEMBER LIDMAN said yeah, to basically connect the sidewalks is what I'm saying.

Mr. Knudson said Yeah, that's correct.

SUBCOMMITTEE MEMBER LIDMAN said Okay, well, for me personally, I'd add Collector Streets as number four.

CHAIR HEUMANN asked is everybody okay with that?

No objections.

CHAIR HEUMANN said let's move to the next priorities. Kyrene Road, is that Prop 479?

Mr. Crampton said Yes.

Mr. Knudson said with any of these we will be competing for federal grants as well.

CHAIR HEUMANN said let me ask this question to staff and to the committee, is Kyrene Road, Chandler Blvd to Santan the highest priority for you guys?

Ms. Alvidrez said from a traffic perspective, yes.

SUBCOMMITTEE MEMBER LIDMAN said Kyrene Road, does that include some undergrounding of power lines 12s or anything?

Mr. Knudson said it should, yes.

SUBCOMMITTEE MEMBER PAAKKONEN said It's morphed into two questions, with similar themes. So, to what degree does the grant funding eligibility way or factor into this priority-setting process? Does, you know, that the potential to leverage, you know, a relatively small amount of our, dollars from the bond relative to the more substantial amount that could be drawn from grant funding? Does that mean that you know that sort of elevates some priorities in some way? And a related question, if we've already invested money in previous years in some of these projects, would we want to factor that in also to some degree because some investment has been made but there's still more potential from the product?

Mr. Knudson said we have grant eligible projects that we are showing here, they clearly move, they would be easier for us to do and us to fund, obviously, without the grant funding, these larger projects probably won't be possible for quite a while.

SUBCOMMITTEE MEMBER PAAKKONEN said what degree do they, does that funding potential move the needle?

Mr. Knudson said it would be difficult if we decided not to do a project that we already have booked, and I can let Jason and Ryan speak to that, but if we've booked one of these projects into, the mag process, changing that might be difficult.

Mr. Peters said Yeah, it depends on the regional cash flow and when they have these things programmed as for as the 1st phase, 2nd phase, and 43rd phase, in some cases we may have more immediate need that we want to get down, but we won't be reimbursed for another five to ten years. That said, as they're shuffling projects, there may be others who are further behind and we can try to, you know, advance ours if we're further ahead and then we just basically swap projects out. That's also the accounting exercise that Mag does as far as what we know today, we have sequenced projects over the next 20 years and now some are in phase one, some are in phase two, and so on. So, you know, we're, we're only as good as the inputs that we have and Mag is going through that exercise right now of further refining what years these phases of projects are, and also what some of the program eligibility will look like.

CHAIR HEUMANN said Heidi, does that answer your question?

SUBCOMMITTEE MEMBER PAAKKONEN said it does, I'm hearing it's complex.

CHARI HEUMANN said to Dana's point, she said Kyrene Road was probably the most important one to the rest of the staff, is Kyrene the next most important thing to get done, and is everyone ok with that? All agreed.

CHAIR HEUMANN said moving on, you've got Warner Road, Ray Road/Kyrene Road intersection, and Arizona Ave/Warner Rd intersection, and then McQueen Road. What's the biggest bang for the buck of the remaining things that are there is, I think Warner Road or is it Arizona Avenue and Warner intersection?

Mr. Knudson said what if with Dana's help we think about them in terms of safety as opposed to capacity? If you looked at them Dana, from just a safety perspective, would you say the intersection projects Ray and Arizona Ave might be more important from a safety perspective than others?

Ms. Alvidrez said from a safety perspective, Yeah, I would go to Warner, Arizona, and then Ray Road from a safety.

SUBCOMMITTEE MEMBER DOBSON said So Warner Road would be at number six and then Arizona Avenue would be number seven and Ray Road be at eight.

Ms. Alvidrez said the intersection.

CHAIR HUEMANN said on Ray and Kyrene Road intersection that's got a \$5 million in here, we haven't done an intersection for \$5 million as long as I've been involved with the city, is that number right?

Ms. Alvidrez said That one was just a turn lane, but like moving utilities to make the turn lane, to put the turn line in.

CHAIR HUEMANN said So when you say turn lanes, we're talking about right-hand turn lanes going west and going east or were you talking north and are we just adding an extra lane on, I'm kind of curious for \$5 million.

Ms. Alvidrez said \$5 million is not a full intersection. I believe it was right turn lanes for North/South

SUBCOMMITTEE MEMBER KIMBLE said Ray and Kyrene is design only for \$5 million, that's what is in my notes under meeting #1, page five.

Ms. Alvidrez said yes, it's design only.

SUBCOMMITTEE MEMBER KIMBLE said are we taking off seven and eight on there and are we keeping the Arizona Avenue Warner intersection as number six?

CHAIR HEUMANN said let me ask a question to the group, is Ray Road/Kyrene, which is out in \$32, if we just find the intersections then we could spell that out as a priority we could do that whole thing, what year was that scheduled?

Mr. Knudson said year 29/30

CHARI HEUMANN said I'll ask the group if the next priority is if we did the McQueen Road intersections with the capability maybe being able to do the rest based on money coming from someplace else. Would that be the next priority?

SUBCOMMITTEE MEMBER HAWKINS said yes.

SUBCOMMITTEE MEMBER PAAKKONEN said yes.

SUBCOMMITTEE MEMBER KIMBLE said are we not want to talk or entertain Washington Street?

CHAIR HEUMANN said we are going through priorities is what we're doing, so the next question to the group would be Warner Road, looks like there is some Prop 479 funding in that one, is that the next priority?

SUBCOMMITTEE MEMBER DOBSON said I would say so, if it's there, you might take advantage of it.

CHAIR HEUMANN said is everybody okay with that?

All agreed.

CHAIR HEUMANN said the next question, do we make Washington Street eleven or do we make Ray Road/Kyrene eleven?

SUBCOMMITTEE MEMBER DOBSON asked Ms. Alvidrez for her perspective on a safety issue.

Ms. Alvidrez said Ray/Kyrene.

CHAIR HEUMANN said Okay.

CHAIR HEUMANN said twelve is Washington Street, and 13 is Ocotillo Road.

All agreed.

CHAIR HEUMANN said is there any of these 13 fields that should not be on this list at all, or it should be just that we've ranked them, and it comes down to money and the council making the decisions.

SUBCOMMITTEE MEMBER KIMBLE said you had mentioned that it's up to council's discretion, you know, some of these collector streets with a thousand feet here that it's ridiculous that that's just not done automatically, that would be common sense to me. These discretionary funds for the additional funding meeting, this little \$35 million here. Again, that kind of stuff on the collectors, that that's where the money should go.

CHAIR HEUMANN said the collector's only it's, it's about a million, it's small.

Ms. Lang said and really Public Works staff brings forward their recommendation on timing and the needs.

Mr. Knudson said and to be honest, these are just the collectors, these are just three or four little projects that we've discovered over the years that the developer didn't do this, we need to get in there and take care of it.

SUBCOMMITTEE MEMBER KIMBLE said but we ranked it high, it's number 4.

CHARI HEUMANN said It's the odd stuff like that that you know people are going to be like, why didn't we do that years ago? I don't disagree that should have been funded, but it should have just been done.

CHAIR HEUMANN I think one is almost like one plus, in my opinion. It should be the top priority that we look at other projects that, again, are up to the council's discretion, but moving more money up into that's going affect the long-term health of the city that we're not playing catch up years from now. I mean that would be a good note to put my opinion. What's everyone's feeling on that?

SUBCOMMITTEE MEMBER KIMBLE said I would agree, And I also think then the traffic and safety and that needs to be notated in the notes that that's how we kind of took a look at prioritizing these so that they know that we were keeping that front of mind. It's the aging infrastructure as well as traffic and safety. I think that's a standard that should probably be considered as we continue. I also think as you've got build out, you've got some other things that multifamily in that coming down there that's going continue to rise to the top.

Mr. Crampton said could you repeat the three, I agree safety, aging infrastructure, and Mr. Knudson said corridor capacity. The reality is, in the future years, though, the level of service there becomes very, very poor as, as we reach build-out. We're going end up with traffic substantially worse than it currently is in those areas.

SUBCOMMITTEE MEMBER DOBSON said I like the standards that you have like SRP reliability, affordability, and sustainability. And it's kind of nice that we're kind of, you know, we have the same process of three. They are all important.

CHAIR HEUMANN said anything else? Any questions or comments?

SUBCOMMITTEE MEMBER PAAKKONEN said I'm good, thank you.

SUBCOMMITTEE MEMBER LIDMAN said I'm in agreement with everything. I'm in agreement with everything. We've got prioritized, I agree street paving, and repaving, we need to try and get that payment quality index, keep that up so we we're not digging ourselves in a hole in the future and costing even more. So that's a high, like you say, a one plus.

SUBCOMMITTEE MEMBER HAWKINS said Yup, I'm in agreement.

CHAIR HEUMANN said Okay, 1st I want to thank staff for being here. You know, it's a lot of hours and stuff you guys put a lot of work into this, and I do appreciate it, and I think the committee has done a good job too of really kind of talking through things. I said in the 1st meeting, we're not here to just rubber stamp. I think there were a lot of good questions, and I thank everyone here.

Public Comment

None.

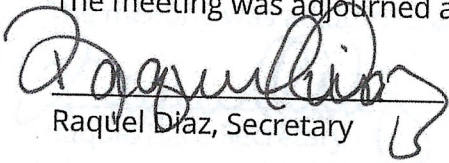
Calendar

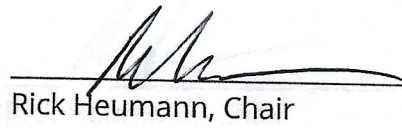
The next Resident Bond Public Works Subcommittee meeting will be held on November 26, 2024, at 4 p.m. via Webex or in City Hall, 175 S Arizona Ave., Chandler, Arizona, on the 5th floor Large Conference room.

Calendar

Adjourn

The meeting was adjourned at 5:35 p.m.


Raquel Diaz, Secretary


Rick Heumann, Chair