

Meeting Minutes

Resident Bond Public Works Subcommittee

Regular Meeting

October 15, 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 4:00 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
Ryan Peters, Strategic Initiatives Director
Dan Haskins, Capital Projects Manager
Toni Smith, Marketing & Communications
Manager
Dana Alvidrez, City Transportation Engineer
Liz Denning, Public Works Financial Services
Supervisor
Raquel Diaz, Management Assistant
Jeremy Abbott, Public Works & Utilities
Assistant Director
Jason Crampton, Transportation Planning
Manager
Gina Ishida-Raybourn, Principal Engineer
Josef Kennis, Wastewater Facilities Manager

Non-staff Attendance

Gary Hayes

Action Agenda Item No. 1 Motion and Vote

CHAIR HEUMANN moved to approve the meeting minutes of the October 1, 2024, Regular Meeting; Seconded by **SUBCOMMITTEE MEMBER KIMBLE**.

Motion carried unanimously, 6-0.

Discussion

1. Presentation on Public Works Project Meeting #1

CHAIR HEUMANN introduced the discussion item and called for John Knudson and asked him to proceed with the presentation.

JOHN KNUDSON, Public Works & Utilities Director, introduced Dana Alvidrez, Transportation Engineer, Ms. Alvidrez assisted Mr. Knudson with a PowerPoint presentation.

- Public Works Project Meeting #1 involves the first eight projects and programs that are involved, these are programs that are within our Capital Projects ten-year CIP that were bond-funded and did not have an appropriate allocation from the last bond election. We are looking for a supplemental vote with this next bond election to cover these projects that are within this ten-year. Mr. Knudson discussed how projects come to be in Chandler and the process of creating a project to completion.

- Evolution
- Intersection
- Roadway Projects
- Miscellaneous programs
- Overview of October 29th Regular Meeting
- Questions and Discussion

Mr. Knudson continued with the PowerPoint and discussed Evolution and how a project comes to be in Chandler. We have many different inputs and many of our projects come from studies that are being done such as safety studies, and traffic studies. Another place that projects come from is our Transportation Master Plan, staff recommendation, External/internal study, and council/resident recommendation. Mr. Knudson explained the timeline for the pre-design study and estimate of project costs. The pre-design study provides high-level cost estimate projects before moving into the budget process. The design phase of a big project can take on to two years, considering infrastructure and utilities.

SUBCOMMITTEE MEMBER DOBSON asked Do you use aesthetic funds; I think SRP gives the City of Chandler some. Mr. Knudson responded no additional funds were available, Price Road used most of the funding, but when there are funds, we do use them. The good news is I heard that

much of our 12KV lines are already grounded in the SRP area, we are getting to the end of that and now thinking about what's next.

SUBCOMMITTEE CHAIR HEUMANN explained what aesthetic funds are for those who don't know. SPR has a formula that they have that we get an amount of money every year to bury lines and things like that. When we did the Price Road project and TRADTOR which is down South, a lot of that money got used up.

SUBCOMMITTEE MEMBER KIMBLE asked when Banner Hospital came in that was moved up in the CIP budget because they were moving forward and that whole intersection, at that time none of the underground was upgraded, correct? So how do you figure that in because not all of it was done at the same time? Mr. Knudson said the Banner Hospital at Willis was going in, it was about the same time our Alma School project was in design, we were already moving on that Alma School project. It was a coincidence that the Alma School Widening Project and Banner hit at about the same time, so we were able to accommodate some of the offsites. Typically, when Banner or any developer comes in, they are often required to upgrade the infrastructure adjacent to their properties, Banner would have paid for the adjacent upgrades, the tick is how do you handle the connecting work that needs to be done, and we were lucky that Alma School was in design at the same time. An example of one we weren't so lucky on was when CUSD decided to build a high school they were required to build the adjacent infrastructure but we had no plans of widening that road to three lanes because CUSD came in and we saw the need and so we had to essentially event the project to make all that come together. So that was one of these programs that came up quickly and we had no choice but to put it in the first year of the CIP, and that is one of the criteria of how it gets scheduled is urgency.

SUBCOMMITTEE MEMBER KIMBLE asked as you go through the seven projects, have you talked to the surrounding businesses about those improvements or if they are doing any expansions before we put this into the CIP so that we make sure that things are covered for the property owners? Mr. Knudson replied that there was communication during the roadway design process. I think what you're asking is questions to the business is do they have needs that may affect what we are doing, I don't think that type of communication occurs on the Capital side today, it doesn't mean it couldn't but reason why it may not be absolutely necessary is that typically our utilities we would oversize them, our water lines and wastewater lines, and if we were going in on an installation in a new road, it's one of the first things Gina would do is take a close look at everything that we know and what the capacities are and what they should be for build out and we would accommodate that in the construction of the new facility and that would go in first. To be clear all the new money we are talking about here in this bond is general fund and that is for the road project, anything that we do as a utility, which is an enterprise fund, that is a separate deal altogether. I spoke to Jeremy about some of these big road projects coming and that's something we have to do it make sure we have to do, is getting our utility standard we have to build in our CIP this year and the dollars would have to coordinate with these projects that Streets have.

Ms. Alvidrez also communicated on the Streets side, through the Transportation Master Plan process our transportation policy focuses, they lead the efforts and there was a lot of outreach there from community members, residents, and businesses to see what future plans were and a lot of regional models we use take the information and look at future volumes to accommodate that as well, so we are not only resizing the pipes but we are also sizing the road to accommodate what we're expecting. **SUBCOMMITTEE MEMBER KIMBLE** I'm just looking at a couple of these projects and taking a look and seeing that it may be an opportunity for those property owners that have been sitting on something that could be eyes sores that could be improved. Mr. Knudson also added Dana's group in constantly doing traffic and intersection studies, the team is working on that continually. **CHAIR HEUMANN** mentioned two quick points is one of things when we do an intersection or any road widening, we allow the utilities to replace their stuff then and we have a rule that if they don't, they have to pay for the full costs if they have to dig it up. **SUBCOMMITTEE MEMBER DOBSON** said they typically do at SRP as well; they try to jump on it and upgrade their lines because they don't want to go back in.

Chair Huemann asked as we go through these, that we have some kind of statement in the bonds and bond committee that we are going to work to ensure that the least effect on our businesses happens during these things. I'll use a bad example of Dobson and Warren that took two years of the nightmare, and Alma School and Chandler Blvd. that staff did a great job and did it in nine months. We need to make sure that as we go through these projects it's a part of the criteria that not just barricades being taken down but working as fast as we can work where we can to get the job done as fast as we can. It will cost a little bit more money but the effect on our business can't happen, like what's going on in Chandler Blvd., for example. Gary Hayes said Teresa and people on John's team have daily communication, **CHAIR HEUMANN** agreed that the communication is fine, but projects cannot take two years. Mr. Hayes also added that there is also Thanksgiving and Christmas, Mr. Knudson said Yes, the moratorium, we have a policy in Chandler from Thanksgiving to just after the first of the year, the idea is that we are not in arterial roadways within 1/8 of a mile plus or minus of major intersections. We are trying to stay out of the way of business at the major arterial intersections, and it has become increasingly difficult to do that. For instance, the project with the 200 KV undergrounding at Chandler Heights and Alma School, admittedly was a difficult project, it was difficult because it was three phases, it was us, the utility going in, and moving all of our infrastructure out of the way and that took 7,8,9, 10 months and that was no small job. We had to get all of our water and wastewater pipes out of the way and a 35-foot-wide clear easement followed by SRP coming in and putting in all their conduits and manholes, followed by SRP coming in and pulling all the cables to the conduits. We got through it, but we did work through a moratorium that was probably very difficult on those businesses, it was difficult. Ms. Alvidrez said that the moratorium as it reads today is intended for major retailers to not impact during, so again if it's somewhere that is not close to major retailers it's something we can consider. Mr. Knudson said we work hard to try to avoid difficulties, we often move projects, move pieces of projects into times like during the winter break of a school, we will go by and do the work by the school during their breaks, we try to coordinate those things all the time. **CHAIR HEUMANN** said that the project was an extraordinary project and the benefit to the residents was

that fact that we undergrounded everything, vs. going overhead. There was a tradeoff that residents who complained had to understand because of that project things got underground vs overhead. **SUBCOMMITTEE MEMBER DOBSON** said it did take longer too, with SRP pulling those lines with the balls in between and ripping the casing on it, and then they had to go back out, so it took longer, and I apologize but it is what it is, and we don't do a lot of 230 underground. Mr. Knudson said I think that was SRP's second and the first was on Price Road. **CHAIR HEUMANN** said to my point there was a benefit in the long run. **SUBCOMMITTEE MEMBER DOBSON** said my point is there are always issues when you're undergrounding and with other stuff it could potentially take longer.

Mr. Knudson asked Ms. Alvidrez to cover the next few slides on the PowerPoint presentation. Ms. Alvidrez discusses some of the reasons why these projects get done, and how to solve them. Some studies that are done are traffic studies, counts to look at the flow of traffic, looking at different intersection configurations, roadways, and land use changes, which affect traffic volume. Ms. Alvidrez asked are any questions.

CHAIR HEUMANN is there a standard we use or is it more subjective? You go to Tuscan or Flagstaff, and they don't have any lights or very few and then you got our city with a ton. What if somebody complains it's too dark? Ms. Alvidrez said Yes, we do have a standard we use the Electrical Engineering Guidelines, which is a federal document, and depending on the type of road locals have different criteria that collector or arterial. If someone calls our office and says they feel like there is a dark spot, we will go out and look at it take a light meter measure what that is and compare it to the standards.

Ms. Alvidrez asked if there were any more questions, and there were none.

Mr. Knudson continued with the PowerPoint and discussed Intersection/Roadway Projects.

- Arizona Ave/Warner Rd Intersection
- Ray Road/Kyrene Road Intersection
- Warner Rd. (Price to Arizona Ave)

Mr. Knudson said the easy projects in Chandler are done. These projects are coming and will be tough, with Ms. Alvidrez and the PowerPoint presentation explaining why. Starting with Arizona Ave/Warner Rd Intersection discussion ensued. Mr. Knudson said to remember this project is early in design and more than likely the number shown in the slide of the presentation could change and realize in the capital program the further out in time, the more escalated the number is. Every year we come up with an escalation rate for our capital project based on inflations.

CHAIR HEUMANN before moving on, are there any questions about the Arizona Ave. right of way?

SUBCOMMITTEE MEMBER KIMBLE are you having any issues when putting these in with the supply chain? Mr. Knudson said Yes. **SUBCOMMITTEE MEMBER KIMBLE** said how are you accommodating with that with some of the supply chain issues that are still happening, and that

you may not be able to get things for two years? Are you doubling that anticipated amount? Mr. Knudson said what we have done is come up with some creative ways to accommodate for that, so for instance, you might see a council memo going for a pre-purchase agreement and those pre-purchase agreements sometimes are for equipment that we need for a project that is coming and we will buy it ahead of time for preparation. We do some of that on traffic signal poles. Ms. Alvidrez responded that traffic signal poles have a long wait time, currently 12 to 18 months and that is one that we have done pre-purchases as we get close to design we know what size we need and we will go ahead and order those without having to go to bid and then we will let the contractor know that's not something we expect them to have to purchase. We had to change our purchasing philosophy and get creative; this is not something we had to do in the past.

CHAIR HEUMANN are you having on ranking these in priority order or are these just random that you're talking about? Mr. Knudson responded that these are in the CIP predicated on budget, workload, urgency, and when we think it fits. If there was a need to move some of these projects around we would have to look into it very deeply because what it comes down to, let's say we move Warner Road ahead if that's a choice, that will be an extraordinarily expensive job because it's 3 miles of roadway and we have the need for right of way on both sides, it will be expensive.

CHAIR HEUMANN said when we get through the projects, I think that is a good exercise for the committee to take a look at. The reason why I said let's look at Warner Road is that what I don't want to have to happen is we tear up a road, we do up to Arizona Ave., and then a year later we come back and do the intersection. We need to look at when we are doing a project that we are doing the whole thing as fast as we can. Mr. Knudson said a specific project like Chandler Blvd. and Dobson, we did Chandler Blvd., and Dobson intersections several years ago and at that time we knew that there were sewer issues in that intersection, and we also knew we had old water pipes that needed to be replaced but because the magnitude of that project we didn't feel like we could stay there too much longer because of some other businesses so what we ended up doing was finishing up that project and giving it a rest and then coming back in although, difficult to do it was necessary just because of the magnitude of the work that needed to be done. What we will try to do with Arizona Ave and Warner is to try to go 1/8 of a mile in each direction so that the follow-on project does not come that far. **CHAIR HEUMANN** said it doesn't come that far but you still have Warner Road torn up, no matter how you look at it, if you tear up Warner and Arizona Ave., whatever you decide and you come back 2 years later you're still going to have Warner Road torn up and those businesses are still going to suffer for the fact that Warner Road is torn up again. No different than Chandler Blvd., I'd love to see the traffic counts today, and Ray, Ray Road is crazy now because we took forever on Chandler Blvd. I would like you to bring up Warner Road to show it as a flow situation.

SUBCOMMITTEE MEMBER LIDMAN question, on the project on Arizona Ave. and heard talk about maybe a light rail down the road sometime. **CHAIR HEUMANN** said No, light rail is not happening on Arizona Ave.

Mr. Knudson's discussion ensues with the PowerPoint presentation for Warner Road (Price to Arizona Ave.). We have two lanes in each direction and explain with the PowerPoint slide in the presentation the 2040 Level of Service Without Improvements. Ms. Alvidrez said the grade is very much like a school grade, we grade from A to F. A is traffic flows smoothly, no one is going to complain about it, C/D is considered acceptable, D is a rush hour with a little more stop and go, and F is it's a stop and go and not moving.

SUBCOMMITTEE MEMBER KIMBLE asks what's this rated? Ms. Alvidrez answered with the Transportation Master Plan, this is what it would look like in 2024 if we did nothing. Gary Hayes asked if we have any of these in Chandler today. Ms. Alvidrez said not any F's, but we have D's. Mr. Ryan Peters asked if Arizona Ave., in this area a level service F? Ms. Alvidrez said it's probably close, I would guess it is a D. Arizona Ave. in this area by design is a lower level. Discussion ensues.

SUBCOMMITTEE MEMBER KIMBLE asks when we are talking about level 2040 level of service obviously by design, Arizona Ave., you want it, so it slows down traffic coming through, cause you want people to stop to visit downtown. Putting things like a left-hand turn lane would really help and I don't see that as a priority, and it would also help with the safety of pedestrians. **CHAIR HEUMANN** asks what left-hand downtown turn lane, are you talking about Boston? **SUBCOMMITTEE MEMBER KIMBLE** says Yes, and I don't see any of that on here, especially with the park projects, I think we are going to talk about the park being one of the projects. **CHAIR HEUMANN** said No, Parks isn't us, we won't talk about that here in this subcommittee. **SUBCOMMITTEE MEMBER KIMBLE** said overall will that be addressed in that particular area? **CHAIR HEUMANN** said I think you are talking about when you look at Arizona Ave and Boston, there is no turn signal, there is a turn lane, and you can make a left turn, but your point is that would be simple to have a turn signal. **SUBCOMMITTEE MEMBER KIMBLE** said that's what I'm asking, I see all these red lines and wondering why none of those were addressed and identified in these key projects. Ms. Alvidrez said that's something we can do operationally, but that's not something we would need a CIP project for. **SUBCOMMITTEE MEMBER KIMBLE** said Perfect. **CHAIR HEUMANN** said I know exactly what you're talking about, having a turn signal at Arizona Ave and Boston should have been done.

Mr. Knudson discusses Ray/Kyrene, this project has the same issues as Arizona Ave.

CHAIR HEUMANN said Ray and Kyrene I think have a lot more constraints than Warner and Arizona, with residential on Ray. Mr. Knudson said the same stuff, different magnitudes.

CHAIR HEUMANN asked Mr. Knudson to go back to Warner Road, how is it only \$13 million? Mr. Knudson said you have to see this last sentence, construction funding for this project is beyond the 10-year CIP window. Mr. Peters asks Jason Crampton Is this a 479 project? Jason said Yes, it is. Mr. Peters says that some of these are intersected with regional funding and so we need to meet the delta and that's where you might see an amount that looks kind of light for a big project. Mr. Knudson mentioned that this is only for design, we only capturing what's in the 10-year CIP.

Mr. Knudson discusses McQueen Road Improvements; 3 miles essentially, and the price right now is \$4.8 million, part of that cost is the evaluation of need vs. want. That is the 69 KV lines on either side of that road for about a mile. APS is on the West side of McQueen and SRP is on the East side they have 69 KV transmissions on both sides. We don't by code or any policy we have, we don't underground any 69 KV's, but when we looked at the price to do it the price was in excess of \$35 million, between the two.

SUBCOMMITTEE MEMBER KIMBLE asks why chose to underground them there? Mr. Knudson said if you wanted to create the corridor we would like to create with widened pedestrian paths, bike lanes, and all of those sorts of things that would be in that cross section that we would like to have, they need to go. Mr. Peters said the aesthetic funds, had we not done those major projects we had some programs in the Northern part of the city that were looking at undergrounding funds, they had to be canceled. While we are an underground community, we also have limited resources and I think that's the point of these projects, we have an opportunity to evaluate if we want them and crate that corridor that John's talking about.

CHAIR HEUMANN said my question for your staff is that you used the words needs and wants, which is more important, the need to have McQueen traffic flow or the want of having 69 KV that has been there forever, underground? When you have X amount of money to do things as inflation continues to skyrocket and were trying to get more things done if you're talking what used to be a \$1 million a mile and now it's \$3 or \$4 million a mile, so whatever the number is, are we better off using that money someplace else to pave roads, fix sewer lines, and things like that? That's why I want to make sure the needs and wants are different. **CHAIR HEUMANN** said right but moving them is a lot cheaper. Mr. Knudson said that is why I'm breaking them up. Mr. Peters said, either way, we have to move them, and I don't know if undergrounding is included in that cost. Mr. Knudson asks Dan Haskins if there is a cross-section on McQueen that we do not have to move the signal lights. Mr. Haskins said there is a cross-section. Mr. Knudson said there is a design cross-section that has been worked on that does not require undergrounding, it doesn't get all the things that we want in the right of way but it's possible to widen the road and not take down the 69's.

CHAIR HEUMANN asks Mr. Knudson to explain to the committee what you're talking about in terms of wants and needs, does not undergrounding, are you able to do bike lanes, better sidewalks. If we leave the lines off, what don't we get if we underground lines what do we get, and is it worth \$35 million, that we are going to benefit from? Mr. Knudson said what I'd like to do on McQueen, and I was hoping this would happen cause McQueen is a complicated project we have time in the next meeting that we can come back and dive into McQueen because we have design concept drawings, cross-section drawings that I think would be helpful for all of us to see. Mr. Crampton, I think there are some innovative things we can do for you to avoid undergrounding, on the West side instead of putting a southbound bike lane we can do a path, and on the East side do a northbound bike lane. **CHAIR HEUMANN** said I think what John says at the next meeting it would be great to see, what the committee should be saying ok look, we got X amount of money,

again, needs or wants. It's pretty and gorgeous and down the road that \$35 million could be used someplace else.

SUBCOMMITTEE MEMBER KIMBLE asked does the city has criteria or guidelines, and what triggers the request for undergrounding because that's expensive like light rail. Mr. Crampton said to be honest everybody complains about it, nobody wants power lines, and everyone wants it buried. **SUBCOMMITTEE MEMBER KIMBLE** said that is why I am asking, is there some type of criteria that you have? Mr. Peters said the answer is Yes, a member of our staff who is not here today is Dennis Aust and he manages the aesthetics program when we last re-visited a list of priorities council had put it on hold because of these major projects that ate up all those funds. **SUBCOMMITTEE MEMBER KIMBLE** said the reason why I ask this is, because we can say that want this stuff and that it looks better just like council approved to put sidewalks to nowhere to industrial parts, and that's why I am saying is there a criteria or because that to me is a want and not a need, and that is an undo-burden on my businesses. Mr. Peters said I would argue that there is a demand for a lot more power lines all around the state and we are going to underground some and others go up, that is a policy decision that the council would have to make and what we want to do once the aesthetic funds start flowing in a positive cash flow direction again. So, to directly answer your questions, there are policies, but it's more based on the prioritization of these projects that have to spend money by a certain date, or we forfeit, and within that what a freezable project, and if not let's move on to something else. **Subcommittee member Kimble** said you also don't want to start creating that divide around Chandler, and that's why I said what are the criteria that you've set so it's fair. **CHAIR HEUMANN** said why don't we move on, and asked Mr. Knudson if you bring it back to us the next time. Mr. Knudson said since we do have a design in process it would be a great time to talk about it.

CHAIR HEUMANN asked Mr. Knudson to go to the Warner Road slide on the PowerPoint presentation. Mr. Knudson asked if there were any questions on Arizona Ave and Warner.

CHAIR HEUMANN said no, just my same question about how we do it all at once, and again the phasing.

Mr. Knudson discusses the Warner Rd. (Price to Arizona Ave). Warner is going to have similar issues. Mr. Knudson referred to the slide in the PowerPoint and said my understanding of the current aesthetics funding was that 12 KV, so distribution lines are to be undergrounded, and we have a policy that when new development comes in the adjacent lines are undergrounded, and we try to stick to that with our Capital Projects as well with 12's. There hasn't been a hard decision on the 69s for obvious reasons and that is what we are wrestling with here, if we do get aesthetic funds in the future, Dennis and I had a conversation about this very project, do we do our best to get ahead of it? Warner is going to be the same thing; we've got widening to the outside so there's going to be property takes.

CHAIR HEUMANN asked so when you say property takes, are you looking at houses or just right of way? Mr. Knudson said along Warner a lot of that is retention area and you would be moving outward into those, so there would be some modifications to those retention areas to accommodate. **CHAIR HEUMANN** said there was a time I remember the conversation was to widen Ray and McClintock and I remember the conversation that they wanted to buy houses I asked about undergrounding retention at the time, and I was told that we don't do that as a city. Being on subcommittee and council all these years we underground tons of stuff, so are you talking about along Warner Road we are having to take houses out or underground? Mr. Knudson said we haven't done the hard design on it, but memory of Warner is we got some large retention areas that are along the side. So, we would be taking some amount to widen that road essentially to accommodate a third lane, bike lane, and whatever accommodations that we chose to design into that. **CHAIR HEUMANN** it all comes down to affordability. Mr. Knudson said when we get to the pre-design study for this project that's when we begin to see the full magnitude. Chair Heumann asked Mr. Crampton about this project you said there would be a prop. 479 money, do we know when this will be 479 money, will this be ten years out? Mr. Crampton said this is a phase one project, but we are looking at moving things around and I would say sometime between years 2026 and 2025. Mr. Knudson asked if there were any other questions. Chair Heumann said just put in the back of your mind about undergrounding and things like that so you're not taking houses out.

Mr. Knudson said talking about McQueen we will come back with good information next time. Chair Heumann asks how much the median is, the 3 miles you are talking about doing, and if this has 479 potentials. Mr. Crampton said Yes. Mr. Peters said as long as everybody is clear that the entirety of the project is not funded by 479, we are asking for the delta. **CHAIR HEUMANN** said Yes, but when you look at \$13 million prop 479 might help. Mr. Peters said just wanted to clarify since the last time at a committee there was confusion. Mr. Crampton said up to 70% of project cost and this Kyrene Road is also a 479 project. **CHAIR HEUMANN** said I think what would be very helpful is on Warner Road and McQueen Project is to estimate what the total cost is going to be so we can see that, and the taxpayers can see it and what the city's portion of it. Another reason to make sure Prop 479 passes. Discussion ensues. Mr. Knudson said what I like to do is for these 8 projects what I'll do is prepare a spreadsheet that will show the estimated total project cost, and again every one of these projects is in a different phase of estimation depending on progress and design. **CHAIR HEUMANN** said I'd like to see an update on these slides and plug information in. Mr. Knudson said Yes. We will have the total project cost, the bond, the grant that we are hoping to get from Prop 479, and then the bond ask.

CHAIR HEUMANN asked Mr. Knudson to talk about this project's needs and wants. Mr. Knudson discussed Kyrene Road and presented the PowerPoint on Kyrene Road. There are a lot of concepts and discussions on how to we relive Kyrene Road. Another large issue is we have large pipes under the road, the main artery that feeds West Chandler.

Chari Heumann asked does this project includes Chandler Blvd. and Kyrene, are we talking about widening intersections at the same time? Ms. Alvidrez said Yes, it does include that.

SUBCOMMITTEE MEMBER KIMBLE asked when you redo an area like that and we already have bike lanes down Kyrene, when you redo that do the bike lanes automatically go back in or is it re-evaluated? Ms. Alvidrez said that they do go back in.

CHAIR HEUMANN said we are talking Chandler Blvd to San Tan and we are also talking about widening Ray and Kyrene. Talk about that as well, and my point is going to be if we are doing one where we tear the whole thing up at one time, so we don't have to come back again 2 years later and do it again. Mr. Knudson said we could certainly do it if we can afford the two projects at the same time. **CHAIR HEUMANN** said as we stagger them, my point is we disrupt business as least as possible and not do one section to come back a year later and do the other. This project is going to be difficult cause you have residential on the sides. Discussion ensues.

CHAIR HEUMANN said when we come back, I would love to see the total costs of the project shown in the PowerPoint slide to be spelled out or shown differently, to show the \$5 million defined better. If it's 479 plug that in so we know. If you know a project is going to be 7 or 10 years down the road, I would do what that number is, I wouldn't do present value, that doesn't get you an accurate number. Mr. Knudson said we should predicate it on the current CIP that we have in mind even those it's off the chart right now, I think we have an idea of when it's in the 12th year, and we will escalate it up to that point and use that number and if the recommendation from this group is to move something differently we can adjust those numbers. **CHAIR HEUMANN** said that goes back to my point if the group decides to say okay to these projects and do them together is less pain for our residents and our businesses and then something else gets pushed further out. Mr. Knudson said I would have to go back and make sure but as it's shown with just the two we've spoken of Arizona Ave and Warner is a recent job that will go soon, and the Warner Road project is many years out. We will check it, but I think Ray and Kyrene Road might be separated by a few years.

CHAIR HEUMANN asks Mr. Knudson when we come back can you update us on that? Mr. Peters said one thing for the finance committee to look at too is managing against the rate, so we can keep the rate flat. Combining these projects we might be talking about larger bond. Mr. Knudson said currently Kyrene from the 202 to Chandler Blvd. is slatted on 27/28, and the intersection is 35, and there is a bit of separation. **CHAIR HEUMANN** said and that is something that is needed but also a want and very difficult to say do we do it or not. Mr. Knudson said of the eight projects we talked about today, intersection and roadway projects we are going to come back to you next time with more detail on McQueen. We will also come back with a total project cost escalated to its current year within the CIP, we will give you the 479 and bond ask. **CHAIR HEUMANN** ask if there was anything else anyone wants?

Mr. Knudson continued with the PowerPoint presentation on miscellaneous programs, a program is a project, these are part of this package because there is bond funding in three of these miscellaneous projects. This helps us to cover unexpected things that happen throughout the year.

CHAIR HEUMANN asked if this goes back to the old thing of shovel ready, when there was money sitting out there that people weren't using, we had shovel ready project? Mr. Peter said effectively cause were not positioned like us and we were able to move money at end of projects that they couldn't do at that time, and we were able to do them faster. Ms. Alvidrez said your exactly correct, if we didn't have that appropriation or allowed to accept that, yeah. Mr. Knudson continued with presentation.

SUBCOMMITTEE MEMBER KIMBLE asked so the water canals that are around, is that the utilities component. For instance, out by Tumbleweed or Paseo who finds repairs and maintenance on that? Mr. Knudson said if we are talking about the Paseo trail and the canal that would be SRP, a part of the trail is ours, but the canal is SRP. At Tumbleweed there are old irrigation ditches and that's Parks.

SUBCOMMITTEE MEMBER KIMBLE asked some of the walls, it could be HOA but I'm seeing a lot more of these walls that are concrete. Mr. Knudson said those are typically HOA. **CHAIR HEUMANN** said were we have walls, for example, North Chandler there are a lot of City owned walls that are part ally ways and part trash pickup. South Chandler there is no alley trash pickup and some of the walls in North we have improved over the years. **SUBCOMMITTEE MEMBER KIMBLE** said the alleys that are in North Chandler, they fall under this? Mr. Knudson said Yes, it falls under a program we will speak of next time.

Mr. Knudson continue with PowerPoint presentation talking about traffic signal, street light maintenance, wiring poles and stainless-steel cabinets, your traffic signal controller.

CHAIR HUEMANN said do we get back filled on insurance? Ms. Alvidrez said Yes, we do. **SUBCOMMITTEE MEMBER KIMBLE** said don't you make them pay for it? Ms. Alvidrez said we do, we have to do it first and then we get reimbursed.

Mr. Knudson discussed with the PowerPoint presentation the collector Street Improvements. There are three that were never completed.

CHAIR HUEMANN said my question to you is how much traffic do you have where you need the extra access? Mr. Knudson said there are surrounding streets that are being done, and the other half street would accommodate our responsibilities and then connect up North to Willis and will creates that whole collector street system. Mr. Peters said it activates an economic opportunity there as well. **SUBCOMMITTEE MEMBER KIMBELE** said not only that you got other business there that you can help as well. **CHAIR HEUMANN** said part of that is county, why are we improving it for the county? Mr. Knudson said I think it's ours up to this point, and right now if you have been

back there its half street, **CHAIR HEUMANN** said are we paying for the county's half? Mr. Knudson said I will look into that and find out exactly what the boundary is here. Ms. Alvidrez said the intent on this one is for Chandler there is not a collector street network in this half mile. This would give us East/West connection from McQueen to Arizona Ave through Willis and down to Germann. **CHAIR HEUMANN** said is there a bunch of sewer lines, do you have sewer lines going back there? Mr. Knudson said there will be some utility, we do have a plan for a major pipeline as well. Our Germann Road pipeline need to go from the water plant to Germann and then Westward. This is a future route for that pipeline as well. **CHAIR HEUMANN** said who is the pipeline servicing? Mr. Knudson said it would be a redundant line for the line on Pecos. The line on Pecos was build in the 80's and we have no way to replace it so it's a redundant line we need to put in.

Mr. Knudson continued PowerPoint Presentation with Willis Road.

SUBCOMMITTEE MEMBER DOBSON said there are always people riding bikes on Wills. Ms. Alvidrez said there would be a bike lane with the widening. **SUBCOMMITTEE MEMBER DOBSON** said is this county on the South? Ms. Alvidrez this is one of those that if we don't do it, it will never get done, right now there is a bike lane to the East and a bike lane on either side, we just want to finish it. **CHAIR HEUMANN** said do we have to buy out some of those mobile homes? Mr. Knudson said I don't believe we have to do that; we are not touching those. **CHAIR HEUMANN** asked what the total amount on this one. Mr. Knudson said \$7.2 for all of them.

Mr. Knudson continues PowerPoint presentation with El Monte Place.

CHAIR HEUMANN asked if at the next meeting can we get a picture that is bigger, if you could get better areal to show it would be better. Mr. Knudson said Okay.

Mr. Knudson discussed a quick preview for next week's meeting, 2025-2034 CIP - Streets. John McFarland will go over the Streets repaving program.

CHAIR HEUMANN said is there any 479 monies for this one? Mr. Peters said No. Mr. Crampton said there maybe some competitive opportunities later down the road, but no 479.

SUBCOMMITTEE MEMBER KIMBLE said I see on the asphalt seals and ADA relative concrete sidewalk replacements, do you have specifics on where those are? Mr. Knudson said before we repave or mill or overlay, we do that. We do all the ADA work ahead of the repaving.

CHAIR HEUMANN said in the next meeting can you show what we are talking about and maybe examples? Mr. Knudson said I have all of that, it's in the presentation.

Public Comment

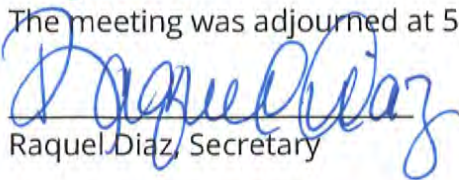
None.

Calendar

The next Resident Bond Public Works Subcommittee meeting will be held on October 29, 2024, at 4:00 p.m. in the Chandler City Hall, 5th floor Large Conference room.

Adjourn

The meeting was adjourned at 5:45 p.m.


Raquel Diaz, Secretary


Rick Heumann, Chair