



PLEASE SILENCE ALL ELECTRONIC COMMUNICATION DEVICES. THANK YOU.

NOTICE OF POSSIBLE QUORUM OF THE CITY OF BUCKEYE PLANNING AND ZONING COMMISSION OR OTHER COUNCIL APPOINTED BOARD: PLEASE NOTE THAT THERE MAY BE A QUORUM PRESENT BUT THERE WILL BE NO VOTING TAKING PLACE BY THE CITY PLANNING AND ZONING COMMISSION OR OTHER COUNCIL APPOINTED BOARD AT THIS MEETING.

**CITY OF BUCKEYE
GENERAL OBLIGATION BOND EXPLORATORY COMMITTEE
MARCH 7, 2024
AGENDA**

**Buckeye City Hall
530 E Monroe Ave.
Buckeye, AZ 85326
Executive Conference Room First Floor
6:00 PM**

The doors will be open to the public at least 15 minutes prior to the start time of the meeting.

Accessibility for all persons with disabilities will be provided upon request. Please telephone your accommodation request (623) 349-6911, 72 hours in advance if you need a sign language interpreter or alternate materials for a visual or hearing impairment.

Voting Members will either attend in person or by telephone conference call or video presentation. Items listed may be considered in any order.

Pursuant to A.R.S. § 38-431.03(A)(3) the Committee may, by majority vote, recess or adjourn to executive session at one or more times during the meeting, as needed to confer with the City Attorney for legal advice regarding any item listed on this agenda.

- 1. Call to Order/Pledge of Allegiance/Roll Call**
- 2. Approval of Minutes**
- 2.A** [Committee Action: Motion to approve minutes from the February 8, 2024 General Obligation Bond Exploration Committee meeting.](#)
- 3. Presentation**
- 3.A** Deputy City Manager Doug Sandstrom will be presenting an overview of the General Obligation Exploratory Committee's charge and hear public comment.
- 3.B** Chief Financial Officer Bill Kauppi will present funding overview to the General Obligation Bond Exploration Committee and hear public comments.

- 3.C** General Obligation Bond Facilitator Deanna Jonovich will be presenting the survey requested to be completed by General Obligation Bond Exploratory Committee, provide a demonstration and hear public comments.
- 4. Wrap-Up**
- 4.A** General Obligation Bond Facilitator Deanna Jonovich will provide an overview of the expectations of assignments to our General Obligation Bond Exploratory Committee Members for the following week and the following meeting, confirm any outstanding questions from the Committee and hear public comment.
- 5. Adjournment**

CITY OF BUCKEYE
Regular Library Advisory Board
COUNCIL ACTION REPORT

MEETING DATE: 03/07/24	AGENDA ITEM: 2.A. Committee Action: Motion to approve minutes from the February 8, 2024 General Obligation Bond Exploration Committee meeting.
DATE PREPARED: 02/29/24	DISTRICT NO.:
STAFF LIAISON:	
DEPARTMENT: Financial Services	AGENDA ITEM TYPE: Consent Agenda Items / New Business

ACTION/MOTION: (This language identifies the formal motion to be made by the Council)
 Committee Action: Motion to approve minutes from the February 8, 2024 General Obligation Bond Exploration Committee meeting.

SUMMARY

Items related to a project or facility location must include an attached vicinity map for Council Review.

ATTACHMENTS:

[2024 GO BOND Committee Meeting Agenda 2.8.2024- Meeting Mintutes.pdf](#)

**City of Buckeye
2024 General Obligation Bond Committee
February 8, 2024
Minutes**

**Buckeye City Hall
530 E Monroe Ave.
Buckeye, AZ 85326
Executive Conference Room 1st Floor
6:00 PM**

Pursuant to A.R.S. § 38-431.03(A)(3) the Committee may, by majority vote, recess or adjourn to executive session at one or more times during the meeting, as needed to confer with the City Attorney for legal advice regarding any item listed on this agenda.

1. Call to Order/Pledge of Allegiance/ Roll Call

Members Present: Jackie Meck (Chair), Jack Eaton (Vice Chair), Committee Member Michael Melton, Committee Member Kitt Roney, Committee Member DeAngela Kittrell, Committee Member Starr Marsett, Committee Member Jim Subjack, Committee Member Jeff Caler, Committee Member Cynthia Zbiegien, Committee Member Norman Lund, Committee Member Kyle Barrett, Committee Member Rico West and Committee Member Gary Bridget, Committee Member Brent McFall
Facilitator Deanna Jonovich

Members Absent:

Departments Present: Vice Mayor Clay Goodman, Deputy City Manager Doug Sandstrom, Chief Financial Officer William Kauppi, City Attorney Scott McCoy, Management Assistant Amber Beaman, Deputy City Manager Javier Setovich, Deputy City Engineer Paul Lopez, City Engineer Scott Zipprich, Senior Traffic Engineer John Willett, General Obligations Bond Committee Secretary Tanya McKinley and Audio Visual Technician Kevin Drury.

2. Brief summary to address questions from previous meeting

2A. During the committee meeting, Facilitator Deanna Jonovich conducted a recap of inquiries from the previous session, along with their corresponding responses. The first question was posed regarding any loss of life attributable to response times, prompting Fire Chief Jake Rhoades to respond by highlighting the complexity of such incidents. Chief Rhoades emphasized the multitude of factors involved, rendering it challenging to provide a straightforward answer on the matter.

Subsequently, another inquiry directed to the Fire Department concerned the number of hazardous materials (HAZMAT) calls responded to by the City of Buckeye in 2023. Chief Rhoades disclosed that the Buckeye Fire Medical Rescue Department attended a total of 96 HAZMAT calls within Buckeye's jurisdiction, along with 15 calls in neighboring areas, resulting in 111 incidents overall. Within Buckeye, these calls necessitated the response of 446 units, while 35 units were deployed to address incidents outside the city limits.

The subsequent inquiry pertained to the yearly expenditure allocated for accessing public safety training resources outside of Buckeye. The presentation indicated a budgetary allocation of \$5,000 for the Joe Foss range, emphasizing that this figure solely represents the payment to the range and does not encompass additional expenses such as drive time and personnel-related costs. Conversely, no cost was associated with utilizing the Prescott Valley driving track, reflecting updated information regarding the availability of that facility.

Another query raised was whether there were any opportunities to reduce costs by omitting certain elements from the design. In response, it was explained that the design process involves careful consideration of various factors, including land acquisition and construction expenses. While efforts are made to minimize costs through collaboration with multiple partners and rigorous planning, there is a commitment to delivering functional facilities without unnecessary extravagance. This approach ensures that resources are utilized efficiently while still meeting the essential needs of the community.

The subsequent inquiry pertained to the identification of projects within specific council areas. To address this, attendees were provided with a draft containing details of each project along with their respective locations. Additionally, a district map was included in the packet, enabling correlation between the five districts and the corresponding projects. Visual aids, such as maps displayed during the session, further clarified the precise

locations of the projects. It was noted that while some projects had predetermined locations, others were still under consideration regarding their placement.

3. Presentations

3A. Deputy City Manager Doug Sandstrom outlined the recent meetings, discussions have centered on projects within the Community Services and Fire Department departments, both of which offer vital services contributing to the community's quality of life. Tonight's focus shifts to the Engineering and Public Works Department, with the aim of gaining a deeper understanding of the proposed projects they have identified.

Attendees were provided with one-page summaries detailing all projects under consideration, along with a comprehensive listing of recommended projects. It was reiterated that the total 5 year Capital Improvement plan amounts to \$556 million, with transportation projects accounting for \$135 million. Funding for these projects primarily originates from the city's general fund, supplemented by contributions from developers and, in some cases, state funding.

The funded 5 year Capital Improvement Plan (CIP) encompasses various engineering and transportation projects categorized into segments such as transportation, traffic signals, and road reconstruction, reflecting the city's commitment to addressing infrastructure needs and enhancing transportation efficiency. The presentation aimed to provide stakeholders with a clear understanding of proposed initiatives and their significance in improving the city's infrastructure and overall quality of life.

A point of emphasis was placed on the relatively small allocation for road reconstruction, despite the evident deterioration of certain roads within the city. Only a fraction of the total budget, approximately \$17 million, is designated for facilities other than road reconstruction. Specific projects earmarked for funding are detailed in subsequent pages, providing stakeholders with transparency regarding planned initiatives over the next five years.

A forthcoming presentation by the engineering department will delve into their capital funding, the scope of services they provide, and a detailed overview of project priorities slated for inclusion in the bond. This presentation aims to offer stakeholders insight into the rationale behind project selections and their anticipated impact on addressing infrastructure needs within the community.

Deputy City Manager Doug Sandstrom was queried regarding the relatively small allocation of capital project funding. The inquiry sought clarification on whether part of the Public Works Department's operating budget, particularly for road maintenance, encompassed a road maintenance fund. Sandstrom affirmed the existence of a road maintenance fund for ongoing maintenance activities. However, he clarified that while there is no specific budget allocated for large-scale rehabilitation projects, there are provisions for annual maintenance operations.

3B. Deputy City Manager Javier Setovich introduced himself during the session, highlighting his five-year tenure with the City of Buckeye and a 35-year career in California. Mr. Setovich's responsibilities encompass various areas, including Public Works, Water Resources, Airport, and Engineering. He emphasized the significance of Public Works within the city, especially with the recent establishment of the Aviation department, which is poised to contribute significantly to Buckeye's growth and development.

The Engineering department, overseen by Deputy City Manager Javier Setovich, plays a crucial role in managing the Capital Improvement Program (CIP), Land and Survey, and Transportation initiatives. This includes overseeing areas such as Transit and Stormwater, which are essential components of Buckeye's evolving infrastructure. Mr. Setovich highlighted the complexities involved in decision-making within the capital improvement program, with funding deriving from diverse sources and considerations spanning the life cycle of various projects. In essence, the engineering department plays a pivotal role in planning and shaping the future of Buckeye, focusing on sustainable growth and development to meet the city's evolving needs.

In his presentation, Deputy City Manager Javier Setovich outlined four key areas of focus for the Engineering department, they are Transportation, Capital Improvement Program (CIP) , Transit and Stormwater. Starting with stormwater management. Mr. Setovich emphasized the importance of addressing stormwater issues, particularly as the city's infrastructure continues to expand. With Buckeye experiencing rapid growth, managing stormwater systems becomes increasingly complex, requiring careful consideration of environmental regulations and future needs. Additionally, collaboration with the county is essential in managing floodplains and planning for future developments.

Mr. Setovich then discussed the Transit sector, noting its early stages of development within the city. As Buckeye evolves, transit infrastructure will play a crucial role in facilitating the movement of residents. Setovich highlighted the need to strategize and implement measures to support efficient and accessible transportation options for citizens.

In his presentation, Deputy City Manager Javier Setovich underscored the comprehensive nature of transportation planning, emphasizing that it encompasses various modes beyond just vehicular movement. Setovich highlighted the inclusion of transit, bicycles, pedestrian pathways, aviation, rail, freight, and intelligent transportation systems (ITS), all of which contribute to enhancing mobility and flexibility for citizens. He emphasized the foundational importance of transportation infrastructure, likening it to the essential framework that supports the city's functionality and safety.

Setovich emphasized the significance of carefully evaluating criteria when selecting transportation projects, preferring the term "criteria" over "priorities" to avoid a purely mathematical approach. He stressed the importance of assessing each project holistically, considering how it aligns with established criteria to ensure optimal decision-making and effective utilization of resources.

3C. City Engineer Scott Zipprich provided insights into the proposed Indian School Road project in Buckeye. Mr. Zipprich highlighted the strategic selection of this project due to its significance as a major access point for the growing community of Verrado, which currently relies on two main routes, Verrado Way on I-10 and Indian School Road, for entry and exit. He underscored the importance of addressing traffic congestion and safety concerns, particularly around commercial areas and schools, by widening Indian School Road from Jack Rabbit Trail to the eastern border of Buckeye.

The project aims to transform Indian School Road into a six-lane major arterial, aligning with Goodyear's plans for the same corridor. This coordinated effort between neighboring cities enhances transportation connectivity and reduces congestion along the corridor, ultimately improving access to the freeway and community entrances. Mr. Zipprich also emphasized the project's alignment with ongoing initiatives, such as the improvement of Jack Rabbit Trail, further enhancing transportation infrastructure in the area.

Visual renderings presented during the session depicted the proposed transformation of Indian School Road into a six-lane roadway, featuring a landscaped median and designated traffic lanes to optimize traffic flow and improve overall safety. These renderings provided stakeholders with a clear vision of the project's anticipated impact on enhancing transportation efficiency and accommodating the growing needs of the community.

During the discussion, Mr. Zipprich clarified that the projects listed in the transportation proposed bond program were not arranged in priority order but rather presented in the order they appeared on the list. He emphasized that all projects included were deemed high priority and were presented for the committee's initial review. When asked about the

possibility of prioritizing the projects, Mr. Zipprich explained that while they hadn't assigned numerical rankings, they could prioritize projects based on further selection criteria if necessary.

Regarding the fate of the projects if the bond measure doesn't pass, Mr. Zipprich explained that they would need to reassess and potentially delay projects to fit within the five-year capital project plan outlined by Deputy City Manager Doug Sandstrom earlier in the presentation. He assured the committee that they could provide more detailed information on this matter during the subsequent discussion.

City Engineer Scott Zipprich proceeded to introduce the Watson Road project, which has long been a priority for the City Council. Currently, Watson Road terminates at Southern Ave., lacking connectivity to MC-85. The absence of a direct route to MC-85 creates challenges, as the only major road connecting to MC-85 is Miller Road. However, Miller Road lacks crossings over the railroad and the Buckeye Canal, further exacerbating transportation limitations in the area. The estimated cost for the Watson Road project is \$66 million, primarily due to the need for bridging over the railroad and the Buckeye Canal.

Despite the significant investment required, the project promises substantial benefits. It will facilitate emergency response efforts, stimulate economic growth by improving access to SR-85 and I-10, and serve as a future connection to SR-30 once constructed. By providing an alternative route to Miller Road, the project is expected to alleviate traffic congestion and enhance safety for commuters. Additionally, the improved connectivity will enhance access to downtown Buckeye and provide residents and businesses with more efficient routes to and from SR-85 and the freeway.

In the rendering presented by City Engineer Scott Zipprich, it was noted that the proposed Watson Road project would indeed require right-of-way acquisition for construction purposes. This acquisition is necessary as the right-of-way does not currently exist along the entire route of the proposed road extension. However, it was clarified that negotiations with property owners would be pursued, and efforts would be made to demonstrate the benefits of improved access and serviceability resulting from the road extension.

Regarding concerns about potential reluctance from property owners to sell their land for the project, it was explained that while eminent domain is an option, it is viewed as a last resort. The city aims to work collaboratively with property owners and has historically

seen success in such negotiations by highlighting the benefits of enhanced access and improved infrastructure for their properties.

Additionally, questions were raised about the need for elevated structures throughout the road extension. It was clarified that the elevation of the road is necessary to accommodate the required design standards for a major arterial road, including safety considerations, clearance requirements for the railroad and canal, and the need to maintain appropriate grades for road geometry.

Furthermore, concerns were raised about the potential impact on railroad crossings in the area and the policy regarding such crossings. It was explained that while the railroad historically required compensation in the form of relinquishing other crossings for granting new ones, negotiations and discussions with the railroad are ongoing to address these issues and ensure the successful implementation of the project.

In response to inquiries about lighting plans for Watson Road, it was affirmed that the project would adhere to major arterial standards, including the implementation of comprehensive lighting plans consistent with Buckeye's approach to building complete streets. This entails the inclusion of lighting infrastructure as part of the road construction to ensure adequate illumination and safety along the roadway.

Overall, the presentation provided thorough explanations and addressed concerns raised by the Committee regarding the proposed Watson Road project, demonstrating the city's commitment to transparent communication and collaborative decision-making in infrastructure development initiatives.

City Engineer Scott Zipprich provided an overview of the Sun Valley Parkway project during the stakeholder meeting. Sun Valley Parkway spans 27 miles of rural county roadway within Buckeye, extending from I-10 to the eastern border of the city, approximately aligned with Bell Road. Mr. Zipprich highlighted the current lack of lighting along the parkway, emphasizing safety concerns, including recent incidents reported on social media.

With significant developments like Sun City Festival, Tartesso, and the upcoming Teravalis, traffic along Sun Valley Parkway has increased substantially. Consequently, the project aims to enhance safety and improve driving conditions by adding median lighting. Zipprich explained that the lighting infrastructure will begin at existing communities where power is available and will extend outward in collaboration with Arizona Public Service (APS). In

areas lacking power infrastructure, alternative technologies such as solar street lights will be considered to fill the gaps.

The estimated cost of nearly \$50 million raised eyebrows among stakeholders, prompting Mr. Zipprich to clarify that the project covers 27 miles of roadway and includes the installation of lighting infrastructure, which entails substantial investment. He emphasized the importance of this safety project in improving visibility and providing drivers with a greater sense of comfort while traversing Sun Valley Parkway, especially during nighttime hours.

Accompanying the presentation were renderings illustrating the current nighttime conditions along Sun Valley Parkway and the envisioned improvements post-implementation of the lighting project. Mr. Zipprich welcomed questions from attendees to address any concerns or inquiries regarding the project.

During the stakeholder meeting, City Engineer Scott Zipprich addressed inquiries regarding the Sun Valley Parkway project. Concerns were raised regarding the scope of the lighting installation, potential collaboration with developers, project phasing, and cost considerations.

Mr. Zipprich confirmed that the project aims to illuminate the entire 27-mile stretch of Sun Valley Parkway, prioritizing safety along the roadway. He explained that the lighting infrastructure will commence at existing communities where power is available and will extend outward, with solar street lights considered for areas lacking power infrastructure. Additionally, he acknowledged the possibility of engaging developers to contribute to the project costs, particularly as adjacent developments may benefit from improved roadway lighting.

Attendees sought clarification on project phasing and the timeline for implementation. Mr. Zipprich indicated that the project would be designed and constructed as a single endeavor, with the lighting installation proceeding in coordination with APS and other stakeholders. He emphasized the importance of efficient project management to optimize construction and minimize disruptions to roadway users.

General discussion was held regarding specifics on this agenda item for the Committee.

Facilitator Deanna Jonovich efficiently summarized the anticipated meeting items for the next session, shedding light on any outstanding questions that necessitate further investigation.

4. Adjournment

Chairman Meck adjourned the meeting at 8:00 pm

Jackie Meck, Chairman

ATTEST:

Tanya McKinley, Committee Secretary

I hereby certify that the foregoing minutes are a true and correct copy of the Committee Meeting held on February 8, 2024. I further certify that a quorum was present.

Tanya McKinley, Committee Secretary