

TOWN OF FOUNTAIN HILLS
MINUTES OF THE REGULAR MEETING
OF THE STRATEGIC PLANNING ADVISORY COMMISSION
October 22, 2025

A Regular Meeting of the Strategic Planning Advisory Commission was convened at 16705 E. Avenue of the Fountains in an open and public session at 4:00 PM

Members Present: Chairman Patrick Garman; Commissioner Bernie Hoenle; Commissioner Paul Smith; Commissioner Randy Crader; Commissioner Polly Bonnett; Commissioner Joseph Reyes

Staff Present: Town Manager Rachael Goodwin; Deputy Town Clerk Angela Padgett-Espiritu



**TOWN OF FOUNTAIN HILLS
SUMMARY MINUTES OF REGULAR SESSION
OF THE STRATEGIC PLANNING ADVISORY COMMISSION
OCTOBER 22, 2025**

1. CALL TO ORDER

Chairman Patrick Garman called to order the meeting of the Strategic Planning Advisory Commission at 4:00 p.m.

2. ROLL CALL

Members Present: Chairman Patrick Garman; Vice Chairman Geoff Yazzetta
Commissioner Bernie Hoenle; Commissioner Paul Smith; Commissioner Joseph Reyes;
Commissioner Polly Bonnett and Commissioner Randy Crader

Staff Present: Town Manager Rachael Goodwin and Deputy Town Clerk Angela Padgett-Espiritu

3. STATEMENT OF PARTICIPATION

4. CALL TO THE PUBLIC

No one spoke

5. REPORTS BY COMMISSIONERS

TOWN MANAGER GOODWIN

Strategic Plan update nearly complete; ready to present at next meeting.
Budget season begins in two weeks.
Requests 15–20 minutes for the plan update at next meeting.
Proposed Town Council presentation from the commission on Nov. 18 to align goals.

COMMISSIONER SMITH

Nothing to report

COMMISSIONER HOENLE

Reported on a recent meeting with a developer regarding the sale of two vacant school district properties; discussions are progressing.

Attended the county leadership institute for school board members and met the new county superintendent, who will be appointing a replacement for the current board vacancy.

Participated in a strategic planning session at the conference and is now leading a committee focused on reviewing facility planning for the Fountain Hills Unified School District.

VICE CHAIR YAZETTA

Nothing to report

COMMISSIONER REYES

Nothing to report

COMMISSIONER BONNETT

Presented at the National Recreation and Parks Association conference in September. Described it as large, inspiring, and aligned with town priorities. Noted the Parks and Recreation Director also attended.

6. CONSENT AGENDA

- a. **CONSIDERATION AND POSSIBLE ACTION:** Approval of the Minutes from the Regular Meeting Held on August 27, 2025, and the Regular Meeting of September 17, 2025.

MOVED BY Vice Chair Geoff Yazetta to APPROVE the Minutes of the Regular Meeting Held on August 27, 2025, and the Regular Meeting held on September 17, 2025, of the Strategic Planning Advisory Commission Meeting, **SECONDED BY** Commissioner Paul Smith
Vote: 7-0 | motion passed unanimously

7. PRESENTATION

No presentations

8. REGULAR AGENDA

- a. **DISCUSSION AND POSSIBLE ACTION:** of Future Strategic Plan Signature Strategies with Public Works Director Justin Weldy regarding:

Town Engineer David Janover provided an overview.

1. ROADS

- Town maintains 168 miles of roadway valued at \$325M.
- Current Pavement Condition Index (PCI) average is 66 (national average 65–70).
- Backlog of failing roads is 7.96%, but many segments are close to backlog status.
- RAS (consultant) provides annual PCI modeling and prioritization based on “right treatment at the right time.”
- Budget impacts:
 - \$5M/year keeps PCI stable, but backlog rises to 17.6% in five years.
 - \$8.3M/year maintains backlog near 7% and stabilizes PCI.
- Current projects include Palomino (capital project) and Ridgewood Drive (under review).
- Discussion of truck traffic damage, routing issues, and coordination with contractors and Google Maps.
- Alternative pavement treatments discussed (chip seal, cold in-place recycling).

2. IRRIGATION SYSTEMS

- Irrigation systems described as aging and decentralized across divisions.
- Some medians and corridors (e.g., Palisades) have inoperable irrigation, leading to vegetation loss.
- No town-wide irrigation replacement plan; maintenance is mostly reactive.
- Parks primarily use reclaimed water; medians vary by system age.
- Recent improvements: Saguaro Boulevard median irrigation, Golden Eagle Park drainage/irrigation upgrade.
- Coordination ongoing with EPCOR regarding water-line breaks impacting roads and irrigation.
- Suggestion to develop a long-term irrigation strategy.

3. MULTI-USE PUBLIC AND PRIVATE

- Public/private partnership discussion tabled for the next meeting due to time.

b. UPDATE: From Commission Work Groups

No Updates from the Commission Work Groups

c. DISCUSSION AND POSSIBLE ACTION: Future Agenda Topics

- Next month's agenda will include a review of the current strategic plan and discussion of progress, remaining tasks, and relevance of existing items.
- The Commission will also discuss multi-use public/private partnership concepts tied to infrastructure.
- Key dates:
 - **Nov 18** – Presentation to Town Council
 - **Nov 19** – Next Commission meeting where these topics will be addressed.

d. COMMENTS FROM THE CHAIRMAN

- November will be the last meeting of the year, no December meeting.
- Meetings resume in January.
- Chairman thanked members for productive discussions on roads and irrigation.

e. UPDATE: Next Regular Meeting is Scheduled for November 19, 2025

The next regular meeting is scheduled for Wednesday, November 19, the week before Thanksgiving.

9. ADJOURNMENT

MOVED BY Vice Chair Geoff Yazzetta to APPROVE adjourning the meeting of the October 22, 2025, Strategic Planning Advisory Commission Meeting, **SECONDED BY** Commissioner Randy Crader.

Chairman Patrick Garman adjourned the meeting of the Strategic Planning Advisory Commission at 5:12 PM

Post-Production File

Town of Fountain Hills
Strategic Planning Advisory Commission Meeting Minutes
October 22, 2025

Transcription Provided By:
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CHAIRMAN GARMAN: Call to order this meeting of the Fountain Hills -- excuse me --
Strategic Planning Advisory Commission for October 22nd, 2025.

So Angela, could you roll call for us, please?

PADGETT-ESPIRITU: Thank you. Chair Garman.

CHAIRMAN GARMAN: Here.

PADGETT-ESPIRITU: Vice Chair Yazzetta.

YAZZETTA: Here.

PADGETT-ESPIRITU: Commissioner Bonnet. Commissioner Crader.

CRADER: Here.

PADGETT-ESPIRITU: Commissioner Hoenle.

HOENLE: Here.

PADGETT-ESPIRITU: Commissioner Reyes.

REYES: Here.

PADGETT-ESPIRITU: Commissioner Smith.

SMITH: Here.

PADGETT-ESPIRITU: We have a quorum.

CHAIRMAN GARMAN: All right. Thank you very much.

Welcome, everybody, to October -- our October meeting. We're going to move down to
agenda item three now, for those who are following along. So it's a call to the public.

Angela -- oh, we have one hundred percent attendance today.

PADGETT-ESPIRITU: Yes, we do. Commissioner Bonnet is here.

CHAIRMAN GARMAN: Awesome.

PADGETT-ESPIRITU: Okay.

CHAIRMAN GARMAN: Thanks. All right. So is there any -- anybody in the public --
anybody submit any questions to you?

PADGETT-ESPIRITU: No. There has not.

CHAIRMAN GARMAN: None?

PADGETT-ESPIRITU: None.

CHAIRMAN GARMAN: All right. Seeing nobody wanting to speak today, then I guess we can move down to reports. Agenda item five, reports by commissioners and town manager. We'll go through those. So Polly just got here.

Rachael, how would you like to start? I look all the way to my right. Thank you for starting.

GOODWIN: Let's see. Updates for me. Last time we met, we talked about an update from the staff updating the current SPAC plan or the current strategic plan. We have been able to do that. We've been moving through. We have a few more updates to make, but it should be ready to share with the commission at the next meeting to kind of give a sense of how far we've come and what we've accomplished on -- during -- through -- for the current plan, and then that will give you some sense again of what has been done and where we need to go with the next one. So we'll have that ready to go. Other updates?

I'm happy to chime in if anyone has any questions or anything. The biggest, probably forefront, we are making some progress on a lot of our capital plans. I know you guys might talk a little bit about some of those today, particularly as they relate to our infrastructure. And then we will be gearing up for the budget season kicking off in two weeks here. So that'll be a big push to end this calendar year is to get our budget in place for the following.

So any updates I can share or questions answered, let me know.

CHAIRMAN GARMAN: How sizable do you think the -- and this is just for agenda and timing for the next meeting -- do you think 30 minutes, less, 15 minutes, half the meeting, a quarter of the meeting for that?

GOODWIN: If you can give us maybe 15 or 20 minutes to go through it. And then if you want to plan a few minutes for questions and things like that, but I think it'll be pretty self-explanatory on a lot of it. We don't necessarily have to agendize it and go through it next time if you don't want. If you want me to just share it as an informational -- and talk about it when we come back in January. Really up to you. I don't want to disrupt your flow and the things that you're trying to get done in the next couple of meetings,

either.

CHAIRMAN GARMAN: I think that's -- it's part of -- part of what we're trying to get done.

GOODWIN: Okay.

CHAIRMAN GARMAN: I mean, if it's available ahead of time so that folks could look at it ahead of time, we could put it on the agenda.

GOODWIN: Sure. That sounds good. One question. We do have -- we were going through the forecast for our next set of council agendas through the rest of this year. And we had talked about SPAC coming to do a presentation to the council to sort of give them a sense of where we're at with the plan, and you know, what goals you guys have identified. Ideally, using it as a touchpoint to make sure that we're hitting and resonating with the council's goals. So as the plan comes together, you know that you're kind of in lockstep. Is that something you still want to do? And if so I'd like to make sure that we have it on the calendar. I think we have it tentatively earmarked for November 18th.

Does that sound right, Angela?

PADGETT-ESPIRITU: Let me double check.

GOODWIN: I know we talked about it really briefly this morning, but if that date doesn't work, I want to know so that we can adjust it. If it does, I want to make sure it gets on your radar and we make the right plans and get all the right steps in place.

CHAIRMAN GARMAN: Now, I'd like to do it, and I'm -- I'm just like my teenage daughter. It -- I won't prepare unless it's on the schedule and I'm required to.

GOODWIN: Same. Same. Deadlines matter. Absolutely.

CHAIRMAN GARMAN: So put it on the agenda. And that sounds like a great week, too. Right before Thanksgiving, we get done before the holidays.

GOODWIN: Yep. That sounds good.

CHAIRMAN GARMAN: That would be great.

GOODWIN: Okay. We'll plan for that.

CHAIRMAN GARMAN: Okay. Thanks. Sorry.

SMITH: Nothing on my end.

CHAIRMAN GARMAN: Thank you. Nothing? Okay.

SMITH: Nothing at this time.

CHAIRMAN GARMAN: Nothing. Okay. Bernie.

HOENLE: We had a meeting with the developer in the town a week ago. So that's progressing as far as the sale of the two vacant properties that the school district owns. And then the second thing is, went to a leadership institute for school board members, conference, put on for the county and met the new county superintendent. And I think she'll be appointing somebody to the vacancy that we have on the board right now. And the other thing, one of the key sessions that they had was strategic planning. So of course, I participated in that. And now I'm head of a committee to take a look at our facility planning for the Fountain Hills Unified School District.

CHAIRMAN GARMAN: You volunteered for that, huh?

HOENLE: Oh, yeah.

CHAIRMAN GARMAN: Voluntold. Geoff?

YAZZETTA: Nothing to report this time. Thanks.

CHAIRMAN GARMAN: All right. Joe.

REYES: Nothing to report. I was out of town for quite a bit of time through October, so I'll tell you about that later.

CHAIRMAN GARMAN: You're part of the -- the farmers market is kicking off again, right?

REYES: I am.

CHAIRMAN GARMAN: But you're part of that?

REYES: I was there for the last -- the last day of the peach.

CHAIRMAN GARMAN: Yeah, yeah.

REYES: And the big story on that is I needed a lot of peaches, and I was not successful, so I had to go all the way down to Mesa to another place to get my peaches, because I had to -- I had to cook for like, 85 people, you know, and that's a lot of peaches that go into this cobbler. But it worked out fine. It was my big thing.

CHAIRMAN GARMAN: All right. Thanks.

Polly, hello. Can you just press that?

BONNETT: Thank you. I was at -- I was at the National Recreation and Parks Association conference in September, which is why I wasn't here. I was there as a presenter, and it was fun to see a new conference. I understand that our director was at that conference as well, so a lot of inspiration. And definitely a lot larger than the typical library conference, so it was neat. It was amazing. Yeah. A lot of fun. And I know that's a priority for our town, so it was -- it was nice to be there.

CHAIRMAN GARMAN: Good. Angela?

PADGETT-ESPIRITU: I'll just make a comment. I was just looking at the schedule that we're talking about for your presentation to the council. So it will be November the 18th, if that works. And it's usually toward the -- the first of the meeting and everything. Just a small presentation. If you do have a presentation though, if you can just email that to me in advance and then we'll have that ready for the council.

CHAIRMAN GARMAN: Like a week, two weeks, ten days?

PADGETT-ESPIRITU: A week in advance would be great.

CHAIRMAN GARMAN: There's possibility there'll be questions and discussion that will come from it.

PADGETT-ESPIRITU: Yes.

CHAIRMAN GARMAN: Okay.

PADGETT-ESPIRITU: All right. That's it. I'll put you on the calendar and I'll send you an invite. Thank you.

CHAIRMAN GARMAN: Thanks. Okay. All right. We're going to move down to agenda item six, consent agenda, and we're going to talk about all of the minutes from the last two meetings. We did a lot of talking the last two months for sure, and they were nicely summarized in our minutes. Hopefully everybody had a chance to -- to read through them. Look at the overview. Look at the minutes. And so just so you know, if there's a motion, as soon as I get done talking here, it's for two months, and I think we're going to cover it under one motion.

Right, Angela? Sounds good. I got the head nod.

PADGETT-ESPIRITU: Yes.

CHAIRMAN GARMAN: Okay. So we're going to handle that under one motion. Do I hear a motion on the on the table?

YAZZETTA: Move to approve.

CHAIRMAN GARMAN: There's a motion to approve. Is there a second?

SMITH: Second.

CHAIRMAN GARMAN: All right. So the motion on the table is to approve both months, which was if you remember, August and September minutes. So before we vote on it, this is a discussion board. I want to thank Angela for everything she does because the transcripts can get pretty lengthy, especially with all the ums that come out -- come out of my mouth. So I appreciate that. And when she summarizes it, it's extremely useful. So if you all think you want to look back at previous meetings, the minutes she sends out the summary of them are excellent. And it really gives the flavor. And the tenant of what the meeting was about with the high points. So I very much appreciate that. So thank you.

All right. So we're going to vote on the approval of the minutes, all in favor of approving both months minutes, say aye.

ALL: Aye.

CHAIRMAN GARMAN: Any opposed? Hearing none, it's unanimous minutes are approved.

All right. Let's move on to seven. We don't have any presentations today. So we're going to just blast on through agenda item seven. -- item seven and right down to eight which is a regular agenda.

So today if you remember, we are talking about our pillars is where we started last year, right? So today is -- is -- infrastructure is one of the pillars. And then at our workshop this summer, in June, we identified a signature strategies underneath the -- the pillar of infrastructure. If you remember we had a long talk, there was a lot of good information in it. We tried to cleave out the things that we thought were most important during that workshop.

So underneath infrastructure, we looked at the signature strategies. Right. So signature strategies came down to roads, irrigation system, multi-use public and private, or hybrid partnerships. Underneath those three, we would like to identify specific tasks. Tasks with responsibilities. Tasks with timelines. Things that we can put up on the wall and say, this is who's doing it, this is what they're doing. this is how long it will take them to do it, underneath each one of those three.

If you remember, we did this last month with another pillar. Today we're at infrastructure. So these are the three. And by the way, like I said, until this is published on our town's website, you're all free to say, hey, I don't remember that. I want to add this and we can talk about it. So nothing -- nothing is permanent until it's permanent.

Okay.

So to open things up -- what was your first name?

PADGETT-ESPIRITU: David.

JANOVER: David.

CHAIRMAN GARMAN: David?

JANOVER: Janover.

CHAIRMAN GARMAN: Janover. Okay. Justin?

GOODWIN: Unfortunately, Justin was called away for a family situation, so he was not able to join us today, but David's going to join us. David Janover is our town engineer, so he is intimately involved in all of these projects and discussions. So he is a great second in command to Justin to share details and answer questions today.

CHAIRMAN GARMAN: So I -- first of all, welcome. Thanks for attending. So we had talked and Justin had given us several presentations over the last couple of years, and we kind of narrowed it down to these three over the summer. So I kind of wanted to take these one at a time. Probably the biggest one was roads to start -- start things off. Biggest or quickest, I don't know. There's been a lot of work done with that in the town. I did look under public works and I was interested to see the different divisions. Right. The streets division, engineering division, open space division -- I want to be in charge of that one, open space -- and facilities division.

So when we talk about roads, I didn't know if -- if you want to give the current state and then it'll open it up and then we'll probably talk to each other and you for a little bit.

JANOVER: Sure. Well, again, it's great to be here. I appreciate the opportunity to talk with you about this. I know it's a very important part of our town. This is -- our pavement is our most valuable asset, our infrastructure asset. It's our roadway network. We have -- we maintain 168 miles of paved roadway, which is about 3.5 million square yards of pavement. That's enough to pave a two-way, two-lane road from here to Las Vegas. And the replacement value of the town's pavement asset is approximately \$325 million.

So it is absolutely our most valuable infrastructure asset.

So the Public Works Department is responsible for really the cost-effective maintenance to extend the pavement design life. That's what it's all about. It's about getting as much out of our pavement as we possibly can. And our active maintenance actually lowers the cost of overall ownership, the overall cost of ownership and improved service levels, and it delays costly rehabilitation.

Over the past decade, we have worked with several consultants to assess our road conditions and determine the pavement condition index for every segment of roadway that we own. A pavement condition index, just so that you know, is on a scale of 0 to 100, with 100 being an absolutely flawless, crack-free, new piece of asphalt; 0 is an absolutely crumbled -- like there's nothing there. So that that's what our 0 to 100 scale is for PCI -- Pavement Condition Index.

So our current consultant that we're working with, RAS or Roadway Asset Services -- and Bernie was a part of our citizens committee on pavement. So he knows all about this. They developed the dashboard for us to actually help us visualize our PCI across our entire network. In 2022, they used an asset collection van -- pardon me -- that was equipped with multiple cameras and laser crack measuring system to measure the PCI of every segment of our roadway.

So each year, if there's no treatment applied to the road -- to a -- to a particular roadway segment, that PCI is going to decrease, right? We have degradation curves

that over time, if nothing happens because of solar radiation, because of water intrusion, the PCI is automatically going to -- going to go down over a year, and it's going to go down at an accelerated rate until at some point we do some kind of maintenance to that to bring the PCI back up to some point.

And then we kind of start that cycle over and over again. If we don't do anything to the road for many years, it's just going to keep degrading until a point where we're going to have to do something more -- more expensive to address that roadway to bring the PCI back up.

So in an ideal world within about the five- or six-year point, we like to do a slurry seal on a new roadway, and that will bring us back to a pretty good PCI. And we could do that numerous times until the point where you could, after a certain number of times, you have to do something a little bit more cost -- a little more costly, such as mill and overlay, or at some point when it's really bad, a full R&R or replacement and -- removal and replacement of the pavement.

So any completed maintenance work that we do is entered into this model that RAS has developed for us, and that increased the PCI for those -- for those particular road segments. So we actually -- is everything okay?

PADGETT-ESPIRITU: I was bringing you some water.

JANOVER: Oh, you're so thoughtful. Look at you. Go on.

I'm sorry. I was on a cruise recently, and I got some kind of bad bug, so I apologize for the crazy -- that's not my real voice. This is not my real voice.

CHAIRMAN GARMAN: I know if --

PADGETT-ESPIRITU: (Indiscernible) .

JANOVER: Yeah. That's exactly --

CHAIRMAN GARMAN: I was going to say if you're looking for sympathy.

JANOVER: Right. Sorry. No, not at all.

So -- so we -- any -- any work that we do whether it be slurry seal, crack seal, mill and overlay, full R&R, and anything that we're doing on a particular roadway, that is going to be logged into the system and it's going to increase that PCI of that road segment. So

that's how we actually log and keep track of all of our roadways.

The model is run every year to recommend the next year's priority recommendations of segments that need to be addressed, and what treatment types should be applied to those. And it uses what's called a financial optimization approach. And it targets roads that are nearing a cost escalation threshold, which is the principle of applying the right treatment at the right time.

If we just say we have a particular roadway, that is -- if we don't do the slurry seal now, next year we're going to have to go -- it's going to degrade so much that we're -- a slurry seal is not going to be the right choice. It's going to have to be a mill and overlay. It's going to be a more costly treatment next year. So the cost of deferring a treatment now is going to -- is going to cost us more money in the future for that particular for that roadway. So it prioritizes -- the system prioritizes those roadway segments that will give us the best bang for the buck now and keep away from that cost of deferral.

So the factors that influenced prioritization are, again, that this financial optimization, the pavement type, pre-incorporation roads versus post-incorporation roads. So we have -- pre-incorporation roads are roads that were put in and installed -- constructed before we had our subdivision standards. So that mainly is like maybe an inch or an inch and a half of asphalt over native graded desert.

Those deteriorate faster than our normal roadways, which are like, you know, three inches of asphalt, over five inches of aggregate base, you know, properly constructed roadways. Also road classification, our higher volume roads are prioritized over the -- the lesser used roads or the local roads. And of course, structural strength. The weaker roads are also prioritized because they -- they degrade faster. So these all these are factors that affect the priority of -- of which roads are chosen each year.

Now I want to talk a little bit about the current condition of our network because we need that -- we really need to get a good handle on that. So the national average PCI what we typically see is between 65 and 70 and that's -- and that's a pretty good PCI. For us in 2025, our -- our PCI average is 66. So we're right in that sweet spot. We're where we need to be, which is good. And there's something called a backlog. A backlog

is those roads that are in very poor condition, pretty serious condition. Typically those that are below a PCI of like 40. Those are those are considered like failed roads.

So for the backlog, the ideal backlog is about less than -- if you're less than 10 percent of your roadway -- roadway is to be in the backlog category less than ten percent. That's pretty -- that's -- that's where you want to kind of be. The maximum benchmark you should really go to is maybe 15 percent. And then if you're above 20 percent, it's pretty hard to -- to recover from that.

Currently, our town backlog is -- is just under 8 percent. It's 7.96%. And that -- and that's -- that's pretty good, but there's a caveat there. Many of the roads are pretty close to dropping to that next backlog condition. So we -- it's -- it's almost like it's a false sense of security even though we're at 7.96%. Even if we put quite a bit of money into this every year, we're still going to have more roads that make their way into that backlog serious category.

So there's something called -- something called the fix all cost. This is if we were to repair all the roads immediately, like right now -- which we can't do, we can't repair every single road right now. But if we could, theoretically, the cost for that would be just over \$64 million. Our pre-incorporation roads comprise 34 percent of the total area of our roadway network, but it comprises 67 percent of the fixed all cost. So it shows that -- what the impact is of these pre-incorporation roads on the total maintenance cost that we have.

So turning to our budget scenarios. At \$5 million a year, which is what we're currently looking at now, our PCI over five years if we do \$5 million a year, we'll drop from 66 to 65. So it's pretty much going to stay pretty -- pretty -- pretty much the same over that five year period. But the backlog is going to grow to 17.6 percent because we're just not able to get to everything. If we were to put in \$8.3 million a year, that -- that would maintain our backlog at around seven percent. And actually that would increase our network PCI, the average PCI up to 65 from the 66 where it is now. So by putting in like another \$3.3 million a year would help us maintain that backlog.

So at the September 2nd, 2025, council meeting, staff had presented -- and RAS has also

presented the pavement management plan for this year and council did approved following the software model recommendations. And that included some previously deferred roads from last year. So addressing those and addressing whatever came out of the model this year. The planned work is going to again include a mix of full depth reconstruction, slurry seal, surface treatments, and so forth.

There was a Fountain Hills Boulevard segment -- a segment of Fountain Hills Boulevard, which is our one of our arterials. And that was deferred actually to a future project to be its own separate capital project, perhaps next year. And instead of doing that this year, we were looking at Ridgewood Drive from Golden Eagle Boulevard to Boulder Drive. That was added for review based on resident and council feedback. We had some feedback on Ridgewood Drive that was in pretty bad condition, but it was not called out for as a recommendation by our software. So we were looking at that as a separate project.

Much the same way we're doing Palomino this year. Palomino is not one that came up as a recommendation last year for -- for this year out of the software, but based on council feedback and a lot of resident feedback, that's the one that we opted to do as a one off as a -- as its own capital project. So right now we are getting some pricing for Ridgewood Drive based on some different alternate possible treatment options. And we're going to return to council with that information once we have it to get further direction.

So that's pretty much -- I just wanted to kind of give you a basic overview of where we are with our pavement management. We do have great support from council for following the recommendations out of our software. We're very, very comfortable with RAS. We really enjoy working with them. They're very responsive to us. And I'd be more than happy to answer any questions regarding our pavement management.

CHAIRMAN GARMAN: Thanks. That was a great overview.

JANOVER: Thank you.

CHAIRMAN GARMAN: It really was. I appreciate it. All right. Thanks.

Joe, you're up.

REYES: I have just one question. Could you give me the breakdown on the number of miles that we have in the three categories I think it is, you know, of types of streets? Just so that I can get some sense as to large to small, how much in each category is being dealt with on a year to year or multi-year basis?

JANOVER: Yes. Chair and commissioner, I don't have that information available at the moment, but I can certainly get that for you and -- and let you know what the -- what the breakdown is. We actually have a full dashboard that actually gives us that information. And it's very, very easy to -- to track that. I just don't have that information at my fingertips. But I'd be more than happy to get that for you.

CHAIRMAN GARMAN: Good?

REYES: I'll pick it up.

CHAIRMAN GARMAN: You'll pick it up?

SMITH: I -- this is not something you have control over, but it makes me wonder is the cost of the product you're dealing with, like, asphalt and that type of thing -- is the -- is -- is the improvement in that product keeping up with the cost of the product? Because we're in an inflationary period and you guys are dealing with a lot of problems with that. And I'm just wondering if they're -- if you're getting your -- if we're getting our money's worth, there's probably no way of doing that. But curiosity.

JANOVER: No. That's a-- that's a great question, Mr. Chair and Commissioner Smith. The answer to that question is we've been dealing with -- for a lot of our pavement maintenance and a lot of the work we've been doing, we've been dealing with Mr. Tanner, and they have been very, very good to the town over the past number of years, coming in below the -- the contract price for the unit prices of -- of the materials that we've been purchasing from them. And that's been a real big help. And what that's allowed us to do is actually to do more, you know, to -- to -- to do additional roadways that we wouldn't have been able to do otherwise.

And so at the end of, of each of our fiscal years, we are able to do maybe one or two extra roadways that we weren't necessarily banking on, but kind of like if you have the money left over, we'll -- we'll do this one. And luckily, it's been very helpful to us. MR

Tanner has been great to work with for -- for -- mainly for that reason.

So -- and we are always looking at other options. We're looking at different types of pavement options. That can be less costly. That will give us a little bit more longevity. And again with this financial optimization at the forefront for us -- because obviously the -- the -- you know, if money was no object, we wouldn't be having this conversation. But money is -- is -- is very, very important to this conversation. And so we need to do everything that we can to -- to protect our assets and to protect our investments and by -- by -- and by looking at those other alternate options and treatments that are coming out. That's more tools in our toolbox. Thanks.

CHAIRMAN GARMAN: Thanks. Geoff?

YAZZETTA: Great presentation. Thank you.

JANOVER: Thank you.

YAZZETTA: How often does RAS run the laser instrument truck through town?

JANOVER: Great --great -- great question. So the last time they did it, I believe, was 2022. And it's something that we want to do probably every five years. So what that does, that gives us a snapshot.

YAZZETTA: Sure.

JANOVER: It gives us the -- really the most accurate data. That's really where we are. And then each year after that, if we don't do anything, we have the degradation curves, which kind of says, well, we think that this should now be instead of a PCI of 75, it should probably be a PCI of like, you know, 69 by now. But without actually running the -- the van through that and getting those -- that -- the laser crack system and all the cameras and to get that accurate data, we don't know for sure. But just based on historical observations, the degradation curves is -- they're pretty -- they're pretty accurate.

YAZZETTA: I was going to ask next, how far out do those degradation curves run and how accurate is it the further out you go?

JANOVER: Yeah. I think the further out you go, they lose accuracy over time. Because there's lots of -- you know, depending upon how many sunny days we have. I mean,

we -- normally we have a lot of sunny days, but how much rain we have, how much water intrusion. You know, it can't capture everything. But we do the best that we can based on historical observations. But yeah. The further out you go, the -- the less accurate it is. And that's why we -- we like to do about every five years, do another -- have the van go out and get that information all over again.

YAZZETTA: Okay. And I'll look at both you and Rachel. Is this something that we should include in the strategic plan that we should opt or try to do this every five years, just so we have a recurring snapshot, because I think the previous one was, what, 2014? Something around.

GOODWIN: Before that. Between '14 and '22.

YAZZETTA: Okay.

GOODWIN: Because we did have to get a base and then we wanted to see where we were at with that. So I -- and I don't want to speak incorrectly because I don't know for sure. But to your point, I think as a practice, we have scheduled this service every five years, again, for that data collection in order to create that. Articulating it in the plan is never a bad thing. But understanding we -- we have that sort of scheduled into our --

YAZZETTA: That's already baked?

GOODWIN: -- in practices. Yeah, exactly.

YAZZETTA: We don't need to include in the plan? Yeah. We can strike that one then.

GOODWIN: Exactly.

YAZZETTA: Okay. My other question. Sorry, I'm taking a lot of time here is we're at 7.96 on the backlog. How long before we spill over the ten percent mark up to the 17.6 that you mentioned?

JANOVER: So the 17.6, we would be there if we were to put in five million a year --

YAZZETTA: Five million?

JANOVER: -- in five years we'd be there.

YAZZETTA: Five years. Okay.

JANOVER: I would have to go back and take a look at the dashboard to see when we would go over ten. Most likely it would be probably in two to three years.

YAZZETTA: Got it. Okay. And I'm sure town staff and council will be discussing, you know, trying to stave that off as best we can, so.

JANOVER: And one of the things that's going to help this year is Palomino. We have, I think, \$5.4 million set aside for that one in a capital project. So that one was in pretty bad shape.

YAZZETTA: Yeah.

JANOVER: So that doing that one, even though it wasn't a recommendation. That's kind of a one off as a capital project. A separate capital project.

YAZZETTA: Sure.

JANOVER: So that's going to help.

YAZZETTA: I know that one had a lot of eyeballs on it, too, so. And sorry, final question. What alternative paving surfaces are available to us that we might be able to try? And are they more cost effective than traditional asphalt?

JANOVER: So there's like this chip seal with a cape that Justin had spoken about numerous times. We actually did that on a portion of Chama with excellent results. Chama was in pretty bad shape. And we've been monitoring that one over time. And it's a pretty low-cost treatment that is a way to really help defer a -- defer -- do a low cost treatment that will help get us a few years down the road, even for a roadway that is already in a backlog.

YAZZETTA: Got it.

JANOVER: Yeah.

YAZZETTA: Thank you.

JANOVER: You're welcome.

CHAIRMAN GARMAN: All right. Thanks.

JANOVER: You're welcome.

CHAIRMAN GARMAN: We got three topics. We got to keep moving along.

Any other comments? I have a couple.

I see your finger. All right, Bernie.

HOENLE: Okay. David hit on the pavement part of it, but it's a fairly complex

environment. So it's not just pavements. It's fitting in with some of the town planning. So you've got plenty of standards to have to implement. You've got intersections. You didn't even address intersections and they come up and you might have to redo pavement if you don't settle out what you're going to do at the intersection. There are calming factors, and you've seen that by some of the painting and narrowing of the streets after they've been paved or resurfaced. That's to maintain a safe speed. You got alternate transportation planning from the transportation plan for micromobility, for pedestrians, and for bicycle lanes, and things like that that are figured in when you look at redoing the paving.

You've got infrastructure, all kinds of infrastructure under the pavement, and you got to look to see what it takes to get everybody else involved in, in moving or replacing the infrastructure. You got curbs, driveways, shoulders.

I mean, they're just -- it's like a whole other entire career. I'm trying to fit it all together with all the different things. So it's -- it's much more than just pavement, and we're in a position that we are, luckily, because we had an influx of money that wasn't in our budget to start with.

So in fact, I enjoyed working with you. Our six-month project took eighteen months.

BONNETT: I just have a quick question. It is definitely more than pavement. I think that's what we see the most of, so that's what we noticed. But as far as the different options have you heard of or have we ever considered cold in-place recycling? I was just reading about that recently.

JANOVER: I'm not sure. I haven't had that conversation with Justin. I can certainly bring it up to him, and he -- he might already be aware of that. And -- but I don't know if he discussed that with Tanner or with any of our other contractors, but I could certainly bring that up with him for sure. Absolutely.

CHAIRMAN GARMAN: All right. I have a few comments/questions as well. You know, off the bat, I wonder how much in the towns roads are covered by HOA's and you know, private communities that do their own roads. Does Firehawk do their own roads?

JANOVER: Yes.

CHAIRMAN GARMAN: Eagle's nest does their own roads. Are there others?

JANOVER: Yes. And one of the things that we were looking at -- and with -- this had actually come up during our Citizens Committee meetings, was for the H -- to try to make some of the pricing that we're getting from MR Tanner available to the HOA's for them to -- to -- to kind of utilize that and kind of jump on that same bandwagon to -- to -- to help them. But all of the information that I am talking about was just the -- the town-owned roadways. It does not include the private roadways that are maintained by the HOA and so forth.

CHAIRMAN GARMAN: Okay. Thanks.

JANOVER: Yes.

CHAIRMAN GARMAN: I wondered about that. So how many people work in the streets division?

JANOVER: I believe we have -- I think it's six.

GOODWIN: I think so.

JANOVER: I believe it's six with Jeff Pierce being the street superintendent, and he has numerous staff under him that take care of all aspects of street maintenance.

CHAIRMAN GARMAN: So six people, it's their full time job is looking after the streets?

JANOVER: Yes.

CHAIRMAN GARMAN: And we contract out for the actual street maintenance?

JANOVER: Yes. For the actual pavement -- pavement maintenance and for the pavement work. Potholes, we -- we do potholes ourselves, pothole filling whenever possible. But as far as new, new asphalt and slurry seal and we -- we subcontract all that out. Correct.

CHAIRMAN GARMAN: Okay. So does -- does -- I know what the -- the -- the plans and some of the -- I read through the PDFs that our citizen group looked at. Does that -- do those six people or does the town have a pavement management plan? A document that --

JANOVER: Do we have a document --

CHAIRMAN GARMAN: -- says here's our plan?

JANOVER: Right. That's a good question. I --

CHAIRMAN GARMAN: And because remember we look at it's a ten-year strategic plan for the town that we're look at open up every five years.

JANOVER: Yes.

CHAIRMAN GARMAN: So we're looking at the horizon. Not so much like today, tomorrow, next month. But where do we want to be five years from now, ten years from now? And if we had a plan in that division that says where we're going to be in five years or ten years.

JANOVER: Other than our general plan, and maybe you can -- if you want to address this.

GOODWIN: I'll chime in a little bit. So intent -- the intent with Bernie's group and the research -- the six-month project that was 18 months was to hopefully devise said plan. Unfortunately, there -- there was never something formally adopted that was committed to -- to say, this is how we're going to do this over ten years. There are a lot of options put on the table. There was a lot of discussion, and there still are a number of discussions that continue at this point. What we have adopted is understanding we -- we work with a budget of roughly three to \$5 million., whatever's in the streets fund. We take that. We take RAS's feedback to decide which streets are in a condition to make -- to make our buck go the farthest, right? You know, to get the most out of our pavement management.

So we take that we bring that to council each year to say, these are the streets that we would recommend based on the money available. And we've been taking in -- sort of taking that year to year approach, but there is no larger plan in place at this time.

CHAIRMAN GARMAN: All right. Thanks. So does -- do we have a system, something like a pavement management service, we contract out for that? Do we have a PMS that's part of those six people, or is that where we contract RAS for?

JANOVER: So yeah. So that's -- that's what we have RAS on board for. They're -- they're essentially running the model for us. And Jeff Pierce, our street superintendent, Justin, myself, and the assistant town engineer, we're -- we're all part of a regular

conversations that we have with RAS to go over, you know, multiple times per year where we are, where we need to be, look at -- look at our goals, and you know, and tell -- let them know how much we have available in the budget and what is -- what is the maximum that we can get done with -- with that available budget. So we are all part of that kind of collective on regular conversations with our -- with our consultant.

CHAIRMAN GARMAN: Okay. Last thing. This is a little out of the box, but it's because we're talking about it hopefully later today if we get to it. Public private partnerships. Some towns have some of the care, some of the roads, a public private partnership. I know small towns got to be a little inventive sometimes. I don't see us having a toll road. That's not what I'm talking about. But there are -- but there are ways to involve folks who utilize our roads, whether they're businesses, right, or third-party, you know, private companies to help them -- I don't want to say profit, but at least shoulder some of the responsibility for some of the roads that they utilize. Do we have anything like that or any thoughts on that as far as Fountain Hills go?

JANOVER: Well, I mean, we have development fees, which is for new infrastructure such as Shea Boulevard. We're going to be -- pardon me. We're going to be expanding Shea Boulevard, a portion of it. And as part of that, that's part of the MAG ALCP program and for that we are collecting development fees. And so we have new development that's going to be paying into the cost of that new infrastructure when -- so we're looking to start the construction -- we already have design completed for that for that first phase of the project.

We're looking to start construction this fiscal year, and we do have money available from development fees that has already been paid into from developers and -- and folks getting permits for things over the past several years. So we do have quite a bit saved up.

Do you remember, Paul, how much we already have? I know that Paul had mentioned it. Yeah, but.

GOODWIN: I don't remember off the top of my head. I'll let you get water.

What Janover is sharing is that, yes, we collect development fees. That's supposed to

help defray costs for new development. So we can't use it to repave existing roads. That's -- that's part of the hang up there. So it does help us as future development, but it does not help what we currently have.

To answer your question a little bit, there's a lot of HOA's that do maintain their own road network. I -- correct me if I'm wrong, but I want to say Sunridge Canyon has a network of roads that they maintain themselves. A lot of the gated communities. So when we look at our PCI and we look at the numbers that Javover's sharing, that is specifically for the publicly maintained roads, not -- they -- we do not factor into it the privately maintained roads, so. But in terms of a public private partnership, I don't know that we have anything in place like that.

CHAIRMAN GARMAN: Okay. Thanks.

GOODWIN: Good down there.

JANOVER: Yes. Thank you, thank you. Thank you for that little break.

JANOVER: So with that, I was going to move on to our next topic.

Randy, did you have something? I see the -- the light on.

CRADER: Yeah. Just out of curiosity, are there actions we can take, either as a community or as a town, that slows the degradation of the roads other than not driving on them, obviously, or not using them? But are there things that we should encourage or look at or examine?

JANOVER: That's a great question. I wish I -- I wish I had an answer to that. Unfortunately, just -- just solar radiation -- you know, the UV degradation and just water intrusion and just weather and wear and tear is -- is really what causes the degradation. I wish there was something else that we could do that -- to slow those -- to -- to minimize those curves and slow the degradation, but I don't -- I don't know of anything in my toolbox that would do that is.

CRADER: Traffic patterns -- I'm sure we know how our roads are used. How often are we reviewing those to say we know this road is deteriorating quickly, or is reaching a level where it's going to hit that cliff? Do we ever think about mitigation and restructuring our -- our traffic flows and some of those areas?

JANOVER: That's a good question. We do monitor continuously where our -- where our roadway PCI's are.

And so we do know -- and the BOSS system, it's called B-O-S-S, the -- the dashboard that we have -- the model that we have does an excellent job of, of finding those roads for us and pointing them out to us, saying, this is a road that if you wait any longer, is going to go into the next level of -- of treatment that's going to be more costly, so now's the time to treat it. So it's doing that for us. And that's -- that's really what we're paying for.

We're paying that consultant to -- for that service and for that information.

GOODWIN: So to chime in on the same concept. I think there's a good example of what you were just talking about, about traffic patterns. And we saw it on Palomino. This is a real -- in that a lot of truck traffic was using Palomino as a cut through to get up into Adero Canyon when they were -- as they've been developing Adero Canyon. They weren't using Shay to Palomino and -- because there was more hills and they were shortcutting. Well, that road was not constructed for that weight and for that volume, so we've been working with mapping software's to not show that route, i.e. when you MapQuest from A to B or when you route it, whatever. That's not the preferred route. That's not the suggested route.

We've also been working with vendors. So if we have seen, let's just say a cement truck go through and we see the vendor name on the side. We've reached out directly to try to mitigate that. Unfortunately, it's a lot -- it's an enforcement -- some enforcement element. We can tell you it's not a through or truck route. Enforcing that can be a different thing. But we sort of integrated some of what Bernie was saying, is that we've tried to use pavement markings to help mitigate some of that as well, to create more parking, more bike routes, more other -- other things that sort of naturally deter that type of traffic, so that truck routes and things like that don't want to use that.

That being said, we do have designated truck routes through town, so we -- it is -- it can be hard to reroute when you only have so many options. So working through that, understanding that traffic -- you know, Saguaro is our truck route, Fountain Hills Boulevard is our through put out to Rio Verde, and, you know, access to the north. So

we do have some limitations there, but we have been trying to use other tools to sort of mitigate that as much as possible.

JANOVER: And Rachael is absolutely correct that we have reached out to -- to trucking companies that have been using -- improperly using non-truck route roadways for their purposes. And that's one of the things that we talk about during pre-application meetings with developers. We have our engineering inspector who's out there and letting them know that you have to use the designated truck route.

So this is something that we -- we do try to maintain and try -- and we did get a lot of public feedback when sometimes the public would call, say, I see these same trucks going by. And so I just say, well, just please let us know what -- do you see the name of the truck or whatever. So then they take a picture of it, they send it to us and we reach out and we take care of that. And we did reach out to Google Maps because apparently it has been routing trucks on non-truck routing, you know, roadways. So we did reach out to them to -- to please -- to try to stem that -- stem from that.

So we've been trying to be as proactive and reactive as -- as we could with -- with that because the trucks actually do a lot of damage to roads that are not designed for them, especially when they're breaking when the trucks break. That puts an incredible amount of stress on the pavement.

CHAIRMAN GARMAN: All right. So let's -- Joe?

REYES: One quick one. Do you -- do you -- in your dashboard and all of the surveys that you do, do you include some kind of an indicator for the average daily traffic that you have on at least the larger streets, so that, you know, if you're getting increases or decreases, which all factor in when you start to do the calming, the reducing and all those things that take traffic from here to there?

JANOVER: That's true. We don't actually have the AEDT -- we don't -- I mean, we could add that data, but we are breaking them down by arterial collector, local alley. You know, we do have -- we do see the breakdown for all those. And so we can easily say how -- you know, how many arterials are we doing, how many segments of arterials, how many segments of collectors, how much we -- how much we're spending on each

of those road classifications. But we didn't also include the AEDT. But that's -- that's an interesting point. Kind of like that.

CHAIRMAN GARMAN: So we're going to move on to the next extremely sexy comment or sexy topic today, which is irrigation systems. We'll see how much time we take on irrigation systems, and we'll see if we have any daylight left for number 3. So Justin brought this up -- was it earlier this year? It was maybe in the spring. I have to go back and look at exactly. But -- but he spoke at length and brought up the irrigation systems when we were talking about infrastructure for the town. So that came up. It was a pretty lively discussion, so I don't know if you could set the table as far as the town's aging irrigation system.

JANOVER: Okay. Well, actually, I had some other infrastructure stuff I was going to be speaking about, a dam maintenance, for instance, and stormwater infrastructure. But if you want -- if you want to try to stick to this other topic, I don't have much to -- to put in there for, I guess, irrigation. Other than -- yeah. I mean, anytime that we do come across irrigation lines that are old, frayed, or what have you, we -- we do our best to replace those and replace them in kind and improve them whenever we can, in the medians, within our right of way, and on town facilities.

CHAIRMAN GARMAN: But it was my understanding that at our last meeting, Justin talked for -- for a while about the -- the system was aging and he was quoting how many miles --

GOODWIN: Yes.

CHAIRMAN GARMAN: -- that's out there.

GOODWIN: He's accurate. So if you want to think of irrigation in two parts, we have irrigation in our parks, which is really under sort of Kevin's purview, which are also very old and aging and need maintenance, different -- but sort of different oversight. Justin's efforts are more focused in our medians and rights of ways. So think about where -- when the new infrastructure that was put in right at Shea Boulevard and Fountain Hills Boulevard. So that new entryway all that work that has gone on in there. Another area is along Shea -- along Saguaro Boulevard where there has been new tree plantings in an

effort to revitalize some of the natural shade through that corridor.

And then what I'm going to call-- what I think is -- needs some refocus is along the Palisades corridor and the medians along there. There's been a loss of natural vegetation through there because there is no working -- inoperable irrigation in that area.

So you can kind of see the differences as you drive through town depending on what part of town you tend to visit. But yes. The answer is it is extremely aged. It is -- there are portions of it that are inoperable. There are portions that have been restored recently within the last, let's say, two years. That's been portions, particularly along Saguaro in order to revegetate.

So we are working through that. Areas along the avenue, we'll call it -- even the avenue sometimes has some -- we'll call it a lot of cooks in the kitchen. The avenue in the linear park is a park, and that is maintained by our park staff. The outside edges, the retail corridors, and the palm trees and all of that is maintained by our streets. So they are different, but they are -- and they are run separately.

And same thing, they have irrigation and they are difficult to manage and again aged because they were not -- they have a life expectancy. They only last for so long, just like the irrigation in our front yards or in our yards. So that is something that we are working through as well.

Does that better explain what we were talking about?

CHAIRMAN GARMAN: It did, I guess. But is this -- I guess, the way it was presented -- and I don't know if you guys caught this too, and I'll stop talking and let somebody else comment, but it was like an invisible roads problem, right? The roads we drive on, hey, there's a crack there. Irrigation. Is there water running out? Are we wasting water? If we go through and we upgrade irrigation over the next 5, 10, 15 years, are we saving lots of water? You know, is -- is it better for the town, better for the environment? But it's something that's unseen because we don't see it all the time. It's a lot of underground networks.

GOODWIN: I'm not familiar -- there's not a lot of irrigation issues brought to my plate.

Where I will go with this, though, when we talk about water, is it maybe -- and perhaps we've crossed wires a little bit, but the idea that water and the infrastructure for EPCOR and the water main breaks that we continue to have, particularly along Palisades and the water -- the damage that that is doing to the road system, particularly in that area has been -- has been very visible, has been a constant issue especially up there in the sort of Sun Ridge area. I know that has definitely degraded the roadway, and we've had to do multiple patches and multiple issues up that way.

JANOVER: That's correct. And what -- we try to do our best to -- to -- to have conversations with EPCOR, conversations with the sanitary district, to try to be aware of whatever infrastructure improvements they have, you know, on -- on the forefront as part of their capital programs so that we could be aware of timing for those. What kind of traffic control we can expect to see. What kind of -- what kind of impacts we can expect to see and try to minimize that for our residents. So we do try -- we do -- we try to be proactive with them.

Same thing with SRP, even though they don't have -- they don't have irrigation here, but any of the -- any of their projects, we -- we typically have an annual meeting with them and they go over any projects that they have within the town of Fountain Hills. So you know, the -- the -- the infrastructure that we don't have control over, we try -- we try to do our best to be involved with any kind of conversations that can -- we can glean some information from that would help us plan for any impacts to the residents that -- that are expected as part of those improvements.

CHAIRMAN GARMAN: Geoff?

YAZZETTA: What I gathered from Justin's presentation is it's just kind of like a hodgepodge of different irrigation networks that are being repaired when something goes wrong and it gets discovered. Is there any long-term plan for say, taking, like, the linear park and just saying, okay, we're going to replace all the irrigation and have just a standardized set of new pipes and everything. Do we have anything like that?

GOODWIN: So good comment. The answer is no. The short answer is no. But remembering, too, that the linear park is a park. So it -- it operates on a different -- they

operate separately from what Justin is probably talking about.

YAZZETTA: Sure.

GOODWIN: Again, Justin's kind of talking more about medians.

YAZZETTA: Medians, yeah.

GOODWIN: And he's right in that they are hodgepodge and we have different systems that are sort of I'm going to say -- this is going to sound a little bit bad, but sort of just -- sort of bubble gum and duct tape, right? We're just addressing the issues, not the underlying -- the underlying system. So no, there is no plan.

There has been talk of it in the past. It has not been supported at a council level because they felt like there was more pressing needs for those funds. Right. Because it all comes down to what do we have the money to do. So what we have taken instead is sort of a small as -- go as you can sort of approach --

YAZZETTA: Sure.

GOODWIN: -- to repairing -- to upgrading as we can again. And that's -- again, the best example I can give you is along Saguaro where we've done -- our streets guys have put in quite a bit of time to repair/fix, so that we -- again, that they are operating properly so that we could then reinstall trees and other materials that we have lost over time. Because what was happening is we were losing trees, whether they were through age, weather events, car accidents, things like that, just natural environmental factors. And we weren't replacing them. And so we were slowly losing these things and not taking any type of proactive approach to replacing as we -- as they were lost.

So what we did is we -- and part of that again, is if you're not watering what you have, it doesn't maintain.

And yes, we can certainly -- there's been a -- we've subscribed for a long time to the idea of establishing plants for a couple of years and then letting them go. I think we have learned, obviously through our environmental factors, that that's not sustainable. When you have a tree in the middle -- you know, in a three foot median in the middle of a thoroughfare, it's not going to -- it can't maintain itself. So we have to be a little more proactive if we want to maintain that canopy and that visual appeal of having those

trees. So we have addressed that in a portion.

One of the big things Justin and I have talked about is really along Palisades, because we have quite a few folks that have chimed in about the same thing about loss of vegetation, whether that's trees or the cactus along there and other things. And what are you doing to maintain it? Well, right now we're not. We don't have the right resources in place to do installations or plantings or other things like that.

So to answer your question, Geoff, no. There is no plan right now. If that is a priority, especially when it comes to whether it's the beautification of the town, the first impression of our community as people are coming in. There's lots of reasons to do it, whether it's for again, the shade canopy. However you want to look at it, there are reasons to do it. It's just not been a high priority.

I'm going to marry the two concepts here. When we talked about EPCOR is that I just mentioned how EPCOR has been having water line breaks, particularly right along this Palisades corridor. We have mentioned to them when they do that repair, we would like to work with them to perhaps upgrade the irrigation at that time. It's an ask. We'll see if it happens, if they're willing to sort of do that. The roads are already open. We're already kind of there. It would make sense. But it is working with them and their -- you know, their contractors and their timeline to help make that happen. So I'd like to hopefully see some progress there, but that remains to be seen.

YAZZETTA: I think -- thank you for all the background there. I think a good first step for the upcoming plan might be just developing a strategy rather than, you know, full on replacing everything, but identifying like where are the priority areas and then working backwards from there?

GOODWIN: Sure.

YAZZETTA: Thank you.

JANOVER: Yeah.

SMITH: What --

JANOVER: We just did a Golden Eagle Park improvements.

SMITH: I'm sorry. Go ahead.

JANOVER: We just did some Golden Eagle Park improvements, which included a number of irrigation improvements, as well as widening the channels through there, putting in sediment drop basins. And just -- just to say that -- that that is an asset for us. Obviously, the park itself is an asset, but it's also in an area that is susceptible to flooding because of its proximity -- proximity to our -- to our dam.

And if we had not done the -- completed the -- the project that we just did, that -- then the storm that we had about a month ago would have been a much, much different conversation right now. We were very, very pleasantly pleased with how things behaved there. Everything did exactly what it needed to do as far as we were concerned. We had capacity to -- to -- to -- to -- to take care of those flows that went through the -- through the park. That was not there before the project, so I'm glad we just didn't have a repeat of 2018. Yeah.

SMITH: What part of our irrigation system is reclaimed water we're using?

JANOVER: I know that there's reclaimed water in the lake.

GOODWIN: Yes. So I can speak for the parks. The only two parks that are irrigated with potable water are the avenue and Four Peaks Park. Those are the only two that are. Everything else is potable or -- yeah. It's all -- it's all repurposed water.

CHAIRMAN GARMAN: That's -- the park's.

GOODWIN: Correct.

CHAIRMAN GARMAN: What about the medians?

GOODWIN: I don't think any of the medians are potable, but I don't know that because they've been -- they're quite old. So they -- there's a possibility that they may be. I don't know that. That's really a Justin question.

REYES: But even if they were --

CHAIRMAN GARMAN: I'll just have to show you the median down like a Palisades you were talking about. Are you saying there's two separate systems? One, the EPCOR is coming in with drinking water and then a whole separate system with reclaimed water from somewhere?

GOODWIN: Yeah.

CHAIRMAN GARMAN: Really?

GOODWIN: The sanitary district has all kinds of lines through there.

CHAIRMAN GARMAN: Joe.

REYES: So if we came across an area where you're using potable water currently for irrigation and you had to go in there to make some improvements, fix something, whatever, would any consideration be given to changing the system to use reclaimed water there in lieu of the potable water? And that's just kind of a question out there. I think the bigger issue here that I'm leaning toward is it seems like everything we're doing with respect to this irrigation issue is a -- you know, kind of a reactive type of maintenance. It's we fix it when we get to it and the problem arises, not a preventative. Excuse me.

And the example that you gave of the great project there that was put in place so that we don't get flooded. That in itself is another example of for years that was a known -- you know, it wasn't just a thing that was -- might happen at some time. It -- a few years went through and it got worse and worse and finally it became a situation that had to be addressed.

And I'm thinking, wouldn't it have been better if way back when we would have started and recognized that as a necessary project planned for it, even if it's in a five-year or ten-year time frame, and then moved in a more methodical way towards addressing it. That's just a question, not necessarily a suggestion. Thank you.

JANOVER: Yeah. That -- that -- that project has been in development for -- for several years. And it finally came to fruition with construction this past fiscal year. But we're very, very happy with the outcome.

CHAIRMAN GARMAN: I mean, it starts to tie in a little bit and you can see where -- where we're coming from. Maybe it's much ado about not a lot or maybe there's stuff under the surface, a reclaimed -- reclaimed water versus potable water. Water use in particular, salinity of the water, you know. I know that's an issue around the -- is that all of our reclaimed water has that issue?

GOODWIN: It's really exacerbated in Fountain Park because of the lake, because we

draw directly from the lake for that irrigation. And that is really where the salinity gets -- gets concentrated. All reclaimed water has a level of salinity, but that one has significantly more.

CHAIRMAN GARMAN: And it seems like the -- just to put a fine point on it, all the irrigation is - how do I say it -- separated in different divisions. This division might do some irrigation. Another division, EPCOR does some, the town does some. It's --

GOODWIN: To -- to use kind --

CHAIRMAN GARMAN: -- disseminated -- decentralized.

GOODWIN: Yes. It is decentralized. It's hodgepodge. You can say it. It's okay. And understanding -- it makes sense when you think about it logistically -- from a logistics and logic point of view.

Joe, I think you're absolutely right. You know, it is -- it is reactionary. Absolutely. But understanding that the town and the different parks and the different areas of our community were developed at different times. Four Peaks Park used to be a school. That's why it's different. The avenue, you know, had fountains that were operated -- operated differently than the ones that are on the avenue today. So they had potable water and different access.

So all of these -- all of this to say that, yes, you're absolutely right. It is decentralized. It is sort of hodgepodge together or Frankensteined or however you want to say it. It is not a master plan across the entire community for our irrigation services. And that makes sense when you think about the different times that those things have gone in.

CHAIRMAN GARMAN: Okay. Thanks. So that's irrigation. I had a thought, and you can all just give me -- give me a head nod or not. We had three topics, and we're already past the hour. We had a couple more things on the agenda after these three topics. And I'm thinking that, you know, next month we are going to review the current plan as part of the meeting. So that's going to take up, I think, a good bit of the meeting.

I'm wondering if we might be able to table the third, you know, multi-use public private partnerships and just do that on the agenda in November. That's not a vote or anything. I just bring that up because it's already past the hour. Otherwise we're going to go a

little longer. And if anybody wants to make a motion to that effect.

REYES: I'll make a motion.

CHAIRMAN GARMAN: Can you?

REYES: Sorry.

CHAIRMAN GARMAN: What's the motion, Joe?

REYES: I make a motion that we defer the third item that we're going to cover into next month's meeting, in conjunction with a review of the draft.

SMITH: I guess I'll second that.

CHAIRMAN GARMAN: We have a second. So the motion on the table is to table the multi-use public and private signature strategy under the infrastructure pillar until our November meeting. That's -- well, that's pretty good. Any discussion on that? No? No. Okay. All -- let's move to a vote. All in favor of that motion, say aye.

ALL: Aye.

CHAIRMAN GARMAN: Any opposed? All right. It's unanimous. We're going to move that to agenda till November.

SMITH: I have one last comment that I should --

CHAIRMAN GARMAN: We're not done with the meeting yet. Oh, are you still -- oh, I thought you thought we were --

SMITH: No.

CHAIRMAN GARMAN: No, no. I didn't pick up the hammer yet. Sorry. Then I apologize.

SMITH: I should have made this comment in the beginning, and I was saving it for the third. But just so we all know that on November the 5th will be our first farmer's market of the year, and I will bring up my comments, why we need certain things for that next meeting.

But I would like to let you know there's about -- we've got about 80 -- excuse me -- about 60 vendors and very few of them are local. They all come in from the -- most of them come in from the west side and down in Mesa. And we've got some exciting new vendors. So if you get a chance to get out, it's from eight to two on Wednesdays, every Wednesday from now until April -- end of April.

CHAIRMAN GARMAN: Thanks, Paul. And throw that in also, November is the fair. What do we call that in Fountain Hills? The -- the -- the -- the -- the craft fair. We call it the crafts fair. Yeah, yeah, yeah. Okay. That's a public service. Oh my gosh.

Okay. So we're going to move down to B now on the regular agenda. B is just update from commission work groups. We've already covered a lot of those. Are there any other updates on any of the work groups?

Geoff, you got the main work group. Anything in particular you wanted to bring up that we haven't covered?

YAZZETTA: Not at this moment, no.

CHAIRMAN GARMAN: All right. Thank you. So we're going to move down to C, which is discussion of possible -- possible action on future agenda topics. We've already voted on that. It looks like next month then the agenda we're going to talk about the current plan. I think there's a lot to talk about that and when we get into it, what we've accomplished, what still needs to be done, what is irrelevant, what is relevant. And I think that's a really important conversation. And we'll try to fit in this multi-use public private partnerships hybrid use. And it's still related to infrastructure. So we'll talk about that in November as well.

I think -- is that meeting the 19th? Is it the -- the 18th is like the -- the meeting that I was going to talk to the council? That's the 18th and then the 19th is our -- is this meeting? Okay.

Okay. Anybody else have any comments on future agenda topics? No? All right. Also remember coming up -- so we're going to move down to the comments from the chairman, that's D. We generally do not have a meeting in December unless I'm mistaken. Yeah. So this one in November will be our last meeting for the -- for the calendar year. And we will not -- will not have the December meeting. Then we'll meet again in January.

Okay. Sorry. I'm just looking over my notes real quick. Okay. Does anybody else have any comments before I move on to the last agenda item? Okay.

Thank you for the conversations today. I know it was a lot. We really get into roads. I

think there's a -- there's a hidden interest there in irrigation. That was a good discussion as well.

So our next regular meeting is going to be scheduled for Wednesday, November 19th, week before Thanksgiving. And with that I'll entertain any motions for adjournment.

YAZZETTA: Move to adjourn.

CRADER: Second.

CHAIRMAN GARMAN: Any discussion? No? All in favor of adjourning, say aye.

ALL: Aye.

CHAIRMAN GARMAN: Any opposed? Unanimous. The meeting's adjourned. Thank you.

TOWN OF FOUNTAIN HILLS
OCTOBER 22, 2025 STRATEGIC PLANNING ADVISORY COMMISSION MEETING MINUTES

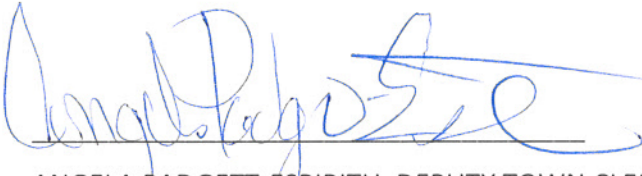
CHAIRMAN GARMAN ADJOURNED THE REGULAR MEETING OF THE STRATEGIC
PLANNING ADVISORY COMMISSION AT 5:12 P.M.

APPROVED:



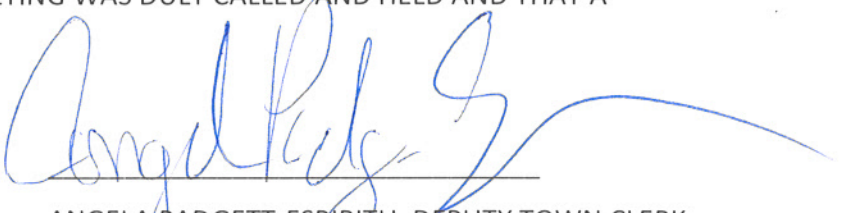
PATRICK GARMAN, CHAIRMAN

ATTEST:


ANGELA PADGETT-ESPIRITU, DEPUTY TOWN CLERK

CERTIFICATION

I HEREBY CERTIFY THAT THE FOREGOING MINUTES ARE A TRUE AND CORRECT COPY OF
THE MINUTES OF THE REGULAR STRATEGIC PLANNING ADVISORY COMMISSION
MEETING OF THE TOWN OF FOUNTAIN HILLS, ARIZONA HELD ON OCTOBER 22, 2025. I
FURTHER CERTIFY THAT THE MEETING WAS DULY CALLED AND HELD AND THAT A
QUORUM WAS PRESENT.


ANGELA PADGETT-ESPIRITU, DEPUTY TOWN CLERK