



City of Maricopa

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Meeting Minutes City Council Work Session

Mayor Nancy Smith
Vice-Mayor Vincent Manfredi
Councilmember Eric Goettl
Councilmember AnnaMarie Knorr
Councilmember Amber Liermann
Councilmember Bob Marsh
Councilmember Henry Wade

Thursday, February 19, 2026

4:00 PM

Council Chambers

DRAFT - TO BE APPROVED ON 3/3/2026

1. Call to Order

The meeting was called to order at 4:10 p.m.

2. Roll Call

Present, 7 - Councilmember Knorr, Councilmember Goettl, Mayor Smith, Councilmember Liermann, Councilmember Marsh, Councilmember Wade, and Vice Mayor Manfredi

3. Agenda Items

3.1 [WS 26-01](#)

City Manager Benjamin Bitter will present the Budget and Finance Council Subcommittee with the City's preliminary draft Capital Improvement 10-Year Plan for fiscal year 2026-2027.

Mayor Smith turned the floor over to City Manager Benjamin Bitter, who briefly acknowledged the extensive year-round effort required to produce the budget and Capital Improvement Plan, noting the participation of nearly every department in the organization and approximately 190 project requests submitted. City Manager Bitter then introduced Chief Financial Officer and Deputy City Manager Matt Kozlowski to lead the presentation.

Mr. Kozlowski shared the same appreciation for staff, expressing pride in the process and noting the city's improvement in it year over year. He explained that a few years ago the city transitioned from a 5-year to a 10-year Capital Improvement Plan, defining it as a multi-year long-range plan for the construction or acquisition of high-cost assets with a useful life exceeding one year. He described the three planning tiers: years 1–3 represent the highest-priority projects with realizable funding sources; years 4–6 are high priority but subject to adjustments in scope, vision, and cost; and years 7–10 represent an overall intent to formalize projects with funding potentially available in those plan years. General discussion ensued regarding the structure of the 10-year Capital Improvement Plan.

Next, Mr. Kozlowski clarified that the work session was not intended to review every Capital Improvement Plan project in detail but rather show council how the system

works while highlighting several key projects. He stated that following the meeting, council members would receive a link to the city's ClearGov tool to independently review every project and its associated details and encouraged members to submit any questions through City Manager Bitter, who confirmed that one-on-one discussions or email communications were also welcome.

Next, Mr. Kozlowski walked through the current position in the budget calendar. He shared that the council is presently at the Capital Improvement Plan work session stage, with an operating budget work session tentatively scheduled for approximately April 23rd, though he noted that date is not final. Mr. Kozlowski added that the budget is scheduled for council approval at a council meeting in late May, tentatively around May 19–21. Lastly, he shared that several steps in the process remain and that all calendar dates listed are preliminary.

Next, Mr. Kozlowski presented a five-year history of general fund revenues and expenditures. He noted that the surplus available for transfer to the Capital Project Fund (Fund 350), to pay for capital projects, grew from \$26 million in FY2022, to \$38 million in FY2023, to \$48.9 million in FY2024, before declining to \$41.8 million in FY2025—a drop of approximately \$7 million largely attributed to the flat income tax, changes to rental sales tax, and anticipated impacts from the San Tan Valley incorporation. He projected that the FY2026–27 surplus available for CIP would further decline to approximately \$37.6 million. He also noted that the city's first six months of FY2026 financials are tracking closely to projections, with revenues potentially running a couple of million dollars higher, but broadly consistent with the projected figures.

Next, Mr. Kozlowski presented the FY2026–27 one-year CIP at \$189 million. He displayed a breakdown of the \$189 million by funding source, which included the Capital Project Fund (Fund 350), carry-forward amounts, HURF funds, the revenue bond, and Capital Improvement Plan grant capacity. Lastly, Mr. Kozlowski shared how Public Works represents the largest share of requested projects and that Financial Services appears large due to its management of contingency funds and futures planning placeholder projects.

Next, Mr. Kozlowski clarified that it was 176 and not 190 capital requests, which brought the 10-year Capital Improvement Plan total to \$1 billion. The next three fiscal years are projected at \$189 million, \$197 million, and \$176 million respectively. City Manager Bitter reminded the council that all 10-year figures are expressed in today's dollars and are updated annually to reflect current cost estimates and inflation. Mr. Kozlowski also noted that not all budgeted amounts represent confirmed project expenditures but also serve as capacity placeholders to allow the city to receive grants or other external funds without running afoul of budget amendment restrictions.

Next, Mr. Kozlowski presented a list of project requests that were reviewed and ultimately not included in the submitted CIP. He shared that ADA compliance efforts were moved to the operating budget. Additionally, Mr. Kozlowski stated a proposed city central warehouse was deemed premature given that future building needs and locations have not yet been determined. Furthermore, he reported that the Heritage Master Drainage and Roadway Plan was removed because those needs are addressed through the development process. General discussion ensued regarding those proposed capital improvement projects and others that were not included on the Capital Improvement Plan.

Mayor Smith took the opportunity to address questions she had received from residents following the council's recent discussion of strategic priorities, clarifying that

the strategic priorities are high-level focus areas, and that the specific CIP projects—each linked to a strategic priority in the ClearGov tool—provide the detailed timelines, costs, and funding sources that residents were looking for.

Councilmember Liermann asked when the public would have access to the Capital Improvement Plan information. To which, Mr. Kozlowski explained that the documents remain technically in draft form until formally approved by council. However, he noted that most projects have already been published in the prior year's approved CIP book, and that what has changed primarily relates to updated costs or timing. City Manager Bitter added that the ClearGov tool itself includes a share button and that all documents, as public records, would need to be disclosed if formally requested. He cautioned, however, that sharing draft information should come with clear caveats that the figures and projects are preliminary and subject to change.

Councilmember Knorr asked whether council members could share the draft Capital Improvement Plan with constituents to gather input during the review period. City Manager Bitter confirmed that the documents are public and can be shared but reiterated the importance of communicating their preliminary nature. Vice Mayor Manfredi noted that he had already been sharing approved information with constituents regularly and intended to continue doing so with the draft, finding it useful for community conversations. Mayor Smith echoed this, emphasizing that any sharing should always be accompanied by a clear caution that the information is preliminary and subject to change.

Next, Mr. Kozlowski reported on the State Route 238 widening project as a major near-term transportation investment. He added that the project will widen the route from John Wayne Parkway west approximately two miles from a two-lane to a four-lane roadway, with construction estimated to begin in early calendar year 2027 and a projected completion time of 12 to 16 months. General discussion ensued on the funding aspect of the project and the total cost for the project.

Next, Mr. Kozlowski introduced the Green Road Bridge Overpass project, describing it as the critical first investment in what will ultimately become a western loop route around the city. He added that the project involves constructing a new bridge over the Union Pacific Railroad and a roadway connecting State Route 238 to support travel demand from current and future western development. Lastly, he shared that the long-term vision is for this segment of Green Road to form part of a larger loop providing a western alignment around Maricopa, reducing traffic concentration on State Route 347 and John Wayne Parkway. General discussion ensued regarding the process and cost of the entire project.

Next, Mr. Kozlowski reported on the Traffic Strike Force capital budget item, which exists to fund unscheduled infrastructure improvements throughout the year to maintain public safety. He cited the Desert Greens intersection signal installation as a recent example of a project that originated from traffic strike force data and police department observations. He added that the fund can support signal installations, signage, striping, ADA compliance, sidewalks, and intersection improvements, among other things. Lastly, Mr. Kozlowski added that approximately \$2.2 million is available for FY2026–27, and this item is funded entirely through HURF funds rather than Fund 350.

Next, Mr. Kozlowski briefly noted the industrial business park project near White and Parker and Peters and Nall Road, known as "the triangle," as the primary job creation investment. He noted that the largest capital commitment, the land acquisition and

development agreement, has already been made. Lastly, he added that the remaining \$612,000 carry-forward remains budgeted for any additional studies or economic requirements arising from ongoing work on the project.

Next, Mr. Kozlowski highlighted the pedestrian overpass at the Union Pacific Railroad crossing near Maricopa High School as a workforce development project. He shared that with Central Arizona Valley Institute of Technology expected to open on the north side of the tracks, this overpass will provide high school students with safe access to professional development opportunities. He noted that a \$2.7 million congressional earmark secured through Congressman O'Halloran—a direct result of the city council and staff's annual trips to Washington, D.C.—is funding this project. Lastly, he shared that the estimated completion is fall/winter of calendar year 2026, though construction timelines are subject to change. City Manager Bitter added that while the project is categorized under job creation and business development, it also advances goals related to intentional growth, quality of life, and community sense of place, noting that projects in the Capital Improvement Project frequently serve multiple strategic priorities simultaneously.

Other projects highlighted by Mr. Kozlowski were trails, fitness equipment replacement at Copper Sky, Pickle Ball expansion, the new Fieldhouse and the Lakes park expansion. In addition, he also presented a few projects for Public Safety which included \$2.7 million for the purchase of three ambulances as well funds for equipment for the ambulances. He also mentioned that \$8.5 million is also included for vehicle replacement for our Police Department. There was general discussion regarding take home vehicles for officers. Councilmember Knorr asked for a cost analysis of what it will cost officers living within the city limits to take vehicles home.

3.2 [WS 26-02](#)

The Budget and Finance Subcommittee will meet to discuss general budget and finance items including, but not limited to, items related to any and all City programs and financial policies.

4. **Adjournment**

The meeting adjourned at 5:54 p.m.