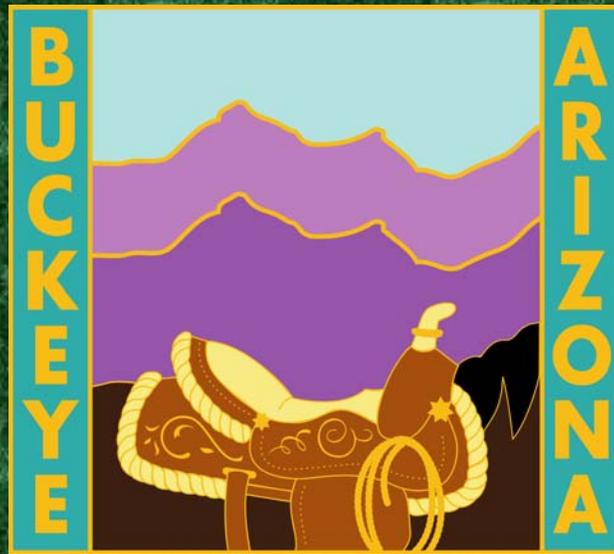


Town of Buckeye Capital Improvement Program



FY 11/12 – FY 17/18

May 9, 2012

Presented to the Mayor and Town Council

By the Capital Improvement Program Committee

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1. BACKGROUND/INTRODUCTION

Background

The Town of Buckeye was founded in 1888 and is the western-most incorporated town in the Valley of the Sun, which is the economic, political and population center in Arizona and includes the City of Phoenix and surrounding communities.

What was once solely an agricultural community has grown from a population of 4,436 in 1990 to over 50,000 in 2010 based upon the latest census results. Robust population growth in the greater Phoenix area during the last twenty years had the inevitable effect of focusing housing attention in the southwest valley as other areas approached build-out. Not only has the population of Buckeye grown, today the Town encompasses more than 370 square miles within a municipal planning area of almost 600 miles. The nearly 600-mile planning area stretches from almost Wickenburg on the north to Gila Bend on the south, and from the Hassayampa River on the west to Perryville Road on the east.

The Town operates under a council-manager form of government. The seven-member Town Council consists of six members elected by district to serve staggered four-year terms. The Mayor is elected at-large for a four-year term and serves as a voting member of the Council. All Town elections are non-partisan. The Town Council is responsible for passing ordinances, adopting the budget, appointing members of commissions and hiring the Town Manager. The Town Manager carries out the policies and ordinances of the Town Council, oversees the day-to-day operations of the Town and appoints various department heads.

The Town provides traditional municipal services such as public safety (police, fire and magistrate court), street construction and maintenance, parks, recreation and culture, planning and zoning, and general administrative and support services. Water and sewer utility services are provided to many of the residents through the Town's enterprise funds. Sanitation, refuse collection and recycling services are provided through a separate enterprise fund. The Town provides, or will provide, street lighting for developing areas through legally formed street lighting improvement districts. The Town provides and accounts for a legally separate volunteer firefighters' pension fund as mandated by Arizona Revised Statute, Title 9, as well as a number of community facilities districts and improvement districts designed to provide funding for the construction and acquisition of public infrastructure improvements. The Town also owns and operates a municipal airport through an aviation enterprise fund. The airport works closely with both the Arizona Department of Transportation (ADOT) and the Federal Aviation Administration (FAA) for many of its improvements in accordance with the FAA approved airport masterplan.

Introduction

In Fiscal Year 2011-2012 the Town of Buckeye will prepare and adopt its first seven (7) Year Capital Improvement Program (FY 11/12 – FY 17/18). The Capital Improvement Program (CIP) is a suggested schedule of capital expenditures to be incurred in a given fiscal year for a fixed period of years to meet capital needs. The Town of Buckeye Capital Improvement Program (“CIP”) specifically sets forth each project or capital expenditure that the Town initiates. Each project or capital expenditures will contain estimates of cost and proposed financing, with each project annually reviewed, updated, and possibly revised as part of the Town of Buckeye budgeting process.

The term “Capital Improvement” refers to any major non-recurring expenditure for new or existing physical facilities such as streets, parks, public buildings, and other public works facilities. Expenditures for the purchase of land and certain major equipment are considered as non-recurring capital expenditures. For the purposes of this CIP, a Capital Improvement has been defined as:

- A non-recurring capital expenditure, or
- Having an anticipated life of five years or more.

Project programming in an orderly sequence enables the Town to make decisions establishing the priority of specific projects, to schedule land acquisitions, and to provide for construction of the necessary facilities within the financial capabilities of the Town. By proceeding on a priority schedule of capital improvements against a background of current and anticipated needs and current and projected financial capacity, the Town ensures that necessary projects are not built before they are needed, or after they become so expensive to build that they may prohibit the construction of other necessary projects needed during the CIP planning horizon. The CIP takes into account the approved *Town of Buckeye General Plan* as a planning document that will help guide the Town’s decision making as to the timing and construction of public improvements. Because capital improvements are very influential in determining patterns of land use and urban growth, the CIP becomes an important planning tool. By guiding the provisions for, nature of, and location of public improvements, city growth may be guided within desirable channels and in a logical and orderly manner.

For more specific information on any of the sections presented, refer to the references in Appendix A and the definitions of terms in Appendix B.

The Town of Buckeye General Plan

Goal 3.0 of the General Plan states that the Town must plan for growth and sustainability. The Plan states: “Ensure community leaders focus on long-term community planning and development that leads the community in the direction of the shared Vision and yet maintains fiscal solvency and financial sustainability.”

Policy 3.3 states that the outlay for new development should not negatively affect the current level of Town services, which should continue to meet high standards.

Policy 3.4 states that no new development should occur without adequate public services and infrastructure in place.

One of the *Growth Area Element: Infrastructure and Multimodal Transportation Strategies* is to “...develop a Growth Area CIP and Financing Program to ensure cost-efficient and strategic expansion of infrastructure within the Growth Area. Based on the CIP, provide funding for infrastructure as well as multimodal transportation.” All areas of the Town can benefit from the opportunities a CIP provides to assess infrastructure projects and associated costs. A map of the Growth Area, generally located between the Gila River and the I-10 freeway, is on Page 4-10 of the General Plan, which can be downloaded at www.buckeyeaz.gov.

CIP Organizational Structure

The CIP Organization Structure mirrors the existing Town of Buckeye management structure. The Town Manager shall serve as the CIP Chairperson. Along with the Town Manager, the persons involved with the CIP include:

- Finance Director
- Director of Public Works
- Development Services Director
- Town Engineer
- Fire Chief
- Police Chief
- IT Director
- Director of Water Resources
- Director of Community Services

The Mayor may call the Town Council into session when he/she deems it appropriate to hear the recommendation from the CIP Chairperson. Notice will be given to Council members of such meetings in accordance with state law, and staff will provide the necessary information prior to the meeting to facilitate the decision-making process.

The Development Services Director and the Finance Director, or personnel they so designate, shall serve as staff and be responsible for developing a Seven-Year CIP, and for integrating the first year of that program into the annual operating budget.

Figure A - CIP Flowchart

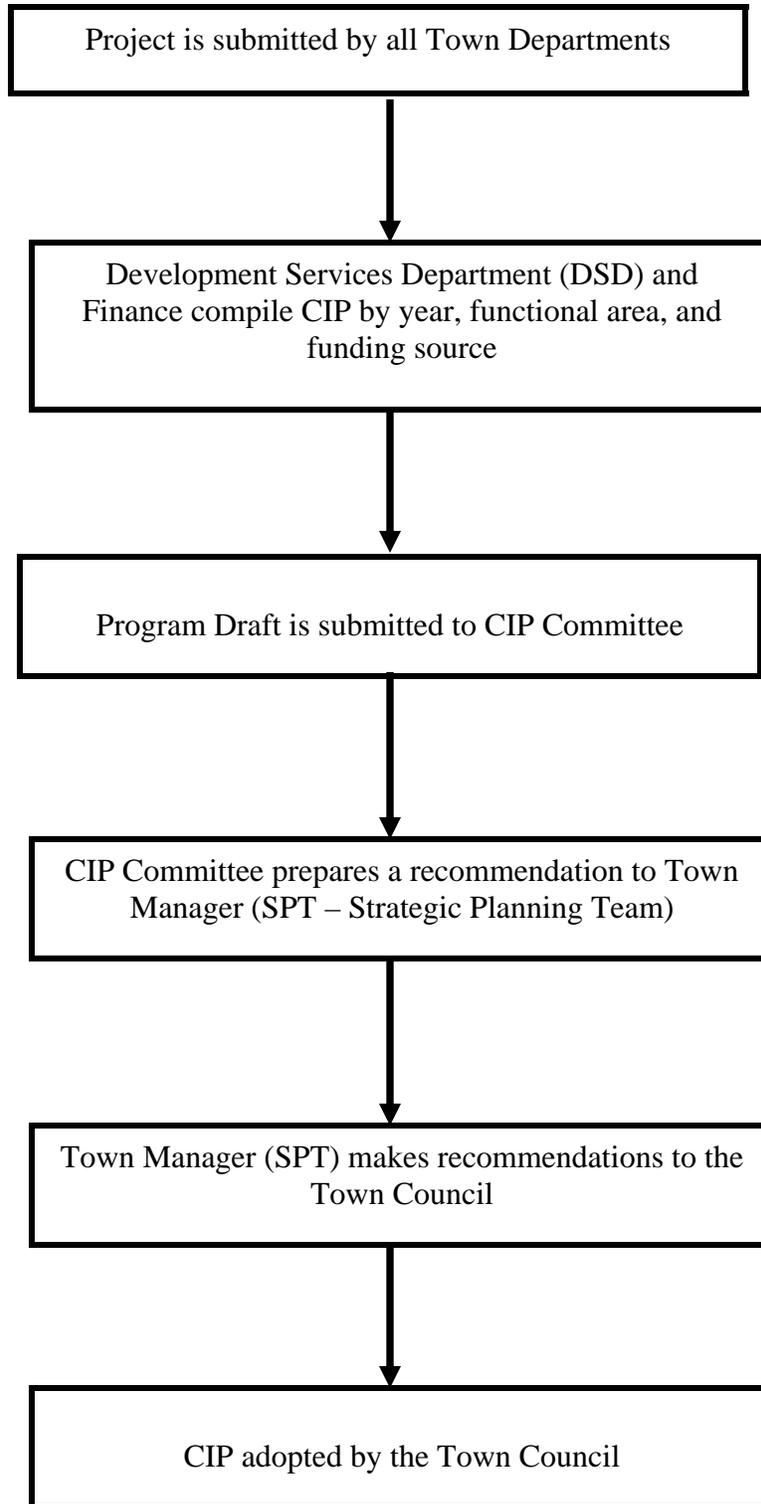
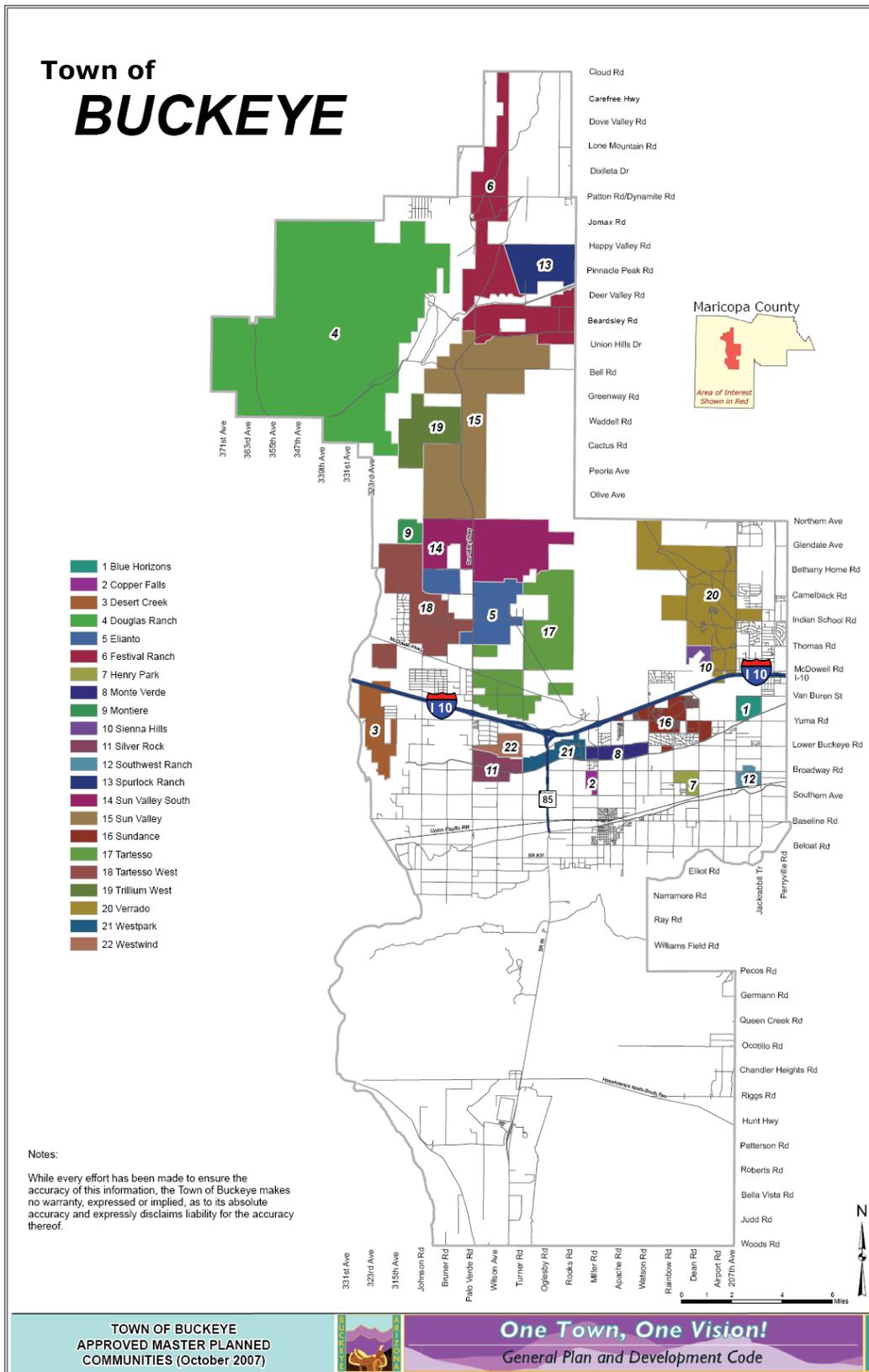


Photo: Verrado, one of the Master Planned Communities in the Town of Buckeye, is located near the White Tank Mountains.



Figure B – Town of Buckeye Master Planned Communities



2. CAPITAL IMPROVEMENT PROGRAM POLICY STATEMENTS

In order to carefully plan the capital projects proposed that benefit the Town of Buckeye, policies are created to guide the CIP decision-making process. Policy making should not result in the formulation of rigid standards but should instead provide for a flexible means which allows for changing circumstances. In this way, a Capital Improvements Program will not become a final program, but rather part of a continuous Town programming process.

Each fiscal year there are varying financial conditions which must be accounted for, such as the amount of Federal and State aid available, the per capita debt and the rating given to bond issuances, the amount and value of taxable property within the Town limits, and the assessment ratio in levying taxes. In the Valley of the Sun the economy is sensitive to the ups and downs of the housing market, and other factors that interact with an increasing population. A change in physical conditions may also result in a change in the priority of a given project. Such physical changes may include: annexations to the Town, an increase in population, the deterioration of public buildings, the depreciation of equipment, or the need to expand existing public facilities.

The need to respond to change is governed by policies created to guide decision making in the CIP process. These policies assist the Town in creating a CIP that is flexible and effective.

Photo: The headworks of the central wastewater treatment plant in Buckeye prepares wastewater for processing.



2.1 General Policy Statements

The project descriptions contained in the CIP reflect current estimates of total project costs. For new projects this may include one or more of the following; design, land acquisition and construction. For existing assets it may include reconstruction. As implementation of each project nears the capital budget year, these costs are more specifically defined. In many cases, total project costs cannot be listed or identified in the CIP until certain feasibility or cost studies are completed.

The following General Policy Statements provide guidance to the Town for evaluating and financing the Capital Improvement Program. The policies provide a basis for sound fiscal management:

1. Town Departments should note maintenance and repair issues for their facilities and report them to Public Works and Finance for annual budgeting. Public Works should make every effort to anticipate and budget, based on departmental input, for routine alterations and repair projects that are less than \$50,000 in value.
2. A fleet management vehicle replacement plan should be followed to ensure systematic replacement of vehicles based on the particular lifecycle. A fund replacement policy has been adopted and a reserve established to ensure departments replace vehicles as needed.
3. Under the Home Rule option, the Town's yearly expenditure limitation is free from any ties to the State of Arizona imposed limitation if the majority of the qualified electors vote in favor of this alternative. On March 13, 2012, the Town of Buckeye voters approved the Home Rule Option for the next four years, allowing the Town to determine its own expenditure limit. During the duration of this CIP, the Town of Buckeye may have to go through this Home Rule Option again in 2016.
4. The amount of debt is governed by the Arizona state constitution and state statutes. See the definitions of 'General Obligation Bonds' and 'Revenue Bonds' in Appendix B.
5. All revenue bond-financed projects should display the ability to generate sufficient revenues to repay the cost according to the feasibility study for the revenue bonds.
6. Outstanding debt should be reduced as early as financially feasible taking into account reserve requirements and monies to be set aside for economic development. Capital improvements should be scheduled in order to maintain a reasonable outstanding debt structure, thereby enabling the Town to maintain a good bond rating.
7. When capital projects and special districts are competing for funds, the Town Council will weigh all factors to achieve a balance among all funding sources.
8. Should borrowing be necessary, dedicated revenue streams will be accounted for so as to not jeopardize the long-term implementation of the CIP.
 - i. Efforts will be continuously made to maintain and improve the Town credit rating.

ii. Capital project and improvement districts financed through debt instruments shall not be financed for more than the anticipated useful life of the project.

iii. Department Directors will meet with the Information Technology Director as part of the CIP update process to discuss and coordinate purchases in communications equipment/systems and computer hardware/software to ensure City-wide compatibility.

iv. The Town shall periodically review user fees and adjust accordingly to ensure that the fees adequately cover the cost of operation, maintenance, capital replacement, future expansion, and debt service.

v. The Town shall periodically review development impact fees and adjust accordingly to ensure new growth continues to pay its fair share of impact on the community.

vi. The Town shall work with developers to ensure future development pays for itself and is not a burden on existing residents.

vii. Projects will be developed to accommodate coordination with economic development efforts.

9. A financial justification will be prepared by the Department Directors for each proposed project which includes cost estimates, justification, and effect on department and Town operations budgets. Reference to relevant functional area plans should be included.

10. The Development Services Director shall review all projects for compliance with the Buckeye General Plan, indicating to the CIP Chairperson those projects that are in non-compliance.

Benefits and Advantages of the Capital Improvement Program:

1. The CIP provides for a plan to carry out the transportation, public facilities, growth and sustainability portions of the General Plan. The CIP will also make an effort to follow population and land use trends to aid decision making in allocation of monies to capital projects.
2. The CIP points out areas needing improvement in the Town and suggests actions to help those areas.
3. The CIP allows the Town an opportunity to distribute or prorate the cost of capital improvements over a period of years, thus maintaining tax stability and avoiding sharp changes in the debt structure.
4. The CIP, by anticipating needs in advance, provides adequate time for proper design of new projects, and review of policy decisions to see whether they were properly made, and adjusts capital expenditures according to the financial resources of the community.
5. The CIP, by listing long range projects, helps to keep the public informed as to what the Town needs and its plan to meet such needs.
6. The CIP provides an opportunity to save money in the acquisition of land for public facilities by anticipating future needs, and by acquiring the land at lower cost before private development would increase the cost.
7. The CIP provides a stronger position on which public officials may justify capital improvement expenditures.
8. The CIP will focus on areas that should increase tax revenue to the Town.
9. The CIP will help to achieve a more balanced development of projects to avoid concentration or overemphasis on any single project.
10. The CIP makes available to other governmental agencies, private utilities, private investors, and other industries, a comprehensive view of public improvement needs enabling sounder judgments concerning their own plans.

11. Tax-supported projects should be scheduled in a manner that will keep the tax rates stable.

12. The CIP shall, on recommendation of the Town Manager, be adopted by the Town Council separately from the Town's budget. However, the CIP projects for the fiscal year where the projects are planned should be adopted by Town Council as part of the annual budget.

14. Within each budget cycle the Department Directors shall make recommendations on those projects considered necessary during the forthcoming budget period.

15. Project priority shall be determined according to the following criteria:

A. High Priority

1. To remedy a condition related to the public health, welfare, and safety.
2. To complete, or make fully usable, a major public improvement.
3. To comply with all legal requirements / mandates.
4. Projects essential to the orderly development of a desirable industrial, commercial, or residential district.
5. To protect property.
6. To provide necessary services.
7. To increase revenue or reduce operating expenses for the Town of Buckeye

B. Second Priority

1. To correct a deficiency in public improvements.
2. To repair or replace inadequate or obsolete existing facilities.

C. Third Priority

1. Projects which would benefit the community but are not urgent or required.
2. Projects needed for proper expansion of development but not absolutely required.

D. Lowest Priority

1. Projects with a sole benefit of planning and timing.
2. Projects which may be postponed without detriment to existing programs.

16. All projects requiring the budgeting of capital funds beyond the current fiscal year shall be programmed for each additional year in which expenses are anticipated to be incurred.

17. The first year of the CIP shall be included as a separate section in the annual operating budget.

18. Regional considerations and intergovernmental relationships will be evaluated as projects are developed.

19. Legal mandates will be monitored and projects to satisfy the mandates will be developed.

20. The CIP may be updated annually depending upon a variety of factors including development patterns and market conditions. The update will include a scope of work and budget estimate for projects, provided by Department Directors.

21. An inventory of all capital improvements made in the community that were completed since the last CIP budget will be maintained and reported as part of the CIP update process.

22. The Town will finance CIP projects using the most effective financing mechanism.

23. Capital Replacement and Reconstruction improvements should normally be funded by a yearly percentage set-aside of either the Department or Town funds to replace the aging infrastructure (excluding federal, state, and special assessment monies). These funds should not be taken from Development Impact Fees. There is more discussion of Capital Replacement and Construction included in Section 2.2 Department Specific Policies.

Photo: Over time, traffic signals may be warranted, through a traffic engineering study. Traffic signals, due to their cost and public safety requirements, should be a high priority in the Town's CIP.



2.2 Department Specific Policies

In Section 2.1 the need to create Capital Replacement and Reconstruction funding was identified. The funding for significant Town infrastructure present challenges for long-range budgeting, repairs and replacement.

Enterprise funds such as water and sewer operation should set aside funds for capital replacement of the facilities as they age and reach the end of their economic and useful lives. Such facilities include water booster stations, sewer lift stations, water and wastewater treatment plants, etc. Various pieces of these facilities will need to be replaced on schedules commensurate with their functions and life span. For example, the concrete structure for a lift station, with proper maintenance, should last at least fifty years, but the pumps housed within the station may need to be replaced every 10 to 15 years. Likewise, the underground piping for a water system should last at least 50 years, but the well pumps, valves, and electrical control systems may need to be replaced much more often.

Thus, the water and sewer rates charged to customers for monthly water and sewer service should be high enough to not only pay for the ongoing routine operation and maintenance costs of the system but also to allow the Department to set aside money on a regular basis to create a capital replacement fund for the major items that will need to be replaced.

Streets are different from water and sewer systems, since there is no direct revenue stream from the people who use the streets, other than gas taxes, some of which are returned to the Town (see Appendix D). Routine maintenance and some replacement of streets can be paid for with HURF, CDBG, and other funds. However, replacement of pavement for major streets on a large scale will need to be funded through the Capital Improvement Program.

Planning for major street replacement and construction projects should utilize a pavement management program that identifies the condition and remaining useful life of the pavement for all streets within the Town. This approach allows the Public Works Director to identify when a street is nearing the end of its useful life and to begin scoping and scheduling a reconstruction project for the street. The project would then be added to the CIP and scheduled for funding from bond proceeds or other funding mechanisms.

This approach to pavement management also allows the Town to take advantage of citizen or developer initiated projects such as Improvement Districts (IDs) or Community Facilities Districts (CFDs) to include a needed street reconstruction project along with another project initiated by others.

The following policies will provide guidelines for implementing the CIP:

1. In accordance with Ordinance No. 24-05, Developers may be entitled to impact fee credits for constructing infrastructure for which an impact fee is being imposed or in exchange for constructing infrastructure capacity greater than what is needed for their own development.

Water Resources

2. The Water Resources Department shall maintain a list of the watermain breaks to include the location, age of pipe repaired, date of break, approximate cost of the repair, and type of repair made. Said list will be submitted to the Development Services Department each year and shall be considered when assessing projects to be placed in the CIP.
3. Upon approval, the Town Council should set aside a Water Infrastructure Capital Replacement Fund for watermain replacement. The projects selected for repairs shall be from the list submitted with the watermains having the most breaks to be repaired first. Any change to this process shall be justified to the Town Engineer and the Water Resources Director prior to any bids being let for the project.
4. Blocks where five or more watermain breaks have occurred in a year's time will be considered for inclusion in the yearly priority list for watermain replacement.

Photo: The Sundance water treatment facility treats groundwater to remove arsenic and provide service to residential and commercial development.



Wastewater

5. The Town shall routinely examine the sanitary sewer and effluent/reclaimed water mains within the Town. The mains will be ranked from the worst to the best by the Water Resources Department, and submitted to the Development Services Department each year for inclusion in the CIP. The list submitted will indicate the location, length of main to be replaced, and the approximate cost of each proposed replacement.
8. Each year the Town Council should establish a Sanitary Sewer/Reclaimed Water Capital Replacement Fund for the repair and replacement of sanitary sewers and reclaimed water lines. The money shall come from whatever source the Council deems appropriate.
9. The project selected for repair shall be from the list submitted, with the worst mains being replaced first. Any change in this process shall be justified to the CIP Committee by the Town Engineer and the Director of Water Resources prior to any bids being let for the project.
10. The repair work of all pavement associated with isolated manhole repairs or minor street repairs shall be paid out of the Sanitary Sewer/Reclaimed Water Capital Replacement Fund.

Flood Control/Drainage

11. The Town will annually inspect the storm sewer mains and visually inspect inlet leads within the Town. The deficiencies will be prioritized by the Public Works Department. All major repair

areas will be submitted to the Development Services Department each year and shall be considered when assessing projects to be placed in the CIP. The list submitted shall indicate the location, type of repair, and approximate cost.

12. Each year the Town Council should establish a Drainage Capital Replacement Fund for improvements to storm drain pipes, drainage ways / ditches, and storm drain laterals. The money shall come from whatever source the Council deems appropriate.

13. Monies in the Drainage Capital Replacement Fund shall be set aside for the repair of storm drainage inlets and associated improvements.

14. The repair work of all pavement associated with inlet and inlet leads shall be paid out of the Drainage Capital Replacement Fund.

Solid Waste

15. Establish a Solid Waste Capital Replacement Fund for the repair and replacement of equipment, and the identification and lease / purchase of landfill and transfer station locations, as required.

Transportation

16. Where possible, traffic signals and each Owner's pro-rata share should be paid in accordance with Chapter 20 of the Town Code.

17. The Town Council should establish a Street and Highway Capital Replacement Fund for the repair and replacement of the Town's streets. The money shall come from whatever source the Council deems appropriate.

18. The Public Works Department should annually (prior to budgeting) submit a list of those roads and streets needing reconstruction to the CIP Committee for their consideration. The projects shall be rated on the basis of their economic merit, with a cost estimate provided for each. All proposed roadway construction within the Town's right-of-way shall be analyzed for present value. All applicable evaluation criteria shall be determined by the Public Works Director. The analysis may be waived for standard concrete street construction.

19. The replacement fund may be used to make temporary improvements on unimproved streets adjacent to new developments that are: a) an arterial or collector street, and b) included in the CIP.

Community Services

20. The Town shall not accept dedications of Homeowner Association parks for ownership or maintenance provided the parks are less than fifteen (15) acres in size.

21. All regional parks shall be dedicated to the Town of Buckeye. The Town shall establish a Parks Capital Replacement Fund to maintain and update all Town parks.

Buckeye Municipal Airport

22. The annual FAA and ADOT approved Aviation Capital Improvement Program (ACIP) will be incorporated into the CIP, along with airport projects that are not eligible for either ADOT or FAA funding.

23. All Town capital improvements affecting the airport and its environs will comply with FAA regulations and governing documents with regard to height and land use requirements.

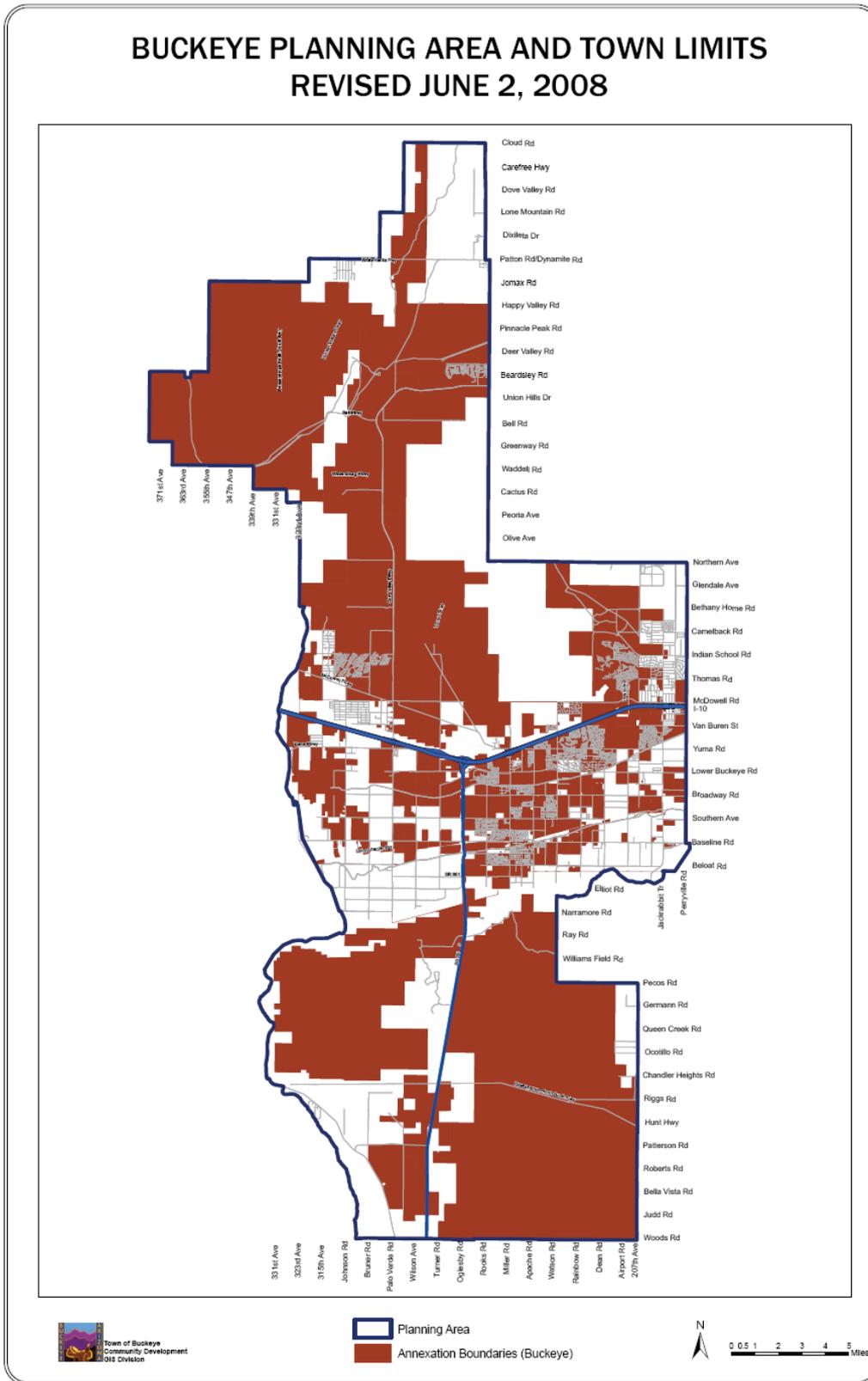
2.3 Calendar

Below is a typical yearly timeline for the yearly budget and CIP process:

May	CIP Projects given to Development Services Director for Planning Period
June	Annual Budget Adopted for next fiscal year
July/August	CIP Projects finalized for Planning Period
September/October	CIP Budgets refined
Fall	CIP adopted by Town Council
November	Coordination with Town Council on CIP Projects
December	Citizen’s Committee formed (if Bond Election is proposed)
December	Water, Wastewater, Drainage, Streets Repair/Replacement Report complete
January-April	Citizen Committee meets and sets forth recommendation to Council (if bond election is proposed)
April-May	Council adopts Citizen’s Committee recommendation and disbands Citizen Committee (if bond election is proposed)

It is the intent of this process to allow each Department to focus on the forthcoming budget year from January to May of each year. Once the annual budgets have been generated then each Department can then move its focus on the forward planning aspects of the CIP (summer) and assessment of existing facilities (fall). This process is planned to spread budgeting over the entire year instead of having it focused over a couple month period from March to June in an effort to make it easier on staff. Based upon the above milestones, the typical yearly timeline should also work quite well with the statutory required schedule for a bond election.

Figure C – Buckeye Planning Area and Town Limits



3. CAPITAL IMPROVEMENT PROGRAM SUMMARY

Below is a summary of the Capital Expenditures per Department (Table 1) that compares the total budget of all capital projects proposed in this CIP, the proposed spend during the seven (7) year CIP time horizon (FY 11/12 – FY 17/18) and future spend to finish the projects shown in the CIP.

Table 1 – Capital Expenditure Summary

<u>Department</u>	<u>Total</u>	<u>FY 11/12 - FY 17-18</u>	<u>Future</u>
IT	\$ 1,736,225	\$ 1,736,225	\$ -
Community Services	\$ 178,213,228	\$ 66,685,189	\$ 111,528,039
Parks	\$ 155,147,665	\$ 53,858,147	\$ 101,289,518
Library	\$ 18,865,563	\$ 12,577,042	\$ 6,288,521
Cemetery	\$ 4,200,000	\$ 250,000	\$ 3,950,000
Water Resources	\$ 187,817,227	\$ 40,330,579	\$ 147,486,648
Water	\$ 132,520,694	\$ 29,202,815	\$ 103,317,879
Wastewater	\$ 55,296,533	\$ 11,127,764	\$ 44,168,769
Dev. Services	\$ 631,070,452	\$ 101,083,674	\$ 529,986,778
Transportation	\$ 273,382,178	\$ 88,441,128	\$ 184,941,050
Flood Control	\$ 333,440,970	\$ 1,095,000	\$ 332,345,970
Airport	\$ 24,247,304	\$ 11,547,546	\$ 10,010,419
Police	\$ 69,004,228	\$ 10,363,655	\$ 58,640,573
Fire	\$ 44,122,155	\$ 24,472,155	\$ 19,650,000
Total	\$ 1,111,963,515	\$ 244,671,477	\$ 867,292,038

The total capital expenditures proposed in this CIP (FY 11-18), are roughly 22% of the total capital expenditures shown in this CIP totaling approximately \$1.118B.

Table 2 – Capital Expenditures per Department during CIP Period

<u>Department</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>
IT	\$ -	\$ 422,421	\$ 852,864	\$ 321,045	\$ 139,895	\$ -	\$ -
Community Services	\$ 1,250,000	\$ 8,624,017	\$ 6,067,500	\$ 9,240,194	\$ 2,500,000	\$ 28,291,763	\$ 10,711,715
Parks	\$ 1,250,000	\$ 6,574,017	\$ 6,067,500	\$ 4,751,673	\$ 2,500,000	\$ 22,003,242	\$ 10,711,715
Library	\$ -	\$ 1,800,000	\$ -	\$ 4,488,521	\$ -	\$ 6,288,521	\$ -
Cemetery	\$ -	\$ 250,000					
Water Resources	\$ 850,000	\$ 24,306,404	\$ 2,230,400	\$ 7,198,800	\$ 3,556,975	\$ 1,688,000	\$ 500,000
Water	\$ 300,000	\$ 17,962,640	\$ 1,880,400	\$ 5,490,400	\$ 3,069,375	\$ 250,000	\$ 250,000
Wastewater	\$ 550,000	\$ 6,343,764	\$ 350,000	\$ 1,708,400	\$ 487,600	\$ 1,438,000	\$ 250,000
Dev. Services	\$ 8,201,635	\$ 11,630,271	\$ 23,168,310	\$ 14,500,986	\$ 6,517,058	\$ 1,733,333	\$ 35,332,080
Transportation	\$ 7,480,000	\$ 10,347,771	\$ 18,369,899	\$ 11,967,653	\$ 4,743,725	\$ 200,000	\$ 35,332,080
Flood Control	\$ 37,500	\$ 907,500	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Airport	\$ 684,135	\$ 375,000	\$ 4,648,411	\$ 2,533,333	\$ 1,773,333	\$ 1,533,333	\$ -
Police	\$ 132,000	\$ 88,000	\$ 9,291,655	\$ 488,000	\$ 88,000	\$ 188,000	\$ 88,000
Fire	\$ 860,000	\$ 890,000	\$ 15,572,155	\$ -	\$ 5,200,000	\$ -	\$ 1,950,000
Total	\$ 11,293,635	\$ 45,961,113	\$ 57,182,884	\$ 31,749,025	\$ 18,001,928	\$ 31,901,096	\$ 48,581,795

Much of the spending per fiscal year is improving the Town’s infrastructure that consists of water, wastewater and transportation related projects. These infrastructure components are critical to providing the opportunity for the Town to increase its recurring revenues from employment, retail and industrial uses.

Community Services, Police, Fire and Information Technology (IT) include the balance of the spend per fiscal year and those projects are primarily categorized to ensure adequate service levels for Town residents and to improve the efficiency in which the Town provides these essential services.

Below is a summary of Operations and Maintenance (O&M) Impact based upon the Capital Expenditures Summary noted in Table 1 and Table 2. O&M Impact Detail can be found in Appendix D.

Table 3 – O&M Impact Summary

<u>Department</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>
IT		\$ 40,000	\$ 80,000	\$ 120,000	\$ 160,000	\$ 200,000	\$ 200,000
Community Services	\$ -	\$ 37,500	\$ 256,000	\$ 256,000	\$ 728,680	\$ 778,680	\$ 1,525,180
Parks	\$ -	\$ 37,500	\$ 256,000	\$ 256,000	\$ 282,180	\$ 332,180	\$ 632,180
Library	\$ -	\$ -	\$ -	\$ -	\$ 446,500	\$ 446,500	\$ 893,000
Cemetery	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water Resources	\$ -	\$ -	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)
Water	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Wastewater	\$ -	\$ -	\$ (300,000)	\$ (300,000)	\$ (300,000)	\$ (300,000)	\$ (300,000)
Community Dev.	\$ 12,000	\$ 32,972	\$ 46,317	\$ 50,130	\$ 50,130	\$ 50,130	\$ 57,756
Transportation	\$ 12,000	\$ 32,972	\$ 46,317	\$ 50,130	\$ 50,130	\$ 50,130	\$ 57,756
Flood Control	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Police	\$ 17,250	\$ 28,750	\$ 80,250	\$ 91,750	\$ 103,250	\$ 114,750	\$ 126,250
Fire	\$ -	\$ 15,000	\$ 1,473,450	\$ 1,473,450	\$ 1,473,450	\$ 1,473,450	\$ 1,473,450
Total	\$ 29,250	\$ 154,222	\$ 1,736,017	\$ 1,791,330	\$ 2,315,510	\$ 2,417,010	\$ 3,182,636

The O&M estimates include the incremental cost for operations and maintenance for the capital facilities proposed in Appendix C. Please note, many of the larger projects within the Town are proposed to be phased (Skyline Regional Park and Sundance Park, for example) and the O&M impact are only for the facilities built. These O&M estimates do not include monies to be set aside for future major repairs and replacement. The facilities to be built within the above fiscal years that contribute to a majority of the O&M costs include: Skyline Regional Park, Sundance Park, Community Library #2, police/fire vehicles related to growth and the addition of fire station(s).

The total O&M costs noted in Table 3 include the cumulative fiscal year O&M costs for all new CIP improvements noted in Appendix C.

A critical part of the decision making process for the Town is the availability of funds to build the projects noted in Appendix C. Based upon the current fund balances shown in Appendix E, there are several primary sources of funds that are currently available to the Town to build these capital projects:

1. Impact Fee Funds (~\$36M)
2. Water/Sewer Enterprise Funds (~\$11M)
3. Roadway Funds (~\$10M)
4. Capital Improvement Funds (~\$3M)

While the General Fund is a possible source for many of these projects, it is recommended that the above sources be used first and the General Fund monies be reserved for use in funding Town operations. As stated earlier in this document, outstanding debt should be reduced as early as financially feasible and thus the Town should try to utilize existing funds where practicable.

These four (4) categories of funds equate to roughly \$60M in monies that the Town has available for capital projects, contingencies or reserves.

Funding sources that are available but require additional steps to acquire include:

1. Grants from regional, state or federal agencies/government
2. General Obligation Bonds
3. State Revolving Loan Funds (WIFA, GADA)
4. Revenue Bonds
5. Bonds issued through a Community Facility District

Each year as part of the budgeting process these revenue sources will be identified for each project. The Town Council will also weigh all possible revenue sources when capital projects and special districts are competing for funds.

The primary source that has been used to construct capital projects in the past has been to provide infrastructure and services to new development that has been installed by commercial/residential developers. As the Town continues to grow, this trend will most likely continue and will be the primary funding source for capital projects.

4. CAPITAL IMPROVEMENT PROGRAM PROJECTS BY DEPARTMENT

4.1 Information Technology

The mission of the Town of Buckeye Information Technology (IT) Department is to provide the Town of Buckeye with timely, cost-effective, reliable and secure access to technology resources appropriate to the mission and goals of the Town, and to provide assistance and advice in its use.

As technology advances, so must the infrastructure necessary to support it. The IT Department seeks to provide faster, more reliable and more secure means of supplying communications, information and technology resources to the municipality, citizens and community organizations and to be the leader in developing and providing those services.

Two (2) projects are proposed by the IT Department as it continues its mission in connecting the Town of Buckeye.

Projects:

Enterprise Resource Planning

This project will define the requirements for and the purchase and installation of an Enterprise Resource Planning (ERP) system. An ERP is an integrated computer-based system used to manage internal and external resources including tangible assets, financial resources, materials, and human resources.

An ERP is a software architecture program whose purpose is to facilitate the flow of information between all business functions inside the boundaries of the organization and manage the connections to outside stakeholders. Built on a centralized database and normally utilizing a common computing platform, ERP systems consolidate all business operations into a uniform and enterprise wide system environment. The growing financial and organizational complexity of the Town have resulted in the need to replace our current financial system with a more robust and centralized system. Such a system will place into a common, standard platform several individual business applications, documents and databases currently used throughout the Town.

Fiber Installation

This project funds the installation of Town-owned fiber optic infrastructure to expand the Town's ability to connect remote locations securely. Project is for the installation of fiber optics into the initial areas identified in the Town's fiber feasibility study.

4.2 Community Services Department

The Community Services Department provides citizens with leisure activities, social services, preservation of historical resources, and cemetery stewardship. The diverse services of the department meet the needs of residents, both old and new. The central library in historic Buckeye provides an extensive book collection, adult and youth programs, and events. Recreational activities in the Town include swimming at the Aquatic Center, classes at the recreation center, sports, special events, summer programs, and teen focus. There are new parks planned in residential areas, and the Skyline Regional Park will preserve open space and provide hiking opportunities in the White Tank Mountains.

The department also provides aid to families below the poverty line at a time of crisis. Maintenance of the historic Louis B. Hazelton Cemetery provides an important community service. The department also maintains the Buckeye Valley Museum.

All of these responsibilities will grow as the Town's population increases.

4.2.1 Parks

Projects:

Skyline Regional Park (and other BLM Land)

The first trailhead is planned to be in the White Tanks Mountains located at the terminus of Watson Road, north of I-10, just south of Maricopa County's White Tanks Regional Park. In December 2010, the Town and the Bureau of Land Management signed a 25 year, no cost lease agreement for 8,675 acres of pristine mountainous terrain as part of the Recreation and Public Purpose Act. BLM will allow the Town to acquire the 8,675 acres if it has made improvements that are consistent with the BLM-approved Plan of Development / Environmental Assessment (2008). As documented in the Plan of Development, Phase I is planned to begin in 2012 and is planned to include acquisition of State Trust Land for access into the park, engineering and design for the access road, construction of the road, an entry station and parking and trail improvements. Phase II is planned to include primitive camping spaces, shade ramadas, fencing, and expansion of the trail system. The Town is currently in the process of programming the uses in the park.

The Skyline Regional Park will be a regional asset, providing many miles of hiking trails to the public and preserving 8,675 acres of open space in the Town. The Town's proposed park will provide a venue for residents wishing to hike, camp or picnic with their families in an undisturbed natural setting. The Skyline Regional Park is detailed in several plans and studies adopted by the Town including the Parks, Trails and Open Space Master Plan (2005), the Trails Master Plan (2008), and the General Plan Update 2007. Improvements to the park along the west and northwest portions of the park will largely be dependent on the timing of development in those areas.

The Skyline Regional Park and the use of other BLM lands for parks is planned over many years. In addition to the White Tanks, other BLM areas include areas within the Buckeye Hills south of the Gila River and additional lands on the north side of the CAP Canal at Wagner Wash.

Sundance Park

The community park is 65 acres in size and is located near Rainbow and Lower Buckeye Roads. In 2001, the developers of the Sundance Community dedicated the property to the Town of Buckeye. Amenities for this community park may include multi-use sports fields, a dog park, picnic ramadas, trail system, a large shaded playground, splash pad, aquatic center, multi-generational center and community library.

The Town is not meeting its goals for providing recreational facilities based on the Town's Parks, Trails and Open Space Master Plan that was adopted by Council in 2005. Similar to the National Recreation and Parks Association (NRPA) guidelines, the Town established recommended guidelines for the number of recreational areas is based on population.

In addition, those facilities planned in the 65-Acre Park will allow the Town to serve residents outside of the downtown area, meeting the needs of residents who live near the I-10 corridor. This park also has the ability to have events drawing persons outside of the Town limits, which in turn can add recurring income through incremental sales tax revenues.

Buckeye Town Lake

The initial phase of the project is to acquire a portion of land for the Buckeye Town Lake project. Ultimately, Buckeye Town Lake is proposed south of downtown Buckeye adjacent to the Gila River and will be a regional attraction to local residents and other west valley communities. The lake is detailed in several plans and studies adopted by the Town, including the Town's Parks, Trails and Open Space Master Plan (2005), the El Rio Watercourse Master Plan (2006), the Town of Buckeye General Plan Updates (2007), and the Trails Master Plan (2008). These were a result of input from Buckeye residents, federal, state and local agencies and organizations, which revealed a need for this type of recreational amenity.

The Town has approved master planned communities and subdivisions that will ultimately produce an expected population of approximately 2 million people. The acquisition of land is recommended so the Town can begin designing and constructing the project. Once built, the recreational amenities proposed in the park will be unique to this location. The nearest lakes of a similar size to the proposed Town Lake are Lake Pleasant, (60 miles away) and Tempe Town Lake, (45 miles away). Similar to Tempe Town Lake, the Buckeye Town Lake should become an economic driver, spurring development adjacent to the lake and in the downtown area.

Multi-Use Trail

The Town's Trails Master Plan was adopted in 2008. The first segment of trail proposed in the Downtown Area is on the north side of the Buckeye Irrigation Canal from Miller to Baseline Road. In the future, the one mile segment will be a part of 23 miles of trails along the canal in

Buckeye's municipal planning area. The pathway is consistent with the Council adopted General Plan Update 2007, the Parks, Trails and Open Space Master Plan (2005) and the Trails Master Plan (2008) and is also referenced in Maricopa Association of Governments' Regional Off-Street System Plan (2001). Per policy 9.3 in the General Plan Update, the construction of the path will begin the development of a comprehensive network of trails and natural linear features connecting all passive and active recreational sites.

The trail will provide connections from residential areas to commercial and employment centers in the Town and will provide non-motorized users a safe and convenient route without using the street grid system. In addition, the path will be a great recreational amenity for Town residents, who strongly desire additional walking paths. In surveys that were completed by the public, walking paths are consistently ranked high as an amenity desired by the public. This desire for additional paths is demonstrated by the popularity of the ½ mile loop at the Earl Edgar Recreational Facility.

A-Wing Auditorium Renovation

The A-Wing Auditorium is located in the former Buckeye Union High School building located in downtown Buckeye at 902 E. Eason Ave. In 2011, the Town entered into a lease agreement with Estrella Mountain Community College that provided for the renovation and the use of the A-Wing building. The Town, with funding assistance from the College, has renovated the administrative and classroom wings and was completed in August 2011. The auditorium, however, will not be completed as part of the project and will be sealed off from the rest of the building until it can be renovated.

The 1.9 acre property was acquired by the Town in 2007 as part of a land swap with Buckeye Union High School District. The 17,500 square foot building is now recognized as a locally significant historic structure by the National Parks Service's National Register of Historic Places and was listed in December 2009. The A-Wing is referenced in the General Plan Update 2007 as a truly important historic building that should be preserved. As such, this building, which was constructed in 1928, will be restored so future generations of Buckeye residents can connect with the Town's past. The Town proposes to use the A-wing Auditorium for special events, art education, performing arts, art exhibits and programs.

The A-Wing was acquired by the Town in 2007 and has been largely vacant since. Michael Wilson Kelly Architects, Ltd. prepared plans for the rehabilitation of the building, including the auditorium that would preserve and restore some of the more important architectural elements that were lost during renovations in the latter half of the 20th Century. It is important to restore the historic building before further deterioration occurs. Once restored, the A-Wing Auditorium will become a valuable cultural and historic asset to the Town, making it once again, a great community resource.

Westpark Community Park

The developer of Westpark is planning for a community park within the Westpark Community Master Plan. Details of the park are currently being discussed and will be shared once more information becomes available.

Eastman Gin

This 13.9 acre parcel was purchased in 2008 by the Town of Buckeye. The exact plans of this parcel moving forward are not completely certain. Additional work is planned to be completed in the near future to help determine the best use of this land to benefit the Town and its residents.

Community Park #3

This park is expected to be located near or within the Festival Ranch Master Planned Community. This project may include a dog park and other park related uses. The project may be completed in phases of which the first phase could be approximately twenty-five (25) acres.

4.2.2 Library

Community Library #2

Community Library #2 may be located within Sundance Park. With the established level of service and the projected housing units that will be added during the next 5 years, it will be necessary to add this library in order to meet the needs of the community. Public Libraries enhance the quality of life in neighborhoods by providing literacy training, opportunities for self improvement, and connections to a multitude of resources.

Geographically distributed community libraries in neighborhoods reduce travel time, prevent use leakage to other cities, address growth in out laying areas and provide equitable access to library services while meeting established standards. In addition, the Town's bookmobile began serving residents living in master planned communities outside of downtown Buckeye in 2008. Since that time, the mobile library has seen a large increase in users, from 190 a month to over 500 residents a month currently, an increase of 62%. This number is expected to grow as additional homes are built within these communities.

Community Library #3

Community Library #3 location is undetermined at the current time. As population increases with an increased number of projected housing units the location will be determined based upon the area that is in greatest need.

Community Library #4

Community Library #4 location is expected to be located near the Festival Ranch Master Planned Community. As population increases with an increased number of projected housing units in that area the final location will be determined. It is expected that this library site may be co-located with other Town of Buckeye services such as a fire station.

4.2.3 Cemetery

Buckeye Cemetery Expansion

New acreage is required at the Louis B. Hazelton Cemetery to meet the needs of community resulting from population growth. This land once acquired is planned to be landscaped and fenced. In addition, irrigation upgrades to the current system are planned to be improved during the CIP planning horizon.

4.3 Water Resources

Water Resources encompasses the water and wastewater services that are provided to residents and customers within the Town of Buckeye Planning Area.

4.3.1 Water

In order to deliver potable water service to each user within the Town this department is in charge of existing and future wells, storage tanks/water campuses, water treatment, transmission line piping and distribution line piping. Due to the arid Sonoran Desert climate this department is also in charge of meeting various state and regional requirements to ensure that the Town has met the legal requirements to deliver water to its customers including participation in the Central Arizona Groundwater Replenishment District.

Projects:

ROW Purchases

This effort is required to acquire right-of-way for additional water resources facilities throughout the Town of Buckeye.

Tartesso Water Upgrade

The Tartesso water system has some planned improvements to improve the system performance resulting from changes in the quantity and quality of water that is currently being pumped into the system.

BWCDD Initial Connections

These improvements in connection with the Buckeye Water Conservation and Drainage District are planned to improve the Town's overall water strategy. This project is planned to include but is not limited to well improvements and installation of transmission line piping.

BWCDD Pumps and Additional Connections

These improvements in connection with the Buckeye Water Conservation and Drainage District are planned to improve the Town's overall water strategy. This project is planned to include but is not limited to additional well/pumping improvements and installation of transmission line piping.

MC 85 Waterline Extension

This project includes the extension of a waterline west from Downtown Buckeye along the MC85 alignment. The line is expected to end near the Turner Road alignment.

Sundance-Downtown Connection Main

This project consists of connecting the Sundance and Downtown water systems and should allow for new development to be able to utilize this water main. In addition, this main provides additional flexibility for operations to be able to blend water to improve the drinking water quality to Town residents.

Monroe-Watson Extension

This project includes extending a waterline east from Downtown Buckeye to help serve Town owned lands and other properties located east of Downtown Buckeye.

Estrella Gardens Water Line Replacement

Remove and replace damaged 6" DIP waterline with 8" DIP waterline. The waterline is currently located under the pavement and may impact 150 residential services and 15 fire hydrants.

The existing line has experienced several severe breaks. Replacement will require upgrading the line size to current construction standards per the Town Code.

Downtown Water Campus & Well

This project consists of expanding the existing Downtown water facilities and includes drilling one (1) additional well.

North Airport Well No. 3

This project includes an additional well and transmission main to connect to the North Airport Water Campus.

North Airport Water Campus

This project includes construction of additional storage tanks, booster pumps and treatment (as required).

Watson Road BLM Park Main

This project includes construction of a water main to deliver potable water to the White Tanks Regional Park at the end of Watson Road (north of I-10).

Downtown Raw Water Transmission Main

Install raw water transmission main from Evergreen Well to Downtown Water Campus following railroad right-of-way.

Well #13

Drill and equip well and connect into existing Yuma/Johnson/Baseline Road transmission main.

Canal/RR Crossings

Project includes potable water crossing of canals and railroads at several locations within the Town Planning Area. Due to the difficulty in getting utilities across these facilities, the Town will facilitate partnering through the construction of a conduit that can be used by utilities providing service within the Town's Planning Area.

Westpark – Complete Campus

Complete installation of storage tanks and pumping facilities. Project anticipates drilling and equipping a well for blending with water from outside Westpark. Install treatment facilities as needed.

SR 85 Area Water Supply and Transmission Main

Drill two wells in the vicinity of study area and extend raw water line to West Park water campus.

Hassayampa Municipal Wells & B.M. Airport Water Campus

Drill and equip two (2) new wells, construct water storage and pumping facilities and install treatment as required.

Farallon Water Campus

Equip two (2) existing wells and connect to campus site. Construct water storage and pumping facilities at campus site.

271st Avenue Water Service Area

Install waterlines greater than or equal to 12-inch to serve areas between SR85 and Turner Road, from I-10 to Southern Avenue. Also serves area between RID Canal and Southern Avenue, from SR85 to Rooks Road.

Western Buckeye Regional Infrastructure

Rehabilitate existing RID well, drill and equip one new well, construct water storage and pumping facilities with arsenic treatment.

Western Buckeye Regional Infrastructure – Waterlines

Install waterlines greater than or equal to 12-inch. Based on Option 3 Phase 1 costs per CMX Study (March 9, 2009)

Sunora Waterline Replacement

Replace existing waterlines and services in the Sunora subdivision located under existing pavement.

Current waterlines do not meet current town standard and have experienced some failures over the last several years. Upgrade to current Town standard of 8" waterlines and new meters will facilitate improved water pressure and reduce operations and maintenance cost. Replacement with pressure sustaining materials may eliminate the need for an additional pressure reducing valve at Durango Road.

Water Treatment Facility/System Improvements

The project would be a water treatment facility located in west Buckeye north of the Gila River.

Palo Verde Water Main and Well

This includes a water main along the Sun Valley/Palo Verde Road alignment to help connect the area around the Buckeye Water Conservation and Drainage District canal to the area within and around the Tartesso Master Planned Community.

Irrigation District Water

Purchase of 500 acre-feet of irrigation district water.

4.3.2 Wastewater/Reclaimed Water

Wastewater components within the Town include sewer mains, pump stations, water reclamation facilities and effluent/reclaimed water mains. These facilities encompass the collection, treatment and disposal of all sanitary sewer discharges that have Town of Buckeye sewer service. In addition, this department needs to ensure compliance with federal and state treatment and disposal standards.

Projects:

Miller Road Effluent

This project entails installing a reclaimed waterline within the Miller Road right-of-way from Downtown Buckeye to approximately Southern Avenue.

Industrial Park Lift Station

This project includes constructing a lift station located near the Turner/Oglesby alignments near Baseline Road.

Apache Road Manhole Replacement

Replace degrading manholes along Apache Road from Broadway Road south to Maricopa Road and west to Pima Road. Existing manholes are degraded and should be replaced with new manholes that are coated to existing Town standards which will reduce hazardous gasses.

Upgrade Downtown Sewerlines

Remove existing 6" sewer lines and replace with current Town of Buckeye minimum standard of 8" sewer line and tie in existing services. Project includes removal and replacement of manholes and pavement as needed. Project does not include costs of conflicts with existing utilities or drainage.

Current system is experiencing system failures and maintenance issues. Upgrade will bring this older system up to current Town code and reduce the cost of on-going operations and maintenance.

263rd Avenue Interceptor Sewer

Install interceptor sewer in 263rd Avenue alignment from one half mile north of Southern Avenue to MC85 to Rooks Road and south to connect to existing sewer at Rooks Road and Beloit Road.

271st Avenue Interceptor Sewer

Install interceptor sewers in 271st Avenue to Baseline Road and east to connect to the 263rd Avenue interceptor.

Western Buckeye Regional Wastewater Infrastructure

Install interceptor sewers greater than or equal to 15-inch and lift station and force main. Based on Option 3 Phase 1 costs per CMX (March 9, 2009).

Western Buckeye Regional WRF

Install 0.25 mgd first phase of permanent wastewater treatment plant near Palo Verde and Dobbins Roads.

Perryville Sewer Trunk

Sewer trunk in Perryville Road from ½ mile north of McDowell to existing sewer line within the Vista De Montana development.

Canal/RR Crossings

Project includes sewer and/or reclaimed water crossing of canals and railroads at several locations within the Town Planning Area. Due to the difficulty in getting utilities across these facilities, the Town will facilitate partnering through the construction of a conduit that can be used by utilities providing service within the Town's Planning Area.

Monroe Extension

This project includes extending a sewerline east from Downtown Buckeye to help serve Town owned and other properties located east of Downtown Buckeye.

B.M. Airport WRF (Phase 1)

Install 0.25 mgd first phase of permanent wastewater treatment plant on or near the B.M. Airport property.

Effluent Line from Beloat WRF to BWCDD Canal

Install a 24" effluent line from the Beloat Water Reclamation Facility along the Apache Road alignment to the BWCDD canal. Project includes upgrading the pump station at the WRF. Note: alignment along Apache Road may be revised to an alternate route if utility conflicts cannot be overcome during the initial preliminary engineering.

Sundance WRF Effluent to RID Canal

Install a pipe and valve(s) from the Sundance Water Reclamation Facility to the Roosevelt Irrigation District (RID) canal.

This would enable the Town to accrue long-term storage credits for the effluent used by RID customers in lieu of groundwater. During calendar year 2008 the volume of effluent delivered from the Sundance WRF to the Buckeye Irrigation Company canal was approximately 304 acre-feet. If 304 acre-feet of LTSCs were accrued at a value of \$150 each and RID charged a fee of \$40/AF, the net value would be \$110/AF or a total of \$33,440 ($\$150/\text{AF} - \$40/\text{AF} = \$110/\text{AF}$; $304 \text{ AF} \times \$110/\text{AF} = \$33,440$).

Western Buckeye Effluent Line

This effluent/reclaimed waterline is planned to take effluent from the existing and planned WRFs and discharge this effluent in the vicinity of the Tartesso Master Planned Community.

4.4 Development Services

One definition of the word civilization is “modern comforts and conveniences, as made possible by science and technology.” This definition is embodied in the Development Services and Public Works Department, which provide some of the urban amenities that make life in Buckeye possible. This department is responsible for trash service, recycling, conformance to environmental regulations, drainage, and transportation. Rights-of-way and streets, vehicle maintenance, and facility operations are just a few of the many responsibilities of this department. The Buckeye Municipal Airport is also a part of this department.

4.4.1 Transportation

In general, arterial street construction improvements are done by residential and commercial developers as they build their respective projects. Municipalities often assume the responsibility for street improvements “in the gaps,” and for repair and replacement of streets. The highway system is generally built and maintained with federal and state funds. Potential sources of street funding include Highway User Revenue Funds (HURF) which comes from the gas tax, Transportation Improvement Bonds, Federal Aid, and contributions from other governmental agencies and other sources. Municipalities in the Valley of the Sun create their own streets programs, as well as implement the Regional Transportation Plan of the Maricopa Association of Governments (MAG). Funding received through Development Impact Fees Programs can be used to construct streets that result from urban growth.

The Town of Buckeye has negotiated with the Maricopa County Department of Transportation (MCDOT) to share the cost of street modernization projects. Portions of the Town of Buckeye are still under unincorporated Maricopa County jurisdiction. By working with other government agencies in this way, the Town of Buckeye is able to reduce the project costs approximately one-half to one-third of what it would be for a Town-only construction project.

Projects undertaken as joint efforts among the Town, Maricopa County, and/or adjacent municipalities are typically projects that lie along common boundaries, where the roadway itself is still under county jurisdiction. Generally following project completion, one municipality annexes the roadway and assumes maintenance responsibility.

Street Financing Background and History

Since 1963, state legislation has been instrumental in providing funds for city street construction. In 1974, the state legislature increased various highway user taxes and fees, and made extensive revisions to the way these funds were distributed, which resulted in a significant increase in funds for urban areas.

Funding was further increased by the state legislature in 1981, and amended in 1982 and 1985. The gas tax was raised to 13 cents per gallon and other user fees and charges were increased such as registrations, driver's licenses, motor carrier taxes, and other miscellaneous fees. An increased share of the motor vehicle license taxes was allocated to street improvement funding.

The gas tax was again increased in 1986 by 3 cents per gallon, in 1988 by 1 cent per gallon, and again in 1990 by 1 cent per gallon, for a total local gas tax rate of 18 cents per gallon. Gas tax can become the basis for a city to implement a street improvement bond program. A new distribution formula for highway user taxes and fees was passed by the state legislature and signed by the Governor in May 1996.

The Town of Buckeye and Maricopa County continue to cooperate with each other through Intergovernmental Agreements (IGAs) for the Town to annex county roads and for the County to provide funding (to bring the roads up to a current maintenance standard).

Projects:

The roadway, traffic signal and traffic interchange projects noted in Appendix C are quite well defined and thus are not proposed to be described in greater detail in this section. There are several projects that do require some additional detail and those are noted below:

Park and Ride Bus Facility

Project was constructed and completed in December 2011. Project located north of I-10 west of Jackrabbit Trail and provides parking spaces and bus bays for transit.

Lower Buckeye (Miller to Apache)

This project entailed work completed in FY 11-12 to connect Miller Road to Apache Road. Future work along this alignment includes full build-out of this section of roadway.

Apache/Baseline UPRR Crossing

Town in cooperation with ADOT and Union Pacific Railroad (UPRR) is in the process of improving the railroad crossing at Apache Road.

Miller Road I-10 Corridor Improvements

Project consists of roadway improvements in close proximity to the Miller/I-10 Traffic Interchange.

Watson UPRR Overpass

Project is planned to consist of an overpass at the Watson/UPRR intersection. The timing of this project will likely be determined when traffic has substantially increased on Watson Road and/or the rail users have substantially increased along this corridor.

Miller UPRR Overpass

Project is planned to consist of an overpass at the Miller/UPRR intersection. The timing of this project will likely be determined when traffic has substantially increased on Miller Road and/or the growth of rail users have substantially increased along this corridor.

CDBG Improvements

These are projects that are planned from grant funding from the Community Development Block Grant and will be focused in the Downtown Area.

Ribbon Curbs in Rancho Sunora East

Provide ribbon curb to the roadway edges throughout the Rancho Sunora community to preserve the roadway edges from spalling, deterioration and significantly reduce the likelihood of vegetation intrusion into the asphaltic concrete roadway. It will also enhance the appearance of the roadways within this community.

Public Works Facilities and Fleet Maintenance Facility

Project consists of design, construction and equipping a facility to maintain the Town's fleet of vehicles.

TMP Projects

The Town has been in the process of finalizing a Transportation Master Plan (TMP) along with the development of the CIP. In Appendix C, the list of projects under the heading "TMP Projects" are the projects that were recommended by the TMP consultant based upon population projections received from MAG. As a result of the recent economic conditions, the pace of development has not met the assumptions proposed by MAG and thus the short term TMP projects are noted in the CIP but have not been shown on the mapping. Annually, the Town

should evaluate the TMP recommended projects and determine if they should be moved forward on the priority list of projects within the CIP.

4.4.2 Flood Control/Drainage

There are several projects proposed that help to mitigate flooding within the Buckeye Planning Area. Each one of the “Outfall” systems are projects where the Town and Flood Control District of Maricopa County are partnering on drainage solutions in the area. These projects include:

Watson Outfall System
Palo Verde Outfall System
Rooks Outfall System
White Tanks Outfall System
Oglesby Outfall System

In addition, there are several other flood control/drainage improvement projects proposed in the Downtown Area namely Shepherd Estates Drainage Solution, Downtown Storm Drain and Beloit Drainage Solution.

Each of these projects can be found on the Flood Control/Drainage Capital Improvement Program Map. Since many of these projects are in the planning stages, more detailed planning needs to be completed to determine their exact location.

Storm drain funding can be acquired through bond programs, and funding from the Flood Control District of Maricopa County (FDCMC). Recent residential and commercial development proposals for the Town of Buckeye include drainage retention/detention systems to address the 100-year storm event.

4.4.3 Airport

A dynamic part of the Town’s identity is the Buckeye Municipal Airport. With the growing potential to serve new corporations and recreational activities of the Town, the airport is poised for growth both in usage and size. The airport has its own Capital Improvements document and Master Plan, which establish goals to increase both commercial (small jets) and recreational (single-piston privately owned pleasure aircraft) uses. Since the airport has its own Capital Improvement document, the information regarding specific projects and improvements can be found in that document and are not repeated in the CIP.

A functional airport is a requisite for the future Town of Buckeye, which will encompass 600 square miles and an expected population of 1,727,248 persons at build-out. The airport is envisioned to grow as demand increases. Airport amenities of the future include a terminal building, new hangar aprons and taxi lanes, an air traffic control tower, a fire protection system, improvements to Butler Street, and improvements to runways to handle larger aircraft. Security access is also a concern that can be met by the installation of interior security fencing, adequate lighting, and access gates. More parking and pedestrian access will also be needed in the future.

Larger aircraft will need longer runways. Expansion of the airport will require acquisition of adjacent acreage to assure both infrastructure expansion and a buffer for noise levels associated with aircraft. Larger maintenance areas will also be required.

The goal of the airport is to become financially self-sufficient. Major improvements as described above are eligible for both state and federal funding, through grants and loans. Some of the sources are FAA grant funding, funds from the State of Arizona, the Town of Buckeye general fund, and airport sponsors. The potential for corporate leases and other commercial uses will grow as the Town does.

4.5 Public Safety

The Public Safety Department rates high in importance in any town or city, based on the need for safety and security of residents and business owners. Public safety in Buckeye is the responsibility of the Fire and Police Departments, effectively meeting the needs of the residents, and preparing to grow with the population numbers.

4.5.1 Police

Day-to-day law enforcement is the responsibility of the Field Operations Bureau. The Investigations Bureau concentrates on specific cases, while Community Partnership Programs provide police personnel as School Resource Officers, Drug-Free America Representatives, and Neighborhood Crime Watch leaders. Some officers serve in records and communications support. Animal-related violations and impoundment are now a responsibility of the Police Department as well.

The police department is proposing the following projects within the CIP:

Property/Evidence Facility

The Property/Evidence facility may be separate from Police Headquarters. Property & Evidence building is planned to be 30,000 square feet based upon today standards at build-out for the Town. Depending upon legislative changes in retention requirements for evidence these needs may need to be modified moving forward. It could be possible for the construction of this facility to be phased. The property and evidence facility is planned to house separate walk-in refrigerator/freezer units and automated storage.

Police Headquarters

Right now the Town anticipates a 74,000 square foot facility on roughly 20 acres. However, more detailed planning at the early stage of the CIP is expected to determine the appropriate land and building size to accommodate the needs in an interim and ultimate scenario. It could be possible for the construction of this facility to be phased.

A staffing level goal of 1.81 officers per 1000 population is being used to determine organizational growth, facility and equipment needs for this facility. Civilian staffing levels are

combined with sworn personnel in determining space needs for future facilities. Provided figures for future growth reflect 1 civilian staff per 1000 population to effectively serve the Town's growth and support sworn personnel. Civilian employees provide a myriad of services to law enforcement to include dispatching, data entry and recordkeeping, administrative support, prisoner transports and jail management, animal control, teleserve and crime scene processing support.

North Police Substation

At the moment, the Town is planning for a 22,000 square foot facility on roughly 4 acres. Like the Police Headquarters, more detailed planning should be completed in the early stage of the CIP to determine the appropriate spatial requirements (land and building). As development occurs north of I-10, the need for this facility will be evaluated.

New Vehicles

Fourteen (14) new vehicles are planned to be purchased during the seven (7) year study period that result from growth in the Town of Buckeye. These vehicles are in addition to the vehicles that will need to be replaced due to normal wear and tear.

Jail Facility

A jail facility is proposed to be located within the Town of Buckeye at some point in the future. More detailed planning on such a facility could be combined when looking at the police headquarters in greater detail.

Training Facility

A training facility is also proposed to be located within the Town of Buckeye and would be similar to the MCSO range at Buckeye Hills. This facility may include 100 yard handgun ranges and 300 yard rifle range with turning target systems, equipment storage and a covered lecture space for instructors, firearms and ammo storage, an armory for weapons maintenance, a classroom with sound and video components and a video decision making room, restrooms and a proposed driving track.

FCC Conforming Equipment

In 2013, the Town will be required (along with other public safety agencies) to reduce the number of frequencies that they can use for public safety. As a result, police will need to narrow band our current radios to comply with these mandates or lose the use of our radio system together. The cost assumes updates for current radios and other radios purchased as a result of growth.

The Town is also pursuing construction of additional communication towers within its Planning Area. More research on the plan and location for these towers may be conducted during the CIP seven (7) year period.

4.5.2 Fire

The Fire Department offers many programs besides the function of responding to fire emergencies. The Fire Prevention Program conducts construction plan review, code enforcement activities, and arson investigations. The Public Education Program brings the message of fire safety to local schools. The Operations personnel provide fire station tours, blood pressure checks, and emergency response.

Projects:

Fire Stations

Trillium Fire Station
Main Street Downtown Fire, Multi-Company (Permanent)
Festival Ranch Multi Station (Permanent)
Blue Horizon Station
Tartesso Station 1 (Permanent)
Westpark Station (Permanent)
Silver Rock/Westwind Multi Station

The Fire Department just recently finalized construction on the Verrado Multi Company Station and has a template fire station put together for use in future fire stations within the Town. This CIP proposes one (1) new fire station during the CIP seven (7) year period and two (2) fire stations to replace aging temporary fire stations. Depending upon growth and level of service needs, additional stations may be necessary during this CIP. These needs will be assessed annually as part of the CIP and budget process.

Vehicles

Fire Brush Replacement 1
Fire Brush Replacement 2
Battalion Chief Replacement Vehicle
Blue Horizons Pumper
Trillium Pumper
Engine 701 Replacement Apparatus
Engine 702 Replacement Apparatus
Engine 703 Replacement Apparatus
Engine 705 Replacement Apparatus
Engine 706 Replacement Apparatus
Engine 704 Replacement Apparatus
Ladder 703 Replacement Apparatus
Ladder 704 Replacement Apparatus
TRT Replacement Vehicle
Support Replacement Vehicle

As part of the vehicle replacement plan recently implemented by the Town, the adequacy of these trucks, pumpers, engines and ladders will be assessed to determine when a replacement vehicle is needed. An estimate is shown in the CIP based upon the Town's existing vehicles and where the Town can expect to see additional growth.

FCC Conforming Equipment/Towers

In 2013, the Town will be required (along with other public safety agencies) to reduce the number of frequencies that they can use for public safety. As a result, police and fire will need to narrow band the current radios to comply with these mandates or lose the use of our radio system together. The cost assumes updates for current radios and other radios purchased as a result of growth.

The Town is also pursuing construction of additional communication towers within its Planning Area. More research on the plan and location for these towers may be conducted during the CIP seven (7) year period.

APPENDIX A - REFERENCES

1. *Town of Buckeye General Plan*, adopted December, 2007. Download at www.buckeyeaz.gov.
2. *Maricopa Regional Trail Program*. Maricopa County.
3. *Buckeye Water and Wastewater Master Plan*. Brown and Caldwell, Inc.
4. *I-10/Hassayampa Framework Plan*.
5. *208 Water Quality Management Plan*. Maricopa Association of Governments (MAG), October 2002.
6. *Regional Transportation Plan*. MAG.
7. *Parks, Trails, and Open Spaces Master Plan*. RBF Consulting.
8. *Buckeye Municipal Airport Master Plan*. Coffman Associates, Inc., 2007.
9. *Lower Hassayampa Sub-Basin Hydrologic Study and Computer Model*. Revised November, 2007. Brown and Caldwell, Inc.
10. *Town of Buckeye Infrastructure Improvement Plan*. Red Oak Consulting
11. *Buckeye Municipal Airport Capital Improvements Program*, 2008.
12. *Tentative Five-Year Airport Development Program, FY 2009-2013*. ADOT Aeronautics Division, 2007.

APPENDIX B - DEFINITIONS

Actual vs. Budgeted: Difference between what was projected (budgeted) in revenues or expenditures at the beginning of the fiscal year, and the actual receipts or expenses which are incurred by the end of the year.

Accrual Basis of Accounting: A method of accounting whereby income and expense items are recognized and recorded when income is earned and expense is incurred, regardless of when cash is actually received or paid.

Arizona Department of Transportation (ADOT) Aeronautics Division: Provides the citizens of Arizona with a safe, balanced and integrated statewide aviation system to meet present and future air travel needs.

Airport Capital Improvement Program (ACIP): A five-year program developed by ADOT Aeronautics, that parallels the FAA Airport Capital Improvement Program.

Alternative Local Expenditure Limitation: If the funding needs of the City are greater than the State imposed expenditure limit, the following options are available. All four options are subject to voter approval:

1. Local home rule (alternative expenditure) limitation
2. Permanent base adjustment
3. Capital projects accumulation fund
4. One-time override

Annual Operating Budget: Expenditures for operating and recurring services for a period of one year.

Appropriation: An authorization made by the City Council which permits the City to incur obligations and to make expenditures of resources.

Assessed Valuation: A valuation established upon real estate or other property by the County Assessor and the State as a basis for levying ad valorem taxes.

Balanced Budget: A balanced budget occurs when the total sum of money a government collects in a year is equal to the amount it spends on goods, services, and debt interest.

Bond Rating: An evaluation by a rating company of the probability that a particular bond issue will default. AAA is the highest rating.

Budgeting Process: The budget process provides the Mayor and Town Council with the opportunity to match the needs of its customers (the community) and available resources with the intent of gaining the maximum return for each tax dollar. The budget is a policy document, a financial plan, an operations guide, and a communications medium.

Building Permit: A document authorizing to construct a building of a particular kind on a particular lot issued by the municipality.

Capital Improvements Budget: The appropriation of bonds or operating revenues for improvements to city facilities, including land, facilities, equipment, and infrastructure. They typically have a cost exceeding \$50,000 and a useful life of greater than three (3) years.

Capital Fund: Fund used to accumulate the revenues and expenditures for the acquisition or repair and replacement of the capital assets in a municipality. In general, capital assets refer to buildings, equipment, infrastructure, arenas, trucks, graders, roads, water / sewer systems, etc.

Capital Improvement: Project improvements to land, facilities, equipment, and infrastructure. Projects in the CIP generally cost more than \$50,000 and have a projected minimum life span of at least five years.

Capital Outlay: Fixed assets which have a value of \$5,000 or more and have a useful economic life of at least one year.

Certificate of Occupancy (C of O): A key document used to certify the legal use and occupancy of a building, and to describe how a building may be occupied. It may be required for either new construction, a change of use, or a remodel / addition. It will be issued when the completed work complies with submitted plans and applicable codes and ordinances, when all approvals have been obtained and fees paid, and when all violations are resolved. A new building cannot be legally occupied, remodeled, or the use changed until a C of O has been issued.

CIP (Capital Improvement Program): A long-range plan of financial wants, needs, expected revenues and policy intentions. The CIP defines capital expenditures / projects, in general, as the purchase or construction of long-lived, high-cost, tangible assets. “Long-lived” implies a useful life in excess of three (3) years. “High-cost” means that the project costs are substantial. “Tangible” assets exclude contractual services except those that are necessary for putting a tangible asset into service.

Citizens’ Bond Committee: A committee of members appointed by the Mayor and Town Council to review proposals to sell bonds to finance construction of capital.

Community Development Block Grant Program (CDBG): The Community Development Block Grant program is a federal program that provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at Housing and Urban Development. The CDBG program provides annual grants on a formula basis to 1,180 general units of local government and States.

Community Development Corporation (CDC): A not-for-profit organization incorporated to provide programs, offer services, and engage in other activities that promote and support a community. Activities of focus include economic development, education, and real estate development.

Community Facilities Districts (CFDs): CFDs are special purpose public improvement districts. By utilizing a variety of public funding options such as bonds, special assessments, taxes and user fees, CFDs provide a mechanism to finance public infrastructure, the operation and maintenance of public infrastructure, and enhanced municipal services in qualifying areas.

Contingency Fund: A budgetary reserve set aside for emergency or unanticipated expenses and / or revenue shortfalls. The Town Council must approve all contingency expenditures.

Contractual Services: Services such as rentals, insurance, maintenance, etc. that are purchased by the Town.

Debt Service: The long term payment of principal and interest on borrowed monies, such as bonds.

Debt Service Fund: Fund established for the cash required over a given period for the repayment of interest and principal on a debt.

Department: The basic organizational unit of government which is functionally unique in its delivery of services.

Depreciation: Expiration in the service life of capital assets attributable to wear and tear, deterioration, action of the physical elements, inadequacy or obsolescence.

Development Impact Fees: Charges to developers for off-site infrastructure improvements made necessary by the new development. Impact fees are viewed as a way for growth to “pay its way.”

Development-Related Fees: Those fees and charges generated by building, development and growth in a community. Included are building and street permits, development review fees, and zoning, platting and subdivision fees.

Division: An organized unit within a Department.

Encumbrance: The commitment of appropriated funds to purchase an item or service. To encumber funds means to set aside or commit funds for a specified future expenditure.

Enterprise Fund: A governmental accounting fund in which the services provided, such as water, sewer or sanitation, are financed and operated similarly to those of a private business. The rate schedules for those services are established to ensure that user revenues are adequate to meet necessary expenditures.

Expenditure Limitation: A constitutional amendment in Arizona which limits the annual expenditures of all municipalities. The limit is set by the Economic Estimates Commission based on population growth and inflation. The Home Rule Option permits the municipality to determine the limitation.

Expenditure / Expense: This term refers to the outflow of funds paid for an asset obtained, or goods and services obtained.

Federal Aviation Administration (FAA): A federal agency that regulates and provides funding for the aviation industry.

Fees: Fees are charges for specific services.

Fiscal Policy: A government’s policies with respect to revenues, spending, and debt management as these relate to government services, programs and capital investment. Fiscal policy provides an agreed-upon set of principles for the planning and programming of government budgets and their funding.

Fiscal Year: A twelve-month period designated as the operating year for accounting and budgeting purposes in an organization. The Town of Buckeye has specified July 1 to June 30 as its fiscal year.

Fund: A set of interrelated accounts to record revenues and expenditures associated with a specific purpose. Eight commonly used fund types in public accounting are the general fund, special revenue funds, debt service funds, capital project funds, enterprise funds, trust and agency funds, internal service funds, and special assessment funds.

Fund Balance: Fund balance is the excess of assets over liabilities and reserves and is therefore known as surplus funds.

Fund Summary: A fund summary, as reflected in the budget document, is a combined statement of revenues, expenditures, and changes in fund balance for the prior year's actual, adopted, and estimated budgets, and the current years adopted budgets.

General Accepted Accounting Principles (GAAP): A standard established by the Accounting Practices Board of the American Institute of Certified Public Accountants. These rules, conventions, and procedures define accepted accounting practices.

General Fund: The largest fund within the city, the General Fund accounts for most of the financial resources of the government that are not accounted for in other funds. General fund revenues include primary property taxes, licenses and permits, local taxes, and service charges. General fund services include police, fire, finance, information systems, administration, courts, attorneys, and parks and recreation.

General Obligation Bonds (GO Bonds): A municipality may issue bonds to fund needed infrastructure. Article 9, Section 8 of the Arizona Constitution sets limitations on the amount of General Obligation Bonds a city or town may incur. The Constitution states that for general municipal purposes a municipality cannot incur a debt exceeding six percent of assessed valuation of the taxable secondary property value of the city or town. Additional bonds amounting to 20 percent of the assessed valuation of taxable secondary property can be issued for supplying such specific city and town services as water, artificial light, sewers, and for the acquisition and development of land for open space preserves, parks, playgrounds and recreational facilities. In November 2006, the voters approved a 26 percent debt cap for projects concerning public safety, law enforcement, fire and emergency service facilities and streets and transportation facilities. The issuance of general obligation bonds must be submitted to the voters for approval.

Government Finance Officers Association (GFOA) Budget Presentation Award: The GFOA Budget Presentation Awards Program is an international awards program for governmental budgeting. Its purpose is to encourage exemplary budgeting practices and to provide peer recognition for government finance officers preparing budget documents. Award criteria includes: coverage for four areas of interest: policy orientation, financial planning, operational focus, and effective communications.

Grant: A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital, depending on the grantee.

Highway User Revenue Fund (HURF): This revenue source consists of state taxes collected on gasoline, vehicle licenses and a number of other additional transportation related fees. These funds are constitutionally limited to street and highway purposes.

Improvement Districts (IDs): Improvement districts are formed consisting of property owners desiring improvements to their properties. Bonds are issued to finance these improvements, which are repaid by assessments on affected property. Improvement District debt is paid for by a compulsory levy (special assessment) made against certain properties to defray all or part of the cost of a specific capital improvement or service deemed to benefit primarily those properties.

Internal Service Fund: A fund used to account for the financing of goods and services provided by one Town department to other Town departments on a cost reimbursement basis.

Local Transportation Assistance Fund II (LTAF II): Funding from the State of Arizona for transportation, provided to counties and incorporated communities through Powerball earnings.

Maintenance Improvement Districts (MIDs): The State of Arizona empowers municipalities to create this type of district to ensure that, should a homeowner's association disband, a charge be placed on a resident's tax bill to cover maintenance of landscaping, irrigation, and drainage on appropriate tracts within the subdivision.

Modified Accrual Method of Accounting: The accounting process of recognizing revenues in the period when they become available and measurable (known). To be used to pay expenditures incurred, regardless of when the receipt or payment of cash takes place.

Municipal Property Corporation (MPC): A not-for-profit corporation created to aid a municipality in economic or real estate development endeavors, by conveying land in a timely manner for development purposes. The corporation may also construct infrastructure and buildings, sell bonds to finance projects, and lease infrastructure / capital back to the municipality.

Operating Budget: The operating budget is the plan for current expenditures and the proposed means of financing them. It includes all personnel, supplies and services, capital outlay and debt service allocations excluding those listed in the CIP. The annual operating budget is the primary means by which most of the financing, acquisition, spending, and service delivery activities of a government are controlled. The use of annual operating budgets is required by law in Arizona.

Ordinance: An ordinance is a formal legislative enactment by the governing body of the municipality. If it is not in conflict with any higher form of law, such as a state statute or a constitutional provision, it has the full force and effect of law within the boundaries of the municipality to which it applies.

Pay-As-You-Go Capital Improvement Projects: Capital projects whose funding source is derived from Town revenue sources other than through the sale of voter-approved bonds.

Performance (Measures) Indicators: Performance indicators are quantifiable measurements, agreed to beforehand, that reflect the critical success factors of an organization. Whatever performance indicators are selected, they must reflect the organization's goals, they must be key to its success, and they must be quantifiable (measurable). Performance indicators usually are long-term considerations. The definition of what they are and how they are measured do not change often. The goals for a particular performance indicator may change as the organization's goals change, or as it gets closer to achieving a goal.

Primary Property Tax: Primary property taxes are levied for the purpose of funding general government operations. Annual increases are limited to 2% of the previous year's maximum allowable primary property tax levy plus allowances for new construction and annexation of new property and tort litigation settlements.

Public Infrastructure: All improvements listed below that will result in a beneficial use principally to land within the geographical limits of the district:

- (a) Sanitary sewage systems, including collection, transport, storage, treatment, dispersal, effluent use and discharge.
- (b) Drainage and flood control systems, including collection, transport, diversion, storage, detention, retention, dispersal, use and discharge.
- (c) Water systems for domestic, industrial, irrigation, municipal or fire protection purposes, including production, collection, storage, treatment, transport, delivery, and connection and dispersal.
- (d) Highways, streets, roadways and parking facilities, including all areas for vehicular use for travel, ingress, egress and parking.

- (e) Areas for pedestrian, equestrian, bicycle or other non-motor vehicle use for travel, ingress, egress and parking.
- (f) Pedestrian malls, parks, recreational facilities other than stadiums, and open space areas for the public for entertainment, assembly and recreation.
- (g) Landscaping, including earthworks, structures, lakes and other water features, plants, trees and related water delivery systems.
- (h) Public buildings, public safety facilities and fire protection facilities.
- (i) Lighting systems.
- (j) Traffic control systems and devices, including signals, controls, markings and signage.
- (k) Equipment, vehicles, furnishings and other accessories related to items in this list.

Public / Private Partnerships (P3): Partnerships created between municipalities and private organizations to achieve community goals through research, planning, financing, and construction of new community capital, or repair or revitalization.

Reserve: Reserve is an account which records a portion of the fund balance which must be segregated for some future use and which is, therefore, not available for further appropriation or expenditure.

Resolution: A formal expression of opinion or intention made, usually after voting, by a formal organization, legislature, council, etc.

Revenue Bonds: This type of bond is used to finance a revenue-producing facility. The bonds are usually secured from revenues produced by the facility for which they are issued. Therefore, if these revenues are insufficient to cover the repayment of the bonds, the city or town is not obligated to provide tax funds for repayment. Revenue bonds are not subject to the debt limitations in the Arizona Constitution, however, they must still be submitted to the voters of the city or town for approval.

Revenue Funds: Income collected by municipalities for public use. There are seven basic types: capital fund, debt service fund, enterprise fund, general fund, internal service fund, special assessment fund, and trust fund.

Sales Tax (Transaction Privilege Tax): Tax based on a percentage of the selling price of goods and services. State and local governments assess sales tax and decide what percentage to charge. The retail buyer pays the sales tax to the retailer, who passes it on to the sales tax collection agency of the government.

Secondary Property Tax: A levy of property taxes based on Full Cash Value. Generally, these taxes are collected to pay general bonded debt obligations and voter approved budget overrides.

Strategic Planning Team (SPT): Department Directors collectively meeting together to review the annual budget and other matters.

Street Light Improvement Districts (SLIDs): Each subdivision in the Town is subject to a Street Light Improvement District. The district is for the purpose of purchasing electrical power, and for the use of lighting facilities.

Special Assessment Fund: A compulsory levy made against certain properties to defray all or part of the cost of a specific capital improvement or service deemed to benefit primarily those properties.

State-Shared Revenues: Revenues including state income tax, sales tax, and motor vehicle registration fees. In accordance with longstanding agreements, these revenues are collected by the State of Arizona

and distributed to cities and towns on a population-based formula. The State also allocates a portion of gas tax revenues and lottery proceeds to cities which is used to fund city road and transportation projects.

Stewardship of Resources: In general, stewardship is responsibility for taking good care of resources.

Taxes: Taxes are compulsory charges levied by a government for the purpose of financing services performed for common benefit. This term does not include specific charges made against particular persons or property for current or permanent benefits such as special assessments. Neither does the term include charges for services rendered only to those paying such charges, such as water service.

Transfers: Transfers are the authorized exchanges of cash or other resources between funds.

Trust Fund: A trust fund consists of resources received and held by the government unit as trustee, to be expended or invested in accordance with the conditions of the trust.

User Charges: The payment of a fee for direct receipt of a public service by the party who benefits from the service.

Wastewater Reclamation: A process by which water used in houses and businesses goes down the drain and becomes wastewater, which is then cleaned using biological and chemical processes so the water can be returned to the environment safely to augment the natural systems from which they came.

APPENDIX C - CAPITAL EXPENDITURES DETAIL

CAPITAL EXPENDITURES
(in 2012 dollars)

Number	Project	Estimated Cost	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FUTURE
IT Department										
	Enterprise Resource Planning (ERP)	\$ 986,225		\$ 80,000	\$ 721,000	\$ 185,225				\$ -
	Fiber Installation	\$ 750,000		\$ 342,421	\$ 131,864	\$ 135,820	\$ 139,895			\$ -
										\$ -
SUBTOTAL IT		\$ 1,736,225	\$ -	\$ 422,421	\$ 852,864	\$ 321,045	\$ 139,895	\$ -	\$ -	\$ -
Community Services Department										
<i>Parks</i>										
	Skyline Regional Park (and other BLM Land)	\$ 56,611,965	\$ 50,000	\$ 2,054,457	\$ 500,000	\$ 2,898,473	\$ 500,000	\$ 2,341,732	\$ 500,000	\$ 47,767,303
	Sundance Park - 65 acres	\$ 24,649,250	\$ 1,200,000	\$ 2,397,060			\$ 2,000,000	\$ 2,000,000	\$ 10,211,715	\$ 6,840,475
	Buckeye Town Lake	\$ 40,000,000		\$ 1,322,500	\$ 5,567,500			\$ 13,661,510		\$ 19,448,490
	Multi-Use Trail (Miller to Apache - 1 mi)	\$ 750,000		\$ 750,000						\$ -
	A-Wing Auditorium Renovation	\$ 1,853,200				\$ 1,853,200				\$ -
	Westpark Community Park	\$ 6,534,000								\$ 6,534,000
	Eastman Gin	\$ 100,000		\$ 50,000						\$ 50,000
	Community Park #3	\$ 24,649,250						\$ 4,000,000		\$ 20,649,250
										\$ -
SUBTOTAL PARKS		\$ 155,147,665	\$ 1,250,000	\$ 6,574,017	\$ 6,067,500	\$ 4,751,673	\$ 2,500,000	\$ 22,003,242	\$ 10,711,715	\$ 101,289,518
<i>Library</i>										
	Community Library #2	\$ 6,288,521		\$ 1,800,000		\$ 4,488,521				\$ -
	Community Library #3	\$ 6,288,521								\$ 6,288,521
	Community Library #4	\$ 6,288,521						\$ 6,288,521		\$ -
										\$ -
SUBTOTAL LIBRARY		\$ 18,865,563	\$ -	\$ 1,800,000	\$ -	\$ 4,488,521	\$ -	\$ 6,288,521	\$ -	\$ 6,288,521
CEMETERY										
	Buckeye Cemetery Expansion	\$ 4,200,000	\$ -	\$ 250,000						\$ 3,950,000
										\$ -
SUBTOTAL COMMUNITY SERVICES		\$ 178,213,228	\$ 1,250,000	\$ 8,624,017	\$ 6,067,500	\$ 9,240,194	\$ 2,500,000	\$ 28,291,763	\$ 10,711,715	\$ 111,528,039
Water Resources										
<i>Water</i>										
	ROW Purchases	\$ 20,000		\$ 20,000						\$ -
	Tartesso Water Upgrade	\$ 2,500,000		\$ 2,500,000						\$ -
	BWCDD Initial Connections	\$ 1,400,000		\$ 1,400,000						\$ -
	BWCDD Pumps, and Additional Connections	\$ 1,400,000		\$ 1,400,000						\$ -
	MC 85 water line Extension	\$ 2,000,000		\$ 2,000,000						\$ -
	Sundance-Downtown Connection Main	\$ 5,500,000		\$ 5,500,000						\$ -
	Monroe-Watson Extension	\$ 1,322,640		\$ 1,322,640						\$ -
	Estrella Gardens Water Line Replacement	\$ 821,825								\$ 821,825
	Downtown Water Campus & Well	\$ 2,000,000	\$ 50,000	\$ 1,950,000						\$ -
	North Airport Well No. 3	\$ 2,490,400				\$ 2,490,400				\$ -
	North Airport Water Campus	\$ 7,012,500			\$ 800,000	\$ 2,000,000				\$ 4,212,500
	Watson Road BLM Park Main	\$ 950,400		\$ 120,000	\$ 830,400					\$ -
	Downtown Raw Water Transmission Main	\$ 1,519,375					\$ 1,519,375			\$ -
WA-09-001	Well #13	\$ 1,300,000					\$ 1,300,000			\$ -
	Canal/RR Crossings	\$ 1,750,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ -
	Westpark - Complete Campus	\$ 7,128,000								\$ 7,128,000

CAPITAL EXPENDITURES
(in 2012 dollars)

Number	Project	Estimated Cost	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FUTURE
	SR 85 Area Water Supply and Trans Main	\$ 7,975,000								\$ 7,975,000
	Hassayampa Municipal Wells & B.M. Airport Water Campus	\$ 5,610,000		\$ 1,500,000						\$ 4,110,000
	Farallon Water Campus	\$ 7,012,500								\$ 7,012,500
	271st Avenue Water Service Area	\$ 10,605,388								\$ 10,605,388
	Western Buckeye Regional Infrastructure	\$ 9,710,883								\$ 9,710,883
	Western Buckeye Regional Infrastructure-Waterlines	\$ 4,950,000								\$ 4,950,000
	Sunora Waterline Replacement	\$ 3,163,783								\$ 3,163,783
	Water Treatment Facility/System Improvements	\$ 35,000,000								\$ 35,000,000
	Palo Verde Water Main and Well	\$ 8,628,000								\$ 8,628,000
	Irrigation District Water, 500 AF	\$ 750,000				\$ 750,000				\$ -
	SUBTOTAL WATER	\$ 132,520,694	\$ 300,000	\$ 17,962,640	\$ 1,880,400	\$ 5,490,400	\$ 3,069,375	\$ 250,000	\$ 250,000	\$ 103,317,879
<i>Wastewater</i>										
	Miller Road Effluent	\$ 1,300,000				\$ 1,300,000				\$ -
	Industrial Park Lift Station	\$ 1,400,000		\$ 1,400,000						\$ -
	Apache Road Manhole Replacement	\$ 242,030								\$ 242,030
	Upgrade Downtown Sewerlines	\$ 2,421,904								\$ 2,421,904
	263rd Avenue Interceptor Sewer	\$ 6,975,925								\$ 6,975,925
	271st Avenue Interceptor Sewer	\$ 4,996,750								\$ 4,996,750
	Western Buckeye Regional Wastewater Infrastructure	\$ 8,093,160								\$ 8,093,160
	Western Buckeye Regional WRF	\$ 3,987,500								\$ 3,987,500
	Perryville Sewer Trunk	\$ 1,584,000				\$ 158,400	\$ 237,600	\$ 1,188,000		\$ -
	Canal/RR Crossings	\$ 1,750,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ -
	Monroe Extension	\$ 396,000								\$ 396,000
	B.M. Airport WRF (Phase 1)	\$ 3,987,500								\$ 3,987,500
<i>Reclaimed Water</i>										
	Effluent line from Beloat WRF to BWCDD Canal	\$ 4,743,764	\$ 300,000	\$ 4,443,764						\$ -
	Sundance WRF Effluent to RID Canal	\$ 250,000		\$ 250,000						\$ -
	Recharge Study/Site Analysis	\$ 100,000			\$ 100,000					\$ -
	Western Buckeye Effluent Line	\$ 13,068,000								\$ 13,068,000
	SUBTOTAL WASTEWATER/RECLAIMED WATER	\$ 55,296,533	\$ 550,000	\$ 6,343,764	\$ 350,000	\$ 1,708,400	\$ 487,600	\$ 1,438,000	\$ 250,000	\$ 44,168,769
<i>Transportation</i>										
TR-09-001	Park and Ride Bus Facility	\$ 4,900,000	\$ 4,900,000							\$ -
	Lower Buckeye (Miller to Apache)	\$ 8,336,575	\$ 500,000							\$ 7,836,575
	Traffic Signal Broadway & Miller	\$ 1,300,000			\$ 300,000			\$ 1,000,000		\$ -
	Traffic Signal Southern & Miller	\$ 1,300,000			\$ 300,000			\$ 1,000,000		\$ -
	Traffic Signal Baseline & Miller	\$ 1,750,000			\$ 1,750,000					\$ -
	Traffic Signal Miller & Pima	\$ 500,000	\$ 100,000	\$ 400,000						\$ -
	Traffic Signal Miller & Durango	\$ 500,000	\$ 100,000	\$ 400,000						\$ -
	Dean Road Traffic Interchange	\$ 30,000,000								\$ 30,000,000
	Dean Road I-10 Corridor Improvements	\$ 6,000,000								\$ 6,000,000
	Traffic Signal Yuma & 237th Lane	\$ 500,000		\$ 500,000						\$ -
	Traffic Signal Yuma & Dean Road	\$ 500,000		\$ 500,000						\$ -
	Traffic Signal Sundance & Yuma	\$ 500,000		\$ 500,000						\$ -
	Traffic Signal Rainbow & Yuma	\$ 500,000		\$ 500,000						\$ -
	Traffic Signal (Windmill Village Dr and Yuma)	\$ 500,000		\$ 500,000						\$ -

CAPITAL EXPENDITURES
(in 2012 dollars)

Number	Project	Estimated Cost	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FUTURE
	Traffic Signal Airport & Yuma	\$ 500,000		\$ 500,000						\$ -
TR-09-003	Traffic Signal Miller & Monroe	\$ 1,875,000	\$ 125,000	\$ 250,000			\$ 1,500,000			\$ -
	Apache/Baseline Road UPRR Crossing	\$ 1,500,000			\$ 500,000	\$ 1,000,000				\$ -
	Miller Road I-10 Corridor Improvements	\$ 3,979,007	\$ 1,300,000	\$ 2,679,007						\$ -
	Miller Road I-10 TI	\$ 20,000,000	\$ 100,000	\$ 100,000						\$ 19,800,000
	Watson Road (Southern to MC 85)	\$ 4,500,000	\$ 50,000	\$ 400,000	\$ 4,050,000					\$ -
	Watson Road widening (Durango to Broadway)	\$ 2,572,970			\$ 727,299	\$ 385,946	\$ 1,459,725			\$ -
	Thomas Road (Jackrabbit to Tuthill)	\$ 1,000,000				\$ 1,000,000				\$ -
	Rooks Road (Baseline to MC 85)	\$ 4,750,000							\$ 4,750,000	\$ -
	Apache Road (Powerline Corridor to Yuma)	\$ 1,000,000							\$ 1,000,000	\$ -
	Jackrabbit Trail Traffic Interchange Expansion	\$ 20,000,000			\$ 200,000				\$ 19,800,000	\$ -
	Jackrabbit Trail (I-10 to Van Buren)	\$ 7,500,000		\$ 375,000	\$ 375,000	\$ 6,750,000				\$ -
	Van Buren (north half around Dean Road)	\$ 1,584,000					\$ 1,584,000			\$ -
	Rainbow Road Widening for 65-acre park (Ultimate)	\$ 1,584,000							\$ 1,584,000	\$ -
	Rainbow/Lower Buckeye - Phase 1A (Sundance Park)	\$ 900,000	\$ 135,000	\$ 765,000						\$ -
	Public Works Facilities and Fleet Maintenance Facility	\$ 9,407,426			\$ 470,000	\$ 1,631,707				\$ 7,305,719
	Monroe Extension (Watson to Apache)	\$ 7,497,600			\$ 7,497,600				\$ 5,998,080	\$ (5,998,080)
	Watson Road (McDowell to BLM-Park Access)	\$ 2,000,000		\$ 500,000	\$ 1,500,000					\$ -
	Watson UPRR Overpass	\$ 25,000,000								\$ 25,000,000
	Miller UPRR Overpass	\$ 25,000,000								\$ 25,000,000
	Durango Street (Miller to SR 85 East Connector Road) - half street	\$ 6,336,000								\$ 6,336,000
	CDBG Improvements	\$ 1,370,000	\$ 170,000	\$ 978,764	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ (778,764)
	Ribbon Curbs in Rancho Sonora East	\$ 950,000								\$ 950,000
	ITS - Airport, Yuma, Watson, Monroe, Miller	\$ 1,689,600								\$ 1,689,600
	Miller / Maricopa Intersection Improvements	\$ 2,000,000		\$ 500,000	\$ 500,000	\$ 1,000,000				\$ -
	TMP Projects - Not Shown on Maps									\$ -
	Dean (Van Buren to Yuma)	\$ 7,500,000								\$ 7,500,000
	Lower Buckeye (Apache to Watson)	\$ 4,400,000								\$ 4,400,000
	McDowell (Jackrabbit to Perryville)	\$ 4,000,000								\$ 4,000,000
	Van Buren (Dean to Airport)	\$ 7,500,000								\$ 7,500,000
	Watson (McDowell to Van Buren)	\$ 4,000,000								\$ 4,000,000
	Watson (Durango to Lower Buckeye)	\$ 4,000,000								\$ 4,000,000
	Yuma (Dean to Airport)	\$ 8,000,000								\$ 8,000,000
	Yuma (Apache to Watson)	\$ 4,400,000								\$ 4,400,000
	Yuma (Airport to Tuthill)	\$ 2,000,000								\$ 2,000,000
	Yuma (Jackrabbit to Perryville)	\$ 8,000,000								\$ 8,000,000
	Yuma (Tuthill to Jackrabbit)	\$ 8,000,000								\$ 8,000,000
	TRANSPORTATION SUBTOTAL	\$ 273,382,178	\$ 7,480,000	\$ 10,347,771	\$ 18,369,899	\$ 11,967,653	\$ 4,743,725	\$ 200,000	\$ 35,332,080	\$ 184,941,050

CAPITAL EXPENDITURES
(in 2012 dollars)

Number	Project	Estimated Cost	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FUTURE
Flood Control/Drainage										\$ -
	Buckeye ADMP - Watson Outfall System (Town)	\$ 59,638,000	\$ 10,000	\$ 100,000						\$ 59,528,000
	Buckeye ADMP - Watson Outfall System (FCDMC)	\$ 59,046,000		\$ 100,000						\$ 58,946,000
	Buckeye ADMP - Palo Verde Outfall System (Town)	\$ 55,000,000	\$ 10,000	\$ 100,000						\$ 54,890,000
	Buckeye ADMP - Palo Verde Outfall System (FCDMC)	\$ 34,185,000		\$ 100,000						\$ 34,085,000
	Buckeye ADMP - Rooks Road Outfall System (Town)	\$ 35,000,000	\$ 10,000	\$ 100,000						\$ 34,890,000
	Buckeye ADMP - Rooks Road Outfall System (FCDMC)	\$ 21,223,000		\$ 100,000						\$ 21,123,000
	Buckeye ADMP - White Tanks Outfall System (FCDMC)	\$ 21,198,000		\$ 100,000						\$ 21,098,000
	Buckeye ADMP - Oglesby Outfall System (FCDMC)	\$ 44,000,000		\$ 50,000						\$ 43,950,000
	Downtown Storm Drain	\$ 3,500,970								\$ 3,500,970
	Shepherd Estates Drainage Solution	\$ 500,000	\$ 7,500	\$ 7,500	\$ 150,000					\$ 335,000
	Beloat Drainage Solution	\$ 150,000		\$ 150,000						\$ -
FLOOD CONTROL/DRAINAGE SUBTOTAL		\$ 333,440,970	\$ 37,500	\$ 907,500	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 332,345,970
TRANSPORTATION/FLOOD CONTROL SUBTOTAL		\$ 606,823,148	\$ 7,517,500	\$ 11,255,271	\$ 18,519,899	\$ 11,967,653	\$ 4,743,725	\$ 200,000	\$ 35,332,080	\$ 517,287,020
Airport										
	Run-up Area and Blast Pads	\$ 559,135	\$ 559,135							\$ -
	T-Hangar Construction	\$ 2,400,000			\$ 2,400,000					\$ -
	Fire Protection for Structures	\$ 5,200,000		\$ 250,000	\$ 350,000	\$ 1,533,333	\$ 1,533,333	\$ 1,533,333		\$ 0
	Land Acquisition (Phase 1 - 37 acres)	\$ 1,250,000	\$ 125,000	\$ 125,000	\$ 1,000,000					\$ -
	Runway Pavement Preservation	\$ 898,411			\$ 898,411					\$ -
	Land Acquisition (Phase 2 - 37 acres)	\$ 1,000,000				\$ 1,000,000				\$ -
	Runway Extension for Runway 17 - EA only	\$ 240,000					\$ 240,000			\$ -
	Wash Rack	\$ 300,000								\$ 300,000
	Land Purchase - Runway 35 Extension (260 acres)	\$ 7,000,000								\$ 7,000,000
	Maintenance Building	\$ 1,099,758								\$ 1,099,758
	Runway Widening and Strengthening	\$ 1,200,000								\$ 1,200,000
	Terminal Building	\$ 3,100,000								\$ 3,100,000
SUBTOTAL AIRPORT		\$ 24,247,304	\$ 684,135	\$ 375,000	\$ 4,648,411	\$ 2,533,333	\$ 1,773,333	\$ 1,533,333	\$ -	\$ 12,699,758
Police										
PL-09-006	Property / Evidence Facility	\$ 7,770,000			\$ 7,770,000					\$ -
PL-09-008	Police Headquarters (Total)	\$ 37,000,000			\$ 100,000	\$ 400,000				\$ 36,500,000
PL-09-007	North Police Substation	\$ 7,110,000					\$ 100,000			\$ 7,010,000
PL-09-002	New Vehicles (14)	\$ 660,000	\$ 132,000	\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000	\$ 88,000	\$ -
	Jail Facility	\$ 11,282,393								\$ 11,282,393
	Training Facility	\$ 1,848,180								\$ 1,848,180
	FCC Conforming Equipment/Towers	\$ 3,333,655			\$ 1,333,655					\$ 2,000,000
POLICE SUBTOTAL		\$ 69,004,228	\$ 132,000	\$ 88,000	\$ 9,291,655	\$ 488,000	\$ 88,000	\$ 188,000	\$ 88,000	\$ 58,640,573

CAPITAL EXPENDITURES
(in 2012 dollars)

Number	Project	Estimated Cost	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FUTURE
Fire										
	Trillium Fire Station	\$ 4,000,000			\$ 4,000,000					\$ -
	Main Street Downtown Fire, Multi-Company (Permanent)	\$ 5,500,000								\$ 5,500,000
FR-09-003	Fire Brush Truck Replacement 1 ID#22	\$ 150,000		\$ 150,000						\$ -
FR-09-004	Fire Brush Truck Replacement 2 ID#23	\$ 150,000			\$ 150,000					\$ -
	Festival Ranch Multi Station (Permanent)	\$ 5,500,000			\$ 5,500,000					\$ -
FR-09-001	Blue Horizon Station	\$ 4,000,000								\$ 4,000,000
FR-09-009	Tartesso Station 1 (Permanent)	\$ 4,000,000								\$ 4,000,000
	Battalion Chief Replacement Vehicle	\$ 88,500			\$ 88,500					\$ -
FR-09-007	WestPark Station (Permanent)	\$ 4,000,000					\$ 4,000,000			\$ -
	Silver Rock/Westwind Multi Station	\$ 5,500,000								\$ 5,500,000
FR-09-005	Blue Horizons Pumper	\$ 650,000								\$ 650,000
	Trillium Pumper	\$ 650,000			\$ 650,000					
	Engine 701 Replacement Apparatus	\$ 650,000	\$ 430,000	\$ 220,000						\$ -
	Engine 702 Replacement Apparatus	\$ 650,000	\$ 430,000	\$ 220,000						\$ -
	Engine 703 Replacement Apparatus	\$ 650,000						\$ 650,000		\$ -
	Engine 705 Replacement Apparatus	\$ 650,000						\$ 650,000		\$ -
	Engine 706 Replacement Apparatus	\$ 650,000						\$ 650,000		\$ -
	Engine 704 Replacement Apparatus	\$ 650,000			\$ 650,000					\$ -
	Ladder 703 Replacement Apparatus	\$ 1,200,000			\$ 1,200,000					\$ -
	Ladder 704 Replacement Apparatus	\$ 1,200,000					\$ 1,200,000			\$ -
	TRT Replacement Vehicle	\$ 150,000		\$ 150,000						
	Support Replacement Vehicle	\$ 150,000		\$ 150,000						
	FCC Conforming Equipment / Towers	\$ 3,333,655			\$ 3,333,655					\$ -
	FIRE SUBTOTAL	\$ 44,122,155	\$ 860,000	\$ 890,000	\$ 15,572,155	\$ -	\$ 5,200,000	\$ -	\$ 1,950,000	\$ 19,650,000
	POLICE/FIRE SUBTOTAL	\$ 113,126,383	\$ 992,000	\$ 978,000	\$ 24,863,810	\$ 488,000	\$ 5,288,000	\$ 188,000	\$ 2,038,000	\$ 78,290,573
	GRAND TOTAL	\$ 1,111,963,515	\$ 11,293,635	\$ 45,961,113	\$ 57,182,884	\$ 31,749,025	\$ 18,001,928	\$ 31,901,096	\$ 48,581,795	\$ 867,292,038

APPENDIX D - O&M DETAIL

OPERATIONS AND MAINTENANCE
(in 2012 dollars)

Number	Project	Est. Capital Cost	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
IT Department									
	Enterprise Resource Planning (ERP)	\$ 986,225		\$ 40,000	\$ 80,000	\$ 120,000	\$ 160,000	\$ 200,000	\$ 200,000
	Fiber Installation	\$ 750,000							
SUBTOTAL IT		\$ 1,736,225	\$ -	\$ 40,000	\$ 80,000	\$ 120,000	\$ 160,000	\$ 200,000	\$ 200,000
Community Services Department									
<i>Parks</i>									
	Skyline Regional Park (and other BLM Land)	\$ 56,611,965			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	Sundance Park - 65 acres	\$ 24,649,250		\$ 37,500	\$ 150,000	\$ 150,000	\$ 150,000	\$ 200,000	\$ 250,000
	Buckeye Town Lake	\$ 40,000,000							\$ 150,000
	Multi-Use Trail (Miller to Apache - 1 mi)	\$ 750,000			\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000
	A-Wing Auditorium Renovation	\$ 1,853,200					\$ 26,180	\$ 26,180	\$ 26,180
	Westpark Community Park	\$ 6,534,000							
	Eastman Gin	\$ 100,000							
	Community Park #3	\$ 24,649,250							\$ 100,000
SUBTOTAL PARKS		\$ 155,147,665	\$ -	\$ 37,500	\$ 256,000	\$ 256,000	\$ 282,180	\$ 332,180	\$ 632,180
<i>Library</i>									
	Community Library #2	\$ 6,288,521					\$ 446,500	\$ 446,500	\$ 446,500
	Community Library #3	\$ 6,288,521							
	Community Library #4	\$ 6,288,521							\$ 446,500
SUBTOTAL LIBRARY		\$ 18,865,563	\$ -	\$ -	\$ -	\$ -	\$ 446,500	\$ 446,500	\$ 893,000
<i>Cemetery</i>									
	Buckeye Cemetery Expansion	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL COMMUNITY SERVICES		\$ 153,563,978	\$ -	\$ 37,500	\$ 256,000	\$ 256,000	\$ 728,680	\$ 778,680	\$ 1,525,180
Water Resources									
<i>Water</i>									
	ROW Purchases	\$ 20,000							
	Tartesso Water Upgrade	\$ 2,500,000			\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
	BWCDD Initial Connections	\$ 1,400,000							
	BWCDD Pumps, and Additional Connections	\$ 1,400,000							
	MC 85 water line Extension	\$ 2,000,000							
	Sundance-Downtown Connection Main	\$ 5,500,000							
	Monroe-Watson Extension	\$ 1,322,640							
	Estrella Gardens Water Line Replacement	\$ 821,825							
	Downtown Water Campus & Well	\$ 2,000,000			\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)

OPERATIONS AND MAINTENANCE
(in 2012 dollars)

Number	Project	Est. Capital	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
	North Airport Well No. 3	\$ 2,490,400							
	North Airport Water Campus	\$ 7,012,500							
	Watson Road BLM Park Main	\$ 950,400							
	Downtown Raw Water Transmission Main	\$ 1,519,375							
	Well #13	\$ 1,300,000							
	Canal/RR Crossings	\$ 1,750,000							
	Westpark - Complete Campus	\$ 7,128,000							
	SR 85 Area Water Supply and Trans Main	\$ 7,975,000							
	Hassayampa Municipal Wells & B.M. Airport Water Campus	\$ 5,610,000							
	Farallon Water Campus	\$ 7,012,500							
	271st Avenue Water Service Area	\$ 10,605,388							
	Western Buckeye Regional Infrastructure	\$ 9,710,883							
	Western Buckeye Regional Infrastructure-Waterlines	\$ 4,950,000							
	Sunora Waterline Replacement	\$ 3,163,783							
	Water Treatment Facility/System Improvements	\$ 35,000,000							
	Palo Verde Water Main and Well	\$ 8,628,000							
	Irrigation District Water, 500 AF	\$ 750,000							
	SUBTOTAL WATER	\$ 132,520,694	\$ -	\$ -	\$ 100,000				
	<i>Wastewater</i>								
	Miller Road Effluent	\$ 1,300,000							
	Industrial Park Lift Station	\$ 1,400,000							
	Apache Road Manhole Replacement	\$ 242,030							
	Upgrade Downtown Sewerlines	\$ 2,421,904							
	263rd Avenue Interceptor Sewer	\$ 6,975,925							
	271st Avenue Interceptor Sewer	\$ 4,996,750							
	Western Buckeye Regional Wastewater Infrastructure	\$ 8,093,160							
	Western Buckeye Regional WRF	\$ 3,987,500							
	Perryville Sewer Trunk	\$ 1,584,000							
	Canal/RR Crossings	\$ 1,750,000							
	Monroe Extension	\$ 396,000							
	B.M. Airport WRF (Phase 1)	\$ 3,987,500							
	<i>Reclaimed Water</i>								
	Effluent line from Beloat WRF to RID Canal	\$ 4,743,764			\$ (300,000)	\$ (300,000)	\$ (300,000)	\$ (300,000)	\$ (300,000)
	Sundance WRF Effluent to RID Canal	\$ 250,000							
	Recharge Study/Site Analysis	\$ 100,000							
	Western Buckeye Effluent Line	\$ 13,068,000							
	SUBTOTAL WASTEWATER/RECLAIMED WATER	\$ 55,296,533	\$ -	\$ -	\$ (300,000)				
	<i>Transportation</i>								
	Park and Ride Bus Facility	\$ 4,900,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
	Lower Buckeye (Miller to Apache)	\$ 8,336,575							
	Traffic Signal Broadway & Miller	\$ 1,300,000							\$ 3,813

OPERATIONS AND MAINTENANCE
(in 2012 dollars)

Number	Project	Est. Capital	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
	Traffic Signal Southern & Miller	\$ 1,300,000							\$ 3,813
	Traffic Signal Baseline & Miller	\$ 1,750,000				\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Miller & Pima	\$ 500,000		\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Miller & Durango	\$ 500,000		\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Dean Road Traffic Interchange	\$ 30,000,000							
	Dean Road I-10 Corridor Improvements	\$ 6,000,000							
	Traffic Signal Yuma & 237th Lane	\$ 500,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Yuma & Dean Road	\$ 500,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Sundance & Yuma	\$ 500,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Rainbow & Yuma	\$ 500,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal (Windmill Village Dr and Yuma)	\$ 500,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Airport & Yuma	\$ 500,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Traffic Signal Miller & Monroe	\$ 1,875,000		\$ 1,907	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813	\$ 3,813
	Apache/Baseline Road UPRR Crossing	\$ 1,500,000							
	Miller Road I-10 Corridor Improvements	\$ 3,979,007							
	Miller Road I-10 TI	\$ 20,000,000							
	Watson Road (Southern to MC 85)	\$ 4,500,000							
	Watson Road widening (Durango to Broadway)	\$ 2,572,970							
	Thomas Road (Jackrabbit to Tuthill)	\$ 1,000,000							
	Rooks Road (Baseline to MC 85)	\$ 4,750,000							
	Apache Road (Powerline Corridor to Yuma)	\$ 1,000,000							
	Jackrabbit Trail Traffic Interchange Expansion	\$ 20,000,000							
	Jackrabbit Trail (I-10 to Van Buren)	\$ 7,500,000							
	Van Buren (north half around Dean Road)	\$ 1,584,000							
	Rainbow Road Widening for 65-acre park (Ultimate)	\$ 1,584,000							
	Rainbow/Lower Buckeye - Phase 1A (Sundance Park)	\$ 900,000							
	Public Works Facilities and Fleet Maintenance Facility	\$ 9,407,426							
	Monroe Extension (Watson to Apache)	\$ 7,497,600							
	Watson Road (McDowell to BLM-Park Access)	\$ 2,000,000							
	Watson UPRR Overpass	\$ 25,000,000							
	Miller UPRR Overpass	\$ 25,000,000							
	Durango Street (Miller to SR 85 East Connector Road) - half street	\$ 6,336,000							
	CDBG Improvements	\$ 1,370,000							
	Ribbon Curbs in Rancho Sonora East	\$ 950,000							
	ITS - Airport, Yuma, Watson, Monroe, Miller	\$ 1,689,600							
	Miller / Maricopa Intersection Improvements	\$ 2,000,000							
TMP Projects (Blue)									
	Dean (Van Buren to Yuma)	\$ 7,500,000							
	Lower Buckeye (Apache to Watson)	\$ 4,400,000							
	McDowell (Jackrabbit to Perryville)	\$ 4,000,000							
	Van Buren (Dean to Airport)	\$ 7,500,000							
	Watson (McDowell to Van Buren)	\$ 4,000,000							
	Watson (Durango to Lower Buckeye)	\$ 4,000,000							
	Yuma (Dean to Airport)	\$ 8,000,000							
	Yuma (Apache to Watson)	\$ 4,400,000							

OPERATIONS AND MAINTENANCE
(in 2012 dollars)

Number	Project	Est. Capital	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
	Yuma (Airport to Tuthill)	\$ 2,000,000							
	Yuma (Jackrabbit to Perryville)	\$ 8,000,000							
	Yuma (Tuthill to Jackrabbit)	\$ 8,000,000							
Flood Control/Drainage									
	Buckeye ADMP - Watson Outfall System (Town)	\$ 59,638,000							
	Buckeye ADMP - Watson Outfall System (FCDMC)	\$ 59,046,000							
	Buckeye ADMP - Palo Verde Outfall System (Town)	\$ 55,000,000							
	Buckeye ADMP - Palo Verde Outfall System (FCDMC)	\$ 34,185,000							
	Buckeye ADMP - Rooks Road Outfall System (Town)	\$ 35,000,000							
	Buckeye ADMP - Rooks Road Outfall System (FCDMC)	\$ 21,223,000							
	Buckeye ADMP - White Tanks Outfall System (FCDMC)	\$ 21,198,000							
	Buckeye ADMP - Oglesby Outfall System (FCDMC)	\$ 44,000,000							
	Downtown Storm Drain	\$ 3,500,970							
	Shepherd Estates Drainage Solution	\$ 500,000							
	Beloat Drainage Solution	\$ 150,000							
TRANSPORTATION/FLOOD CONTROL SUBTOTAL		\$ 606,823,148	\$ 12,000	\$ 32,972	\$ 46,317	\$ 50,130	\$ 50,130	\$ 50,130	\$ 57,756
Airport									
	Run-up Area and Blast Pads	\$ 559,135							
	T-Hangar Construction	\$ 2,400,000							
	Fire Protection for Structures	\$ 5,200,000							
	Land Acquisition (Phase 1 - 37 acres)	\$ 1,250,000							
	Runway Pavement Preservation	\$ 898,411							
	Land Acquisition (Phase 2 - 37 acres)	\$ 1,000,000							
	Runway Extension for Runway 17 - EA only	\$ 240,000							
	Wash Rack	\$ 300,000							
	Land Purchase - Runway 35 Extension (260 acres)	\$ 7,000,000							
	Maintenance Building	\$ 1,099,758							
	Runway Widening and Strengthening	\$ 1,200,000							
	Terminal Building	\$ 3,100,000							
SUBTOTAL AIRPORT		\$ 24,247,304	\$ -	\$ -	\$ -				
Police									
	Property / Evidence Facility	\$ 7,770,000			\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
	Police Headquarters (Total)	\$ 37,000,000							
	North Police Substation	\$ 7,110,000							
	New Vehicles (14)	\$ 660,000	\$ 17,250	\$ 28,750	\$ 40,250	\$ 51,750	\$ 63,250	\$ 74,750	\$ 86,250
	Jail Facility	\$ 11,282,393							
	Training Facility	\$ 1,848,180							
	FCC Conforming Equipment/Towers	\$ 3,333,655							
POLICE SUBTOTAL		\$ 69,004,228	\$ 17,250	\$ 28,750	\$ 80,250	\$ 91,750	\$ 103,250	\$ 114,750	\$ 126,250

OPERATIONS AND MAINTENANCE
(in 2012 dollars)

Number	Project	Est. Capital	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
<i>Fire</i>									
	Trillium Fire Station	\$ 4,000,000							
	Main Street Downtown Fire, Multi-Company (Permanent)	\$ 5,500,000							
	Fire Brush Truck Replacement 1 ID#22	\$ 150,000							
	Fire Brush Truck Replacement 2 ID#23	\$ 150,000							
	Festival Ranch Multi Station (Permanent)	\$ 5,500,000							
	Blue Horizon Station	\$ 4,000,000			\$ 1,443,450	\$ 1,443,450	\$ 1,443,450	\$ 1,443,450	\$ 1,443,450
	Tartesso Station 1 (Permanent)	\$ 4,000,000							
	Battallion Chief Replacement Vehicle	\$ 88,500							
	WestPark Station (Permanent)	\$ 4,000,000							
	Silver Rock/Westwind Multi Station	\$ 5,500,000							
	Blue Horizons Pumper	\$ 650,000		\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
	Trillium Pumper	\$ 650,000			\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
	Engine 701 Replacement Apparatus	\$ 650,000							
	Engine 702 Replacement Apparatus	\$ 650,000							
	Engine 703 Replacement Apparatus	\$ 650,000							
	Engine 705 Replacement Apparatus	\$ 650,000							
	Engine 706 Replacement Apparatus	\$ 650,000							
	Engine 704 Replacement Apparatus	\$ 650,000							
	Ladder 703 Replacement Apparatus	\$ 1,200,000							
	Ladder 704 Replacement Apparatus	\$ 1,200,000							
	TRT Replacement Vehicle	\$ 150,000							
	Support Replacement Vehicle	\$ 150,000							
	FCC Conforming Equipment / Towers	\$ 3,333,655							
	FIRE SUBTOTAL	\$ 44,122,155	\$ -	\$ 15,000	\$ 1,473,450	\$ 1,473,450	\$ 1,473,450	\$ 1,473,450	\$ 1,473,450
	POLICE/FIRE SUBTOTAL	\$ 113,126,383	\$ 17,250	\$ 43,750	\$ 1,553,700	\$ 1,565,200	\$ 1,576,700	\$ 1,588,200	\$ 1,599,700
	ENTERPRISE GRAND TOTAL		\$ -	\$ -	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)	\$ (200,000)
	NON-ENTERPRISE GRAND TOTAL		\$ 29,250	\$ 154,222	\$ 1,936,017	\$ 1,991,330	\$ 2,515,510	\$ 2,617,010	\$ 3,382,636
	GRAND TOTAL	\$ 1,087,314,265	\$ 29,250	\$ 154,222	\$ 1,736,017	\$ 1,791,330	\$ 2,315,510	\$ 2,417,010	\$ 3,182,636

APPENDIX E - FUNDING SOURCE DETAIL

FUNDING SOURCE DETAIL
(in 2012 dollars)

Fund No	Fund	7/1/11 Fund Balance	Parks					Library	Cemetery
			Skyline Regional Park (and other BLM Land)	Sundance Park 65 acres	Buckeye Town Lake	Multi-Use Trail (Miller to Apache)	Eastman Gin	Community Library #2	Buckeye Cemetery Expansion
			\$ 56,611,965	\$ 24,649,250	\$ 40,000,000	\$ 750,000	\$ 100,000	\$ 6,288,521	\$ 4,200,000
10	General	6,276,484							
32	Fill The Gap	41,661							
33	JCEF	77,552							
34	Court Special Fund	-							
35	RICO	76,203							
37	VALUE Kids	3,877							
38	Buckeye Explorer	10,311							
40	Volunteer Firemen's	226,932							
42	MAG/ADOT Proj	766,236							
43	CDBG	153							
45	Towing/Impound	98,598							
50	Airport Opns	88,437							
51	Airport Improv	224,690							
54	Solid Waste	(143,716)							
57	Cemetery	208,008							
59	Sundance Wtr Rechg	671,412							
60	Sewer	2,139,056							
60 W	WIFA Project	-							
61	Water	6,174,277							
63	CAP	82,490							
66	APS/SRP Mitigation	362,505							
70	HURF	613,017							
71	Streets Improv	3,926,228							
73	Police Grants	(1,015)							
74	Area Agency (AAA)	(9,612)							
75	Fire Grants	2,630							
76	Park Grants	61,036							
78	Econ Dev Grants	-							
100	Pks & Rec Impact Fees	6,716,017	\$ 2,104,457	\$ 3,597,060	\$ 1,000,000				
101	Library Impact Fees	1,859,443					\$ 1,800,000		
102	Police Impact Fees	2,436,172							
103	Gen Govt Impact Fees	2,101,707							
104	Streets Impact Fees	3,673,671							
105	Wtr Sys Improv	5,088,210							
106	Swr Improv	12,476,296							
107	Fire Impact Fees	3,577,746							
121	Replacement Reserve	82,274							
122	Econ Devel	-							
125	Risk Mgt Retention	456,483							
180	DwnTwn Revital	1,413,863							
185	Heritage Park	75,575							
190	GADA 2005A Infrastr	974,466							
191	GADA 2005A Debt	-							
192	WIFA 2010 Debt	-							
193	Excise Bond Debt	-							
194	GADA 2006A Infrastr	408,171							
195	GADA 2006A Debt	-							
197	GADA 2007 Debt	-							
492	Miller Rd O&M	73,962							
493	Jackrabbit Swr O&M	42,725							
550	SLID Opns	40,308							
610	Roadway Const	6,790,688							
615	CIP Gen	1,810,713							
625	CIP Facilities	526,977							
630	CIP Pks & Library	6,626							
635	CIP Police	59,750							
640	CIP Road Proj	938,465							
641	Transit Programs	132,838							
650	Auto & Tech	308,431							
655	Tech Life Cycle	34,737							
670	ADOT LTAF II	23,461							
672	CIP Fire	-							
701	Miller Rd Debt	514,854							
702	Jackrabbit Swr ID	328,949							
703	Jackrabbit Swr Debt	3,418							
	Total	74,954,446							
	Existing Funds for Project		\$ 2,104,457	\$ 3,597,060	\$ 1,000,000	\$ -	\$ -	\$ 1,800,000	\$ -
	Developer Contribution (Not Impact Fees)								
	Grants			\$ 173,278					
	Other Revenue Source Amount		\$ 54,507,508	\$ 20,878,912	\$ 39,000,000	\$ 750,000	\$ 100,000	\$ 4,488,521	\$ 4,200,000

FUNDING SOURCE DETAIL
(in 2012 dollars)

Water											
Fund No	Fund	7/1/11 Fund Balance	ROW Purchases	Tartesso Water Upgrade	BWCDD Initial Connections	BWCDD Pumps, and Additional Connections	MC 85 water line Extension	Sundance-Downtown Connection Main	Monroe-Watson Extension	Downtown Water Campus & Well	Watson Road BLM Park Main
10	General	6,276,484									
32	Fill The Gap	41,661									
33	JCEF	77,552									
34	Court Special Fund	-									
35	RICO	76,203									
37	VALUE Kids	3,877									
38	Buckeye Explorer	10,311									
40	Volunteer Firemen's	226,932									
42	MAG/ADOT Proj	766,236									
43	CDBG	153									
45	Towing/Impound	98,598									
50	Airport Opns	88,437									
51	Airport Improv	224,690									
54	Solid Waste	(143,716)									
57	Cemetery	208,008									
59	Sundance Wtr Rechg	671,412									
60	Sewer	2,139,056									
60 W	WIFA Project	-			\$ 1,400,000	\$ 1,400,000	\$ 2,000,000	\$ 2,750,000	\$ 1,322,640	\$ 1,000,000	\$ 950,400
61	Water	6,174,277	\$ 20,000	\$ 2,500,000							
63	CAP	82,490									
66	APS/SRP Mitigation	362,505									
70	HURF	613,017									
71	Streets Improv	3,926,228									
73	Police Grants	(1,015)									
74	Area Agency (AAA)	(9,612)									
75	Fire Grants	2,630									
76	Park Grants	61,036									
78	Econ Dev Grants	-									
100	Pks & Rec Impact Fees	6,716,017									
101	Library Impact Fees	1,859,443									
102	Police Impact Fees	2,436,172									
103	Gen Govt Impact Fees	2,101,707									
104	Streets Impact Fees	3,673,671									
105	Wtr Sys Improv	5,088,210						\$ 2,750,000		\$ 1,000,000	
106	Swr Improv	12,476,296									
107	Fire Impact Fees	3,577,746									
121	Replacement Reserve	82,274									
122	Econ Devel	-									
125	Risk Mgt Retention	456,483									
180	DwnTwn Revital	1,413,863									
185	Heritage Park	75,575									
190	GADA 2005A Infrastr	974,466									
191	GADA 2005A Debt	-									
192	WIFA 2010 Debt	-									
193	Excise Bond Debt	-									
194	GADA 2006A Infrastr	408,171									
195	GADA 2006A Debt	-									
197	GADA 2007 Debt	-									
492	Miller Rd O&M	73,962									
493	Jackrabbit Swr O&M	42,725									
550	SLID Opns	40,308									
610	Roadway Const	6,790,688									
615	CIP Gen	1,810,713									
625	CIP Facilities	526,977									
630	CIP Pks & Library	6,626									
635	CIP Police	59,750									
640	CIP Road Proj	938,465									
641	Transit Programs	132,838									
650	Auto & Tech	308,431									
655	Tech Life Cycle	34,737									
670	ADOT LTAF II	23,461									
672	CIP Fire	-									
701	Miller Rd Debt	514,854									
702	Jackrabbit Swr ID	328,949									
703	Jackrabbit Swr Debt	3,418									
	Total	74,954,446									
	Existing Funds for Project		\$ 20,000	\$ 2,500,000	\$ 1,400,000	\$ 1,400,000	\$ 2,000,000	\$ 5,500,000	\$ 1,322,640	\$ 2,000,000	\$ 950,400
	Developer Contribution (Not Impact Fees)										
	Grants										
	Other Revenue Source Amount		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FUNDING SOURCE DETAIL
(in 2012 dollars)

Fund No	Fund	7/1/11 Fund Balance	Water		Wastewater					
			Canal/RR Crossings	Hassayampa Municipal Wells & B.M. Airport Water Campus	Miller Road Effluent	Industrial Park Lift Station	Canal/RR Crossings	Effluent line from Beloat WRF to BWCDD Canal	Recharge Study/Site Analysis	Sundance WRF Effluent to RID Canal
			\$ 1,750,000	\$ 5,610,000	\$ 1,300,000	\$ 1,400,000	\$ 1,750,000	\$ 4,743,764	\$ 100,000	\$ 250,000
10	General	6,276,484								
32	Fill The Gap	41,661								
33	JCEF	77,552								
34	Court Special Fund	-								
35	RICO	76,203								
37	VALUE Kids	3,877								
38	Buckeye Explorer	10,311								
40	Volunteer Firemen's	226,932								
42	MAG/ADOT Proj	766,236								
43	CDBG	153								
45	Towing/Impound	98,598								
50	Airport Opns	88,437								
51	Airport Improv	224,690								
54	Solid Waste	(143,716)								
57	Cemetery	208,008								
59	Sundance Wtr Rechg	671,412								
60	Sewer	2,139,056								
60 W	WIFA Project	-		\$ 1,500,000						
61	Water	6,174,277								
63	CAP	82,490								
66	APS/SRP Mitigation	362,505								
70	HURF	613,017								
71	Streets Improv	3,926,228								
73	Police Grants	(1,015)								
74	Area Agency (AAA)	(9,612)								
75	Fire Grants	2,630								
76	Park Grants	61,036								
78	Econ Dev Grants	-								
100	Pks & Rec Impact Fees	6,716,017								
101	Library Impact Fees	1,859,443								
102	Police Impact Fees	2,436,172								
103	Gen Govt Impact Fees	2,101,707								
104	Streets Impact Fees	3,673,671								
105	Wtr Sys Improv	5,088,210								
106	Swr Improv	12,476,296				\$ 1,400,000		\$ 4,743,764	\$ 100,000	\$ 250,000
107	Fire Impact Fees	3,577,746								
121	Replacement Reserve	82,274								
122	Econ Devel	-								
125	Risk Mgt Retention	456,483								
180	DwnTwn Revital	1,413,863								
185	Heritage Park	75,575								
190	GADA 2005A Infrastr	974,466								
191	GADA 2005A Debt	-								
192	WIFA 2010 Debt	-								
193	Excise Bond Debt	-								
194	GADA 2006A Infrastr	408,171								
195	GADA 2006A Debt	-								
197	GADA 2007 Debt	-								
492	Miller Rd O&M	73,962								
493	Jackrabbit Swr O&M	42,725								
550	SLID Opns	40,308								
610	Roadway Const	6,790,688								
615	CIP Gen	1,810,713								
625	CIP Facilities	526,977								
630	CIP Pks & Library	6,626								
635	CIP Police	59,750								
640	CIP Road Proj	938,465								
641	Transit Programs	132,838								
650	Auto & Tech	308,431								
655	Tech Life Cycle	34,737								
670	ADOT LTAF II	23,461								
672	CIP Fire	-								
701	Miller Rd Debt	514,854								
702	Jackrabbit Swr ID	328,949								
703	Jackrabbit Swr Debt	3,418								
	Total	74,954,446								
	Existing Funds for Project		\$ -	\$ 1,500,000	\$ -	\$ 1,400,000	\$ -	\$ 4,743,764	\$ 100,000	\$ 250,000
	Developer Contribution (Not Impact Fees)									
	Grants									
	Other Revenue Source Amount		\$ 1,750,000	\$ 4,110,000	\$ 1,300,000	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -

FUNDING SOURCE DETAIL
(in 2012 dollars)

Transportation											
Fund No	Fund	7/1/11 Fund Balance	Park and Ride Bus Facility	Lower Buckeye (Miller to Apache)	Traffic Signal Broadway & Miller	Traffic Signal Southern & Miller	Traffic Signal Baseline & Miller	Traffic Signal Miller & Pima	Traffic Signal Miller & Durango	Miller Road & I-10 Traffic Interchange	Miller Road I-10 Corridor Improvements
			\$ 4,900,000	\$ 8,336,575	\$ 1,300,000	\$ 1,300,000	\$ 1,750,000	\$ 500,000	\$ 500,000	\$ 20,000,000	\$ 3,979,007
10	General	6,276,484									
32	Fill The Gap	41,661									
33	JCEF	77,552									
34	Court Special Fund	-									
35	RICO	76,203									
37	VALUE Kids	3,877									
38	Buckeye Explorer	10,311									
40	Volunteer Firemen's	226,932									
42	MAG/ADOT Proj	766,236									
43	CDBG	153									
45	Towing/Impound	98,598									
50	Airport Opns	88,437									
51	Airport Improv	224,690									
54	Solid Waste	(143,716)									
57	Cemetery	208,008									
59	Sundance Wtr Rechg	671,412									
60	Sewer	2,139,056									
60 W	WIFA Project	-									
61	Water	6,174,277									
63	CAP	82,490									
66	APS/SRP Mitigation	362,505									
70	HURF	613,017									
71	Streets Improv	3,926,228						\$ 500,000	\$ 500,000		
73	Police Grants	(1,015)									
74	Area Agency (AAA)	(9,612)									
75	Fire Grants	2,630									
76	Park Grants	61,036									
78	Econ Dev Grants	-									
100	Pks & Rec Impact Fees	6,716,017									
101	Library Impact Fees	1,859,443									
102	Police Impact Fees	2,436,172									
103	Gen Govt Impact Fees	2,101,707									
104	Streets Impact Fees	3,673,671								\$ 300,000	\$ 179,007
105	Wtr Sys Improv	5,088,210									
106	Swr Improv	12,476,296									
107	Fire Impact Fees	3,577,746									
121	Replacement Reserve	82,274									
122	Econ Devel	-									
125	Risk Mgt Retention	456,483									
180	DwnTwn Revital	1,413,863									
185	Heritage Park	75,575									
190	GADA 2005A Infrastr	974,466									
191	GADA 2005A Debt	-									
192	WIFA 2010 Debt	-									
193	Excise Bond Debt	-									
194	GADA 2006A Infrastr	408,171									
195	GADA 2006A Debt	-									
197	GADA 2007 Debt	-									
492	Miller Rd O&M	73,962									
493	Jackrabbit Swr O&M	42,725									
550	SLID Opns	40,308									
610	Roadway Const	6,790,688		\$ 500,000							\$ 2,100,000
615	CIP Gen	1,810,713									
625	CIP Facilities	526,977									
630	CIP Pks & Library	6,626									
635	CIP Police	59,750									
640	CIP Road Proj	938,465									
641	Transit Programs	132,838									
650	Auto & Tech	308,431									
655	Tech Life Cycle	34,737									
670	ADOT LTAF II	23,461	\$ 23,461								
672	CIP Fire	-									
701	Miller Rd Debt	514,854									
702	Jackrabbit Swr ID	328,949									
703	Jackrabbit Swr Debt	3,418									
	Total	74,954,446									
	Existing Funds for Project		\$ 4,900,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 300,000	\$ 3,979,007
	Developer Contribution (Not Impact Fees)										\$ 1,700,000
	Grants		\$ 4,876,539								
	Other Revenue Source Amount		\$ -	\$ 7,836,575	\$ 1,300,000	\$ 1,300,000	\$ 1,750,000	\$ -	\$ -	\$ 19,700,000	\$ -

FUNDING SOURCE DETAIL
(in 2012 dollars)

Transportation											
Fund No	Fund	7/1/11 Fund Balance	Traffic Signal Yuma & 237th Lane	Traffic Signal Yuma & Dean Road	Traffic Signal Sundance & Yuma	Traffic Signal Rainbow & Yuma	Traffic Signal (Windmill Village Dr and Yuma)	Traffic Signal Airport & Yuma	Traffic Signal Miller & Monroe	Watson Road (Southern to MC 85)	Watson Road (BLM Park Access)
			\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,875,000	\$ 4,500,000	\$ 2,000,000
10	General	6,276,484									
32	Fill The Gap	41,661									
33	JCEF	77,552									
34	Court Special Fund	-									
35	RICO	76,203									
37	VALUE Kids	3,877									
38	Buckeye Explorer	10,311									
40	Volunteer Firemen's	226,932									
42	MAG/ADOT Proj	766,236									
43	CDBG	153									
45	Towing/Impound	98,598									
50	Airport Opns	88,437									
51	Airport Improv	224,690									
54	Solid Waste	(143,716)									
57	Cemetery	208,008									
59	Sundance Wtr Rechg	671,412									
60	Sewer	2,139,056									
60 W	WIFA Project	-									
61	Water	6,174,277									
63	CAP	82,490									
66	APS/SRP Mitigation	362,505									
70	HURF	613,017									
71	Streets Improv	3,926,228	\$ 250,000	\$ 375,000			\$ 250,000	\$ 500,000	\$ 375,000		
73	Police Grants	(1,015)									
74	Area Agency (AAA)	(9,612)									
75	Fire Grants	2,630									
76	Park Grants	61,036									
78	Econ Dev Grants	-									
100	Pks & Rec Impact Fees	6,716,017									
101	Library Impact Fees	1,859,443									
102	Police Impact Fees	2,436,172									
103	Gen Govt Impact Fees	2,101,707									
104	Streets Impact Fees	3,673,671									
105	Wtr Sys Improv	5,088,210									
106	Swr Improv	12,476,296									
107	Fire Impact Fees	3,577,746									
121	Replacement Reserve	82,274									
122	Econ Devel	-									
125	Risk Mgt Retention	456,483									
180	DwnTwn Revital	1,413,863									
185	Heritage Park	75,575									
190	GADA 2005A Infrastr	974,466									
191	GADA 2005A Debt	-									
192	WIFA 2010 Debt	-									
193	Excise Bond Debt	-									
194	GADA 2006A Infrastr	408,171									
195	GADA 2006A Debt	-									
197	GADA 2007 Debt	-									
492	Miller Rd O&M	73,962									
493	Jackrabbit Swr O&M	42,725									
550	SLID Opns	40,308									
610	Roadway Const	6,790,688								\$ 450,000	
615	CIP Gen	1,810,713									
625	CIP Facilities	526,977									
630	CIP Pks & Library	6,626									
635	CIP Police	59,750									
640	CIP Road Proj	938,465									
641	Transit Programs	132,838									
650	Auto & Tech	308,431									
655	Tech Life Cycle	34,737									
670	ADOT LTAF II	23,461									
672	CIP Fire	-									
701	Miller Rd Debt	514,854									
702	Jackrabbit Swr ID	328,949									
703	Jackrabbit Swr Debt	3,418									
	Total	74,954,446									
	Existing Funds for Project		\$ 250,000	\$ 375,000	\$ -	\$ -	\$ 250,000	\$ 500,000	\$ 375,000	\$ 450,000	\$ -
	Developer Contribution (Not Impact Fees)										
	Grants										
	Other Revenue Source Amount		\$ 250,000	\$ 125,000	\$ 500,000	\$ 500,000	\$ 250,000	\$ -	\$ 1,500,000	\$ 4,050,000	\$ 2,000,000

FUNDING SOURCE DETAIL
(in 2012 dollars)

Transportation									
Fund No	Fund	7/1/11 Fund Balance	Jacrabbit Trail Traffic Interchange Expansion	Jackrabbit Trail (I-10 to Van Buren)	Rainbow/Lower Buckeye - Phase 1A (Sundance Park)	Public Works Facilities and Fleet Maintenance Facility	Watson Road (McDowell to BLM-Park Access)	CDBG Improvements	Miller / Maricopa Intersection Improvements
			\$ 20,000,000	\$ 7,500,000	\$ 900,000	\$ 9,407,426	\$ 2,000,000	\$ 1,370,000	\$ 2,000,000
10	General	6,276,484							
32	Fill The Gap	41,661							
33	JCEF	77,552							
34	Court Special Fund	-							
35	RICO	76,203							
37	VALUE Kids	3,877							
38	Buckeye Explorer	10,311							
40	Volunteer Firemen's	226,932							
42	MAG/ADOT Proj	766,236							
43	CDBG	153							
45	Towing/Impound	98,598							
50	Airport Opns	88,437							
51	Airport Improv	224,690							
54	Solid Waste	(143,716)							
57	Cemetery	208,008							
59	Sundance Wtr Rechg	671,412							
60	Sewer	2,139,056							
60 W	WIFA Project	-							
61	Water	6,174,277							
63	CAP	82,490							
66	APS/SRP Mitigation	362,505							
70	HURF	613,017							
71	Streets Improv	3,926,228							
73	Police Grants	(1,015)							
74	Area Agency (AAA)	(9,612)							
75	Fire Grants	2,630							
76	Park Grants	61,036							
78	Econ Dev Grants	-							
100	Pks & Rec Impact Fees	6,716,017							
101	Library Impact Fees	1,859,443							
102	Police Impact Fees	2,436,172							
103	Gen Govt Impact Fees	2,101,707				\$ 2,101,707			
104	Streets Impact Fees	3,673,671	\$ 200,000						
105	Wtr Sys Improv	5,088,210							
106	Swr Improv	12,476,296							
107	Fire Impact Fees	3,577,746							
121	Replacement Reserve	82,274							
122	Econ Devel	-							
125	Risk Mgt Retention	456,483							
180	DwnTwn Revital	1,413,863							
185	Heritage Park	75,575							
190	GADA 2005A Infrastr	974,466							
191	GADA 2005A Debt	-							
192	WIFA 2010 Debt	-							
193	Excise Bond Debt	-							
194	GADA 2006A Infrastr	408,171							
195	GADA 2006A Debt	-							
197	GADA 2007 Debt	-							
492	Miller Rd O&M	73,962							
493	Jackrabbit Swr O&M	42,725							
550	SLID Opns	40,308							
610	Roadway Const	6,790,688		\$ 375,000	\$ 900,000		\$ 500,000		\$ 500,000
615	CIP Gen	1,810,713							
625	CIP Facilities	526,977							
630	CIP Pks & Library	6,626							
635	CIP Police	59,750							
640	CIP Road Proj	938,465							
641	Transit Programs	132,838							
650	Auto & Tech	308,431							
655	Tech Life Cycle	34,737							
670	ADOT LTAF II	23,461							
672	CIP Fire	-							
701	Miller Rd Debt	514,854							
702	Jackrabbit Swr ID	328,949							
703	Jackrabbit Swr Debt	3,418							
	Total	74,954,446							
	Existing Funds for Project		\$ 200,000	\$ 375,000	\$ 900,000	\$ 2,101,707	\$ 500,000	\$ 1,370,000	\$ 500,000
	Developer Contribution (Not Impact Fees)								
	Grants						\$ 1,370,000		
	Other Revenue Source Amount		\$ 19,800,000	\$ 7,125,000	\$ -	\$ 7,305,719	\$ 1,500,000	\$ -	\$ 1,500,000

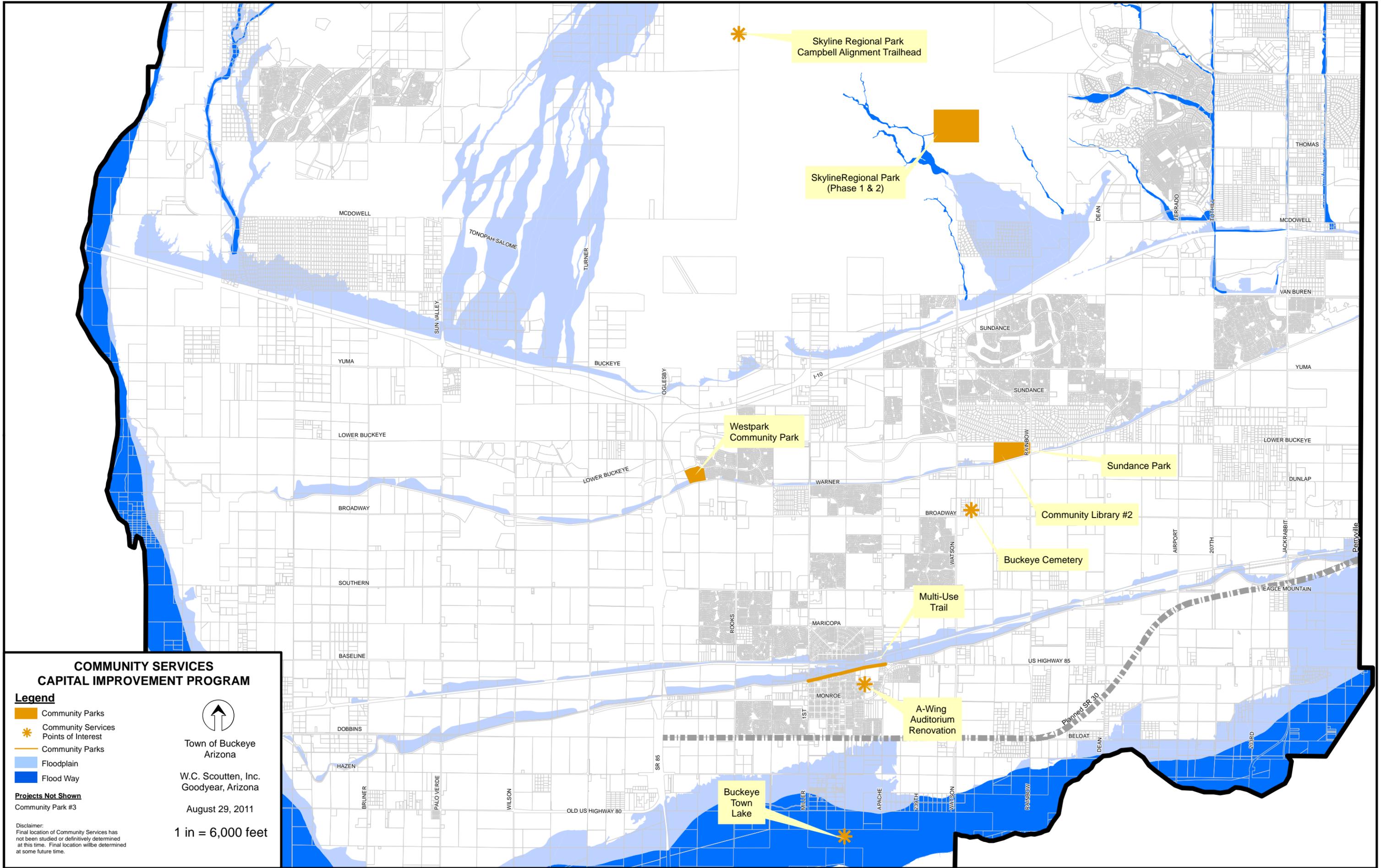
FUNDING SOURCE DETAIL
(in 2012 dollars)

Fund No	Fund	7/1/11 Fund Balance	Police				Fire	
			FCC Conforming Equipment (Police)	Property/Evidence Facility	Police Headquarters	New Police Vehicles (14)	FCC Conforming Equipment / Towers	Fire Brush Truck Replacement 1 ID#22
			\$ 3,333,655	\$ 7,770,000	\$ 49,300,000	\$ 1,370,000	\$ 3,333,655	\$ 150,000
10	General	6,276,484						
32	Fill The Gap	41,661						
33	JCEF	77,552						
34	Court Special Fund	-						
35	RICO	76,203						
37	VALUE Kids	3,877						
38	Buckeye Explorer	10,311						
40	Volunteer Firemen's	226,932						
42	MAG/ADOT Proj	766,236						
43	CDBG	153						
45	Towing/Impound	98,598						
50	Airport Opns	88,437						
51	Airport Improv	224,690						
54	Solid Waste	(143,716)						
57	Cemetery	208,008						
59	Sundance Wtr Rechg	671,412						
60	Sewer	2,139,056						
60 W	WIFA Project	-						
61	Water	6,174,277						
63	CAP	82,490						
66	APS/SRP Mitigation	362,505						
70	HURF	613,017						
71	Streets Improv	3,926,228						
73	Police Grants	(1,015)						
74	Area Agency (AAA)	(9,612)						
75	Fire Grants	2,630						
76	Park Grants	61,036						
78	Econ Dev Grants	-						
100	Pks & Rec Impact Fees	6,716,017						
101	Library Impact Fees	1,859,443						
102	Police Impact Fees	2,436,172	\$ 1,333,655	\$ 388,500		\$ 308,000		
103	Gen Govt Impact Fees	2,101,707						
104	Streets Impact Fees	3,673,671						
105	Wtr Sys Improv	5,088,210						
106	Swr Improv	12,476,296						
107	Fire Impact Fees	3,577,746					\$ 3,333,655	
121	Replacement Reserve	82,274						
122	Econ Devel	-						
125	Risk Mgt Retention	456,483						
180	DwnTwn Revital	1,413,863						
185	Heritage Park	75,575						
190	GADA 2005A Infrastr	974,466						
191	GADA 2005A Debt	-						
192	WIFA 2010 Debt	-						
193	Excise Bond Debt	-						
194	GADA 2006A Infrastr	408,171						
195	GADA 2006A Debt	-						
197	GADA 2007 Debt	-						
492	Miller Rd O&M	73,962						
493	Jackrabbit Swr O&M	42,725						
550	SLID Opns	40,308						
610	Roadway Const	6,790,688						
615	CIP Gen	1,810,713						
625	CIP Facilities	526,977						
630	CIP Pks & Library	6,626						
635	CIP Police	59,750						
640	CIP Road Proj	938,465						
641	Transit Programs	132,838						
650	Auto & Tech	308,431						
655	Tech Life Cycle	34,737						
670	ADOT LTAF II	23,461						
672	CIP Fire	-					\$ -	
701	Miller Rd Debt	514,854						
702	Jackrabbit Swr ID	328,949						
703	Jackrabbit Swr Debt	3,418						
	Total	74,954,446						
	Existing Funds for Project		\$ 1,333,655	\$ 388,500	\$ -	\$ 308,000	\$ 3,333,655	\$ -
	Developer Contribution (Not Impact Fees)							
	Grants							
	Other Revenue Source Amount		\$ 2,000,000	\$ 7,381,500	\$ 49,300,000	\$ 1,062,000	\$ -	\$ 150,000

FUNDING SOURCE DETAIL
(in 2012 dollars)

Fund No	Fund	7/1/11 Fund Balance	Fire				Proposed Capital Project Cost	Balance after Capital Project(s)
			Engine 701 Replacement Apparatus	Engine 702 Replacement Apparatus	TRT Replacement Vehicle	Support Replacement Vehicle		
			\$ 650,000	\$ 650,000	\$ 150,000	\$ 150,000		
10	General	6,276,484					\$ - \$ 6,276,484	
32	Fill The Gap	41,661					\$ - \$ 41,661	
33	JCEF	77,552					\$ - \$ 77,552	
34	Court Special Fund	-					\$ - \$ -	
35	RICO	76,203					\$ - \$ 76,203	
37	VALUE Kids	3,877					\$ - \$ 3,877	
38	Buckeye Explorer	10,311					\$ - \$ 10,311	
40	Volunteer Firemen's	226,932					\$ - \$ 226,932	
42	MAG/ADOT Proj	766,236					\$ - \$ 766,236	
43	CDBG	153					\$ - \$ 153	
45	Towing/Impound	98,598					\$ - \$ 98,598	
50	Airport Opns	88,437					\$ - \$ 88,437	
51	Airport Improv	224,690					\$ - \$ 224,690	
54	Solid Waste	(143,716)					\$ - \$ (143,716)	
57	Cemetery	208,008					\$ - \$ 208,008	
59	Sundance Wtr Rechg	671,412					\$ - \$ 671,412	
60	Sewer	2,139,056					\$ - \$ 2,139,056	
60 W	WIFA Project	-				\$ 12,323,040	\$ (12,323,040)	
61	Water	6,174,277				\$ 2,520,000	\$ 3,654,277	
63	CAP	82,490				\$ -	\$ 82,490	
66	APS/SRP Mitigation	362,505				\$ -	\$ 362,505	
70	HURF	613,017				\$ -	\$ 613,017	
71	Streets Improv	3,926,228				\$ 3,845,000	\$ 81,228	
73	Police Grants	(1,015)				\$ -	\$ (1,015)	
74	Area Agency (AAA)	(9,612)				\$ -	\$ (9,612)	
75	Fire Grants	2,630				\$ -	\$ 2,630	
76	Park Grants	61,036				\$ -	\$ 61,036	
78	Econ Dev Grants	-				\$ -	\$ -	
100	Pks & Rec Impact Fees	6,716,017				\$ 6,701,517	\$ 14,500	
101	Library Impact Fees	1,859,443				\$ 1,800,000	\$ 59,443	
102	Police Impact Fees	2,436,172				\$ 2,030,155	\$ 406,017	
103	Gen Govt Impact Fees	2,101,707				\$ 2,101,707	\$ -	
104	Streets Impact Fees	3,673,671				\$ 679,007	\$ 2,994,664	
105	Wtr Sys Improv	5,088,210				\$ 3,750,000	\$ 1,338,210	
106	Swr Improv	12,476,296				\$ 6,493,764	\$ 5,982,532	
107	Fire Impact Fees	3,577,746				\$ 3,333,655	\$ 244,091	
121	Replacement Reserve	82,274				\$ -	\$ 82,274	
122	Econ Devel	-				\$ -	\$ -	
125	Risk Mgt Retention	456,483				\$ -	\$ 456,483	
180	DwnTwn Revital	1,413,863				\$ -	\$ 1,413,863	
185	Heritage Park	75,575				\$ -	\$ 75,575	
190	GADA 2005A Infrastr	974,466				\$ -	\$ 974,466	
191	GADA 2005A Debt	-				\$ -	\$ -	
192	WIFA 2010 Debt	-				\$ -	\$ -	
193	Excise Bond Debt	-				\$ -	\$ -	
194	GADA 2006A Infrastr	408,171				\$ -	\$ 408,171	
195	GADA 2006A Debt	-				\$ -	\$ -	
197	GADA 2007 Debt	-				\$ -	\$ -	
492	Miller Rd O&M	73,962				\$ -	\$ 73,962	
493	Jackrabbit Swr O&M	42,725				\$ -	\$ 42,725	
550	SLID Opns	40,308				\$ -	\$ 40,308	
610	Roadway Const	6,790,688				\$ 5,325,000	\$ 1,465,688	
615	CIP Gen	1,810,713				\$ -	\$ 1,810,713	
625	CIP Facilities	526,977				\$ -	\$ 526,977	
630	CIP Pks & Library	6,626				\$ -	\$ 6,626	
635	CIP Police	59,750				\$ -	\$ 59,750	
640	CIP Road Proj	938,465				\$ -	\$ 938,465	
641	Transit Programs	132,838				\$ -	\$ 132,838	
650	Auto & Tech	308,431				\$ -	\$ 308,431	
655	Tech Life Cycle	34,737				\$ -	\$ 34,737	
670	ADOT LTAF II	23,461				\$ 23,461	\$ -	
672	CIP Fire	-				\$ -	\$ -	
701	Miller Rd Debt	514,854				\$ -	\$ 514,854	
702	Jackrabbit Swr ID	328,949				\$ -	\$ 328,949	
703	Jackrabbit Swr Debt	3,418				\$ -	\$ 3,418	
	Total	74,954,446				\$ 50,926,306	\$ 24,028,140	
	Existing Funds for Project		\$ -	\$ -	\$ -	\$ -	\$ 58,872,845	
	Developer Contribution (Not Impact Fees)							
	Grants							
	Other Revenue Source Amount		\$ 650,000	\$ 650,000	\$ 150,000	\$ 150,000	\$ 604,966,705	

MAPS



**COMMUNITY SERVICES
CAPITAL IMPROVEMENT PROGRAM**

Legend

- Community Parks
- Community Services Points of Interest
- Community Parks
- Floodplain
- Flood Way

Projects Not Shown

Community Park #3



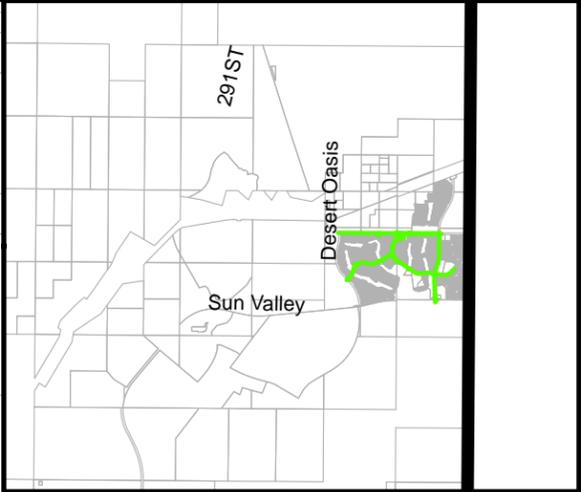
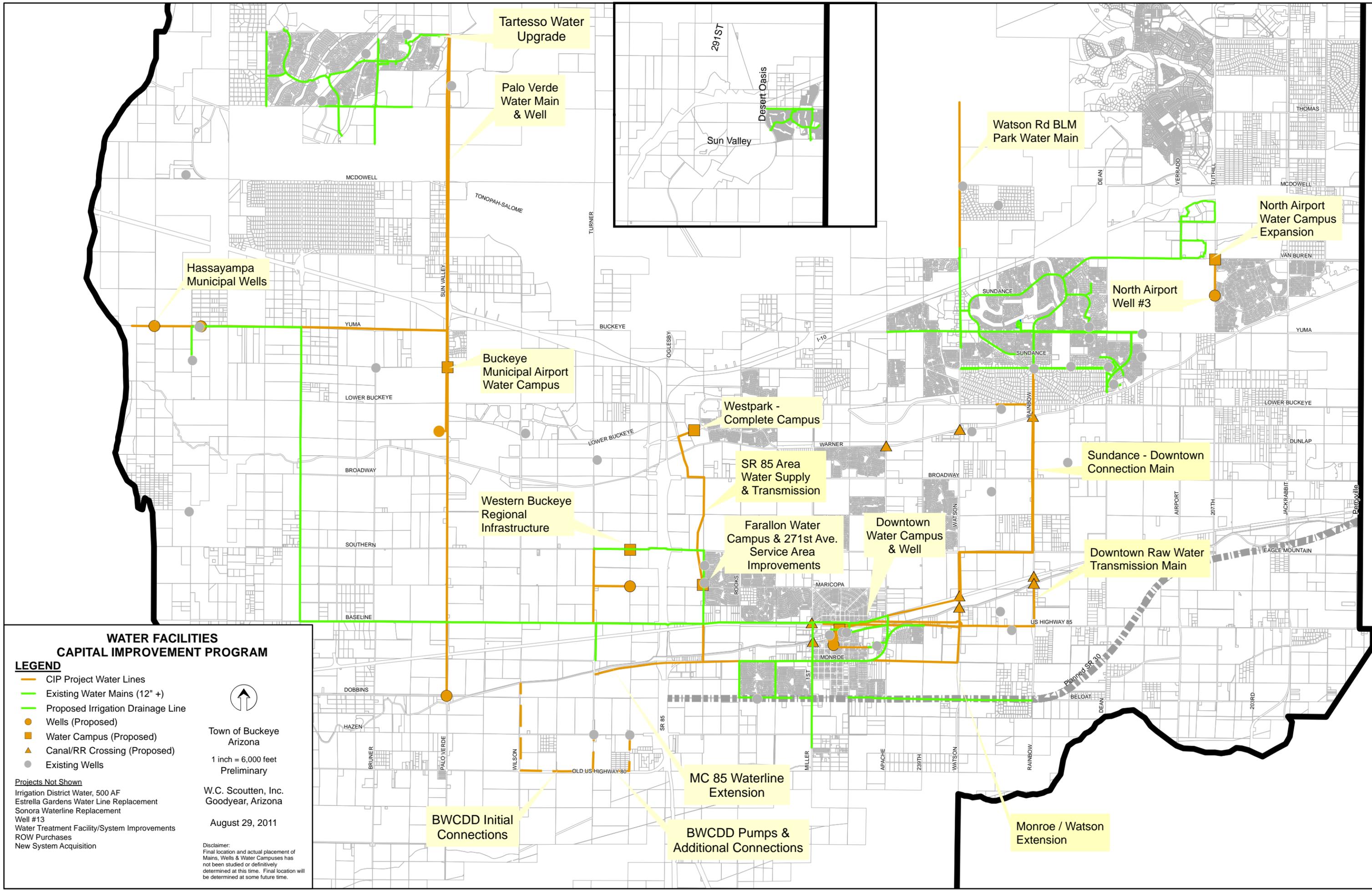
Town of Buckeye
Arizona

W.C. Scoutten, Inc.
Goodyear, Arizona

August 29, 2011

1 in = 6,000 feet

Disclaimer:
Final location of Community Services has
not been studied or definitively determined
at this time. Final location will be determined
at some future time.



WATER FACILITIES CAPITAL IMPROVEMENT PROGRAM

LEGEND

- CIP Project Water Lines
- Existing Water Mains (12" +)
- Proposed Irrigation Drainage Line
- Wells (Proposed)
- Water Campus (Proposed)
- ▲ Canal/RR Crossing (Proposed)
- Existing Wells

Town of Buckeye
Arizona

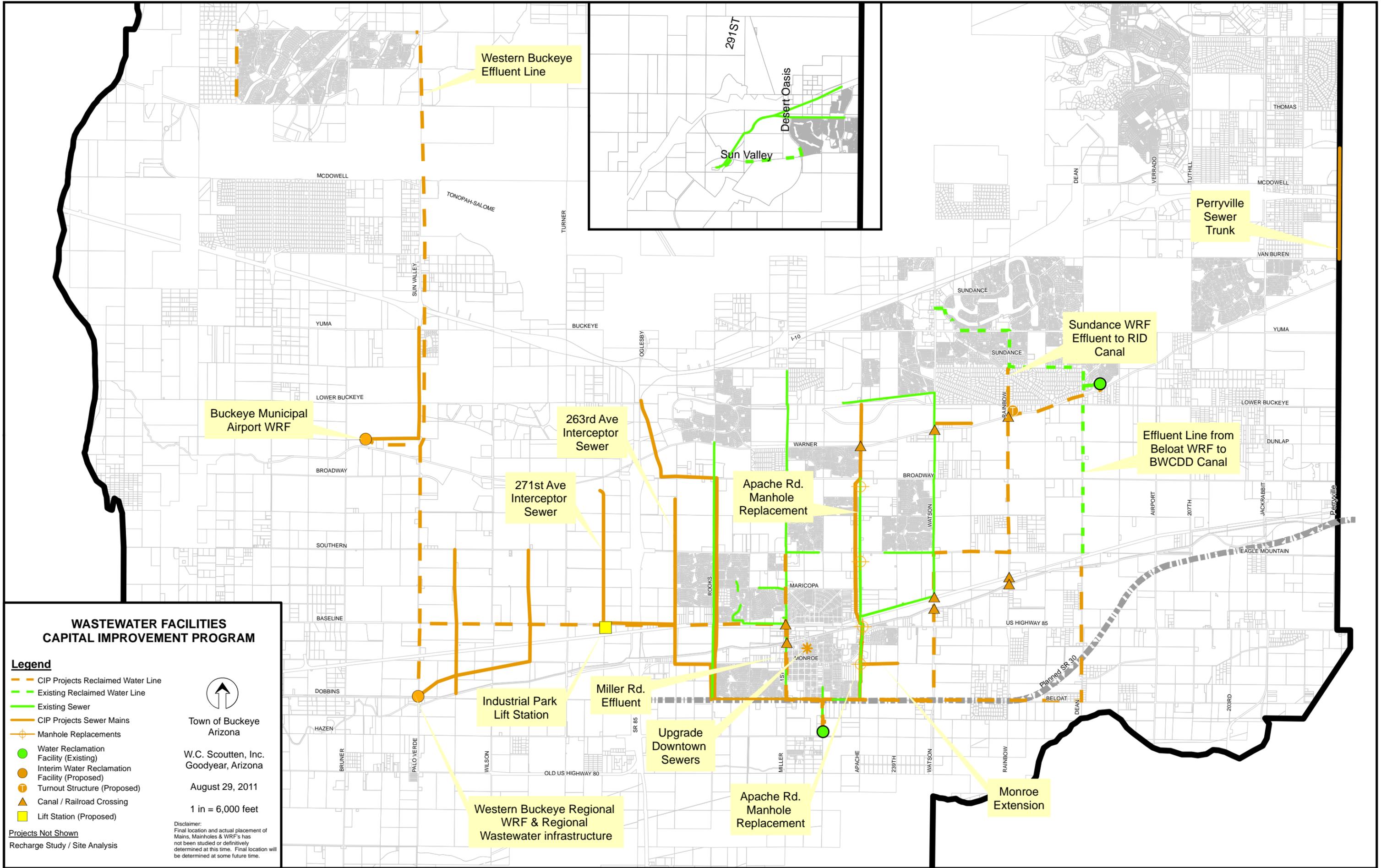
1 inch = 6,000 feet
Preliminary

W.C. Scoutten, Inc.
Goodyear, Arizona

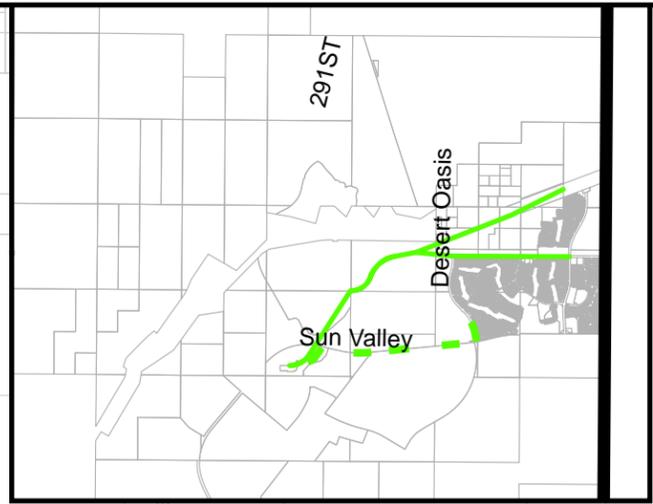
August 29, 2011

Disclaimer:
Final location and actual placement of
Mains, Wells & Water Campuses has
not been studied or definitively
determined at this time. Final location will
be determined at some future time.

Projects Not Shown
Irrigation District Water, 500 AF
Estrella Gardens Water Line Replacement
Sonora Waterline Replacement
Well #13
Water Treatment Facility/System Improvements
ROW Purchases
New System Acquisition



Western Buckeye Effluent Line



Perryville Sewer Trunk

Sundance WRF Effluent to RID Canal

Buckeye Municipal Airport WRF

263rd Ave Interceptor Sewer

271st Ave Interceptor Sewer

Apache Rd. Manhole Replacement

Effluent Line from Beloat WRF to BWCCD Canal

WASTEWATER FACILITIES CAPITAL IMPROVEMENT PROGRAM

- Legend**
- CIP Projects Reclaimed Water Line
 - Existing Reclaimed Water Line
 - Existing Sewer
 - CIP Projects Sewer Mains
 - ⊕ Manhole Replacements
 - Water Reclamation Facility (Existing)
 - Interim Water Reclamation Facility (Proposed)
 - ⊕ Turnout Structure (Proposed)
 - ▲ Canal / Railroad Crossing
 - Lift Station (Proposed)

Town of Buckeye Arizona
 W.C. Scoutten, Inc. Goodyear, Arizona
 August 29, 2011
 1 in = 6,000 feet

Projects Not Shown
 Recharge Study / Site Analysis

Disclaimer: Final location and actual placement of Mains, Manholes & WRF's has not been studied or definitively determined at this time. Final location will be determined at some future time.

Western Buckeye Regional WRF & Regional Wastewater infrastructure

Upgrade Downtown Sewers

Apache Rd. Manhole Replacement

Monroe Extension

TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM

Legend

-  CIP Street Extensions
-  Public Works Facilities
-  Union Pacific Railroad Crossing
-  I-10 Traffic Interchange
-  Traffic Signals (Proposed)
-  Overpass (Proposed)
-  Park & Ride



Town of Buckeye
Arizona

W.C. Scouten, Inc.
Goodyear, Arizona

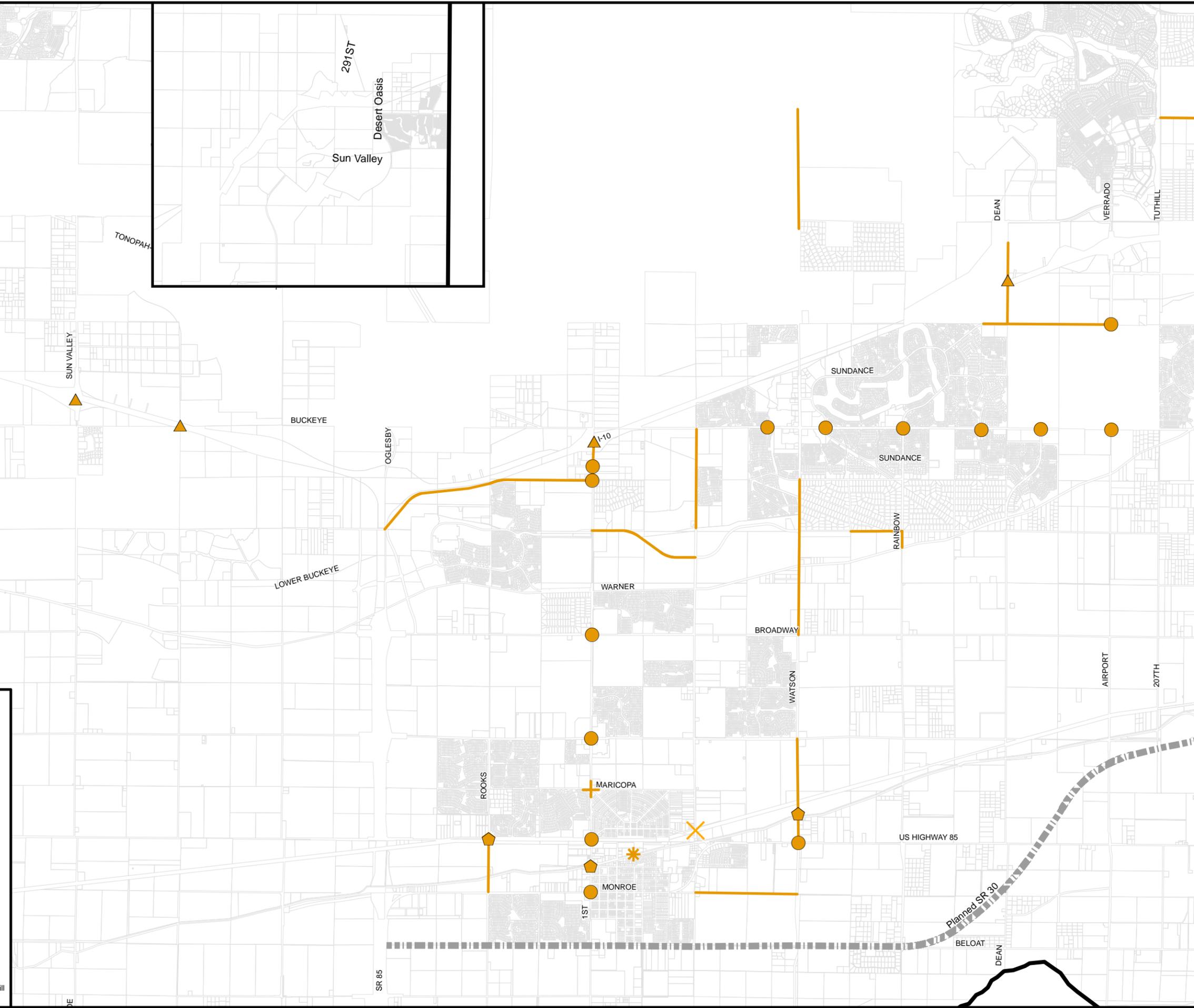
August 29, 2011

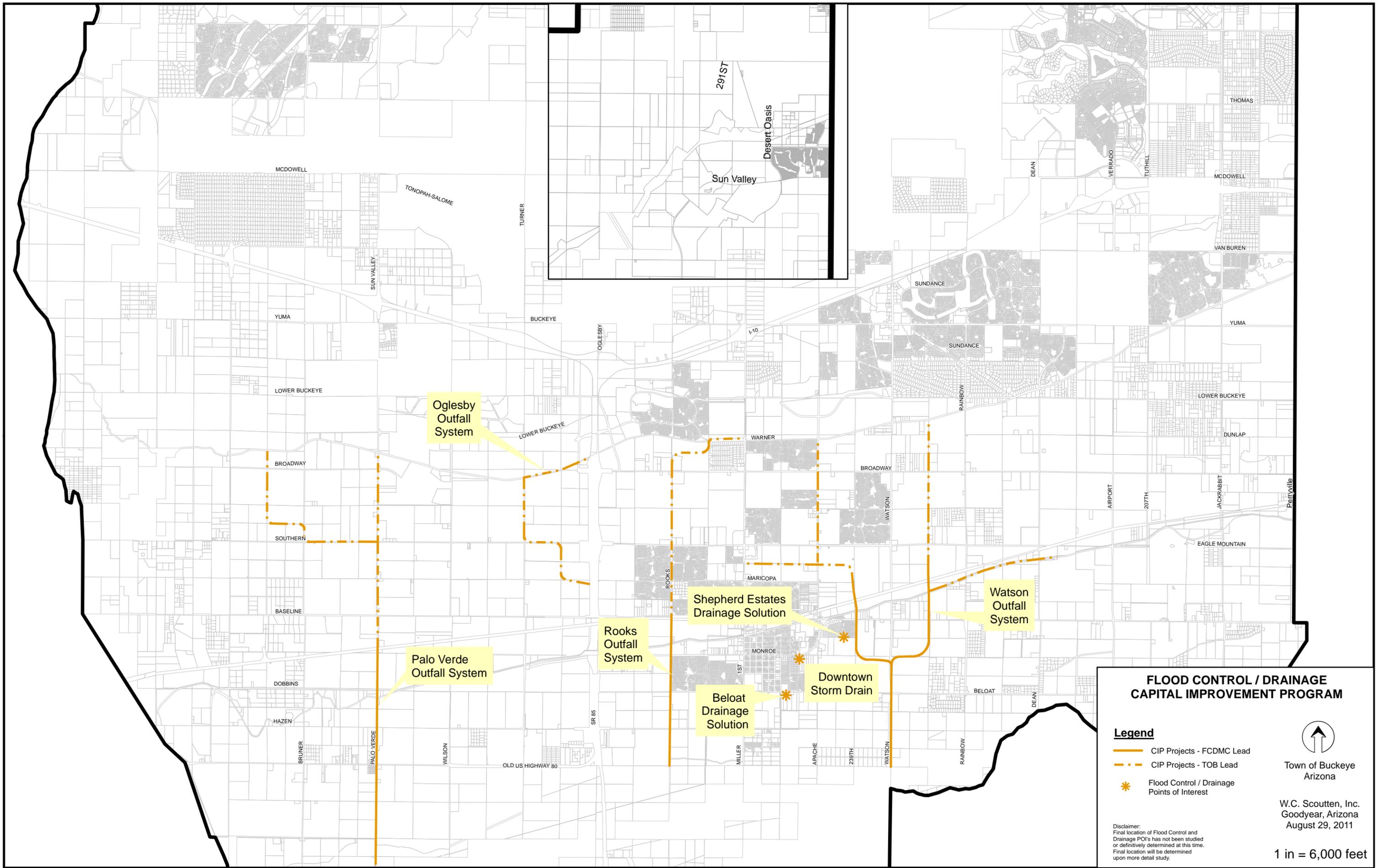
1 in = 4,916 feet

Projects Not Shown

Ribbon Curbs Rancho Sonora East
CDBG Improvements
ITS

Disclaimer:
Final location and actual placement of traffic signals and street expansions has not been studied or definitively determined at this time. Final location will be determined at some future time.





FLOOD CONTROL / DRAINAGE CAPITAL IMPROVEMENT PROGRAM

Legend

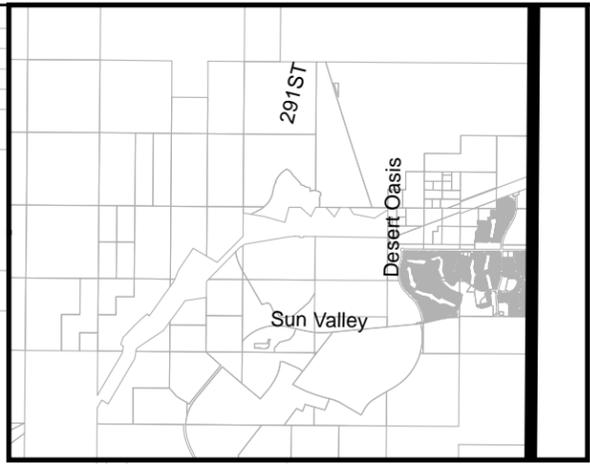
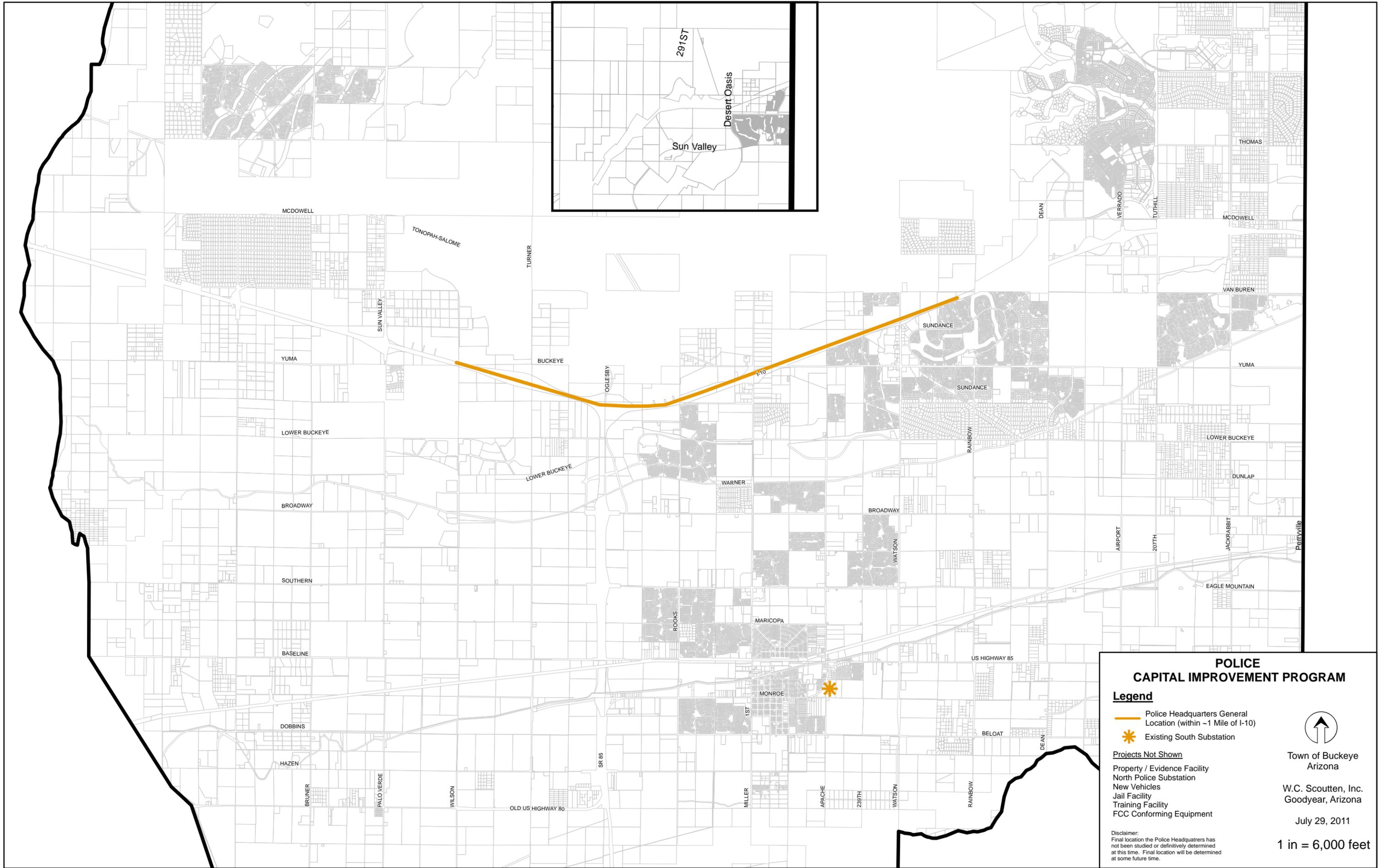
- CIP Projects - FCDMC Lead
- - - CIP Projects - TOB Lead
- * Flood Control / Drainage Points of Interest


 Town of Buckeye
 Arizona

W.C. Scouten, Inc.
 Goodyear, Arizona
 August 29, 2011

Disclaimer:
 Final location of Flood Control and
 Drainage POI's has not been studied
 or definitively determined at this time.
 Final location will be determined
 upon more detail study.

1 in = 6,000 feet



**POLICE
CAPITAL IMPROVEMENT PROGRAM**

Legend

- Police Headquarters General Location (within ~1 Mile of I-10)
- Existing South Substation

Projects Not Shown

- Property / Evidence Facility
- North Police Substation
- New Vehicles
- Jail Facility
- Training Facility
- FCC Conforming Equipment

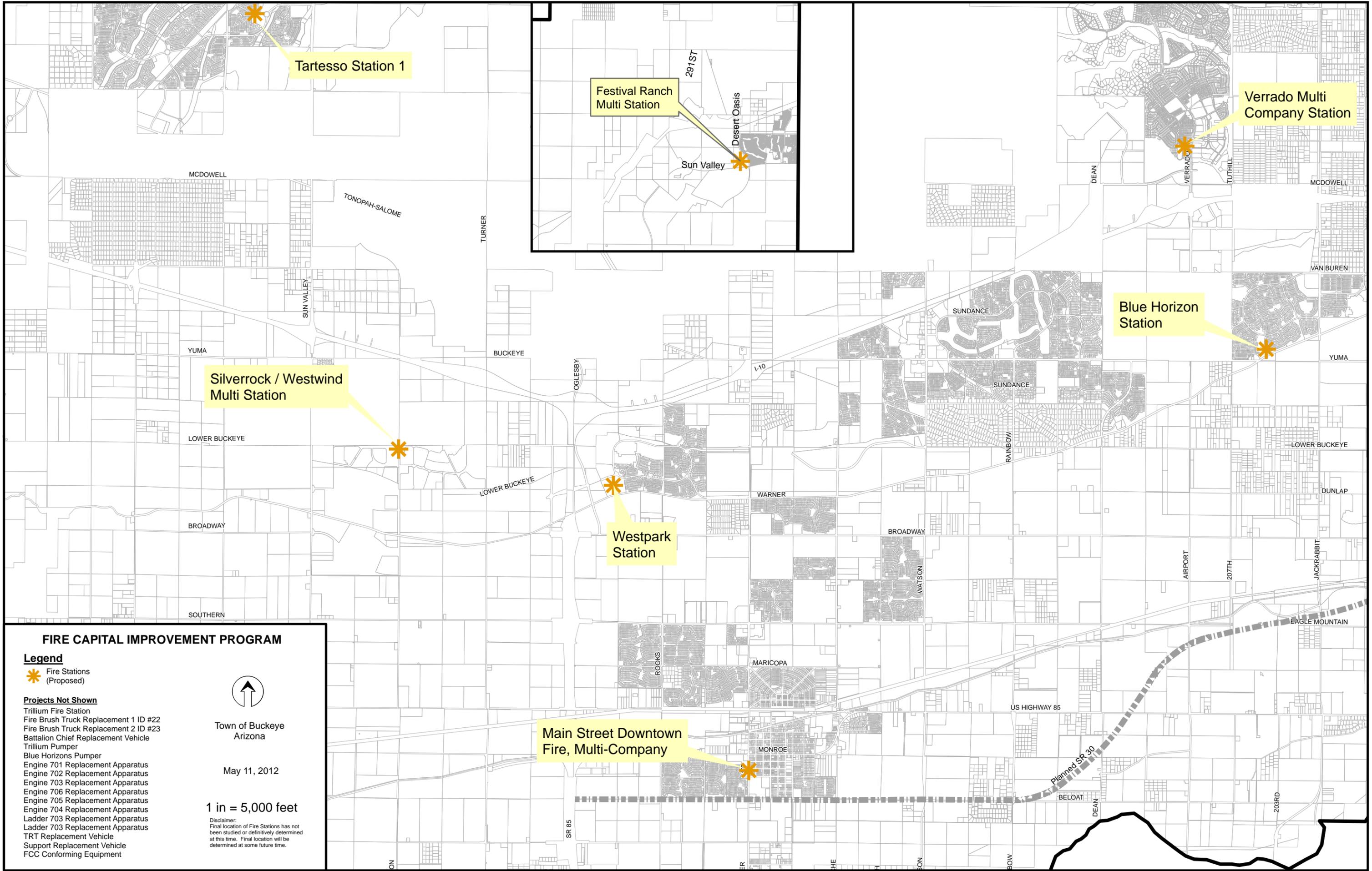
Disclaimer:
Final location the Police Headquarters has not been studied or definitively determined at this time. Final location will be determined at some future time.

Town of Buckeye
Arizona

W.C. Scoutten, Inc.
Goodyear, Arizona

July 29, 2011

1 in = 6,000 feet



Tartesso Station 1

Festival Ranch Multi Station

Desert Oasis

Sun Valley

Verrado Multi Company Station

Blue Horizon Station

Silverrock / Westwind Multi Station

Westpark Station

Main Street Downtown Fire, Multi-Company

FIRE CAPITAL IMPROVEMENT PROGRAM

Legend

Fire Stations (Proposed)

Projects Not Shown

- Trillium Fire Station
- Fire Brush Truck Replacement 1 ID #22
- Fire Brush Truck Replacement 2 ID #23
- Battalion Chief Replacement Vehicle
- Trillium Pumper
- Blue Horizons Pumper
- Engine 701 Replacement Apparatus
- Engine 702 Replacement Apparatus
- Engine 703 Replacement Apparatus
- Engine 706 Replacement Apparatus
- Engine 705 Replacement Apparatus
- Engine 704 Replacement Apparatus
- Ladder 703 Replacement Apparatus
- Ladder 703 Replacement Apparatus
- TRT Replacement Vehicle
- Support Replacement Vehicle
- FCC Conforming Equipment



Town of Buckeye
Arizona

May 11, 2012

1 in = 5,000 feet

Disclaimer:
Final location of Fire Stations has not been studied or definitively determined at this time. Final location will be determined at some future time.